

**PROPOSED OFFICES, CHAPEL HOUSE FARM
CHIPPING NORTON**

Adalta Real
Transport Assessment

March 2022

**Transport Assessment - Office Development,
Chapel House Farm, Chipping Norton, OX7 5SZ**

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1.0 INTRODUCTION

1.1 Appointment of Connect Consultants

1.1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed by Adalta Real to produce a Transport Assessment in support of their development proposals on Chapel House Farm, Chipping Norton, OX7 5SZ

1.2 Site Location

1.2.1 The site is located to the northeast of Chipping Norton, and adjoins the A3400. The site is of mixed-use agriculture in nature with farmhouse buildings within the curtilage, many of which are in need of repair.

1.2.2 The proposal site is principally bound by agricultural farmland, with the A3400 to its eastern side.

1.2.3 The location of the proposal site, in the context of the urban area, is presented at Figure 1.1 below.

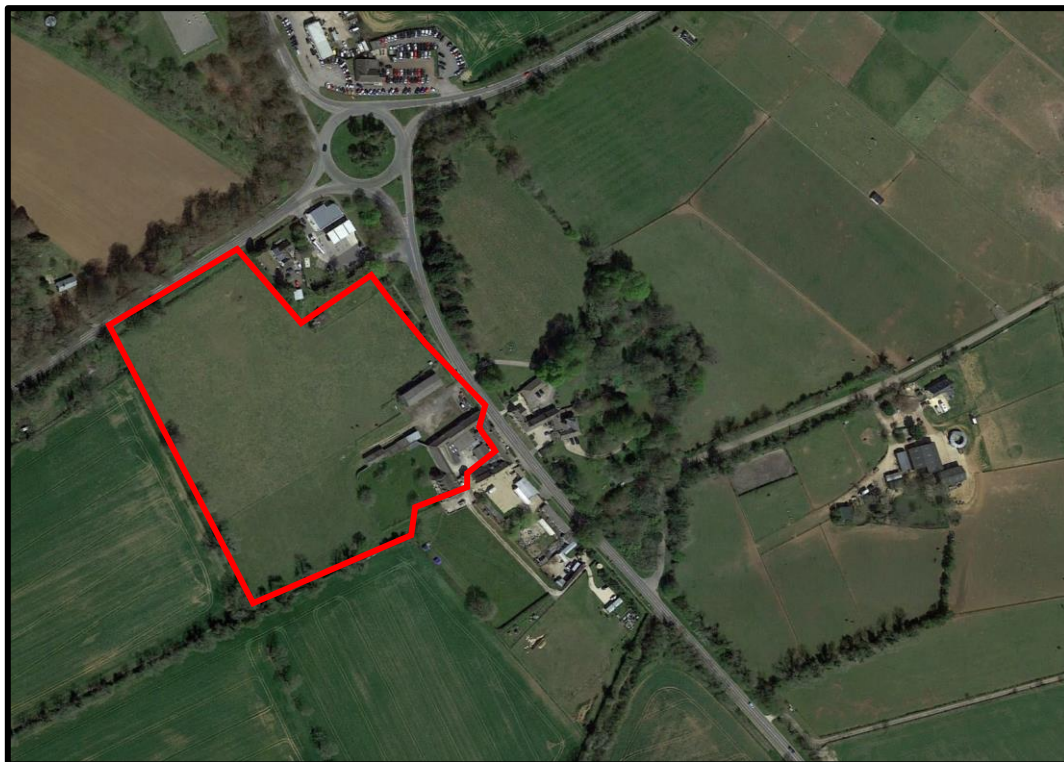
Figure 1.1 – Site Location Plan



Source: Promap

1.2.4 Figure 1.2 below identifies the context of the site in relation to the local area.

Figure 1.2 – Site in its Local Context



Source: Google Maps. Site Redline is indicative

1.3 Development Proposals

1.3.1 The development proposals seeks permission to convert a barn into offices of 776sq.m., associated car parking and a separate ancillary building providing space for cycle storage, showers, lockers and changing. A private footpath will also be provided across land to the west of the site.

1.4 2019 & 2020 Planning History

1.4.1 The site has been subject to a number of previous planning applications, administered via West Oxfordshire District Council, which have not yet been implemented. The applications are a mixture of 'prior approvals' type applications and standards planning applications. planning history is outlined below for the 2019 and 2020 years.

1 - 19/02474/PN56

1.4.2 This application was validated on 10th September 2019 and approved on 5th November 2019. The application sought approval for conversion of an agricultural building to provide two dwellings.

1.4.3 Highways were consulted while the application was live, and offered a comment of 'do not object', on 30th Sept 2019, subject to a condition that parking was provided as per submitted plans.

1.4.4 The submitted plans showed covered, car-port parking at a rate of 2 car parking spaces per unit.

2 - 19/02479/PN56

1.4.5 This application was validated on 10th September 2019 and approved on 5th November 2019. The application sought approval for conversion of an agricultural building to provide a single dwelling.

