



Cole Easdon

TRANSPORT STATEMENT

Proposed Change of Use, Oxleaze Business Park,
Greenhill, Royal Wootton Bassett, Wiltshire on Behalf of
Skyline Aero Limited

Date: September 2025
Issue No. 2



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1.0 INTRODUCTION

1.1 This *Transport Statement (TS)* has been prepared by Cole Easdon Consultants Limited (CE) on behalf of Skyline Aero Limited to support a planning application for the proposed change of use and redevelopment of Oxleaze Business Park, Greenhill, Royal Wootton Bassett, Wiltshire. Refer to CE Plan 9585/201 [*Site Location Plan*] in Appendix 1.

1.2 The redevelopment includes proposing an extension to the existing building within the site and the construction of three further shed buildings located to the north and northeast. The existing building is currently a mix of sui generis or B2 Use Class, and is proposed to change to a B8 Use Class.

Scope of Study

1.3 This *TS* considers the traffic, transportation and highway matters associated with the proposed development, including those specific to the local highway network, the accessibility of the site by sustainable modes of transport, the proposed access arrangements and parking provision, and the predicted trip generation.

1.4 This *TS* is structured as follows:

- Section 2.0 describes the site and surrounding highway network;
- Section 3.0 outlines the development proposals;
- Section 4.0 presents the accessibility and sustainability of the site;
- Section 5.0 assesses the predicted development trip generation; and
- Section 6.0 summarises with discussion and conclusion.

2.0 SITE DESCRIPTION & LOCAL HIGHWAY NETWORK

Site Description

- 2.1 The site is currently occupied by a variety of tenants and comprises a main building and smaller surrounding outbuildings (sheds), used for industrial purposes. A small part of the site also accommodates parking for coaches which come and go daily. The site is located within Green Hill which is approximately 4.4km north of Royal Wootton Bassett and lies to the west of areas of Lydiard Millicent and West Swindon – refer to CE Plan 9585/201 [*Site Location Plan*] contained within Appendix 1 of this Report.
- 2.2 Matthew's Copse wraps around the site on the northern and eastern sides, whilst undeveloped parcels of land border to the south and west. Oxleaze Lodge, which shares the same access arrangement as the site, borders to the south of the main building.
- 2.3 The site is currently accessed via a bellmouth junction with Greenhill which leads to open hardstanding parking areas for the various users of the site via an internal access road – refer to Photograph 2.1 below.



Photograph 2.1: Site access from Greenhill, looking northwest

Local Highway Network

- 2.4 Greenhill is approximately 1.7km in length and generally runs on a slight northwest to southeast alignment, but runs on an east to west alignment adjacent to the south of the site. In the vicinity

of the site, the road is subject to a 30mph speed limit and has a footway located on the southern side of the road.

- 2.5 To the east of the site, Greenhill narrows to a single width carriageway in places, however there are passing bays located at appropriate points along this section.
- 2.6 At its northwestern end, Greenhill continues as a private access track to serve the agricultural uses located within and to the east of Lydiard Plain.
- 2.7 At its southeastern end, Greenhill meets with Restrop Road, Lydiard Green and Greatfield at a crossroad junction. These roads allow for access to Purton, Lydiard Millicent (and west Swindon further afield) and Royal Wootton Bassett, respectively.

Personal Injury Accidents

- 2.8 CE has reviewed Personal Injury Accident (PIA) data available on www.crashmap.co.uk for the most recent five-year period of available data (01/01/2019 to 31/12/2023). Whilst Crashmap does not contain full accident descriptions and causation factors, it does provide useful information relating to accident frequency, severity and vehicles involved.
- 2.9 The study area comprises of a section of Greenhill extending from the farm access located approximately 375m west of the site access to the crossroad junction with Greenhill, Restrop Road, Lydiard Green and Greatfield to the east of the site. Crashmap confirms that there have been no personal injury accidents recorded in this area.
- 2.10 No deficiencies in the highway network have been identified and based on there being no accidents recorded within the study area over the most recent five-year period of available data, CE considers that there are no highway safety issues or concerns that would preclude the development as proposed.

3.0 PROPOSED DEVELOPMENT

- 3.1 The planning application seeks approval for the proposed change of use of the existing building from sui generis / Use Class B2 (General Industrial) to B8 (Storage & Distribution), together with a modest extension comprising approximately 300m² of new floor area on the eastern elevation. In addition, three shed buildings are proposed, also within Use Class B8, to the north and northeast of the main building. Refer to Drawing No. 2315 040(B) [*Proposed Site Plan*] (by Offgrid Architecture) contained within Appendix 2 of this Report.
- 3.2 Oxleaze Lodge which borders to the south of the site will remain as existing and is not impacted by the development proposals.
- 3.3 The total gross internal area (GIA) of the proposed buildings on site is 3,342.5m², with the GIA of each individual unit provided below:
- Main building: 1,469m², which includes the extension;
 - Shed 1: 780.65m²;
 - Shed 2: 739.54m²; and
 - Shed 3: 353.31m².

Operational Information

- 3.4 There are currently 17 members of staff employed by the aeronautical parts business who are looking to relocate to the site. This is anticipated to increase to 27 members of staff following the relocation.

Access Arrangement

- 3.5 Access into the site will continue to be provided by the bellmouth junction off Greenhill. This will lead to a newly configured internal access road loop, where vehicles will route in a clockwise direction around the perimeter of the main existing building.
- 3.6 Paving will surround each building / shed and will guide pedestrians to the respective building entrance points.

Visibility Splays

- 3.7 In order to confirm the junction driver visibility splays at the existing access location are appropriate, 7-day Automatic Traffic Count (ATC) speed surveys were commissioned to record the 85th percentile vehicle approach speeds along Greenhill from each direction. The independent ATC speed surveys were undertaken by Road Data Services Ltd and took place

during the week commencing 2nd July 2024. The full ATC results are contained within Appendix 3 of this Report.

- 3.8 The 85th percentile speeds recorded approaching the site access were:
- Eastbound: 33.0mph; and
 - Westbound: 28.4mph.
- 3.9 The weather was recorded as wet during the one-week survey period, therefore the above recorded speeds have not been reduced, as per the methodology set out in *Manual for Streets 2* (MfS2, 2012).
- 3.10 Using the same MfS2 methodology, the following Stopping Sight Distance (SSD) requirements have been calculated, taking full account of the approach gradients. Full details of the SSD calculations are contained within Appendix 3 of this TS.
- To the right (eastbound approaching vehicles): 49m; and
 - To the left (westbound approaching vehicles): 40m.
- 3.11 CE Plan 9585/202 [*Site Access Visibility Splays*] contained within Appendix 1 of this Report, demonstrates that the above required visibility splays can be achieved to the nearside kerb in both directions from the access location. The vegetation along the road frontage either side of the access is within public highway land (refer to the Highway Records contained within Appendix 3) and will need to be trimmed back or removed to facilitate these visibility splays in both directions.
- 3.12 Photographs 3.1 and 3.2 below show existing visibility measured from 2.4m back at the existing access when looking left and right, respectively, from the site access.



Photograph 3.1: Visibility looking left from existing site access



Photograph 3.2: Visibility looking right from existing site access

Car Parking

- 3.13 Appendix C of Wiltshire Council's *Wiltshire Local Transport Plan 2011-2026 – Car Parking Strategy* (March 2015) details the maximum car parking standards for non-residential developments. For Use Class B8 (Storage and Distribution), the maximum requirement is 1 No.

car parking space to be provided per 30m² (for floor areas less than 500m²) or 1 No. space per 200m² (for floor areas above 500m², with a minimum of 8 No. spaces provided).

3.14 By assessing the main building and each shed independently, the following represents the maximum level of car parking for each unit:

- Main building: 8 No. spaces;
- Shed 1: 8 No. spaces;
- Shed 2: 8 No. spaces; and
- Shed 3: 12 No. spaces.

This would mean that in total a maximum of 36 No. parking spaces would be required.

3.15 The *Proposed Site Plan* illustrates that a total of 33 No. parking spaces are to be provided, which are dispersed in groups throughout the site. This includes 2 No. disabled access spaces and 2 No. electric vehicle (EV) charging spaces. This level of proposed parking is within the maximum parking standards and meets the operational needs of the business.

Cycle Parking

3.16 The *Proposed Site Plan* shows that a total of 12 No. cycle parking spaces are proposed; 8 No. spaces adjacent to the main building and 4 No. adjacent to Shed 3.

Swept Path Analysis

3.17 CE Plan 9585/203 [*Swept Path Analysis – Delivery Vehicles*] demonstrates that a 16.5m long articulated HGV (max legal length in the UK) can safely and efficiently enter the site, negotiate the one-way loop and egress onto Greenhill. There is anticipated to be one delivery made per week by an articulated HGV. This plan also demonstrates that a 4.6T van can safely and efficiently access the main building and each shed, which is the more common day-to-day delivery vehicle anticipated to serve the site.

3.18 In addition, CE Plan 9585/204 [*Swept Path Analysis – Car Park*] demonstrates examples of a large family-sized car entering and egressing some of the proposed car parking spaces.

Refuse Collection Arrangements

3.19 Refuse will be collected within the site, with stores provided at appropriate locations. The *Swept Path Analysis – Delivery Vehicles* Plan shows that a 16.5m long HGV can enter/egress and route within the site which is a larger vehicle than a typical refuse vehicle, meaning that a refuse vehicle will be able to perform the same manoeuvres.

4.0 ACCESSIBILITY & SUSTAINABILITY

4.1 This Section considers the accessibility of the site by sustainable modes of transport, specifically walking, cycling and public transport.

Walking

4.2 As previously mentioned, there is a footway located on the southern side of Greenhill that spans the width of the site access. Footways are provided intermittently along Greenhill to the east of the site access, as well as along Lydiard Green and Greatfield.

4.3 A number of Public Rights of Way (footpaths and bridleways) surround the site and provide potential off-carriageway routes to work as shown in Figure 4.1 below. For example, staff travelling to the site from Purton can make use of the PURT104 and PURT95 footpaths which route off-carriageway to the east of Brockhurst Wood, albeit likely only in the summer months. This route is approximately 1.7km in length and would take approximately 20-minutes to walk¹.

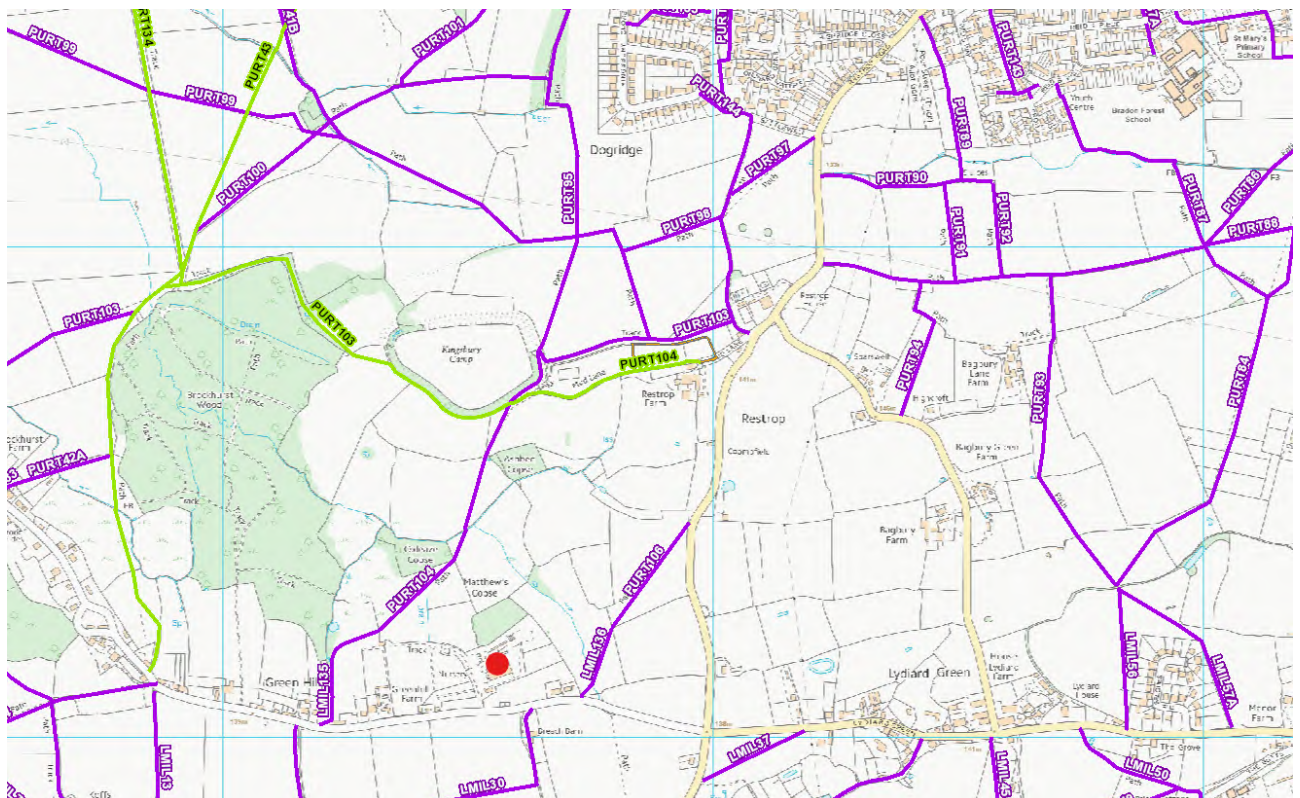


Figure 4.1: Public Rights of Way Surrounding Site
(Source: Wiltshire Council's Rights of Way Explorer. Note: red dot denotes site location)

¹ At 1.4m/s (5.04kph) CIHT document *Providing for Journeys on Foot*

- 4.4 Figure 4.2 below illustrates the area accessible by a 20-minute walk from the site. This is based on an approximate walking speed of 1.4m/s and shows that areas of Green Hill, Lydiard Green and southern Purton are within walking distance.

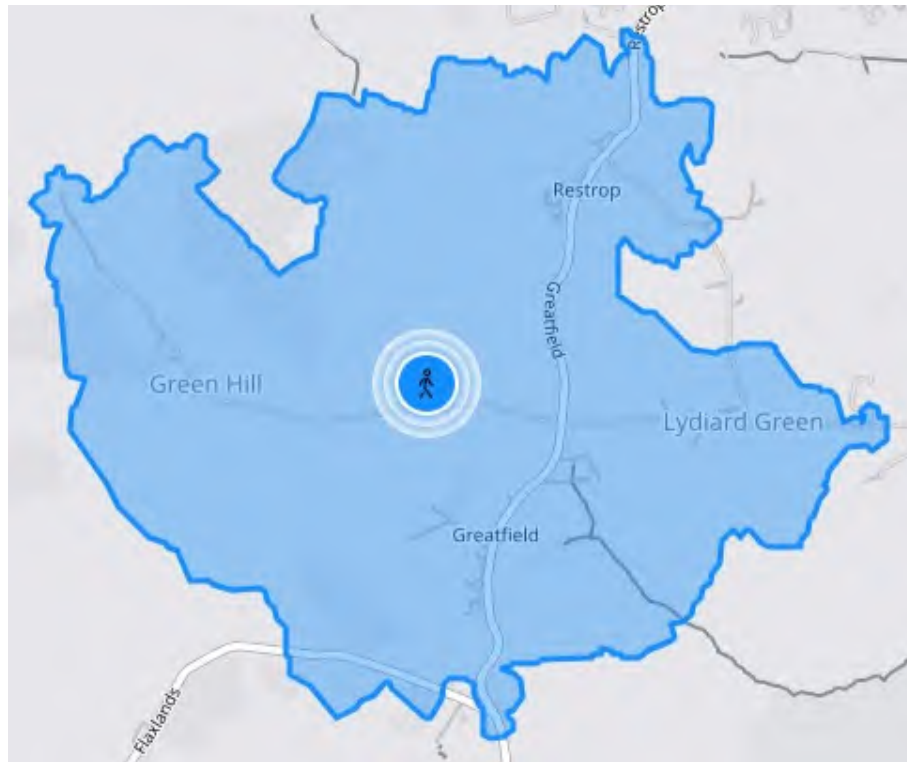


Figure 4.2: Walkable distance accessible from the site in 20 minutes
(Source: TravelTime.com)

Cycling

- 4.5 Cycling would take place on the carriageway within Green Hill and the immediate surrounding area and is perhaps the most likely alternative to the car for staff living locally.
- 4.6 Figure 4.3 below shows the area accessible by a 20-minute cycle from the site. This is based on an approximate cycle speed of 20kph (12.4mph) and suggests that areas of Royal Wootton Bassett, Purton and west Swindon are all within cycling distance.



Figure 4.3: Cycle distance accessible from the site in 20 minutes
(Source: TravelTime.com)

Public Transport

Bus

- 4.7 The nearest set of bus stops to the application site are located along Restrop Road and are known as 'Greatfields Crossroads', located approximately 475m east of the site access which is an approximate six-minute walk¹.
- 4.8 These stops are served by the No. 53 operated by Stagecoach West which provides a service approximately every hour, Monday to Saturday, into Swindon town centre, via Lydiard Millicent and west Swindon (southbound stop) and to the Orbital Shopping Park via Purton and Cricklade (northbound stop). This service runs approximately every 2 hours on Sundays.

Rail

- 4.9 The nearest railway station to the site is Swindon station located within the town centre, which is an approximate cycle distance of 9.3km east of the site. Cycling to Swindon train station would take approximately 35 minutes² and cycle parking facilities are available at the station.

² At 16kph (10mph) Paragraph 13.6.3 LTN 1/20 *Cycle Infrastructure Design*

4.10 Table 4.1 below provides details of the train services available from Swindon station, which is served by Great Western Railway (GWR).

Table 4.1: Summary of Train Services Available from Swindon Railway Station

Destination	Typical Journey Time	Typical Frequency	Weekend Services
London Paddington via Reading	1 hour	Approx. 5 trains per hour	Sat: Approx. 4-5 trains per hour Sun: Approx. 3-4 trains per hour
Bristol Temple Meads via Bath Spa	40 minutes	Approx. 2-3 trains per hour	Approx. twice hourly
Bristol Parkway	25 minutes	Approx. twice hourly	Sat: Approx. twice hourly Sun: Approx. hourly
Cardiff Central via Newport	1 hour 30 mins	Approx. twice hourly	Sat: Approx. 1-2 trains per hour Sun: Approx. hourly
Cheltenham Spa via Gloucester	2 hours	Approx. hourly	Approx. hourly
Swansea via Bridgend	1 hour 50 minutes	Approx. hourly	Approx. hourly
Westbury via Trowbridge	45 minutes	9 direct trains per day	7 direct trains per day
Weston-Super-Mare	1 hour 30 minutes	Approx. hourly	Approx. hourly
Carmarthen via Llanelli	2 hours 45 minutes	7 direct trains per day	Sat: 7 direct train Sun: 4 direct trains

5.0 VEHICLE TRIP GENERATION

Existing Trip Generation

- 5.1 In order to predict the vehicle trip generation for the existing use of the site, reference has been made to the TRICS database (version 7.11.2) with the category 'Employment – Industrial Unit' selected.
- 5.2 During the filtering process, sites with a Gross Floor Area (GFA) of 5,000m² or larger were removed and the TRICS survey selection included sites within England (excluding London), Wales and Scotland. This resulted in a total of 25 sites being selected after the initial filtering process. Following a review of each site, a further 14 sites were removed for the following reasons:
- seven sites had surveys undertaken during COVID-19 restrictions;
 - four sites had a much higher level of local public transport provision;
 - two sites were located in close proximity to a train station; and
 - one site was located closer to a town centre.
- 5.3 The assessment and filtering process resulted in 11 survey sites being selected from the TRICS database with comparable characteristics to the development site in terms of size, location and level of local public transport provision.
- 5.4 The TRICS analysis resulted in predicted vehicle trip generation rates per 100m² for the existing use. The derived average weekday AM and PM peak hour trip generation rates are summarised in Table 5.1. The resulting volume of vehicle trips for the existing main building, based on a floor area of approximately 1,170m², is provided in Table 5.2. The full TRICS data is included within Appendix 4 of this Report.