1.4.6 There are no highways comments on the planning website

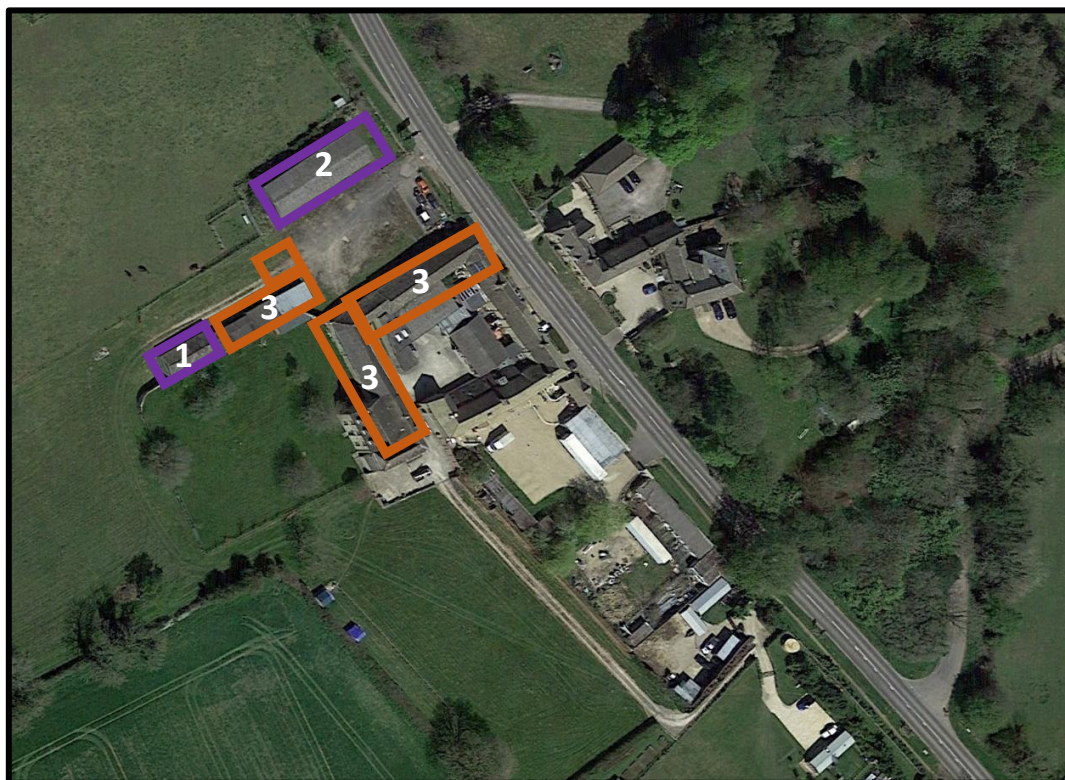
3 - 19/02470/FUL

1.4.7 This application was validated on 18th September 2019 and approved on 19th Aug 2020. The application sought approval for conversion of agricultural buildings to provide four dwellings (with an ancillary annexe) and the erection of three separate residential dwellings.

1.4.8 Highways made comments dated 16th October 2019 on the application, offering a position of 'do not object' subject to parking and access being as per the submitted plans. Car parking was to be provided via three single garages, with all other parking being within the compound/forecourt areas covering the site.

1.4.9 The location of the above applications can be seen at Figure 1.3

Figure 1.3 – Location of existing, unimplemented permissions – 2019 & 2020



Source: Google Maps. Boundaries are illustrative

1.5 2021 Planning History

1.5.1 The 2021 planning history of the site is summarised below:

4 - 21/04108/NMA

1.5.2 This application is a non-material amendment for window/doorway works, validated on 22nd December 2021. There are no highways implications associated with the application.

1.5.3 The application was approved on 1st Feb 2022

5 - 21/04133/PN56

1.5.4 This prior notification application was validated on 22nd December 2021 and approved on 16th February 2022. The application seeks a change of use from agricultural to mixed office and retail.

1.5.5 The location of this application within the site can be seen at Figure 1.4.

1.5.6 For the area annotated 5(a), in Figure 1.4, permission is sought for conversion from an agricultural building to Office use with a floor area of 252sq.m. For the area annotated as 5(b), permission is sought for retail floorspace totalling 121sq.m. Within the area annotated as 5(b), permission for ancillary storage totalling 80sq.m. is also sought.

6 - 21/04107/HHD

1.5.7 This application was validated on 22nd December 2021. The application seeks permission to add an orangery extension to a dwelling. There are no highways implications associated with the application. The application is pending a decision.

Figure 1.4 – Location of 2021 application 21/04133/PN56



1.6 National Planning Policy Framework

1.6.1 This report section provides a brief overview of the national planning policy context and objectives.

National Planning Policy Framework (NPPF), July 2021

1.6.2 The National Planning Policy Framework (NPPF) was first published on the 27th March 2012. A revised NPPF was published on 20th July 2021. It sets out the Government's planning

policies for England and sets out a framework for local authorities to produce their own local plans.

1.6.3 The key purpose of the NPPF is to contribute to the achievement of sustainable development. It sets out three overarching interdependent objectives as, a) an economic objective, b) a social objective, and c) an environmental objective.

1.6.4 At its heart, the NPPF maintains its presumption in favour of sustainable development.

1.6.5 Chapter 9 *Promoting sustainable transport* sets out at paragraph 108 that,

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network,..."

1.6.6 Paragraph 110 addresses how development proposals are to be considered. It sets out that,

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and

c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

1.6.7 Paragraph 111 states,

"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."

1.7 Report Overview

1.7.1 The remainder of this report is divided into five further sections, which are as follows:-

Section 2.0 Site Transport Context

1.7.2 This section of the report provides details of the site context, including its accessibility by all relevant transport modes.

Section 3.0 Proposed Development

1.7.3 The various components of the development proposal, including the site access arrangements and parking provision, are described within this section of the report.

Section 4.0 Traffic Assessment

- 1.7.4 This report section provides an assessment of the vehicular attraction of the proposed development and its traffic effects.

Section 5.0 Summary & Conclusions

- 1.7.5 A summary and the conclusions of the report are provided in this section.

2.0 SITE TRANSPORT CONTEXT

2.1 Introduction

2.1.1 This section of the report considers the accessibility of the site in terms of a range of transport modes.

2.2 Pedestrian Access

2.2.1 The Department for Transport's (DfT) document titled 'Manual for Streets' dated 2007 provides guidance in relation to walk distances. Section 4.4 gives the following advice:-

"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot".

2.2.2 The CIHT document 'Planning for Walking' (April 2015) has been consulted with reference to pedestrian catchments. Reiterating the advice presented in 'Manual for Streets', Section 6.4 of 'Planning for Walking' states the following:

"Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating. Developers should consider the safety of the routes (adequacy of surveillance, sight lines and appropriate lighting) as well as landscaping factors (indigenous planting, habitat creation) in their design."

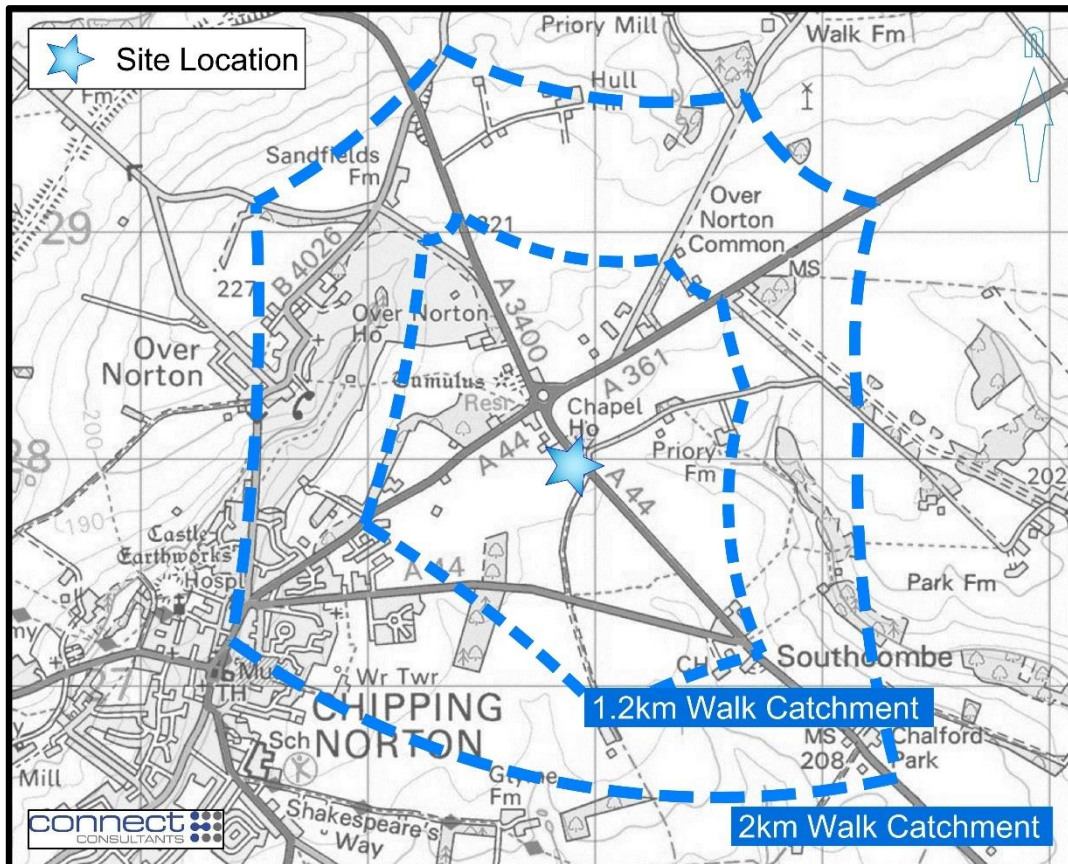
2.2.3 Furthermore, 'Planning for Walking' indicates that approximately 80% of journeys shorter than 1 mile (1.6km) are made wholly on foot.

2.2.4 Table 3.2 of The Institute of Highways and Transportation (IHT) guidance document titled 'Providing for Journeys on Foot' identifies a maximum walk distance of 2.0km for commuter, school and sightseeing walk trips, 800m for town centre walk trips and 1.2km for trips elsewhere.

2.2.5 The actual distance that people will be prepared to walk will vary depending on the trip purpose and other factors such as the presence of road crossings, terrain, and the attractiveness of the environment.

2.2.6 Figure 2.1 shows walk distances of 1.2km and 2km.

Figure 2.1 – 1.2km and 2km Walk Catchment



Source: Promap

- 2.2.7 The walk catchments above indicate that there are a number of residences within the 1.2km walk catchment area as well as the 2km walk catchment covering the majority of Chipping Norton to the west.
- 2.2.8 There is a footway on the A3400 adjoining the site that runs to the north and south. To the north, the footway runs west along Banbury Road which in turn allows for journeys to be made to and from the direction of Chipping Norton.
- 2.2.9 In light of the local pedestrian facilities, the site is connected to the local pedestrian network with opportunities for individuals visiting the site to make trips by foot, whether they do so as employees or customers.