Table 5.1: Vehicle Trip Generation Rates for Existing B2 Use (per 100m²)

Industrial Unit	Arrivals	Departures	Total
AM Peak Hour (08:00-09:00)	0.723	0.190	0.913
PM Peak Hour (17:00-18:00)	0.178	0.496	0.674
12-hour Day (07:00-19:00)	4.376	4.453	8.829

Table 5.2: Predicted Volume of Vehicle Trips for Existing B2 Use (1,170m²)

Industrial Unit	Arrivals	Departures	Total
AM Peak Hour (08:00-09:00)	8 vph	2 vph	10 vph

Industrial Unit	Arrivals	Departures	Total
PM Peak Hour (17:00-18:00)	2 vph	6 vph	8 vph
12-hour Day (07:00-19:00)	51 vpd	52 vpd	103 vpd

vph = vehicles per hour vpd = vehicles per day

- 5.5 In addition, the site accommodates parking for coaches which come and go daily, with up to two trips per day for each coach. The existing trip generation associated with the site would be replaced with the proposed trip generation associated with the new use of the site, as set out below.

Proposed Trip Generation

- 5.6 In order to predict the future trip generation for the proposed B8 use of the site, reference has again been made to the TRICS database with the category '*Employment – Warehousing (Commercial)*' selected.
- 5.7 During the filtering process, sites with a GFA of 5,000m² or larger and/or located at the edge of a town centre were removed and the survey selection included sites within England (excluding London), Wales and Scotland. Due to a limited number of survey sites being available, the date range was extended by an additional 10 years to include sites surveyed since 2006. This resulted in a total of 14 sites being selected after the initial filtering process. Following a review of each site, a further five were removed for the following reasons:
- two sites had surveys undertaken during COVID-19 restrictions;
 - two sites had a much higher level of local public transport provision; and
 - one site was located in closer proximity to a train station.
- 5.8 The assessment and filtering process resulted in nine survey sites being selected from the TRICS database with comparable characteristics to the development site.
- 5.9 The TRICS analysis resulted in predicted vehicle trip generation rates per 100m² for the proposed use. The derived average weekday AM and PM peak hour trip generation rates are summarised in Table 5.3, whilst the resulting volume of vehicle trips for the proposed warehousing use of the site, based on a total floor area of 3,342.5m² is provided in Table 5.4. The full TRICS data is included within Appendix 4 of this Report.

Table 5.3: Vehicle Trip Generation Rates for Proposed B8 Use (per 100m²)

Warehousing (Commercial)	Arrivals	Departures	Total
AM Peak Hour (08:00-09:00)	0.336	0.194	0.530
PM Peak Hour (17:00-18:00)	0.173	0.285	0.458
12-hour Day (07:00-19:00)	2.796	2.898	5.694

Table 5.4: Predicted Volume of Vehicle Trips for Proposed B8 Use (3,342.5m²)

Industrial Unit	Arrivals	Departures	Total
AM Peak Hour (08:00-09:00)	11 vph	6 vph	17 vph
PM Peak Hour (17:00-18:00)	6 vph	10 vph	16 vph
12-hour Day (07:00-19:00)	93 vpd	97 vpd	190 vpd

vph = vehicles per hour vpd = vehicles per day

Net Difference in Vehicle Trips

- 5.10 Table 5.5 below shows the net difference in predicted vehicle trips between the existing and proposed uses of the site (difference between Tables 5.2 and 5.4).

Table 5.5: Difference in Volume of Vehicle Trips Between the Existing and Proposed Uses

Industrial Unit	Arrivals	Departures	Total
AM Peak Hour (08:00-09:00)	+3 vph	+4 vph	+7 vph
PM Peak Hour (17:00-18:00)	+4 vph	+4 vph	+8 vph
12-hour Day (07:00-19:00)	+42 vpd	+45 vpd	+87 vpd

vph = vehicles per hour vpd = vehicles per day

- 5.11 From Table 5.5 it can be determined that, in comparison to the vehicle trip generation for the former use of the site, the proposed development is predicted to generate a net increase of seven two-way vehicle trips in the AM peak hour and eight two-way vehicle trips in the PM peak hour period, with a net increase of 87 two-way vehicle trips over the course of a 12-hour day. This equates to an average uplift of approximately one trip every eight minutes in the peak hour periods. This is a very modest uplift in vehicle movements and does not factor in the removal of the coaches. In summary, the development is unlikely to materially impact the existing local highway network, and therefore no further analysis is deemed necessary.

6.0 SUMMARY & CONCLUSIONS

- 6.1 This *Transport Statement* has been prepared by Cole Easdon Consultants Limited (CE) on behalf of Skyline Aero Limited with respect to a planning application for the proposed change of use and redevelopment of Oxleaze Business Park, Greenhill, Royal Wootton Bassett, Wiltshire.
- 6.2 This Report has considered the highway and transportation matters associated with the proposed development, including an appraisal of the local highway network and personal injury accident record, an analysis of the site's accessibility by sustainable transport modes, parking provision and access arrangement, and the predicted trip generation.
- 6.3 The findings of this Report are summarised as follows:
- the application seeks permission to change the use of the existing building from industrial B2 / sui generis use to a B8 use. In addition, it is proposed to have a modest extension on the eastern elevation of the existing main building within the site, together with the construction of three separate shed buildings, also within the B8 Use Class;
 - the existing main building on-site has a floor area of approximately 1170m², however the proposed extension and additional sheds will bring the total floor area to approximately 3,340m²;
 - the site is located within Green Hill, between Purton to the north and Royal Wootton Bassett to the south;
 - the site will continue to be accessed via the bellmouth junction off Greenhill that leads to the parking areas. An internal one-way loop system is proposed where all vehicles will route in a clockwise direction around the perimeter of the main building;
 - results from 7-day ATC speed surveys show that the required corresponding visibility splays can be achieved to the nearside kerb in both directions, subject to vegetation trimming back / removal which lies within public highway land;
 - the local highway network exhibits a good road safety record and there are no highway safety reasons to preclude the development as proposed;
 - a total of 33 No. car parking spaces, including 2 No. disabled access spaces and 2 No. EV spaces will be provided, which is within Wiltshire Council's maximum parking standards and meets the operational needs of the business;
 - 12 No. covered cycle parking spaces are proposed, split as 8 No. located adjacent to the main building and 4 No. located adjacent to Shed 3;
 - refuse will be collected within the site with stores provided at appropriate locations;
 - swept path analysis demonstrates that a 16.5m long articulated HGV can safely and efficiently enter and egress the site as well as negotiate the internal one-way loop system.

It is anticipated that there will be one delivery made per week by an articulated HGV. In addition, a 4.6T delivery van can serve each building / shed, which the anticipated more common day-to-day size of delivery vehicle serving the site;

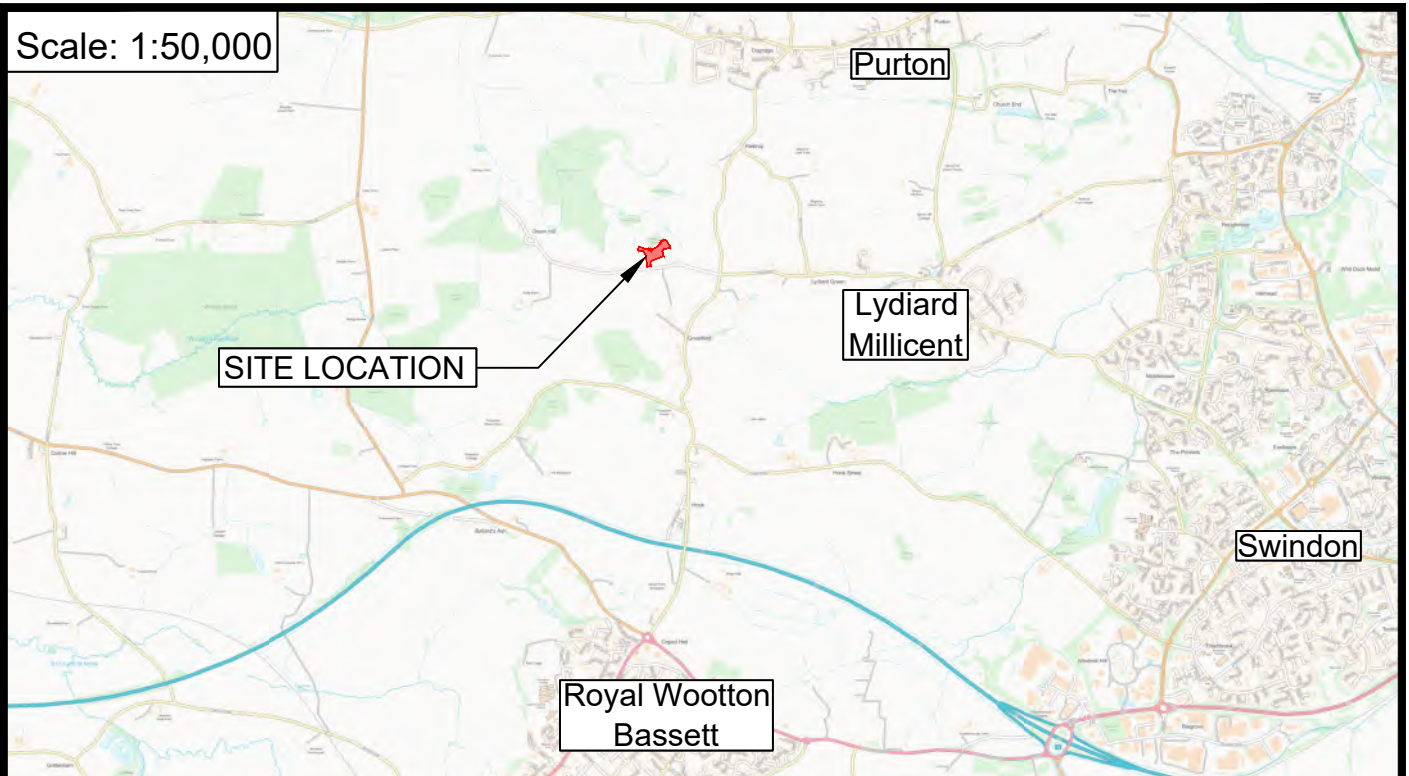
- the site benefits from being surrounded by a number of Public Rights of Way and within cycling distance of nearby Purton, Royal Wootton Bassett and Lydiard Millicent, as well as areas of west Swindon; and
- the proposed development is predicted to generate a modest net increase of seven two-way vehicle movements in the AM peak hour and eight two-way vehicles movements in the PM peak hour period when compared to the existing use of the site.

6.4 Based on the information provided above, and when assessing the proposal in the context of the *National Planning Policy Framework* (December 2024), it is concluded that there will be no severe residual cumulative impacts resulting from the development, nor an unacceptable impact on highway safety. Therefore, this application should not be prevented or refused on highway grounds.

Cole Easdon Consultants Limited
September 2025

Appendix 1

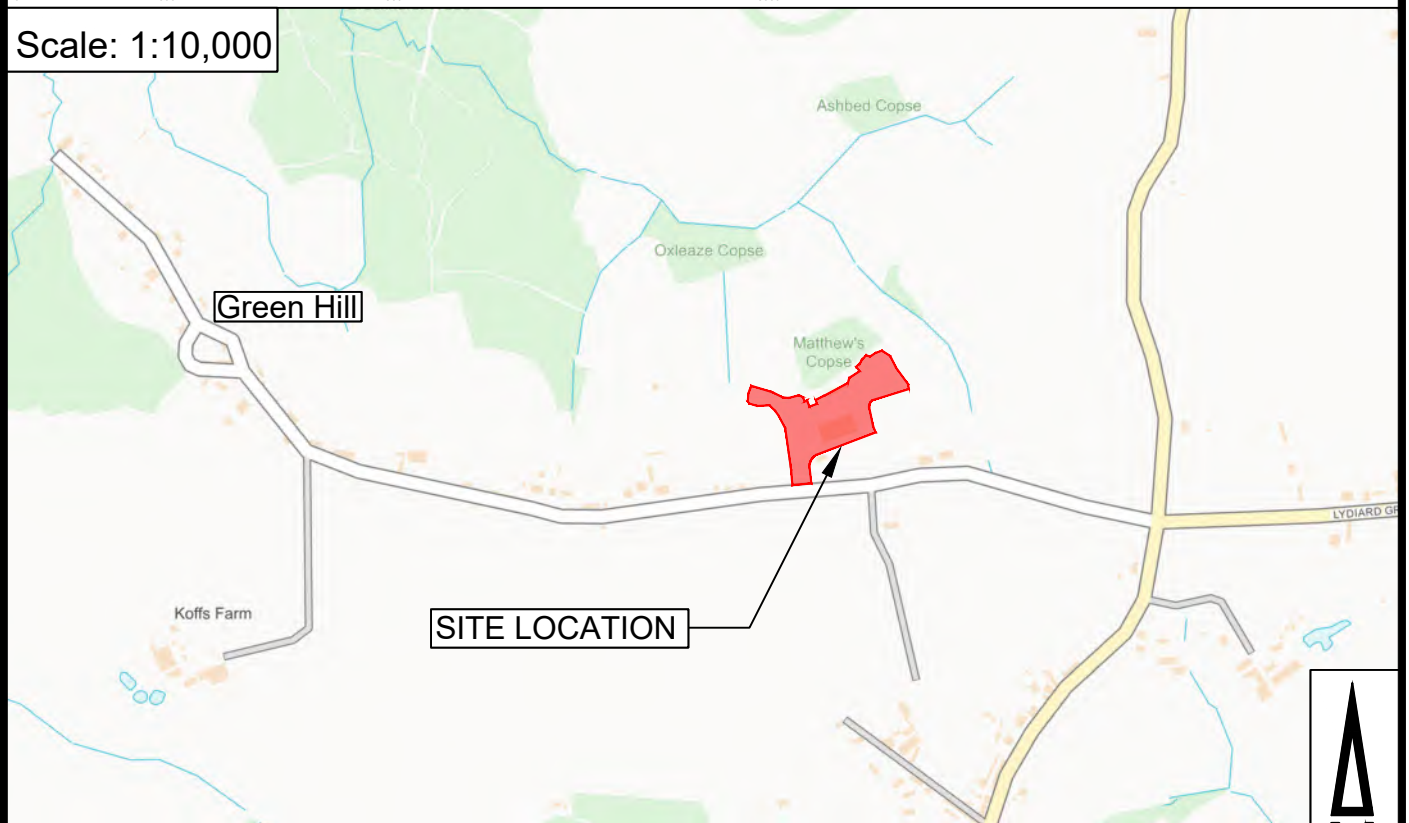
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Job Title:
Oxleaze Business Park
Greenhill
Royal Wootton Bassett
Wiltshire

Drawing Title:
Site Location Plan

Client:
Skyline Aero Limited

Drawn By
CH

Checked By
BE

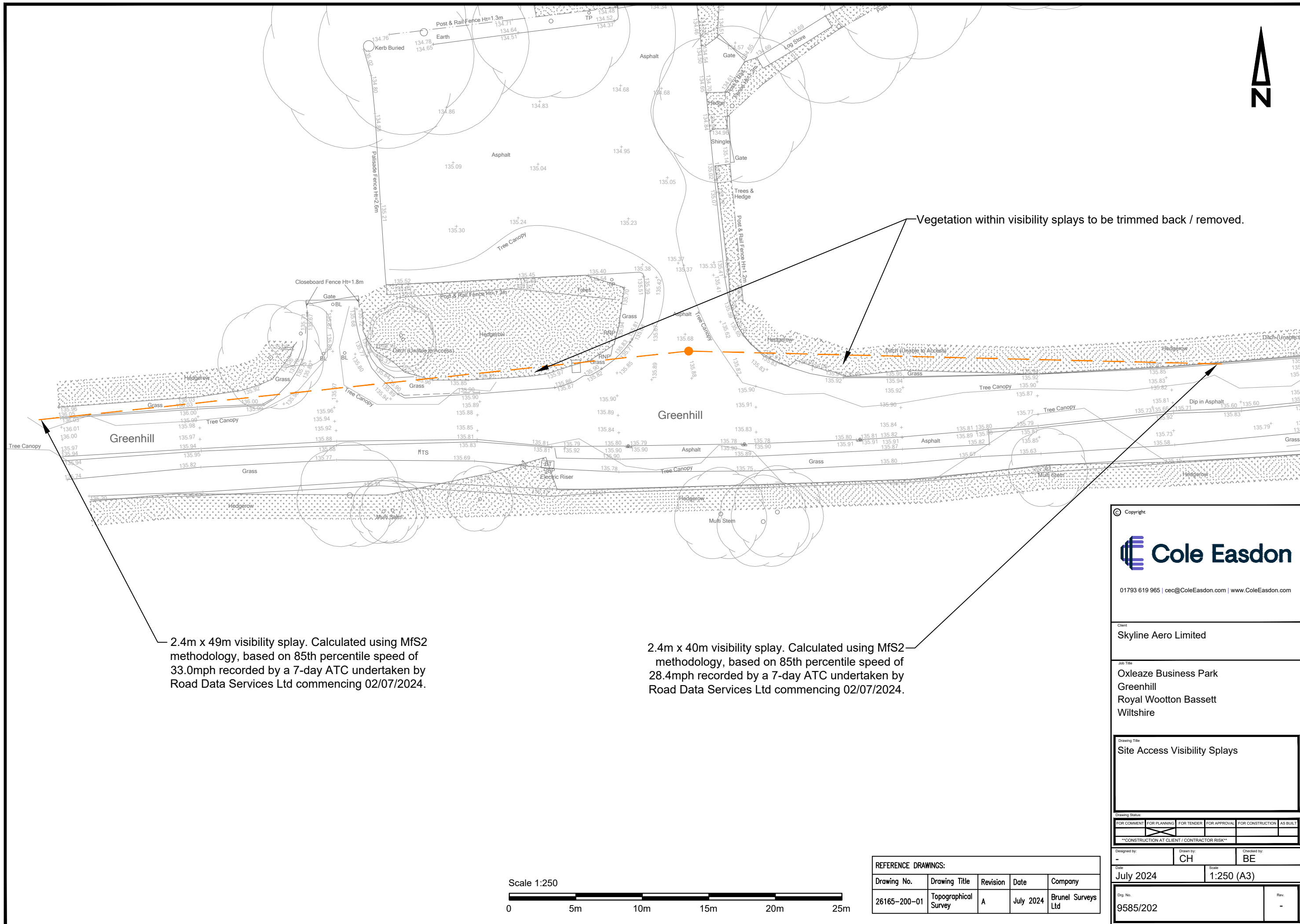
Date Drawn
July 2024

Drawing No.
9585/201

Drawing Status:	
FOR COMMENT	
FOR PLANNING	
FOR TENDER	
FOR APPROVAL	
FOR CONSTRUCTION	
AS BUILT	

Scale
As Shown (A4)

Revision
-



2.4m x 49m visibility splay. Calculated using MfS2 methodology, based on 85th percentile speed of 33.0mph recorded by a 7-day ATC undertaken by Road Data Services Ltd commencing 02/07/2024.

2.4m x 40m visibility splay. Calculated using MfS2 methodology, based on 85th percentile speed of 28.4mph recorded by a 7-day ATC undertaken by Road Data Services Ltd commencing 02/07/2024.

Vegetation within visibility splays to be trimmed back / removed.