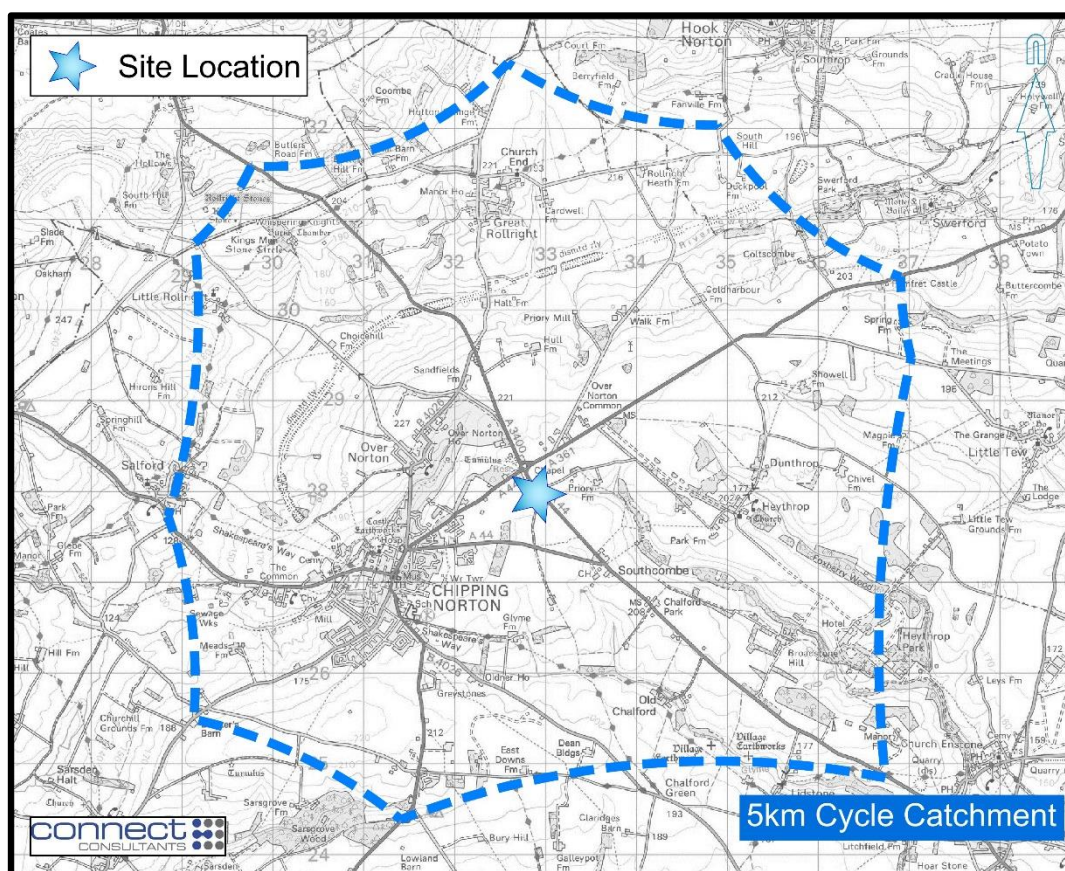
2.3 Cycling

2.3.1 The 2019 National Travel Survey table NTS0303 identifies average journey lengths by cycle in England of c5.3km. The CIHT document titled 'Planning for Cycling' (October 2014) indicates that 80% of cycling trips are less than five miles (8km) and 40% are less than two miles (3.2km). This suggests that cycling can offer an alternative to car travel particularly for trips of less than 5km.

2.3.2 For the purposes of this assessment, it has been assumed that cycling has the potential to replace short car trips, particularly for journeys of less than 5km in length.

2.3.3 Based on a maximum cycle distance of 5km, the approximate cycle catchment is shown at Figure 2.2 below.

Figure 2.2 – Cycle Catchment Area



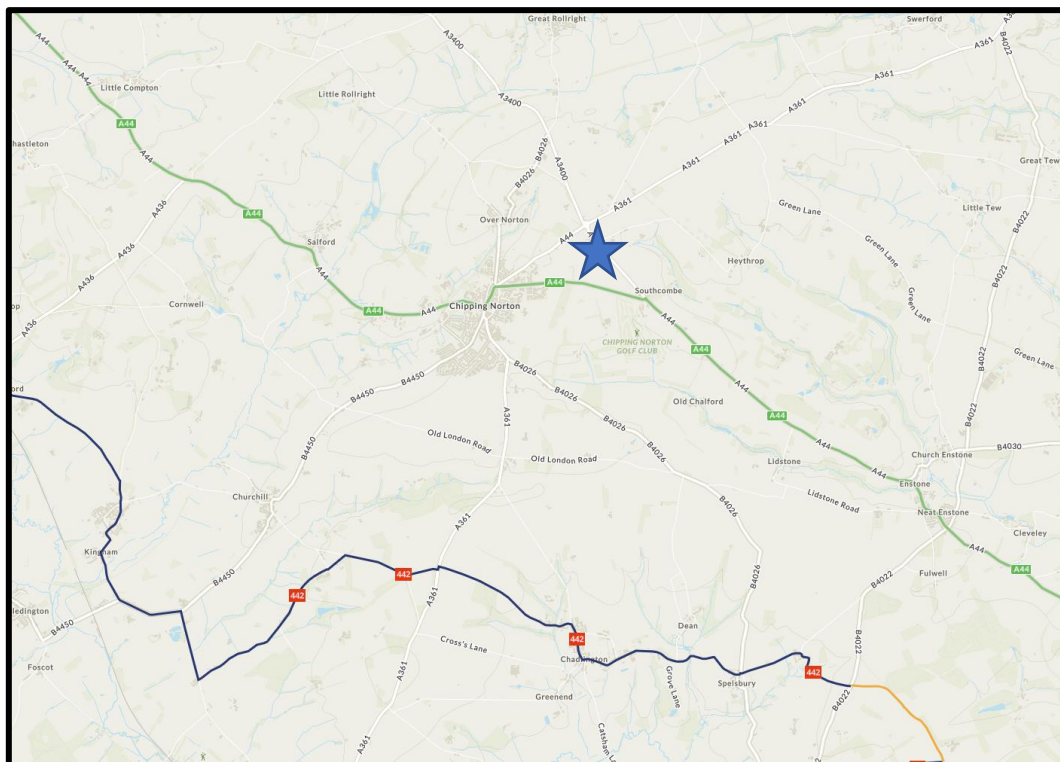
Source: Promap

2.3.4 The 5km cycle catchment includes all of Chipping Norton to the west/southwest as well as the outlying villages of Great Rollright and Over Norton.

2.3.5 This provides a significant local population within cycle distance of the site.

2.3.6 Figure 2.3 below, shows a cycle map for Chipping Norton and the surrounding areas taken from OpenStreetMap, showing local and national cycle ways in the area.

Figure 2.3 – National Cycle Network Map



Source: Sustrans. N.B. The proposal site is indicated by a blue star.

2.3.7 National Cycle Route 442 is located approximately 5km to the southwest of the site. The route, which is shown on blue in Figure 2.3 is an on-road route that runs from Honeybourne and Hanborough in Oxfordshire

2.3.8 Based on the above, cycling provides an opportunity to access the site by a sustainable mode of transport for potential customers, residents and staff members.

2.4 Bus Access

2.4.1 The publication 'Planning for Public Transport in Developments' produced by the Institution of Highways and Transportation (IHT) specifies that new developments should be located within 400m of the nearest bus stop.

2.4.2 The nearest bus stops to the site are located approximately 250m to the north of the site, on Banbury Road. These bus stops are within close proximity to the site boundary. There is an existing footway that links the site in with the bus stops. A private footpath will also be provided from the site, to these bus stops, as part of the development proposals.

2.4.3 The stops cater for eastbound and westbound bus services respectively, and have the bus stop identifiers of oxfgdgwm and oxfgdgwj. The stops are known by Traveline as the 'Chapel Island' bus stops.

2.4.4 The stops give access to service 489 that is operated by Stagecoach and runs between Banbury to the northeast and Chipping Norton.

2.4.5 The service operates 7 days a week. For the period Monday to Saturday, the service is typically hourly, commencing at around 06:30 and finishing around 18:30. On a Sunday, the service is every 2 hours, starting around 08:30 and finishing around 18:30.

2.4.6 Having regard to the proximity of the bus stops, the frequency of buses and the areas that the existing local buses serve, the site is accessible by public transport.

2.5 Highway Access

2.5.1 The proposal site will be served from the existing simple priority t-junction formed with the A3400 to the east of the site.

2.5.2 The A3400 runs in a broad northwest-southeast alignment along the sites eastern boundary. Approximately 1.1km to the south the A3400 forms a 3-arm roundabout with the A44 (from the southeast) and the A44 London Road (to the northwest). The A44 London Road heads into Chipping Norton, with the south-eastern A44 arm heading to the village of Neat Enstone, to the southeast.

2.5.3 North of the site, the A3400, some 250m distant meets the A361 at a four arm roundabout. The A3400 form the southern and northern arms, with the A361 forming the east-west arms. To the west, the A361 is known as the A361 Banbury Road and heads into Chipping Norton. The northern A3400 arm leads to Long Compton and the easternmost A361 arm heads to Banbury, approximately 17km distant.

2.5.4 Figure 2.4 below shows the site in its local highway context.

Figure 2.4 – Highway Network

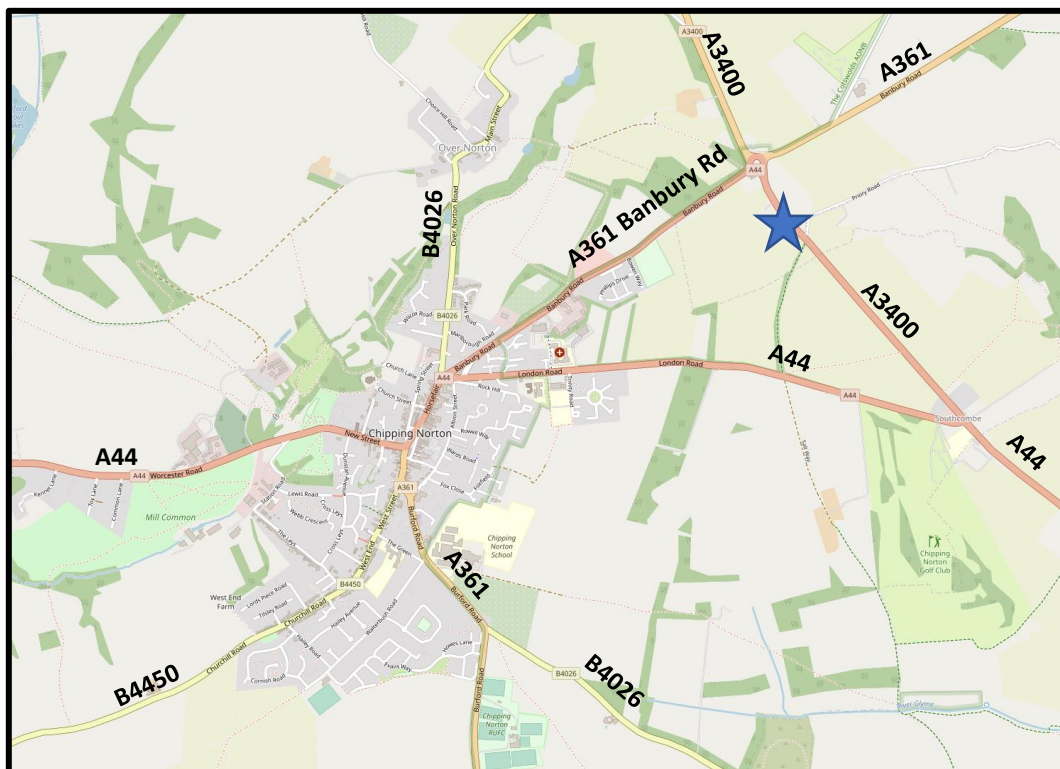


Image Source: *OpenStreetMap.org*

2.5.5 Overall, the site has a prominent location in relation to the local road network from which it is readily accessible.