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Client
Skyline Aero Limited

Job Title
Oxleaze Business Park
Greenhill
Royal Wootton Bassett
Wiltshire

Drawing Title
Site Access Visibility Splays

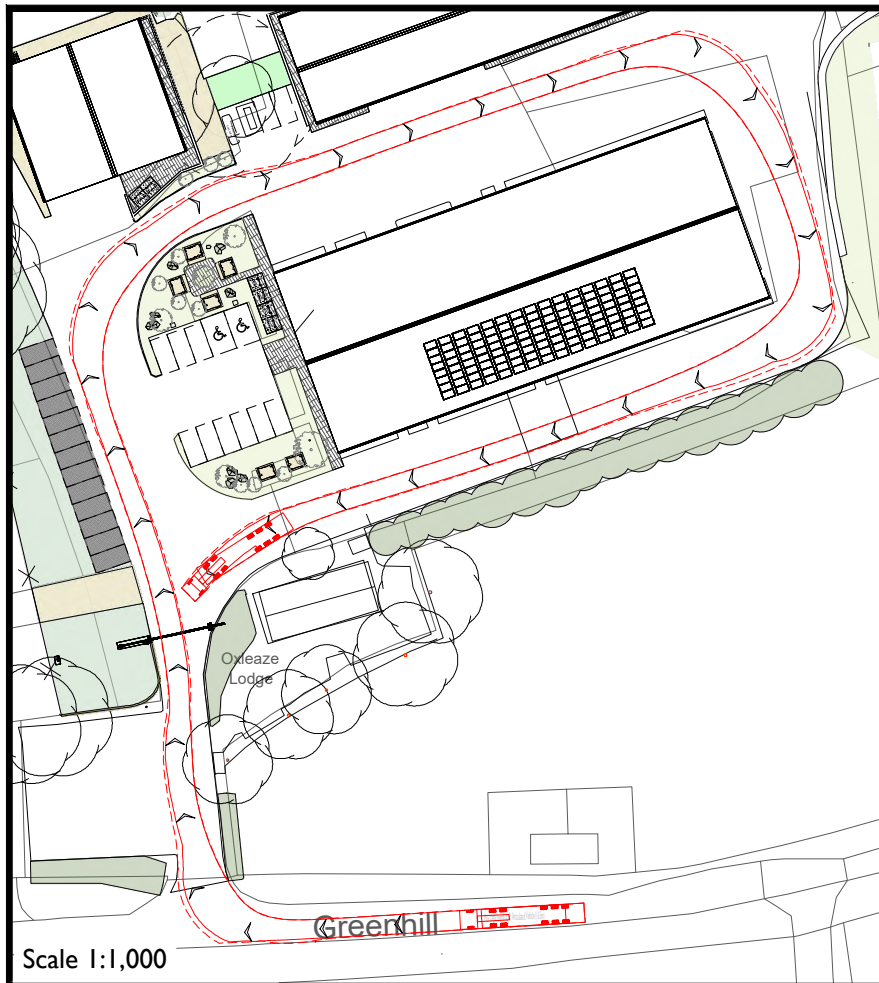
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FOR COMMENT	FOR PLANNING	FOR TENDER	FOR APPROVAL	FOR CONSTRUCTION
CONSTRUCTION AT CLIENT / CONTRACTOR RISK				

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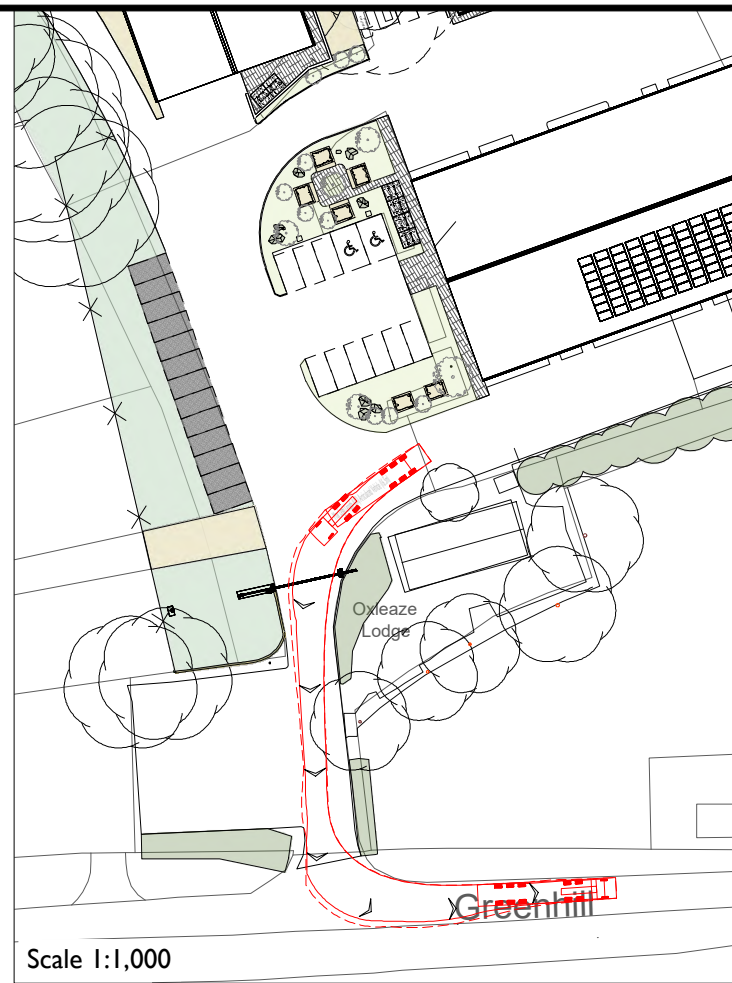
Date: July 2024 Scale: 1:250 (A3)

Dwg. No.: 9585/202 Rev.: -

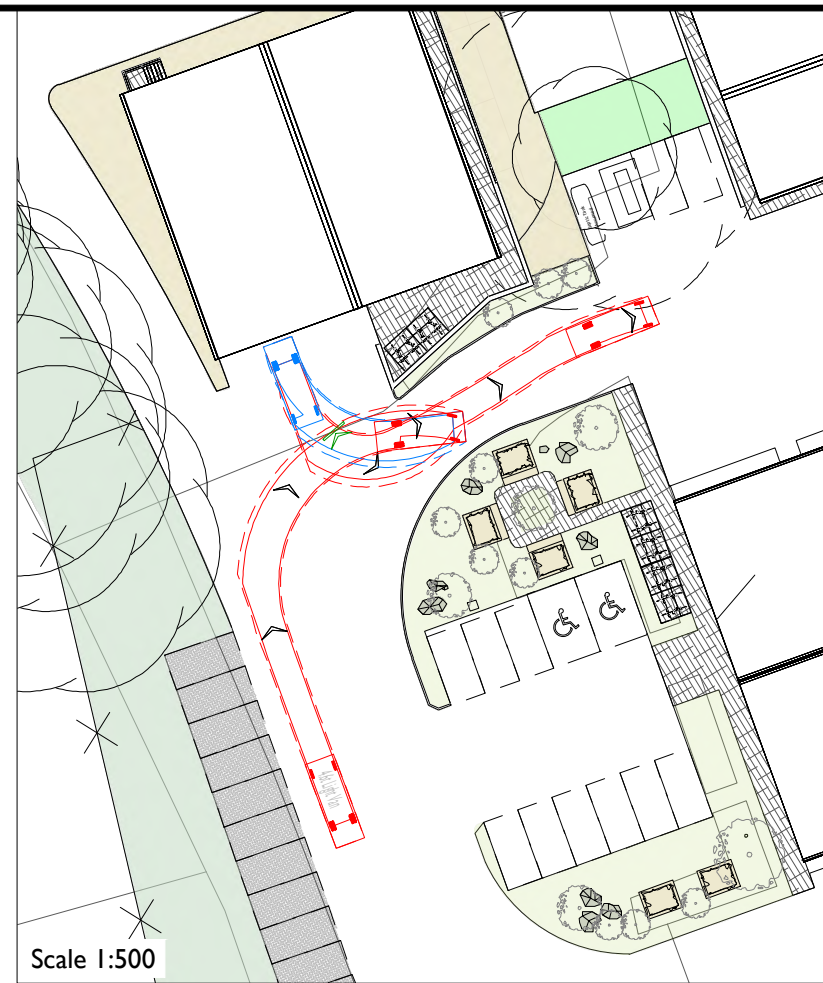
REFERENCE DRAWINGS:				
Drawing No.	Drawing Title	Revision	Date	Company
26165-200-01	Topographical Survey	A	July 2024	Brunel Surveys Ltd



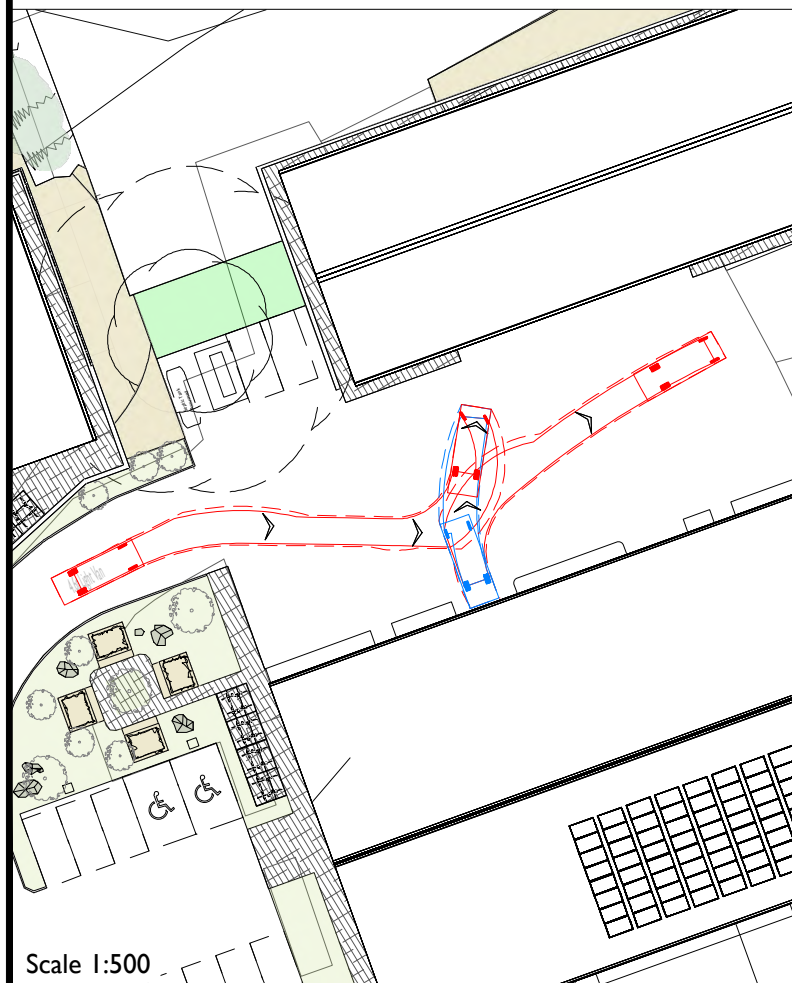
Viewport 1: Articulated vehicle entering site



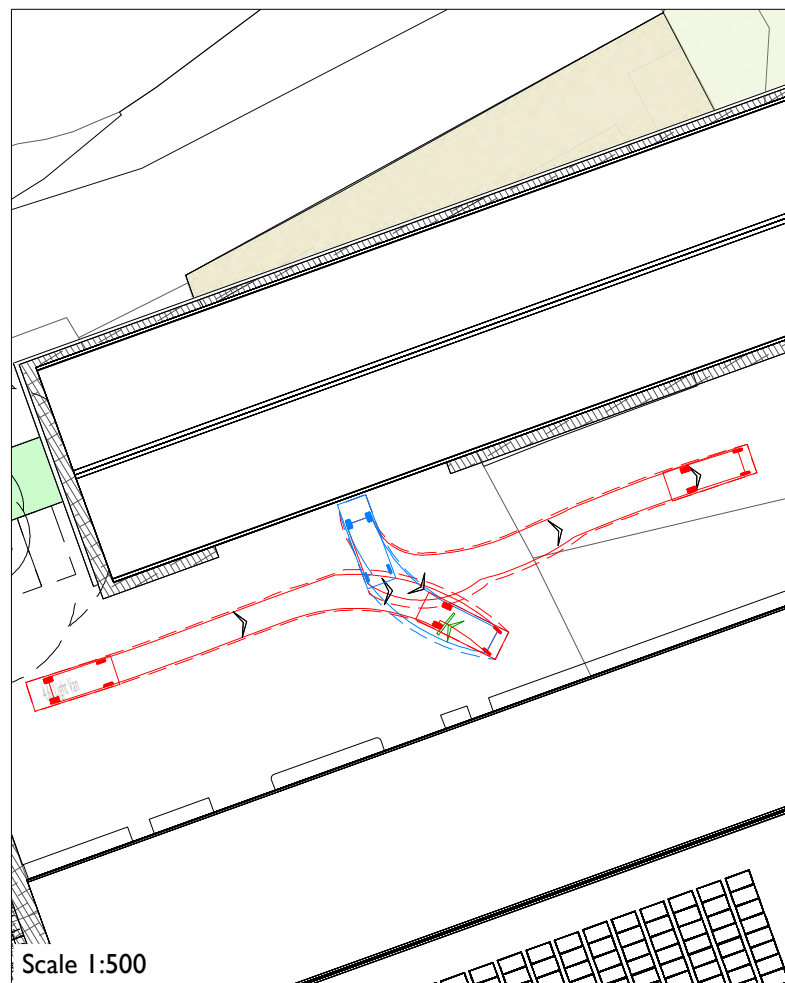
Viewport 2: Articulated vehicle egressing site



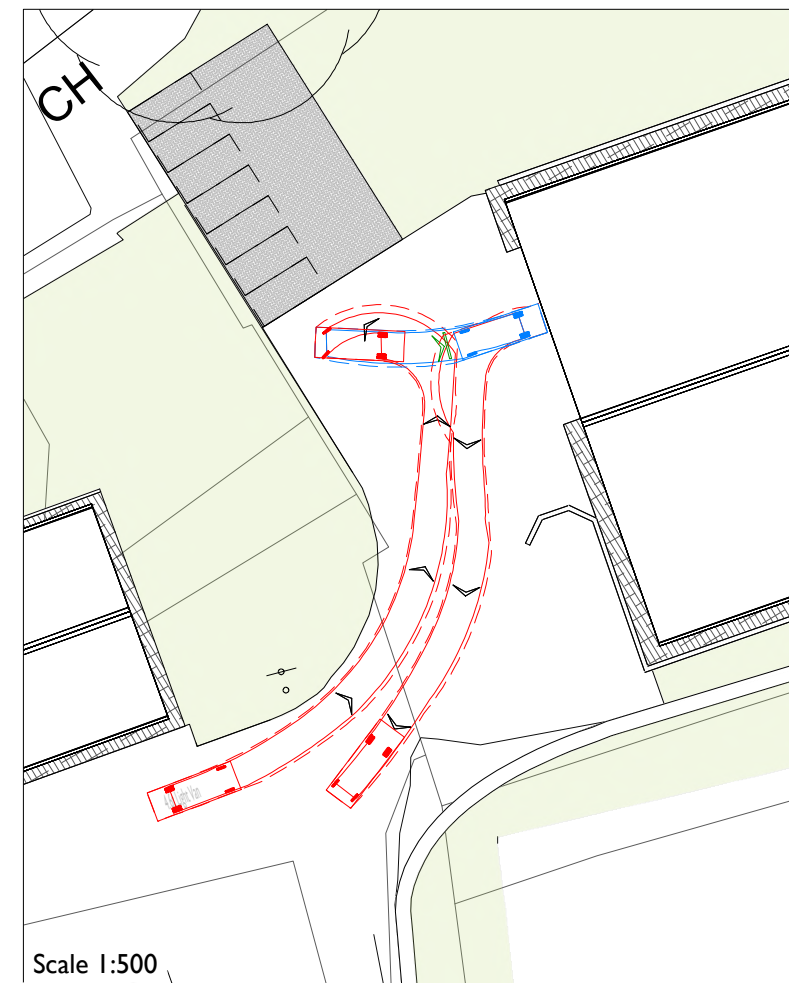
Viewport 3: 4.6T van accessing Shed 3



Viewport 4: 4.6T van accessing main building



Viewport 5: 4.6T van accessing Shed 1



Viewport 6: 4.6T van accessing Shed 2

N

Key:

Vehicle tyre tracks

Vehicle body overhang

5.885

3.7

4.6t Light Van

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to lock time

Kerb to Kerb Turning Radius

5.885m

2.000m

2.526m

0.299m

1.765m

4.00s

6.000m

13.4

1.37

4.78

3.7

1.88

0.97

7.8

1.4

1.4

2.52

Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Max Track Width

Lock to lock time

Kerb to Kerb Turning Radius

16.500m

2.550m

3.681m

0.411m

2.580m

6.00s

6.530m

REFERENCE DRAWINGS:

Drawing No.	Drawing Title	Revision	Date	Company
2315 040	Proposed Site Plan	B	19.11.24	Offgrid Architecture

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Client

Skyline Aero Limited

Job Title

Oxleaze Business Park
Greenhill
Royal Wootton Bassett
Wiltshire

Drawing Title

Swept Path Analysis - Delivery Vehicles

Drawing Status:

FOR COMMENT	FOR TENDER	FOR APPROVAL	FOR CONSTRUCTION	AS BUILT

CONSTRUCTION AT CLIENT / CONTRACTOR RISK

Designed by:

CH

Drawn by:

BE

Date

November 2024

Scale

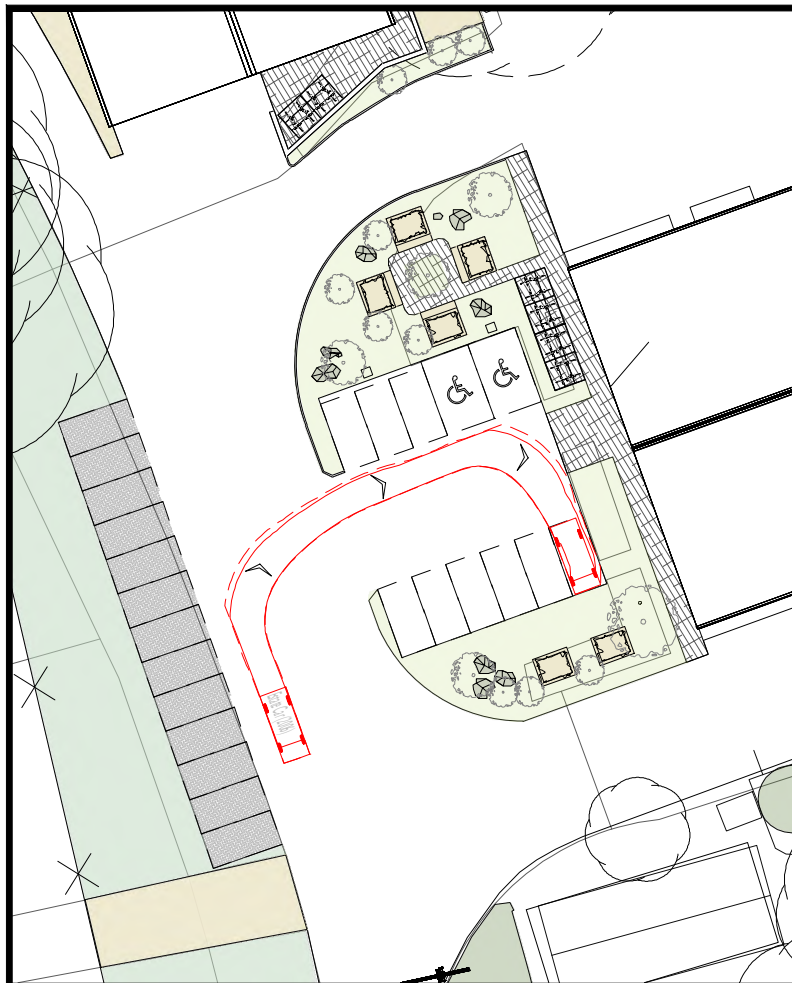
As Shown (A3)

Dwg No.