2.6 Section Conclusion

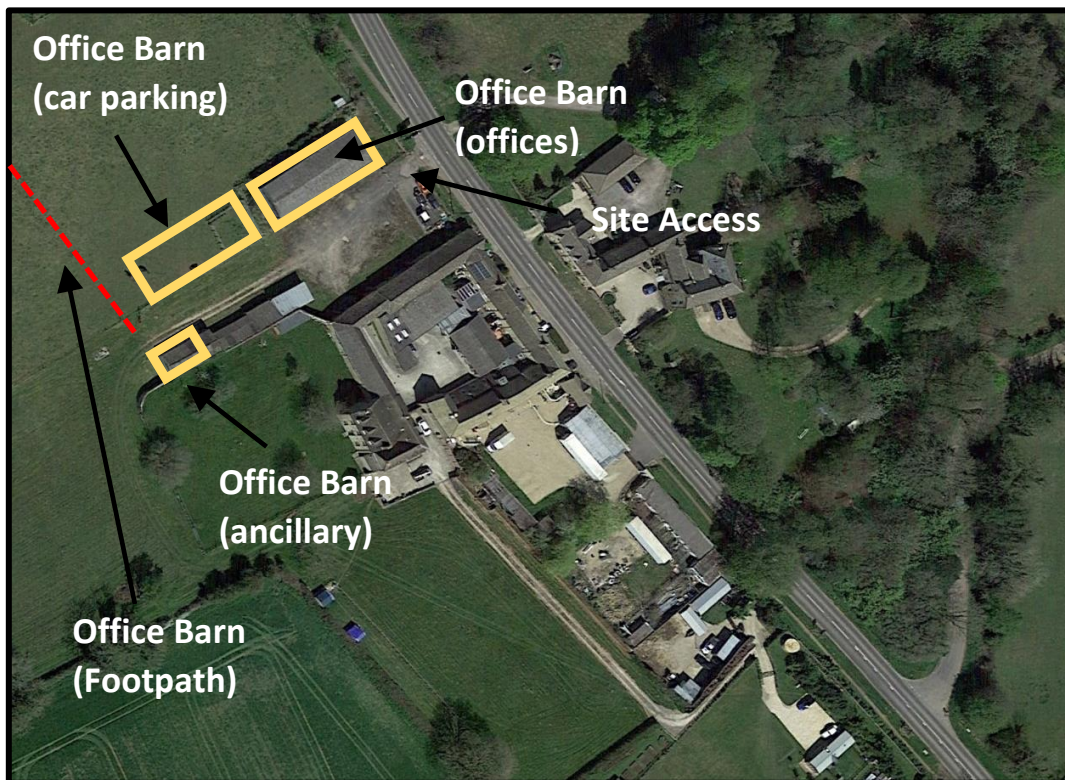
2.6.1 The proposal site is surrounded by pedestrian infrastructure. The main nearby village of Chipping Norton can be accessed on foot. The surrounding area is conducive to cycling and the bus stops that are some 250m distant from the site are served by a 60-minute bus service. The proposal site also has a prominent location relative to the local highway network. Overall, the site has a good level of accessibility by all relevant transport modes.

3.0 PROPOSED DEVELOPMENT

3.1 Introduction

- 3.1.1 This report is produced to support an application that seeks permission for the provision of 776sq.m. office space within the barn to the north of the site, 28 car parking spaces to the west of the office block and creation of an amenities block for cycle storage, showers, lockers and toilets, to the south of the car parking. A private footpath will also be created to the west of the site, heading to the north and giving access to the site from the A361, via fields to the northwest of the site.
- 3.1.2 The proposed site layout showing the three distinct elements of the layout and the private footpath can be seen at Appendix 1.
- 3.1.3 For reference/ease, the areas impacted or influenced by the above applications are indicated at Figure 3.1.

Figure 3.1 – Location of Office Barn applications.



Source: Google Earth

3.2 Site Access Arrangements

- 3.2.1 The application will utilise the existing site access. The access is annotated on Figure 3.1. A view onto the A3400 to the north of the site access can be seen at Figure 3.2 and to the south of the access at Figure 3.3. The access is annotated with a red arrow. Figure 3.2 and Figure 3.3 show that sightlines in both directions are good.

Figure 3.2 – View to North of Existing Site Access



Figure 3.3 – View to South of Existing Site Access



3.3 Servicing

- 3.3.1 The site is anticipated to have modest servicing requirements. The office would require occasional stationary deliveries via small van.
- 3.3.2 A transit-sized van or similar can be accommodated within standard highway geometries/standard car parking spaces. This, combined with the likely infrequent delivery means that no specific allowance for office deliveries needs to be made with this the design of the site.

3.4 Parking Policy and Car Parking

- 3.4.1 Paragraph 107 of the National Planning Policy Framework NPPF, July 2021 states: -

"If setting local parking standards for residential and non-residential development, policies should take into account: -

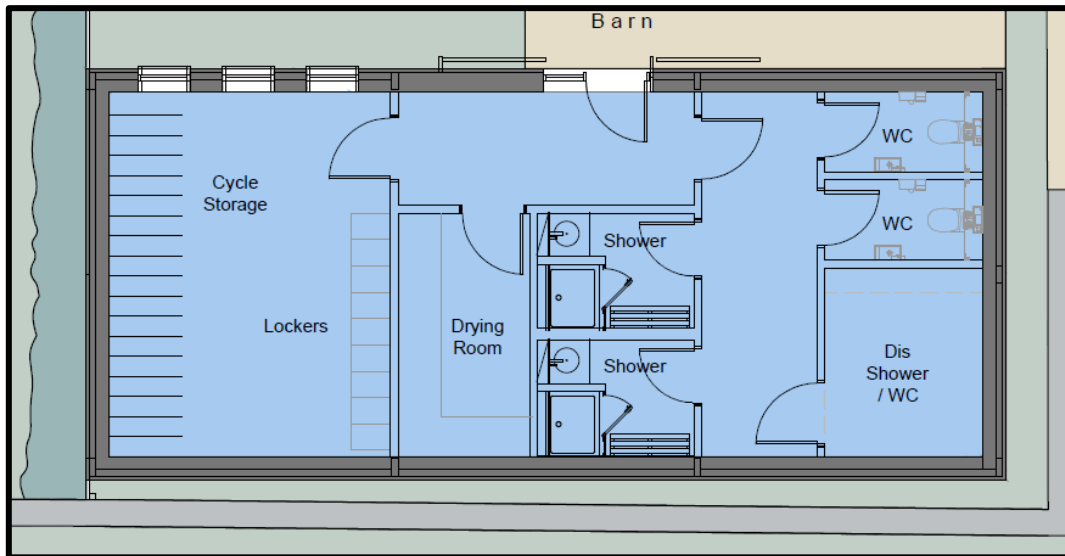
- *The accessibility of the development;*
- *The type, mix and use of the development;*
- *The availability of and opportunities for public transport;*
- *Local car ownership levels; and*
- *The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."*

- 3.4.2 Paragraph 108 of the NPPF 2021 states: -

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

- 3.4.3 With regards non-residential development, Oxfordshire County Council assess parking requirements on a case-by-case basis, with evidence as necessary.
- 3.4.4 In respect of the office development comprising 776sq.m., 28 parking spaces are being provided. As Oxfordshire County Council examine such developments on a case-by-case basis, a parking assessment will be undertaken in the following section.
- 3.4.5 With regards Cycle Parking for the office development a dedicated ancillary area is being provided. The ancillary area will comprise extensive cycle parking, lockers shower/changing facilities and a drying area. The layout of the ancillary area is shown below at Figure 3.4.

Figure 3.4 – Ancillary Area proposed as part of 'Office Barn' Application



3.4.6 The provision of a high-quality, bespoke area for the storage of at least 17 cycles, along with shower, changing and storage facilities is considered to be suitable for the modest office development of 776sq.m.

4.0 TRAFFIC ASSESSMENT

4.1.1 Office trips will be considered in the peak periods of traffic flow on the highway which are generally taken as 08:00-09:00 (AM Peak) and 17:00-18:00 (PM Peak).

Office Use

4.1.2 The proposed office use comprises 776sq.m of floorspace and 28 parking spaces. The TRICS 7.8.4 database has been used to assess the level of trips to the *Office* land use, contained within the *Employment* category of TRICS. Only sites in England, excluding Greater London have been included.

4.1.3 To reflect the size of the office element the floor area range was set to 500sq.m to 3000sq.m. with the location types set as *Suburban Area* and *Edge of Town*. TRICS made a total of 9 weekday surveys available.

4.1.4 The full TRICS output including trip rates can be seen at Appendix 2. A summary of daily trips and parking accumulation based on the hourly arrival/departure flow can be seen at Table 4.1.

Table 4.1 – Trips & Parking Accumulation – Office of 776sq.m.

Hr Start	In	Out	2-way	Parking Accumulation
07:00	3	0	3	2
08:00	14	1	15	15
09:00	10	2	12	23
10:00	3	2	5	24
11:00	2	2	4	24
12:00	3	5	8	23
13:00	4	4	8	23
14:00	3	3	6	23
15:00	2	3	5	22
16:00	2	8	10	16
17:00	1	13	14	4
18:00	0	4	4	0

Note: values are calculated from TRICS output and rounding can occur

4.1.5 Table 4.2 shows that in the AM peak hour 15, 2-way trips would be attracted to the offices and in the PM peak hour, 14, 2-way trips would occur at the offices.

4.1.6 There is no reason to presuppose that such a minimal level of trips would have any material effect upon either the operation of the access or the highway. The effect of the trips would be *de minimus*.

4.1.7 With regards the parking accumulation, the daily trip profile as given at Table 4.1 indicates that peak parking accumulation is 24 vehicles. A parking level of between 23 to 24 vehicles is sustained over the period 10:00 to 14:00. The car park has 28 parking spaces and therefore the parking assessment indicates the car park would operate with at least 4 to 5 car parking spaces unoccupied for the majority of the day. This indicates that the car park is appropriately sized relative to expected demand.

4.2 Section Conclusions

4.2.1 The level of trips attributable to the proposed office development has been calculated based on data from the TRICS database.

4.2.2 The level of trips generated by the office development has been shown to be small and there is no reason to presuppose that this level of trips could not be accommodated by either the site access or the highway network.