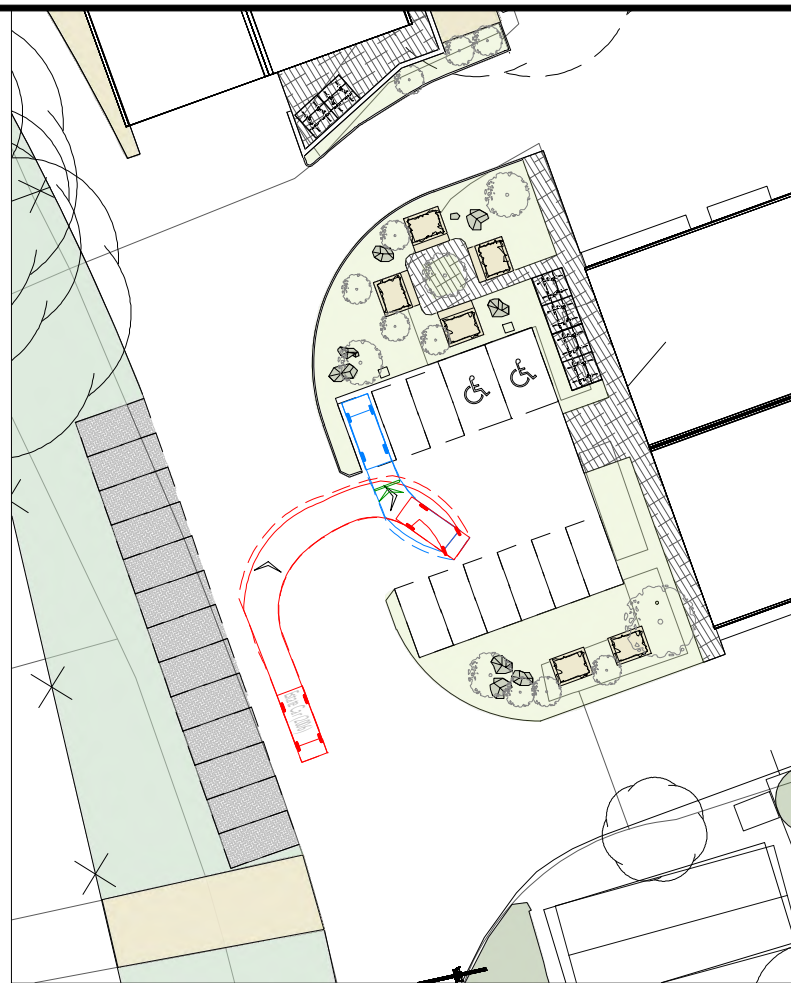
9585/203

Rev.

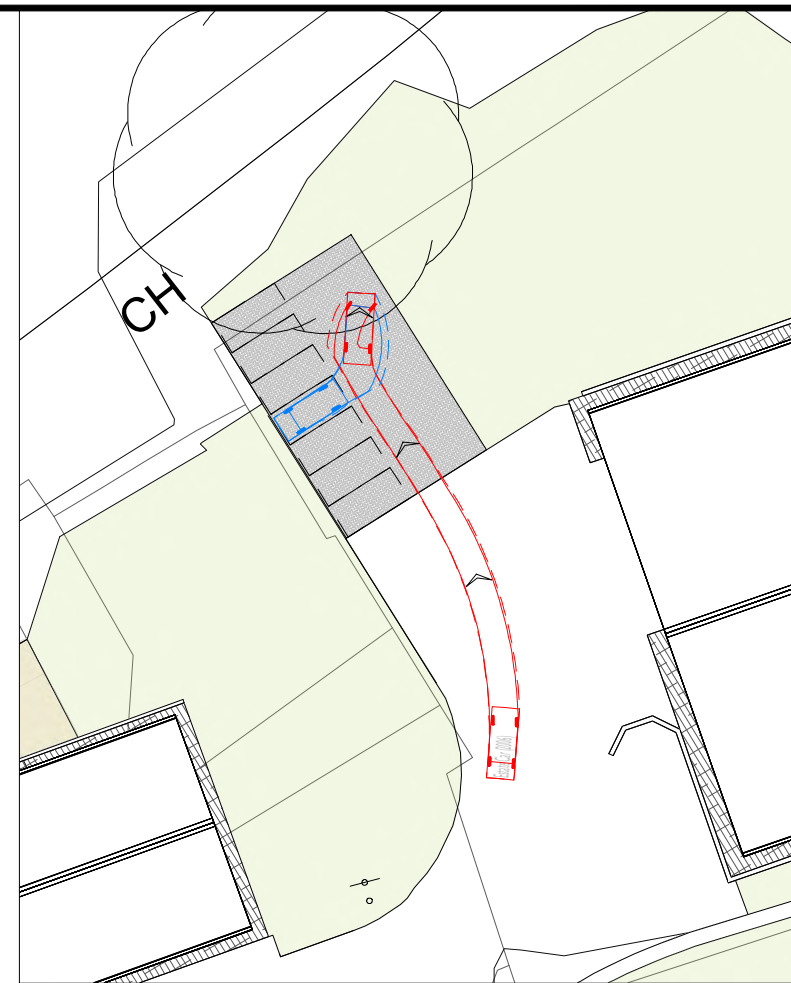
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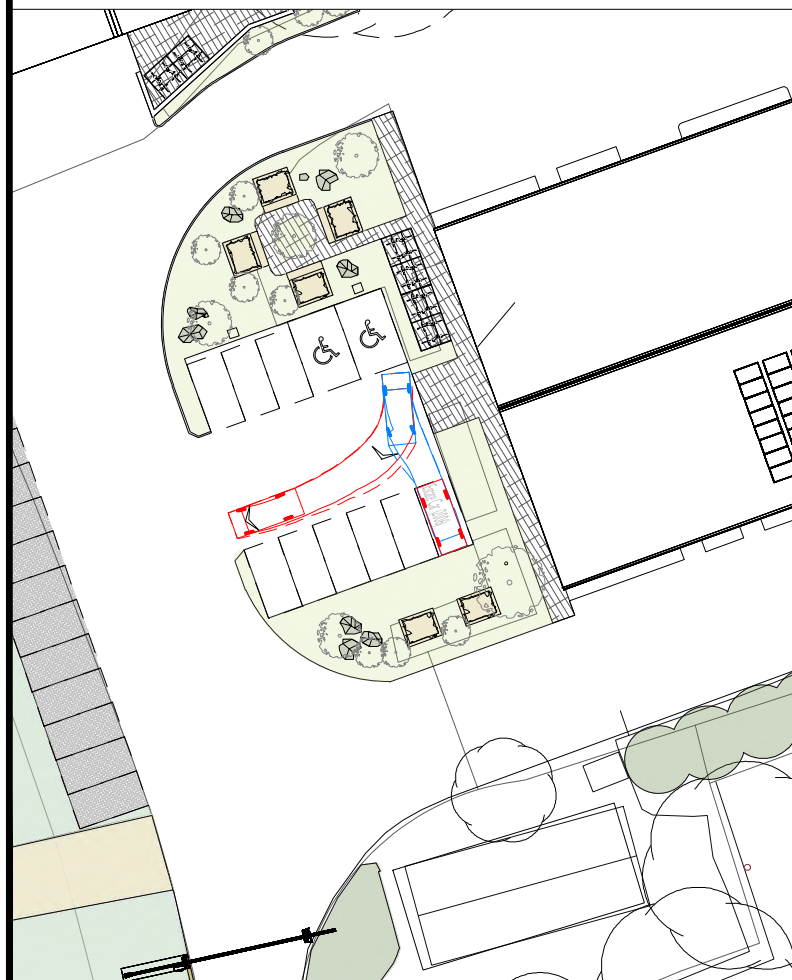
Viewpoint 1: Estate car entering one of the central southern spaces



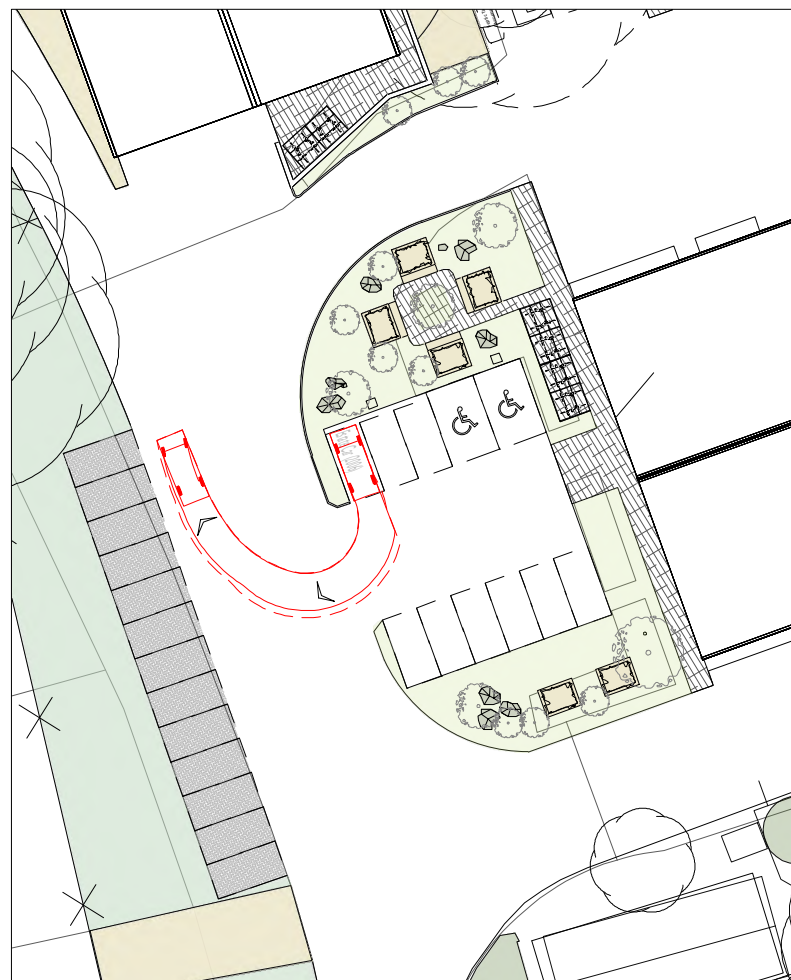
Viewpoint 3: Estate car entering one of the central northern spaces



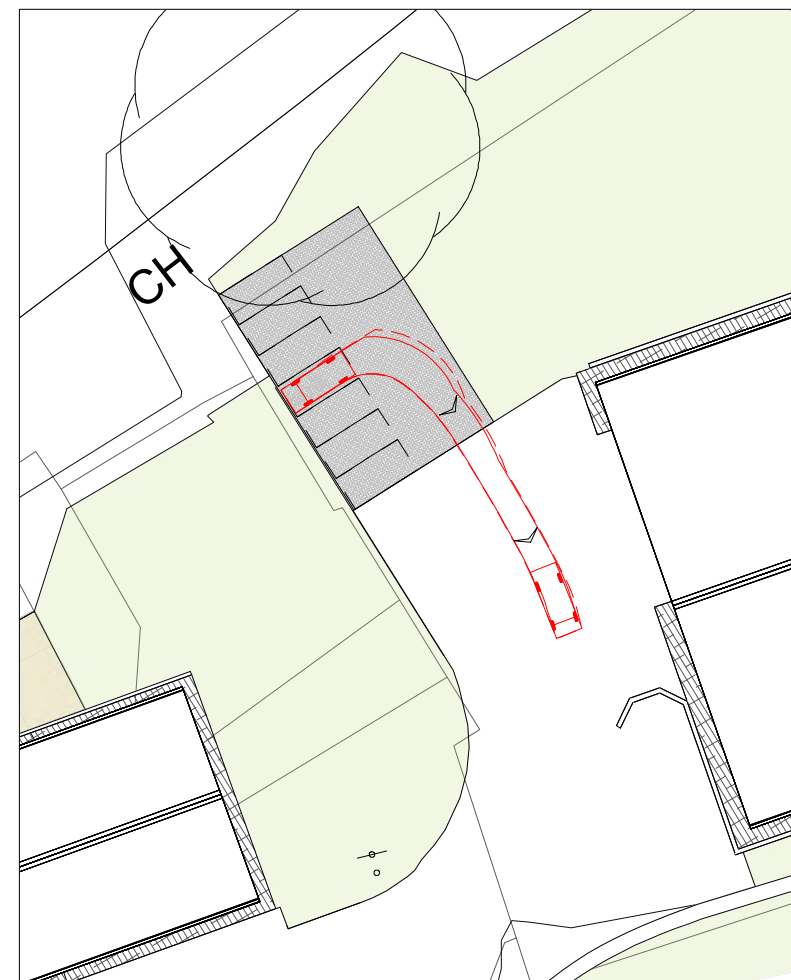
Viewpoint 5: Estate car entering one of the northeastern spaces



Viewpoint 2: Estate car egressing one of the central southern spaces



Viewpoint 4: Estate car egressing one of the central northern spaces

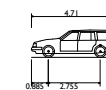


Viewpoint 6: Estate car egressing one of the northeastern spaces



Key:

- — Vehicle tyre tracks
- --- Vehicle body overhang



Estate Car (2006)
Overall Length 4.710m
Overall Width 1.804m
Overall Body Height 1.442m
Min Body Ground Clearance 0.207m
Max Track Width 1.756m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.950m

REFERENCE DRAWINGS:

Drawing No.	Drawing Title	Revision	Date	Company
2315 040	Proposed Site Plan	B	19.11.24	Offgrid Architecture

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Client
Skyline Aero Limited

Job Title
Oxleaze Business Park
Greenhill
Royal Wootton Bassett
Wiltshire

Drawing Title
Swept Path Analysis - Car Park

Drawing Status:	FOR COMMENT	FOR PLANNING	FOR TENDER	FOR APPROVAL	FOR CONSTRUCTION	AS BUILT

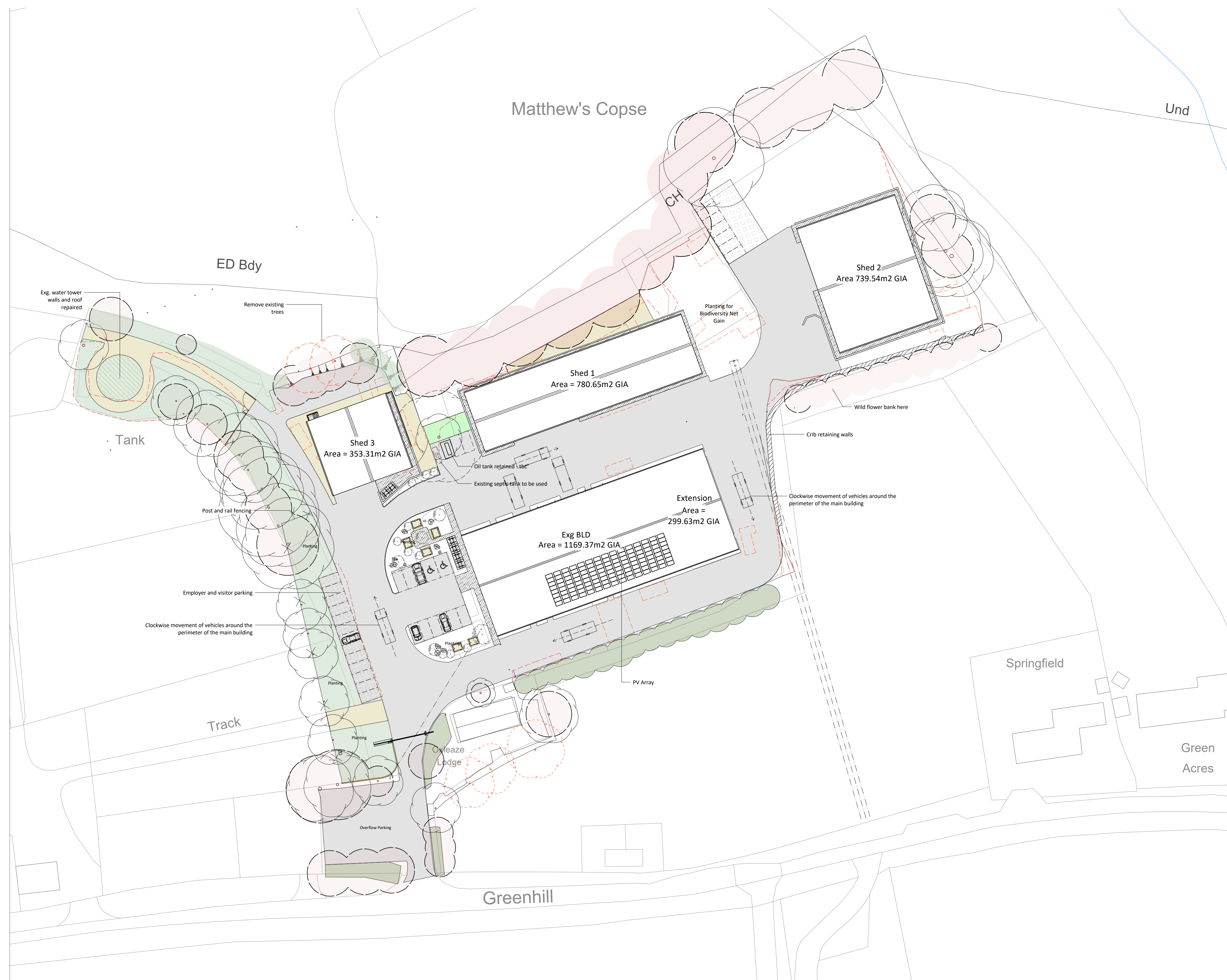
CONSTRUCTION AT CLIENT / CONTRACTOR RISK

Designed by:	Drawn by:	Checked by:
-	CH	BE

Date:	Scale:
November 2024	1:500 (A3)

Dwg No.	Rev.
9585/204	-

Appendix 2



0 5 10 15 25m
1:500

	= Hex Paving
	= Tarmac
	= Bound Gravel
	= Crib Walls
	= Cotswold Gravel
	= Sandstone Paving
	= Post & Rail Fencing
	= Low profile kerbs
	= 2 rows of granite setts
	= Soft landscaping; varies
	= Root protection zones

B	19/11/2024	General Update
A	14/06/2024	General Update

No.	Date	Revision Notes
-----	------	----------------



These details are subject to all relevant statutory approvals. If in doubt, check. All dimensions are to be checked on site. Areas where quoted are approximate. Figured dimensions only are to be taken from this drawing. Any discrepancies with other related information is to be reported to OFFGRID Architecture prior to order/construction/installation. This document should not be relied on or used in circumstances other than those for which it was originally prepared and for which OFFGRID Architecture was commissioned. OFFGRID Architecture accepts no responsibility for this document to any party other than the person by whom it was commissioned.