5.0 SUMMARY AND CONCLUSIONS

5.1 Summary

5.1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed by Adalta Real in relation to their proposed office development at Chapel House Farm. The report is summarised as follows:-

- The site is accessible by a choice of travel modes and will reduce reliance on the private car consistent with national and local planning policy.
- The proposed development is well conceived in terms of its access, composition and layout.
- The proposed car parking level has been shown to be suitable.
- Servicing requirements of the development are minimal, and could be accommodated within the proposed layout.
- The trip assessment has shown that the proposed development will generate a minimal level of trips. The level of trips is such that they can be accommodated on the highway network.

5.2 Conclusions

5.2.1 This Transport Assessment has shown that the proposed development is acceptable.

Appendix 1



0 5.0 10.0 15.0 20.0 25.0 35.0m

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Rev.	Description	Date	Drw.	CHK
P-02	Parking layout updated	09.03.22	NL	IW
P-01	Plant/Bin stores, EV parking and footpath(s) added	07.02.22	NB	IW

Client
Adalta Real

Project
Chapel House Farm
Chipping Norton

Drawing Title
Office Barn and amenities
Proposed Site Plan

Drawing Status
PLANNING

Corstorphine & Wright

Warwick Studio
Brook Hall, Brook Street, Warwick, CV34 4BL
01926 658 444

corstorphine-wright.com

Drawing No.				Revision	
21139-0181-OB				P-02	
Drawn	Checked	Paper Size	Scale	Date	
NB	IW	A3	1:500	21.12.21	

Appendix 2

Calculation Reference: AUDIT-142301-220209-0242

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
	MS MERSEYSIDE	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: 500 to 3000 (units: sqm)
 Range Selected by User: 500 to 3000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 04/05/21

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

Selected survey days:

Monday	1 days
Tuesday	6 days
Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	5

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	1
Commercial Zone	2
Development Zone	1
Residential Zone	2
Built-Up Zone	1
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

Not Known	8 days
E(c)	1 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:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	3 days
15,001 to 20,000	2 days
25,001 to 50,000	2 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	7 days
1.1 to 1.5	2 days

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

Travel Plan:

No	9 days
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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	9 days
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This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	CH-02-A-04 OFFICES WINTERTON WAY MACCLESFIELD LYME GREEN BUSINESS PK Edge of Town Commercial Zone Total Gross floor area: 3000 sqm <i>Survey date: TUESDAY 04/05/21</i>	CHESHIRE	<i>Survey Type: MANUAL</i>
2	GM-02-A-10 ACCOUNTANTS CHORLEY NEW ROAD BOLTON HEATON Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 500 sqm <i>Survey date: MONDAY 19/04/21</i>	GREATER MANCHESTER	<i>Survey Type: MANUAL</i>
3	LC-02-A-09 OFFICES FURTHERGATE BLACKBURN Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Gross floor area: 2600 sqm <i>Survey date: TUESDAY 04/06/13</i>	LANCASHIRE	<i>Survey Type: MANUAL</i>
4	MS-02-A-03 HOMES DEVELOPER ALDERMAN ROAD LIVERPOOL Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 1200 sqm <i>Survey date: TUESDAY 20/04/21</i>	MERSEYSIDE	<i>Survey Type: MANUAL</i>
5	NF-02-A-04 BUILDING CONSULTANT WHITING ROAD NORWICH Edge of Town Commercial Zone Total Gross floor area: 500 sqm <i>Survey date: WEDNESDAY 13/11/19</i>	NORFOLK	<i>Survey Type: MANUAL</i>
6	SF-02-A-03 OFFICES WHITE HOUSE ROAD IPSWICH Edge of Town Industrial Zone Total Gross floor area: 2800 sqm <i>Survey date: THURSDAY 24/09/20</i>	SUFFOLK	<i>Survey Type: MANUAL</i>
7	WL-02-A-01 PET INSURANCE COMPANY THE CRESCENT AMESBURY SUNRISE WAY Edge of Town Development Zone Total Gross floor area: 2500 sqm <i>Survey date: TUESDAY 18/09/18</i>	WILTSHIRE	<i>Survey Type: MANUAL</i>
8	WM-02-A-04 OFFICE BOURNVILLE LANE BIRMINGHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 1800 sqm <i>Survey date: TUESDAY 10/11/15</i>	WEST MIDLANDS	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	WY-02-A-05	OFFICES	WEST YORKSHIRE
	PIONEER WAY		
	CASTLEFORD		
	WHITWOOD		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	1230 sqm	
	Survey date: TUESDAY	23/05/17	Survey Type: MANUAL

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

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

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 - 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	9	1792	0.353	9	1792	0.056	9	1792	0.409
08:00 - 09:00	9	1792	1.779	9	1792	0.161	9	1792	1.940
09:00 - 10:00	9	1792	1.271	9	1792	0.291	9	1792	1.562
10:00 - 11:00	9	1792	0.428	9	1792	0.217	9	1792	0.645
11:00 - 12:00	9	1792	0.242	9	1792	0.254	9	1792	0.496
12:00 - 13:00	9	1792	0.422	9	1792	0.626	9	1792	1.048
13:00 - 14:00	9	1792	0.546	9	1792	0.490	9	1792	1.036
14:00 - 15:00	9	1792	0.384	9	1792	0.366	9	1792	0.750
15:00 - 16:00	9	1792	0.248	9	1792	0.422	9	1792	0.670
16:00 - 17:00	9	1792	0.285	9	1792	1.035	9	1792	1.320
17:00 - 18:00	9	1792	0.105	9	1792	1.655	9	1792	1.760
18:00 - 19:00	8	1863	0.047	8	1863	0.503	8	1863	0.550
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.110			6.076			12.186

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

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

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Parameter summary

Trip rate parameter range selected:	500 - 3000 (units: sqm)
Survey date range:	01/01/13 - 04/05/21
Number of weekdays (Monday-Friday):	9
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.