Status	was commissioned.
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CONCEPT

Project Title

EXTENSIONS & ALTERATIONS

Project Address
Oxleaze Business Park, Greenhill, Royal Wootton Bassett,
SN4 8EH

Sheet Title

PROP SITE PLAN

Scale	Date	Drawn By	Project ID
1:500 @ A1	21/03/2024	SJT	2315 040B

Tarmac Post & Rail Fencing Low profile conservation kerbs Sandstone Paving Silver grey granite setts Crib walls Hex paving slabs Bound gravel paths Cotswold Gravel

Tarmac

Post & Rail Fencing

Low profile conservation kerbs

Sandstone Paving

Silver grey granite setts

Crib walls

Hex paving slabs

Bound gravel paths

Cotswold Grave

Appendix 3

Project Number: **9585**
Project Name: **Oxleaze Business Park, Greenhill, Royal Wootton Bassett, Wiltshire**
Junction Location: **Proposed Site Access off Greenhill**
Speed Survey Source: **7-day ATC survey w/c 02/07/24 by Road Data Services Ltd**

Vehicle Category: **Light Vehicles***
Prepared By: **CH**
Checked By: **CGC**
Date: **16/07/2024**

Direction 1 Orientation: **Eastbound towards junction**
Direction 1 Approach Gradient: **0%**
Direction 1 85th Percentile Wet-Weather Speed **33mph**
SSD ($vt + v^2/2[d+0.1a]$): **47m** (rounded to nearest m)
SSD Including for Bonnet Length (2.4m): **49m** (rounded to nearest m)

Where:
 $v =$ **14.75m/s**
 $t =$ **1.5s**
 $d =$ **4.41m/s²**
 $a =$ **0%**

Direction 2 Orientation: **Westbound towards junction**
Direction 2 Approach Gradient: **0%**
Direction 2 85th Percentile Wet-Weather Speed **28.4mph**
SSD ($vt + v^2/2[d+0.1a]$): **37m** (rounded to nearest m)
SSD Including for Bonnet Length (2.4m): **40m** (rounded to nearest m)

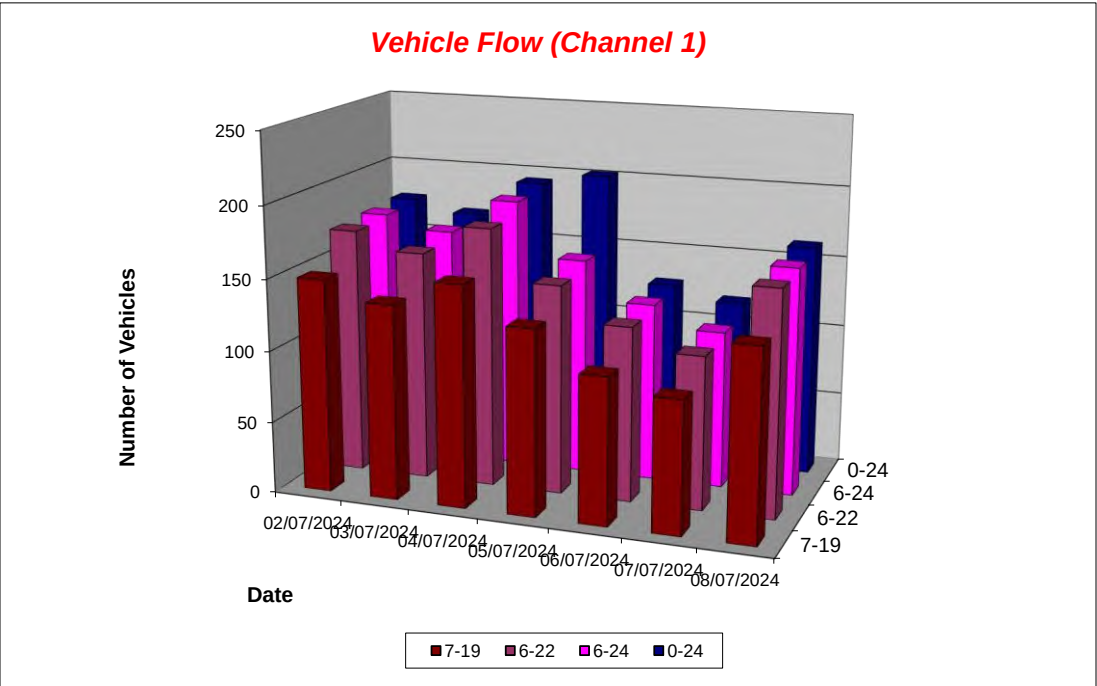
Where:
 $v =$ **12.7m/s**
 $t =$ **1.5s**
 $d =$ **4.41m/s²**
 $a =$ **0%**

*Note: Manual for Streets 2 states in paragraph 10.1.8 that 'bus/HGV SSD should not need to be assessed when the combined proportion of HGV and bus traffic is less than 5% of traffic flow, subject to consideration of local circumstances'.

Royal Wootton Bassett ATC 1, Greenhill (Western Site)

Produced by Road Data Services Ltd.

Channel 1 - Westbound								Vehicle Flow	Week 1
Hr Ending	02/07/2024 Tuesday	03/07/2024 Wednesday	04/07/2024 Thursday	05/07/2024 Friday	06/07/2024 Saturday	07/07/2024 Sunday	08/07/2024 Monday	Weekday Average	Average
1	0	1	3	20	1	1	1	5	4
2	0	0	0	5	0	3	0	1	1
3	1	0	0	12	0	2	0	3	2
4	1	1	1	11	0	1	1	3	2
5	0	0	0	2	1	0	0	0	0
6	0	1	0	0	0	1	1	0	0
7	3	1	0	0	0	0	1	1	1
8	13	12	13	5	2	0	12	11	8
9	12	10	12	12	8	7	9	11	10
10	13	7	7	14	9	5	14	11	10
11	8	11	12	8	9	6	6	9	9
12	12	6	17	7	9	10	12	11	10
13	16	10	18	13	13	15	14	14	14
14	11	9	10	11	17	13	12	11	12
15	10	7	12	8	6	7	14	10	9
16	13	17	14	15	3	6	7	13	11
17	12	19	13	11	9	8	10	13	12
18	10	11	13	15	10	8	13	12	11
19	19	17	13	10	7	7	9	14	12
20	7	10	10	4	9	6	10	8	8
21	10	6	11	9	6	5	7	9	8
22	3	7	6	4	5	4	7	5	5
23	2	5	6	3	1	2	0	3	3
24	0	0	3	3	2	1	2	2	2
7-19	149	136	154	129	102	92	132	140	128
6-22	172	160	181	146	122	107	157	163	149
6-24	174	165	190	152	125	110	159	168	154
0-24	176	168	194	202	127	118	162	180	164



Royal Wootton Bassett ATC 1, Greenhill (Western Site)

Produced by Road Data Services Ltd.

Channel 1 - Westbound

Average Speed

Week 1

Hr Ending	02/07/2024 Tuesday	03/07/2024 Wednesday	04/07/2024 Thursday	05/07/2024 Friday	06/07/2024 Saturday	07/07/2024 Sunday	08/07/2024 Monday
1	-	28.7	30.8	20.6	31.4	25.1	30.0
2	-	-	-	22.9	-	26.5	-
3	27.7	-	-	28.9	-	24.5	-
4	42.9	22.2	29.4	27.0	-	25.0	27.6
5	-	-	-	35.5	29.5	-	-
6	-	22.1	-	-	-	21.0	29.6
7	33.5	31.6	-	-	-	-	28.4
8	25.6	26.1	25.9	28.6	26.8	-	27.3
9	24.2	22.9	24.0	24.4	26.5	23.1	22.8
10	23.6	21.1	27.5	25.4	27.7	23.7	24.3
11	22.0	25.5	23.8	27.1	27.5	21.3	26.9
12	24.0	19.7	26.1	23.2	27.1	29.4	24.5
13	23.3	23.0	24.7	24.2	26.0	24.4	22.9
14	23.1	24.1	25.7	26.3	22.2	26.6	24.4
15	23.6	21.6	25.8	23.4	25.8	25.8	23.7
16	21.9	23.6	25.1	25.2	21.4	21.3	25.2
17	22.4	23.7	23.0	25.6	28.3	23.3	27.6
18	25.4	24.1	25.0	29.8	25.8	26.3	25.4
19	26.2	28.0	27.3	26.9	30.7	25.5	29.1
20	23.8	25.8	26.1	28.3	23.8	25.7	26.9
21	25.4	24.0	23.8	28.7	28.2	28.5	26.4
22	15.9	24.7	28.0	24.0	25.4	20.6	25.3
23	25.5	24.5	28.8	25.4	31.0	28.8	-
24	-	-	26.3	26.5	32.1	8.3	26.3

10-12	23.2	23.4	25.1	25.3	27.3	26.4	25.3
14-16	22.7	23.0	25.4	24.6	24.3	23.7	24.2
0-24	24.2	24.3	25.5	25.7	26.2	24.9	25.4

Mean (ALL)	25.2
Weekday Inter-Peak	24.2

Channel 1 - Westbound

85th Percentile

Hr Ending	02/07/2024 Tuesday	03/07/2024 Wednesday	04/07/2024 Thursday	05/07/2024 Friday	06/07/2024 Saturday	07/07/2024 Sunday	08/07/2024 Monday
1	-	-	33.6	28.1	-	-	-
2	-	-	-	27.9	-	35.6	-
3	-	-	-	39.3	-	26.7	-
4	-	-	-	32.7	-	-	-
5	-	-	-	36.8	-	-	-
6	-	-	-	-	-	-	-
7	35.1	-	-	-	-	-	-
8	31.6	29.5	31.8	34.0	31.2	-	29.9
9	30.6	27.6	27.8	27.9	32.6	28.8	28.1
10	28.8	23.6	30.0	29.4	32.8	28.5	28.7
11	28.5	29.2	29.3	32.6	30.7	25.9	32.1
12	30.7	27.2	30.5	30.2	32.8	33.0	30.0
13	28.6	27.9	31.4	30.0	29.6	29.0	28.2
14	27.6	29.4	31.5	33.3	29.0	30.8	30.5
15	29.5	28.0	30.2	30.0	31.0	28.9	30.8
16	28.1	27.9	31.5	30.5	26.4	24.9	30.5
17	26.8	29.6	27.9	28.8	34.2	27.1	30.6
18	32.6	28.4	31.5	33.2	33.2	28.5	30.2
19	30.0	33.1	32.6	31.0	35.7	31.2	32.9
20	30.8	30.5	32.8	31.2	29.0	29.9	30.4
21	29.4	30.6	29.7	32.6	32.3	32.1	33.5
22	19.8	30.7	33.3	26.7	28.1	27.1	28.7
23	29.2	28.4	31.7	27.7	-	36.2	-
24	-	-	31.3	32.6	35.9	-	26.6

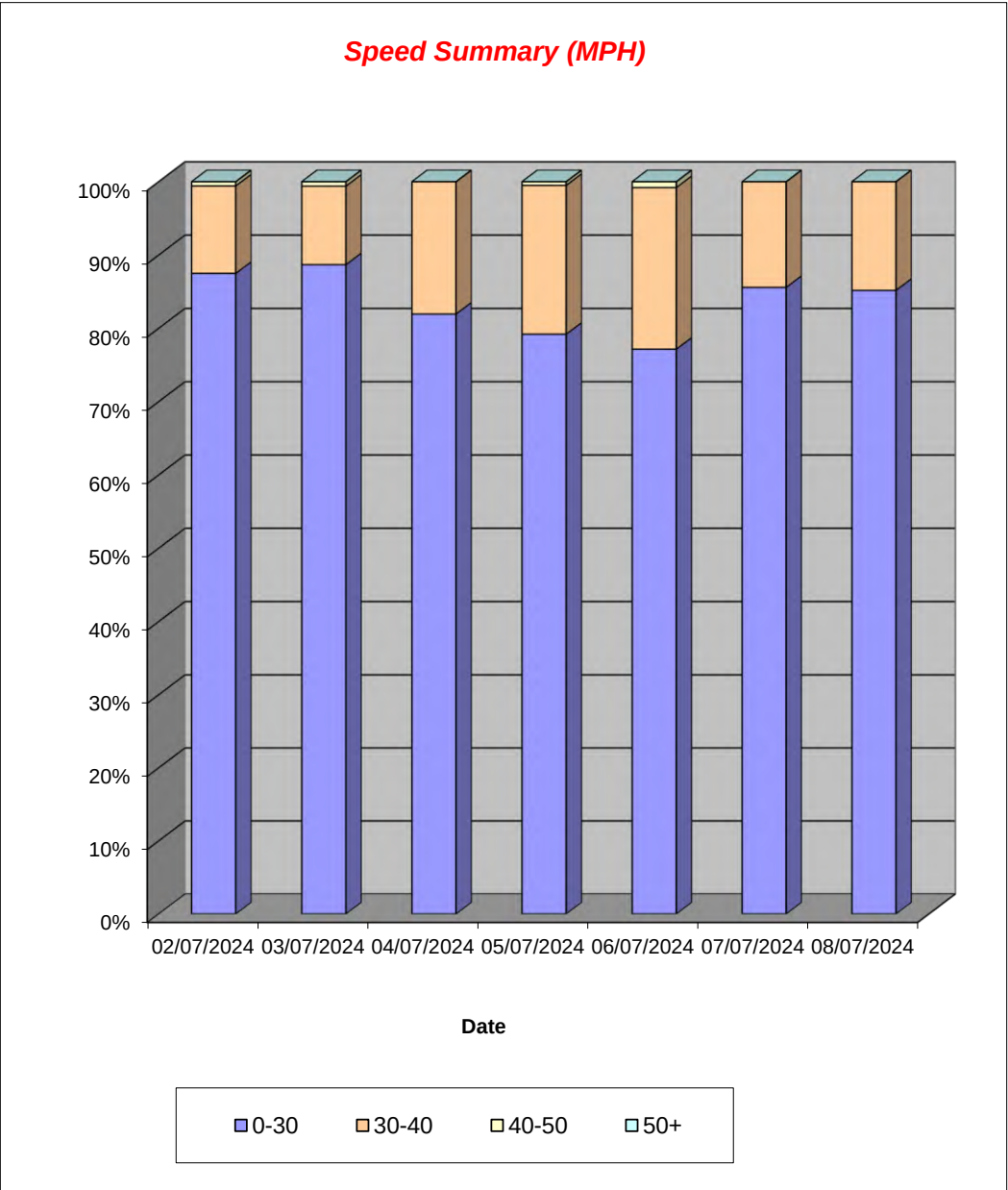
10-12	29.9	29.5	30.1	31.8	32.0	32.1	30.8
14-16	28.8	28.1	31.0	30.5	29.8	27.8	30.8
0-24	30.3	29.7	31.2	32.0	32.1	30.3	30.7

85th %ile (ALL)	31.0
Weekday Inter-Peak	30.2

Royal Wootton Bassett ATC 1, Greenhill (Western Site)

Produced by Road Data Services Ltd.

Channel 1 - Westbound				Speed Summary			Week 1
Speed (MPH)	02/07/2024 Tuesday	03/07/2024 Wednesday	04/07/2024 Thursday	05/07/2024 Friday	06/07/2024 Saturday	07/07/2024 Sunday	08/07/2024 Monday
0-30	154	149	159	160	98	101	138
30-40	21	18	35	41	28	17	24
40-50	1	1	0	1	1	0	0
50+	0	0	0	0	0	0	0
TOTAL	176	168	194	202	127	118	162



Royal Wootton Bassett ATC 1, Greenhill (Western Site)

Produced by Road Data Services Ltd.

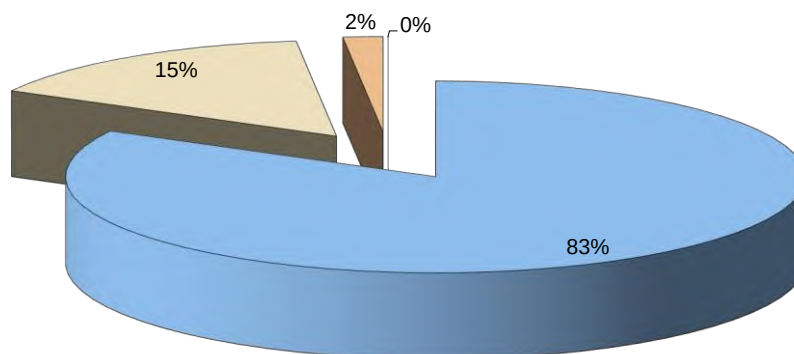
Channel 1 - Westbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
02/07/2024					
7-19	117	26	5	1	149
6-22	138	28	5	1	172
6-24	138	30	5	1	174
0-24	140	30	5	-1	174
03/07/2024					
7-19	104	26	6	0	136
6-22	126	28	6	0	160
6-24	129	30	6	0	165
0-24	132	30	6	0	168
04/07/2024					
7-19	116	34	3	1	154
6-22	141	36	3	1	181
6-24	149	37	3	1	190
0-24	153	37	3	1	194
05/07/2024					
7-19	109	17	3	0	129
6-22	125	18	3	0	146
6-24	130	19	3	0	152
0-24	180	19	3	0	202
06/07/2024					
7-19	91	11	0	0	102
6-22	110	12	0	0	122
6-24	113	12	0	0	125
0-24	115	12	0	0	127
07/07/2024					
7-19	79	12	1	0	92
6-22	89	17	1	0	107
6-24	92	17	1	0	110
0-24	99	18	1	0	118
08/07/2024					
7-19	103	27	2	0	132
6-22	127	28	2	0	157
6-24	129	28	2	0	159
0-24	130	30	2	0	162
Average					
7-19	103	22	3	0	128
6-22	122	24	3	0	149
6-24	126	25	3	0	154
0-24	136	25	3	0	164

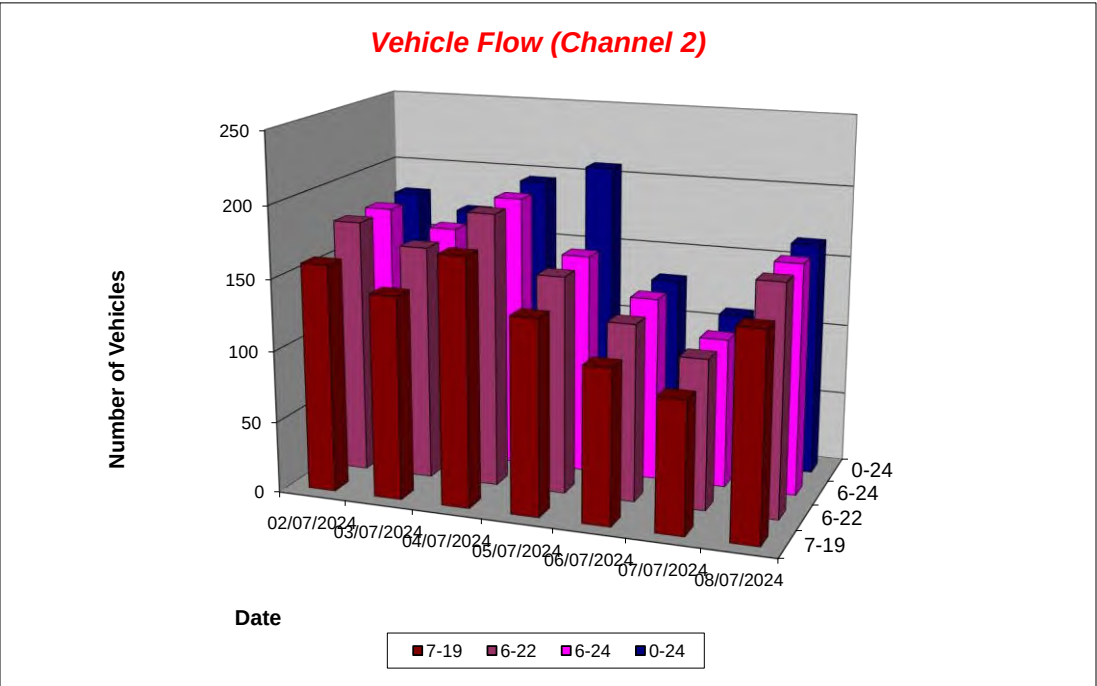
Total Vehicle Class Distribution



Royal Wootton Bassett ATC 1, Greenhill (Western Site)

Produced by Road Data Services Ltd.

Channel 2 - Eastbound								Vehicle Flow	Week 1
Hr Ending	02/07/2024 Tuesday	03/07/2024 Wednesday	04/07/2024 Thursday	05/07/2024 Friday	06/07/2024 Saturday	07/07/2024 Sunday	08/07/2024 Monday	Weekday Average	Average
1	1	0	2	18	0	0	1	4	3
2	0	0	0	7	0	2	0	1	1
3	0	0	0	11	0	1	0	2	2
4	1	1	1	12	0	1	1	3	2
5	0	0	0	3	1	0	0	1	1
6	0	2	0	2	0	0	0	1	1
7	5	4	2	1	2	2	5	3	3
8	19	15	15	6	2	4	14	14	11
9	15	12	17	17	15	1	15	15	13
10	13	12	14	7	14	14	17	13	13
11	13	14	15	15	10	13	10	13	13
12	12	8	17	10	14	5	13	12	11
13	14	10	14	10	11	13	9	11	12
14	11	8	10	10	7	9	13	10	10
15	15	13	10	8	10	4	12	12	10
16	11	14	14	15	8	8	10	13	11
17	15	16	13	21	8	8	10	15	13
18	9	14	16	6	5	7	8	11	9
19	12	6	18	11	4	6	12	12	10
20	6	12	6	7	10	4	3	7	7
21	4	3	7	6	2	2	6	5	4
22	4	3	3	2	2	5	4	3	3
23	0	0	0	1	4	0	0	0	1
24	0	3	1	2	1	0	1	1	1
7-19	159	142	173	136	108	92	143	151	136
6-22	178	164	191	152	124	105	161	169	154
6-24	178	167	192	155	129	105	162	171	155
0-24	180	170	195	208	130	109	164	183	165



Royal Wootton Bassett ATC 1, Greenhill (Western Site)

Produced by Road Data Services Ltd.

Channel 2 - Eastbound

Average Speed

Week 1

Hr Ending	02/07/2024 Tuesday	03/07/2024 Wednesday	04/07/2024 Thursday	05/07/2024 Friday	06/07/2024 Saturday	07/07/2024 Sunday	08/07/2024 Monday
1	33.5	-	28.2	24.2	-	-	38.8
2	-	-	-	28.0	-	36.0	-
3	-	-	-	31.5	-	23.7	-
4	21.4	25.4	20.2	29.9	-	22.3	34.3
5	-	-	-	26.0	29.2	-	-
6	-	27.6	-	36.0	-	-	-
7	27.7	31.9	28.0	21.7	23.0	27.4	29.2
8	25.4	26.4	25.6	28.5	30.9	26.0	26.9
9	26.4	25.1	24.9	27.5	27.2	23.2	26.8
10	22.5	24.8	27.8	26.5	24.5	24.6	25.4
11	25.5	26.2	26.3	26.9	26.5	26.3	25.8
12	24.0	24.0	26.7	25.0	25.0	24.6	27.7
13	22.7	22.4	24.9	26.3	28.1	28.7	27.2
14	26.7	24.4	27.8	27.3	27.8	24.4	24.1
15	25.4	24.6	27.1	26.3	29.4	28.3	23.9
16	25.2	23.4	27.5	23.8	23.1	28.2	25.9
17	26.2	26.2	22.5	29.3	28.8	25.9	27.8
18	26.1	29.0	29.4	27.6	30.0	28.4	24.4
19	28.0	25.9	27.8	29.4	31.5	29.3	27.7
20	27.3	29.1	30.5	27.4	26.4	27.8	25.1
21	27.2	21.0	28.4	25.8	23.2	48.1	27.0
22	28.2	25.9	27.7	25.1	34.6	18.6	31.0
23	-	-	-	20.8	25.6	-	-
24	-	31.3	20.2	18.4	30.8	-	20.3

10-12	24.8	25.4	26.5	26.1	25.7	25.8	26.9
14-16	25.3	24.0	27.3	24.6	26.6	28.2	24.8
0-24	25.6	25.9	26.7	27.2	27.0	26.8	26.5

Average (ALL)	26.5
Weekday Inter-Peak	25.6

Channel 2 - Eastbound

85th Percentile

Hr Ending	02/07/2024 Tuesday	03/07/2024 Wednesday	04/07/2024 Thursday	05/07/2024 Friday	06/07/2024 Saturday	07/07/2024 Sunday	08/07/2024 Monday
1	-	-	30.3	33.0	-	-	-
2	-	-	-	36.3	-	49.2	-
3	-	-	-	39.9	-	-	-
4	-	-	-	35.9	-	-	-
5	-	-	-	29.9	-	-	-
6	-	33.8	-	38.2	-	-	-
7	30.8	37.3	28.7	-	29.6	29.0	33.7
8	33.0	30.2	31.8	31.6	32.5	29.3	29.6
9	33.4	30.6	32.0	32.1	33.0	-	31.0
10	28.8	30.7	32.9	31.3	32.5	32.8	32.7
11	31.7	32.0	33.1	32.4	31.7	33.7	28.7
12	28.5	29.9	29.6	31.9	30.8	29.8	32.3
13	29.1	27.9	31.1	36.1	33.8	34.3	32.4
14	33.9	29.5	34.9	31.5	31.5	29.2	29.7
15	31.2	32.7	33.4	32.7	35.2	30.6	28.7
16	30.9	29.8	34.4	30.5	29.9	34.7	33.3
17	30.7	34.9	28.6	34.2	34.4	29.4	31.5
18	32.7	35.5	36.3	33.4	43.9	36.7	28.0
19	33.9	28.8	30.8	32.7	34.5	31.6	31.7
20	35.2	33.8	36.3	33.5	32.1	33.0	27.5
21	30.9	23.4	33.7	33.2	25.4	48.9	31.8
22	32.0	30.4	32.9	25.2	43.4	27.8	41.0
23	-	-	-	-	28.9	-	-
24	-	37.5	-	24.0	-	-	-

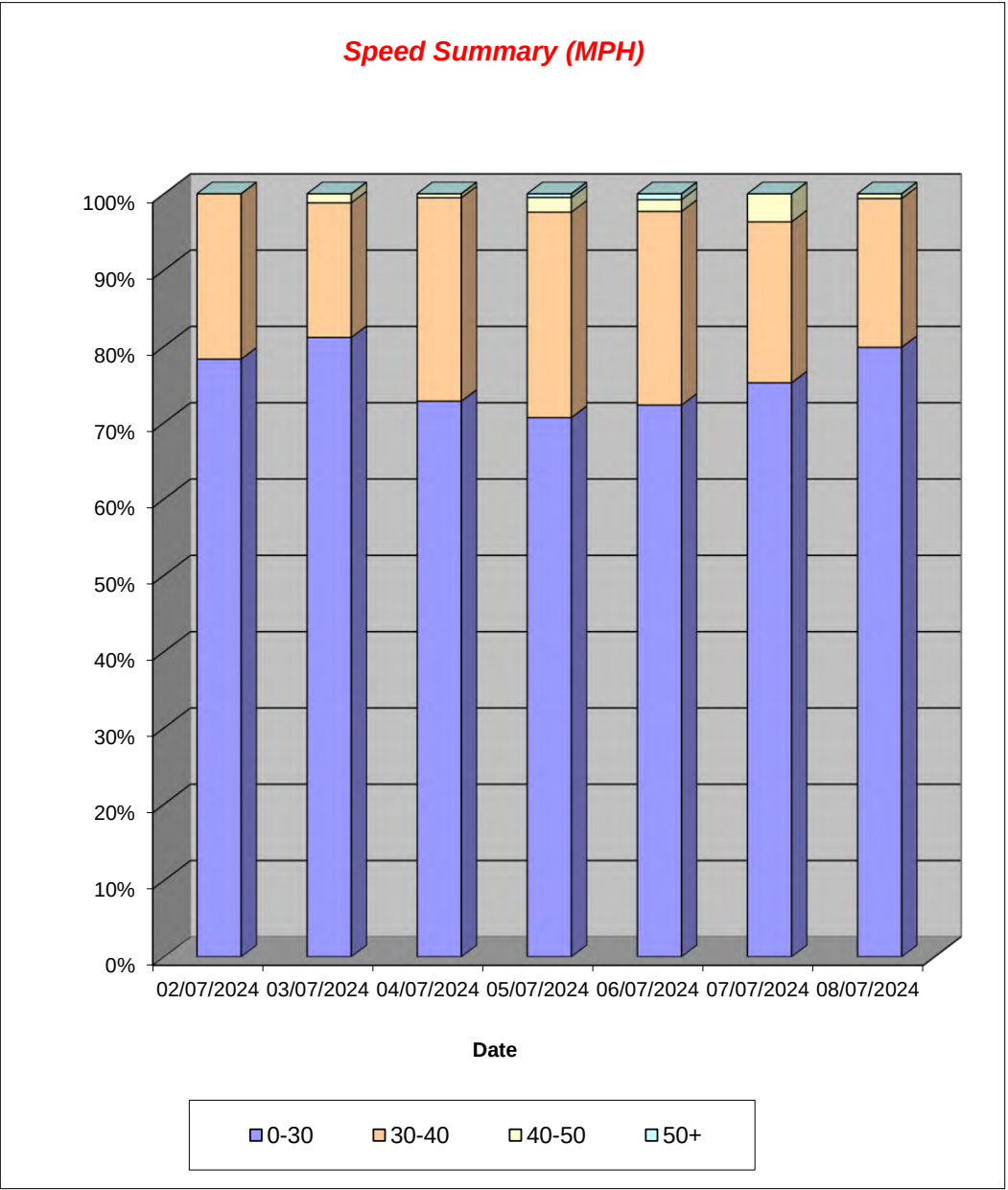
10-12	30.3	31.3	31.6	32.3	31.3	32.7	31.0
14-16	31.0	31.3	33.9	31.3	33.7	33.7	31.0
0-24	32.0	32.4	32.9	34.0	33.8	34.3	32.0

85th %ile (ALL)	33.0
Weekday Inter-Peak	31.7

Royal Wootton Bassett ATC 1, Greenhill (Western Site)

Produced by Road Data Services Ltd.

Channel 2 - Eastbound				Speed Summary			Week 1
Speed (MPH)	02/07/2024 Tuesday	03/07/2024 Wednesday	04/07/2024 Thursday	05/07/2024 Friday	06/07/2024 Saturday	07/07/2024 Sunday	08/07/2024 Monday
0-30	141	138	142	147	94	82	131
30-40	39	30	52	56	33	23	32
40-50	0	2	1	4	2	4	1
50+	0	0	0	1	1	0	0
TOTAL	180	170	195	208	130	109	164



Royal Wootton Bassett ATC 1, Greenhill (Western Site)

Produced by Road Data Services Ltd.

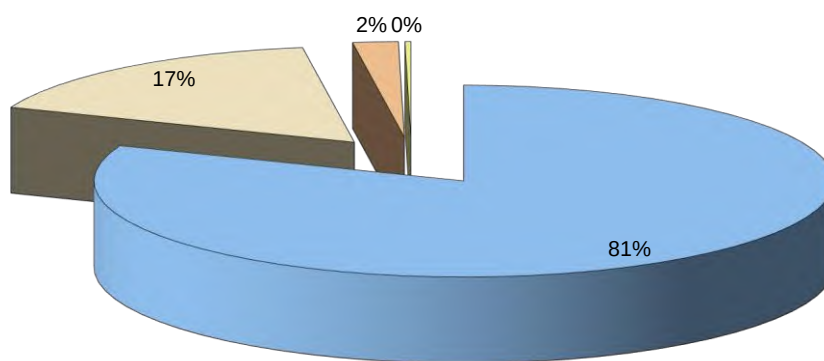
Channel 2 - Eastbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
02/07/2024					
7-19	121	31	6	1	159
6-22	137	34	6	1	178
6-24	137	34	6	1	178
0-24	139	34	6	1	180
03/07/2024					
7-19	110	25	5	2	142
6-22	128	28	6	2	164
6-24	129	30	6	2	167
0-24	132	30	6	2	170
04/07/2024					
7-19	131	39	3	0	173
6-22	148	40	3	0	191
6-24	149	40	3	0	192
0-24	152	40	3	0	195
05/07/2024					
7-19	111	20	5	0	136
6-22	127	20	5	0	152
6-24	129	21	5	0	155
0-24	182	21	5	0	208
06/07/2024					
7-19	94	14	0	0	108
6-22	108	16	0	0	124
6-24	112	17	0	0	129
0-24	113	17	0	0	130
07/07/2024					
7-19	74	17	1	0	92
6-22	84	20	1	0	105
6-24	84	20	1	0	105
0-24	88	20	1	0	109
08/07/2024					
7-19	113	28	2	0	143
6-22	129	30	2	0	161
6-24	129	31	2	0	162
0-24	130	32	2	0	164
Average					
7-19	108	25	3	0	136
6-22	123	27	3	0	154
6-24	124	28	3	0	155
0-24	134	28	3	0	165

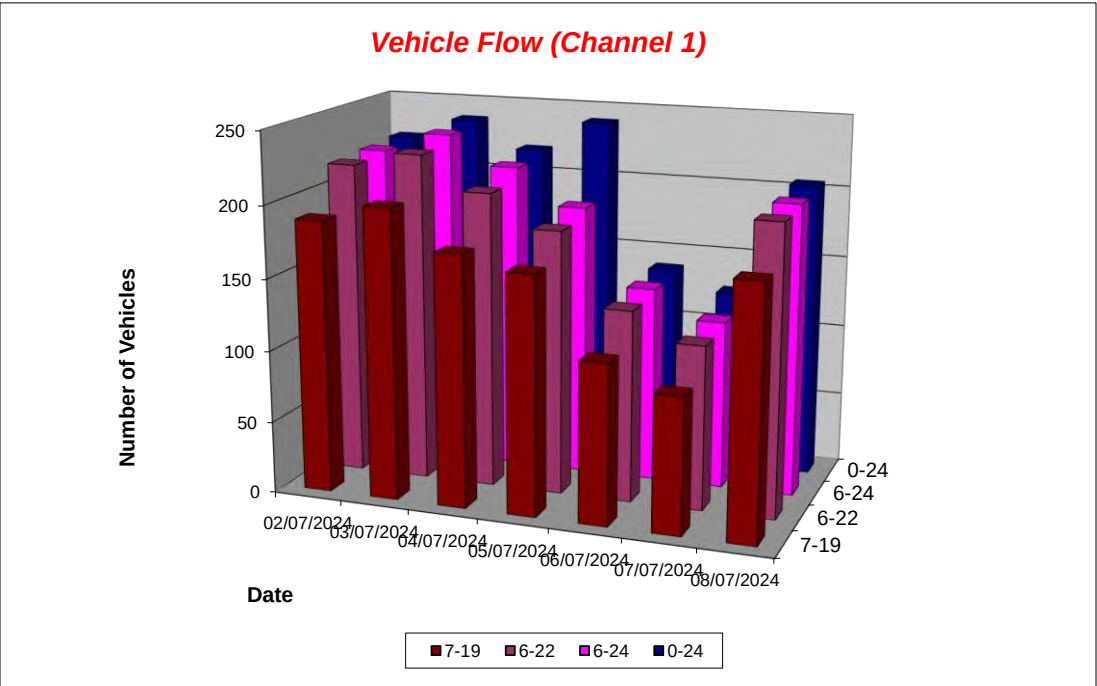
Total Vehicle Class Distribution



Royal Wootton Bassett ATC 2, Greenhill (Eastern Site)

Produced by Road Data Services Ltd.

Channel 1 - Westbound								Vehicle Flow	Week 1
Hr Ending	02/07/2024 Tuesday	03/07/2024 Wednesday	04/07/2024 Thursday	05/07/2024 Friday	06/07/2024 Saturday	07/07/2024 Sunday	08/07/2024 Monday	Weekday Average	Average
1	0	1	3	20	1	1	1	5	4
2	0	0	0	6	0	3	0	1	1
3	1	0	0	11	0	2	0	2	2
4	1	1	1	12	0	1	1	3	2
5	0	0	0	2	1	0	0	0	0
6	0	1	0	0	0	1	1	0	0
7	7	1	0	2	1	1	3	3	2
8	18	20	10	12	2	0	16	15	11
9	13	19	14	14	7	7	14	15	13
10	21	14	10	18	10	4	19	16	14
11	17	19	12	11	6	6	12	14	12
12	14	15	19	12	14	10	14	15	14
13	22	14	26	15	15	15	17	19	18
14	16	14	11	12	18	12	19	14	15
15	10	9	11	13	6	8	15	12	10
16	14	22	16	14	7	8	9	15	13
17	14	19	12	14	8	6	12	14	12
18	11	16	19	16	11	11	12	15	14
19	19	20	14	14	7	7	14	16	14
20	9	12	10	4	9	8	10	9	9
21	10	8	13	8	6	4	7	9	8
22	3	6	8	4	6	7	7	6	6
23	2	5	6	3	1	2	0	3	3
24	0	1	3	3	2	1	2	2	2
7-19	189	201	174	165	111	94	173	180	158
6-22	218	228	205	183	133	114	200	207	183
6-24	220	234	214	189	136	117	202	212	187
0-24	222	237	218	240	138	125	205	224	198



Royal Wootton Bassett ATC 2, Greenhill (Eastern Site)

Produced by Road Data Services Ltd.

Channel 1 - Westbound

Average Speed

Week 1

Hr Ending	02/07/2024 Tuesday	03/07/2024 Wednesday	04/07/2024 Thursday	05/07/2024 Friday	06/07/2024 Saturday	07/07/2024 Sunday	08/07/2024 Monday
1	-	25.2	26.0	22.4	28.1	20.5	25.1
2	-	-	-	20.5	-	27.2	-
3	20.3	-	-	28.0	-	24.8	-
4	39.6	23.6	33.1	23.8	-	24.9	33.7
5	-	-	-	34.8	32.5	-	-
6	-	30.6	-	-	-	24.4	25.5
7	27.7	22.9	-	20.5	24.5	15.6	24.6
8	21.2	23.9	23.9	23.0	24.4	-	24.3
9	24.2	21.3	22.2	23.1	24.8	22.6	22.6
10	21.6	21.2	23.3	23.0	22.7	19.2	22.7
11	22.7	24.1	22.7	23.2	27.8	24.4	20.9
12	24.6	22.0	23.8	19.1	24.1	24.5	19.9
13	22.2	22.5	22.0	20.4	22.9	23.9	22.5
14	21.0	20.6	23.4	21.7	23.4	23.6	24.4
15	23.7	23.3	23.2	23.0	23.5	24.4	23.2
16	24.2	22.0	24.6	23.9	20.4	20.0	23.9
17	21.9	22.2	26.4	21.8	27.2	23.2	24.1
18	24.1	22.5	22.8	24.6	25.7	24.7	23.1
19	23.6	26.7	26.5	24.1	27.9	25.7	23.1
20	25.7	22.7	26.1	28.0	21.8	20.3	23.7
21	23.6	24.8	22.1	26.6	24.8	25.4	24.7
22	17.4	25.0	26.7	22.9	24.1	25.1	25.5
23	23.0	23.1	26.8	22.7	27.9	26.8	-
24	-	29.7	22.9	25.9	31.8	28.1	24.5

10-12	23.6	23.2	23.4	21.1	25.2	24.5	20.4
14-16	24.0	22.4	24.0	23.5	21.8	22.2	23.5
0-24	23.1	23.0	23.9	23.2	24.4	23.6	23.2

Mean (ALL)	23.4
Weekday Inter-Peak	22.9

Channel 1 - Westbound

85th Percentile

Hr Ending	02/07/2024 Tuesday	03/07/2024 Wednesday	04/07/2024 Thursday	05/07/2024 Friday	06/07/2024 Saturday	07/07/2024 Sunday	08/07/2024 Monday
1	-	-	27.2	27.7	-	-	-
2	-	-	-	24.9	-	34.2	-
3	-	-	-	35.0	-	26.0	-
4	-	-	-	28.3	-	-	-
5	-	-	-	40.2	-	-	-
6	-	-	-	-	-	-	-
7	33.3	-	-	25.9	-	-	28.4
8	26.6	27.3	29.5	27.9	33.4	-	27.6
9	28.3	26.1	27.7	27.3	31.3	24.3	27.4
10	25.0	24.2	28.7	26.4	27.7	23.2	27.3
11	25.0	28.2	26.1	29.7	30.1	29.2	27.5
12	29.5	27.4	29.2	24.4	28.8	28.3	25.4
13	28.4	27.7	28.2	26.2	28.2	28.3	26.8
14	25.6	24.7	28.1	25.8	27.4	27.6	28.0
15	27.4	27.4	27.7	28.3	26.6	26.4	28.7
16	28.2	25.8	30.4	27.5	28.1	23.4	27.5
17	25.5	26.4	30.9	26.2	32.0	29.3	26.7
18	28.0	26.0	26.7	27.8	31.6	30.2	27.3
19	26.6	29.7	30.4	27.3	31.9	30.7	26.8
20	29.2	25.8	32.7	32.8	28.5	26.8	27.5
21	26.6	27.8	26.2	29.6	28.6	27.5	30.9
22	18.4	28.2	30.6	24.5	27.5	30.0	32.1
23	24.4	27.7	29.8	26.8	-	33.3	-
24	-	-	23.3	30.4	33.8	-	29.9

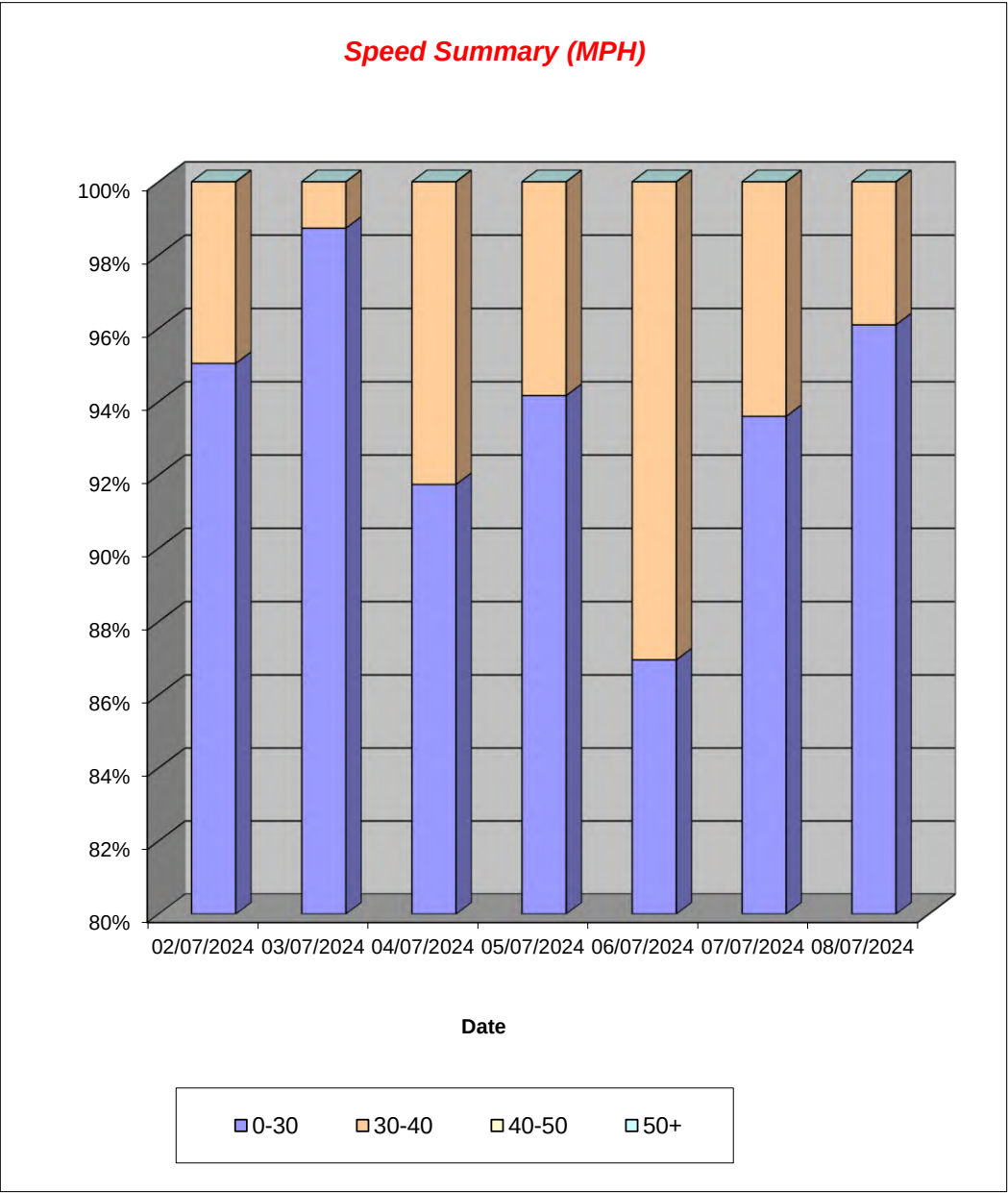
10-12	27.5	28.0	28.2	27.4	29.6	28.7	26.5
14-16	27.9	26.3	29.3	28.0	28.1	25.8	28.4
0-24	27.8	27.3	29.2	28.4	29.9	28.5	28.0

85th %ile (ALL)	28.4
Weekday Inter-Peak	27.9

Royal Wootton Bassett ATC 2, Greenhill (Eastern Site)

Produced by Road Data Services Ltd.

Channel 1 - Westbound				Speed Summary			Week 1
Speed (MPH)	02/07/2024 Tuesday	03/07/2024 Wednesday	04/07/2024 Thursday	05/07/2024 Friday	06/07/2024 Saturday	07/07/2024 Sunday	08/07/2024 Monday
0-30	211	234	200	226	120	117	197
30-40	11	3	18	14	18	8	8
40-50	0	0	0	0	0	0	0
50+	0	0	0	0	0	0	0
TOTAL	222	237	218	240	138	125	205



Royal Wootton Bassett ATC 2, Greenhill (Eastern Site)

Produced by Road Data Services Ltd.

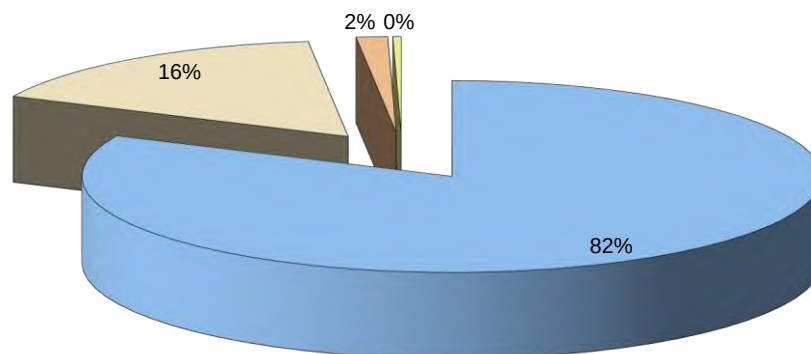
Channel 1 - Westbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
02/07/2024					
7-19	150	35	3	1	189
6-22	177	36	4	1	218
6-24	178	37	4	1	220
0-24	180	37	4	-1	220
03/07/2024					
7-19	167	31	2	1	201
6-22	192	33	2	1	228
6-24	197	34	2	1	234
0-24	200	34	2	1	237
04/07/2024					
7-19	127	42	3	2	174
6-22	156	44	3	2	205
6-24	164	45	3	2	214
0-24	168	45	3	2	218
05/07/2024					
7-19	139	24	2	0	165
6-22	155	25	2	1	183
6-24	160	26	2	1	189
0-24	209	28	2	1	240
06/07/2024					
7-19	91	20	0	0	111
6-22	111	22	0	0	133
6-24	114	22	0	0	136
0-24	116	22	0	0	138
07/07/2024					
7-19	77	13	4	0	94
6-22	95	14	5	0	114
6-24	98	14	5	0	117
0-24	105	15	5	0	125
08/07/2024					
7-19	129	40	2	2	173
6-22	153	42	3	2	200
6-24	154	43	3	2	202
0-24	155	45	3	2	205
Average					
7-19	126	29	2	1	158
6-22	148	31	3	1	183
6-24	152	32	3	1	187
0-24	162	32	3	1	198

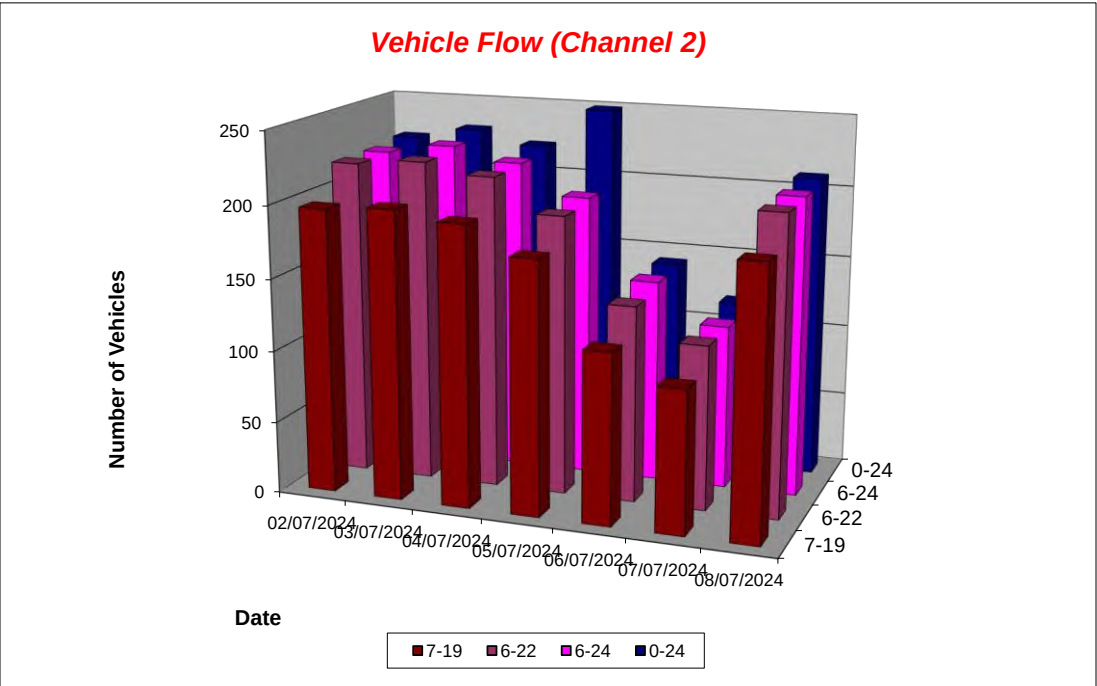
Total Vehicle Class Distribution



Royal Wootton Bassett ATC 2, Greenhill (Eastern Site)

Produced by Road Data Services Ltd.

Channel 2 - Eastbound								Vehicle Flow	Week 1
Hr Ending	02/07/2024 Tuesday	03/07/2024 Wednesday	04/07/2024 Thursday	05/07/2024 Friday	06/07/2024 Saturday	07/07/2024 Sunday	08/07/2024 Monday	Weekday Average	Average
1	1	0	2	16	0	0	1	4	3
2	0	0	0	9	0	2	0	2	2
3	0	0	0	10	0	1	0	2	2
4	1	1	1	12	0	1	1	3	2
5	0	0	0	4	1	0	0	1	1
6	1	3	1	2	0	0	1	2	1
7	7	4	2	2	2	2	6	4	4
8	18	21	13	18	3	4	19	18	14
9	16	15	17	18	15	2	17	17	14
10	19	23	15	11	14	12	24	18	17
11	22	16	20	19	11	15	12	18	16
12	14	15	17	15	15	5	19	16	14
13	22	17	19	15	15	17	14	17	17
14	14	11	12	14	9	10	18	14	13
15	14	22	15	9	11	4	12	14	12
16	19	14	16	16	7	5	13	16	13
17	17	22	16	23	9	12	15	19	16
18	10	16	17	6	6	6	9	12	10
19	12	8	17	11	3	7	13	12	10
20	7	13	8	8	10	6	4	8	8
21	4	3	9	6	4	2	6	6	5
22	4	3	3	2	2	5	5	3	3
23	0	0	0	1	4	0	0	0	1
24	0	3	1	2	1	0	1	1	1
7-19	197	200	194	175	118	99	185	190	167
6-22	219	223	216	193	136	114	206	211	187
6-24	219	226	217	196	141	114	207	213	189
0-24	222	230	221	249	142	118	210	226	199



Royal Wootton Bassett ATC 2, Greenhill (Eastern Site)

Produced by Road Data Services Ltd.

Channel 2 - Eastbound

Average Speed

Week 1

Hr Ending	02/07/2024 Tuesday	03/07/2024 Wednesday	04/07/2024 Thursday	05/07/2024 Friday	06/07/2024 Saturday	07/07/2024 Sunday	08/07/2024 Monday
1	25.4	-	28.8	25.7	-	-	39.2
2	-	-	-	23.4	-	32.5	-
3	-	-	-	27.8	-	21.4	-
4	15.2	20.2	26.3	25.7	-	27.6	28.2
5	-	-	-	25.8	27.1	-	-
6	19.9	23.9	15.1	34.1	-	-	17.1
7	26.3	28.1	30.8	20.1	21.3	29.0	28.0
8	24.5	25.1	24.6	20.0	21.5	26.8	23.4
9	23.4	21.7	23.8	25.6	25.6	22.2	23.6
10	23.0	21.3	24.9	22.1	23.0	25.4	23.3
11	21.2	22.8	23.9	19.7	24.8	24.9	23.4
12	24.2	22.2	25.6	23.6	23.1	24.4	24.5
13	22.6	22.2	20.8	24.5	21.7	23.2	24.5
14	22.9	22.3	23.0	22.9	23.7	23.9	24.1
15	22.9	23.4	23.2	23.3	25.3	26.2	22.9
16	22.7	23.9	24.3	26.4	21.7	26.4	25.5
17	23.0	23.2	22.3	25.1	23.8	22.8	24.4
18	26.4	25.6	26.4	25.0	30.3	25.7	22.6
19	26.1	23.6	26.5	25.1	29.5	20.8	24.2
20	24.0	24.2	24.3	25.8	25.2	26.5	22.5
21	24.7	19.8	23.6	23.4	25.9	31.7	24.6
22	23.2	26.8	23.6	23.9	31.8	22.5	25.5
23	-	-	-	21.2	22.5	-	-
24	-	28.7	24.4	16.2	23.7	-	22.9

10-12	22.4	22.5	24.6	21.4	23.8	24.8	24.1
14-16	22.8	23.6	23.8	25.3	23.9	26.3	24.2
0-24	23.4	23.3	24.2	24.0	24.3	24.6	24.1

Average (ALL)	23.9
Weekday Inter-Peak	23.4

Channel 2 - Eastbound

85th Percentile

Hr Ending	02/07/2024 Tuesday	03/07/2024 Wednesday	04/07/2024 Thursday	05/07/2024 Friday	06/07/2024 Saturday	07/07/2024 Sunday	08/07/2024 Monday
1	-	-	31.3	30.2	-	-	-
2	-	-	-	26.3	-	40.3	-
3	-	-	-	35.0	-	-	-
4	-	-	-	29.7	-	-	-
5	-	-	-	28.9	-	-	-
6	-	31.0	-	37.0	-	-	-
7	30.3	33.7	32.4	24.6	27.8	29.5	34.5
8	29.5	28.8	28.6	24.1	26.8	29.2	27.5
9	29.4	26.6	28.7	29.7	29.6	24.7	28.2
10	27.3	25.6	29.4	26.6	29.8	28.6	28.6
11	25.0	28.0	29.0	25.4	31.6	29.5	27.4
12	27.4	27.9	31.0	27.5	28.7	32.1	29.3
13	27.0	25.6	28.2	30.9	27.9	29.7	28.7
14	26.6	24.9	28.4	26.5	28.0	28.4	26.7
15	27.3	28.4	27.6	30.4	31.8	29.2	27.5
16	27.5	29.0	30.8	31.2	26.4	33.4	29.6
17	26.9	30.1	28.3	30.5	30.0	25.4	29.6
18	28.9	31.3	30.4	29.4	40.2	33.3	25.4
19	29.4	26.5	29.2	27.7	34.0	27.1	29.0
20	28.5	29.9	28.7	31.3	31.1	30.3	30.3
21	26.3	22.8	29.7	29.6	29.9	37.1	29.0
22	26.2	32.4	25.4	27.8	36.7	29.3	31.4
23	-	-	-	-	28.3	-	-
24	-	32.9	-	18.5	-	-	-

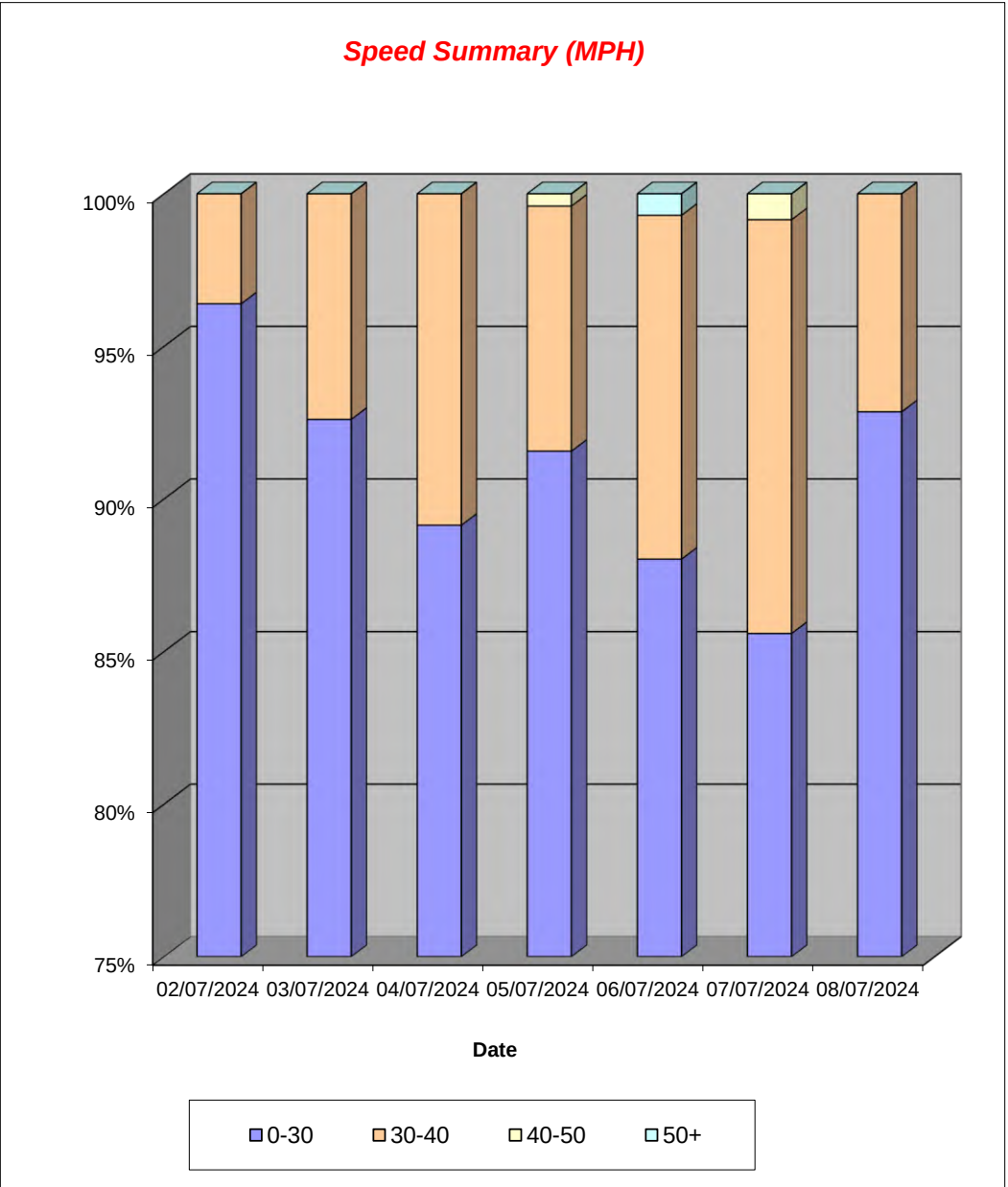
10-12	26.3	28.0	29.9	26.8	30.0	30.4	28.6
14-16	27.4	28.7	29.4	31.2	30.1	31.9	28.7
0-24	27.9	28.6	29.7	29.5	30.7	30.3	28.9

85th %ile (ALL)	29.2
Weekday Inter-Peak	28.6

Royal Wootton Bassett ATC 2, Greenhill (Eastern Site)

Produced by Road Data Services Ltd.

Channel 2 - Eastbound				Speed Summary			Week 1
Speed (MPH)	02/07/2024 Tuesday	03/07/2024 Wednesday	04/07/2024 Thursday	05/07/2024 Friday	06/07/2024 Saturday	07/07/2024 Sunday	08/07/2024 Monday
0-30	214	213	197	228	125	101	195
30-40	8	17	24	20	16	16	15
40-50	0	0	0	1	0	1	0
50+	0	0	0	0	1	0	0
TOTAL	222	230	221	249	142	118	210



Royal Wootton Bassett ATC 2, Greenhill (Eastern Site)

Produced by Road Data Services Ltd.

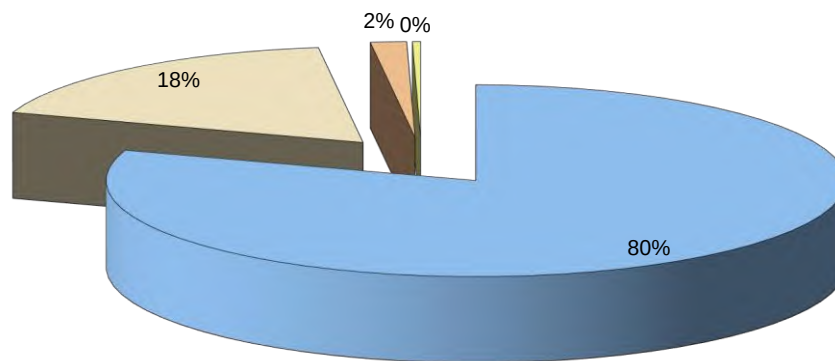
Channel 2 - Eastbound

Vehicle Class

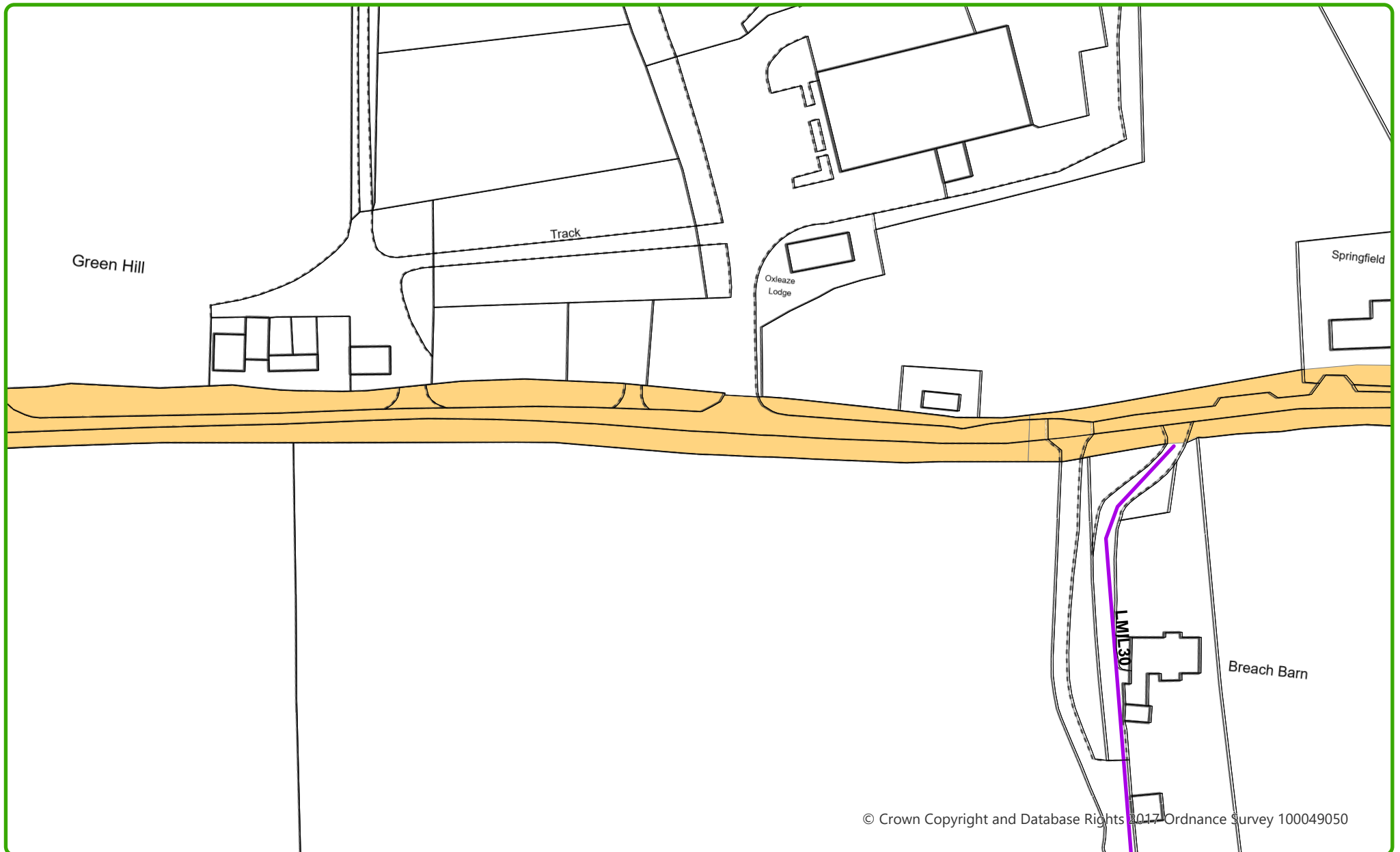
Week 1

Classes Day / Time	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
02/07/2024					
7-19	149	41	6	1	197
6-22	169	43	6	1	219
6-24	169	43	6	1	219
0-24	171	44	6	1	222
03/07/2024					
7-19	159	40	1	0	200
6-22	179	43	1	0	223
6-24	180	45	1	0	226
0-24	183	46	1	0	230
04/07/2024					
7-19	145	42	4	3	194
6-22	165	44	4	3	216
6-24	166	44	4	3	217
0-24	169	45	4	3	221
05/07/2024					
7-19	143	27	5	0	175
6-22	160	28	5	0	193
6-24	162	29	5	0	196
0-24	214	30	5	0	249
06/07/2024					
7-19	99	19	0	0	118
6-22	114	22	0	0	136
6-24	118	23	0	0	141
0-24	119	23	0	0	142
07/07/2024					
7-19	77	18	3	1	99
6-22	88	22	3	1	114
6-24	88	22	3	1	114
0-24	92	22	3	1	118
08/07/2024					
7-19	147	35	3	0	185
6-22	166	37	3	0	206
6-24	166	38	3	0	207
0-24	167	40	3	0	210
Average					
7-19	131	32	3	1	167
6-22	149	34	3	1	187
6-24	150	35	3	1	189
0-24	159	36	3	1	199

Total Vehicle Class Distribution



Highways Plan Greenhill, Royal Wootton Bassett



Appendix 4

Calculation Reference: AUDIT-228601-240726-0759

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

<u>Selected regions and areas:</u>		
02	SOUTH EAST	
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	DV DEVON	1 days
	GS GLOUCESTERSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	PB PETERBOROUGH	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KS KIRKLEES	1 days
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
09	NORTH	
	CU CUMBERLAND	1 days
11	SCOTLAND	
	FI FIFE	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: 175 to 3513 (units: sqm)
 Range Selected by User: 150 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 04/10/23

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:

Wednesday 2 days
 Thursday 7 days
 Friday 2 days

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

Selected survey types:

Manual count 11 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) 1
 Edge of Town 7
 Neighbourhood Centre (PPS6 Local Centre) 2
 Free Standing (PPS6 Out of Town) 1

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

Selected Location Sub Categories:

Industrial Zone 9
 Village 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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 2 days - Selected
 Servicing vehicles Excluded 23 days - Selected

Secondary Filtering selection:**Use Class:**

Not Known 11 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	3 days
10,001 to 15,000	3 days
15,001 to 20,000	1 days
20,001 to 25,000	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
75,001 to 100,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	5 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	7 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	11 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	11 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	CU-02-C-01	STEEL FABRICATION	CUMBERLAND
	BLACKDYKE ROAD		
	CARLISLE		
	KINGSTOWN IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	715 sqm	
	Survey date: FRIDAY	15/10/21	Survey Type: MANUAL
2	DV-02-C-02	ENERGY RECOVERY FACILITY	DEVON
	GRACE ROAD SOUTH		
	EXETER		
	MARSH BARTON TRAD. EST.		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	3513 sqm	
	Survey date: THURSDAY	06/07/17	Survey Type: MANUAL
3	FI-02-C-02	GLASS SPECIALISTS	FIFE
	DICKSON STREET		
	DUNFERMLINE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1240 sqm	
	Survey date: THURSDAY	20/04/23	Survey Type: MANUAL
4	GS-02-C-03	EXTRUSION DIE MANUFACTURER	GLOUCESTERSHIRE
	HURRICANE ROAD		
	NEAR GLOUCESTER		
	BROCKWORTH		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	1565 sqm	
	Survey date: WEDNESDAY	03/05/23	Survey Type: MANUAL
5	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
6	KS-02-C-01	COMPUTER MANUFACTURER	KIRKLEES
	INMOOR ROAD		
	NEAR BRADFORD		
	BIRKENSHAW		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	1890 sqm	
	Survey date: WEDNESDAY	10/10/18	Survey Type: MANUAL
7	LC-02-C-06	STEEL FABRICATION	LANCASHIRE
	TOLLGATE ROAD		
	BURSCOUGH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	700 sqm	
	Survey date: THURSDAY	21/04/22	Survey Type: MANUAL
8	LE-02-C-01	COMMERCIAL VEHICLE SERVICES	LEICESTERSHIRE
	WYMESWOLD ROAD		
	NEAR LOUGHBOROUGH		
	BURTON ON THE WOLDS		
	Free Standing (PPS6 Out of Town)		
	Industrial Zone		
	Total Gross floor area:	175 sqm	
	Survey date: FRIDAY	17/06/22	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	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
10	NY-02-C-03	WORKWEAR MANUFACTURER	NORTH YORKSHIRE
	WETHERBY ROAD		
	KNARESBOROUGH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1500 sqm	
	Survey date: THURSDAY	29/06/23	Survey Type: MANUAL
11	PB-02-C-01	STEEL FABRICATOR	PETERBOROUGH
	NEWARK ROAD		
	PETERBOROUGH		
	FENGATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1772 sqm	
	Survey date: THURSDAY	29/09/22	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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BO-02-C-01	Survey undertaken during COVID-19 restrictions
BP-02-C-01	Close proximity to train station
DS-02-C-02	Higher level of local public transport provision
EC-02-C-02	Survey undertaken during COVID-19 restrictions
GS-02-C-02	Survey undertaken during COVID-19 restrictions
LC-02-C-03	Close proximity to train station
LC-02-C-05	Survey undertaken during COVID-19 restrictions
NF-02-C-04	Higher level of local public transport provision
NN-02-C-01	Survey undertaken during COVID-19 restrictions
SM-02-C-01	Closer to town centre
TV-02-C-02	Survey undertaken during COVID-19 restrictions
VG-02-C-01	Survey undertaken during COVID-19 restrictions
WM-02-C-04	Higher level of local public transport provision
WM-02-C-05	Higher level of local public transport provision

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
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	3	813	0.041	3	813	0.000	3	813	0.041
06:00 - 07:00	4	920	0.489	4	920	0.027	4	920	0.516
07:00 - 08:00	10	1444	0.637	10	1444	0.118	10	1444	0.755
08:00 - 09:00	11	1485	0.723	11	1485	0.190	11	1485	0.913
09:00 - 10:00	11	1485	0.478	11	1485	0.300	11	1485	0.778
10:00 - 11:00	11	1485	0.367	11	1485	0.367	11	1485	0.734
11:00 - 12:00	11	1485	0.331	11	1485	0.312	11	1485	0.643
12:00 - 13:00	11	1485	0.398	11	1485	0.459	11	1485	0.857
13:00 - 14:00	11	1485	0.355	11	1485	0.447	11	1485	0.802
14:00 - 15:00	11	1485	0.392	11	1485	0.374	11	1485	0.766
15:00 - 16:00	11	1485	0.251	11	1485	0.361	11	1485	0.612
16:00 - 17:00	11	1485	0.233	11	1485	0.698	11	1485	0.931
17:00 - 18:00	11	1485	0.178	11	1485	0.496	11	1485	0.674
18:00 - 19:00	10	1509	0.033	10	1509	0.331	10	1509	0.364
19:00 - 20:00	3	813	0.041	3	813	0.082	3	813	0.123
20:00 - 21:00	3	813	0.000	3	813	0.000	3	813	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.947			4.562			9.509

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:	175 - 3513 (units: sqm)
Survey date range:	01/01/16 - 04/10/23
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	14

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.

Calculation Reference: AUDIT-228601-240812-0830

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	SP SOUTHAMPTON	1 days
03	SOUTH WEST	
	TB TORBAY	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	TV TEES VALLEY	1 days
10	WALES	
	BG BRIDGEND	1 days
11	SCOTLAND	
	HI HIGHLAND	1 days
	ML MIDLOTHIAN	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: 190 to 4700 (units: sqm)
Range Selected by User: 190 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 19/06/23

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

Selected survey days:

Monday 3 days
Tuesday 1 days
Wednesday 3 days
Friday 2 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1
Edge of Town 7
Free Standing (PPS6 Out of Town) 1

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

Selected Location Sub Categories:

Industrial Zone 9

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected
Servicing vehicles Excluded 13 days - Selected

Secondary Filtering selection:

Use Class:

n/a 1 days
B8 8 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	2 days
1,001 to 5,000	1 days
5,001 to 10,000	4 days
10,001 to 15,000	2 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	2 days
75,001 to 100,000	3 days
125,001 to 250,000	3 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:

0.5 or Less	1 days
0.6 to 1.0	1 days
1.1 to 1.5	7 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
----	--------

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
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	BG-02-F-01 PARC CRESCENT BRIDGEND WATERTON IND. EST. Edge of Town Industrial Zone Total Gross floor area: 3050 sqm Survey date: MONDAY 13/10/14	LOGISTICS COMPANY	BRIDGEND	Survey Type: MANUAL
2	HC-02-F-03 WARSASH ROAD PARK GATE Edge of Town Industrial Zone Total Gross floor area: 3665 sqm Survey date: MONDAY 27/09/21	PPE DISTRIBUTION	HAMPSHIRE	Survey Type: MANUAL
3	HI-02-F-01 B9039 NEAR INVERNESS DALCROSS IND. ESTATE Free Standing (PPS6 Out of Town) Industrial Zone Total Gross floor area: 890 sqm Survey date: WEDNESDAY 24/05/06	WAREHOUSING	HIGHLAND	Survey Type: MANUAL
4	ML-02-F-01 UNIT 53 DALKEITH MAYFIELD IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: 750 sqm Survey date: WEDNESDAY 04/05/11	WINDOWS	MIDLOTHIAN	Survey Type: MANUAL
5	NY-02-F-01 GRIMBALD CRAG CLOSE KNARESBOROUGH Edge of Town Industrial Zone Total Gross floor area: 1750 sqm Survey date: MONDAY 19/06/23	REMOVALS SERVICE	NORTH YORKSHIRE	Survey Type: MANUAL
6	SF-02-F-03 CENTRAL AVENUE IPSWICH WARREN HEATH Edge of Town Industrial Zone Total Gross floor area: 4700 sqm Survey date: FRIDAY 18/09/15	ROAD HAULAGE	SUFFOLK	Survey Type: MANUAL
7	SP-02-F-01 MAURETANIA ROAD SOUTHAMPTON NURSLING INDUSTRIAL ESTATE Edge of Town Industrial Zone Total Gross floor area: 4000 sqm Survey date: WEDNESDAY 21/11/07	WAREHOUSING	SOUTHAMPTON	Survey Type: MANUAL
8	TB-02-F-01 ALDERS WAY PAIGNTON Edge of Town Industrial Zone Total Gross floor area: 190 sqm Survey date: FRIDAY 29/03/19	OPTICS WAREHOUSE	TORBAY	Survey Type: MANUAL
9	TV-02-F-03 UNIT 8,NAVIGATOR COURT STOCKTON-ON-TEES Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 634 sqm Survey date: TUESDAY 28/06/11	ELECTRICAL COMPONENTS	TEES VALLEY	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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BO-02-F-01	Survey undertaken during COVID-19 restrictions
LC-02-F-02	Higher level of local public transport provision
NW-02-F-02	Survey undertaken during COVID-19 restrictions
SC-02-F-04	Close proximity to a train station
WM-02-F-02	Higher level of local public transport provision

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	190	0.000	1	190	0.000	1	190	0.000
06:00 - 07:00	1	190	0.000	1	190	0.000	1	190	0.000
07:00 - 08:00	9	2181	0.229	9	2181	0.173	9	2181	0.402
08:00 - 09:00	9	2181	0.336	9	2181	0.194	9	2181	0.530
09:00 - 10:00	9	2181	0.224	9	2181	0.204	9	2181	0.428
10:00 - 11:00	9	2181	0.275	9	2181	0.214	9	2181	0.489
11:00 - 12:00	9	2181	0.224	9	2181	0.234	9	2181	0.458
12:00 - 13:00	9	2181	0.265	9	2181	0.199	9	2181	0.464
13:00 - 14:00	9	2181	0.280	9	2181	0.234	9	2181	0.514
14:00 - 15:00	9	2181	0.301	9	2181	0.275	9	2181	0.576
15:00 - 16:00	9	2181	0.224	9	2181	0.464	9	2181	0.688
16:00 - 17:00	9	2181	0.194	9	2181	0.295	9	2181	0.489
17:00 - 18:00	9	2181	0.173	9	2181	0.285	9	2181	0.458
18:00 - 19:00	9	2181	0.071	9	2181	0.127	9	2181	0.198
19:00 - 20:00	1	190	0.000	1	190	0.000	1	190	0.000
20:00 - 21:00	1	190	0.000	1	190	0.000	1	190	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.796			2.898			5.694

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:	190 - 4700 (units: sqm)
Survey date date range:	01/01/06 - 19/06/23
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:	5

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.