



Cole Easdon

TRANSPORT STATEMENT

Proposed Factory Extension, 15 Porte Marsh Road,
Calne on Behalf of Qsil Metals UK Limited

Date: November 2025
Issue No. 2



DOCUMENT ISSUE RECORD

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Project: Proposed Factory Extension, 15 Porte Marsh Road, Calne

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1.0 INTRODUCTION

1.1 This *Transport Statement (TS)* has been prepared by Cole Easdon (CE) on behalf of Qsil Metals UK Limited to accompany a planning application proposing to replace part of 15 Porte Marsh Road, Calne with a new two storey extension. Refer to CE Plan 10729/201 [*Site Location Plan*] in Appendix 1.

1.2 The existing building is occupied by Qsil and suffered extensive fire damage earlier this year. The new extension will occupy the footprint of the existing southern half but will be two-storey, with factory accommodation on the ground floor and offices, canteen, conference rooms, and other ancillary accommodation above.

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 comprises Qsil's existing factory which fronts Porte Marsh Road within the well-established Porte Marsh Industrial Estate in the north half of Calne. Industrial uses are located to the north, east and south, while the rear of the site backs onto Saint Edmunds Catholic Primary School.
- 2.2 The existing building is single storey and comprises two adjacent portal framed sheds with a central flat roof link with a floor area of approximately 1,105m². Car parking and yard areas wrap around the northern and western sides of the building. The factory suffered extensive fire damage earlier this year.
- 2.3 The site is accessed by an existing vehicular access to the north of the building from Porte Marsh Road. It is a wide, gated vehicular crossover, suitable for industrial access. A separate pedestrian footpath is provided to the entrance of the building itself.

Local Highway Network

- 2.4 Porte Marsh Road runs on a north to south alignment adjacent to the eastern site boundary. It is one of the main industrial access roads running through the Industrial Estate. Footways are provided on both sides of the road and the road is lit.
- 2.5 Port Marsh Road bends to the east to the south of the site and connects with Oxford Road via a large bellmouth junction. Oxford Road extends south into the centre of Calne and north to the A3102, which is the perimeter road around the northern part of Calne. The A3102 also extends north of Calne through Church End and on to Royal Wootton Bassett.

Personal Injury Accidents

- 2.6 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.
- 2.7 The accident study area comprises the full length of Porte Marsh Road. Crashmap confirms that there has been just one accident recorded in the study area which was classified as 'slight' in severity. The full accident output record from Crashmap is contained within Appendix 3 of this Report.

- 2.8 This PIA occurred along Porte Marsh Road to the southeast of the site, between the junctions with William Street and Guthrie Close, and was the result of a collision between a car and cyclist. The Crashmap output record shows that both the driver and cyclist were proceeding as normal along the carriageway and the first point of contact for both was the front of their respective vehicle/bicycle. No other objects on or off the carriageway were hit.
- 2.9 In summary, there has only been one PIA recorded within the study area and period, which is likely to have been due to human / driver error rather than any geometric default in the highway network. CE therefore 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 replacement of the southern portion of the existing fire damaged building with a new two-storey extension. The extension will comprise factory accommodation on the ground floor and offices, canteen, conference rooms, with other ancillary accommodation above. Refer to Drawing No. 2147-SK-003(C) [*Sketch floor plans and site plan Option 2*] (by PKA Architects) contained within Appendix 2 of this Report.

3.2 The proposed extension would increase the floor area from 1,105m² to 1,796m² (made up of 1,168m² on the ground floor and 628m² on the new first floor). There will be approximately 23 staff on-site.

Access Arrangement

3.3 The existing access will remain to serve a newly laid out parking area to the north of the building (see car parking section below). The access is established and benefits from good visibility and no alterations are required.

3.4 Two further vehicular crossovers will provide access to new small parking areas to the front of the building (see car parking section below). Consistent with other accesses in the area, the access points achieve visibility splays of 2.0 x 43m appropriate for the minor nature of each access and the speed limit along the road (*Manual for Streets* 30mph) as demonstrated by CE Plan 10729/202 [*Site Access Visibility Splays*] contained within Appendix 1 of this Report.

Car Parking

3.5 Appendix C of Wiltshire Council's *Wiltshire Local Transport Plan 2011-2016, Car Parking Strategy* (March 2015) provides the relevant parking standard. For B2: General Industry developments above 500m² a maximum of 1 space per 50m² can be provided (36 spaces in this instance for the proposed 1,796m²).

3.6 The proposed site layout details 25 car parking spaces, including one DDA compliant space, which is within the above maximum and meets the operational needs of the business whilst significantly exceeding the level of parking provided for the existing floorspace due to the provision of the new frontage parking areas. Out of the 23 staff that will be based here, two do not drive and two car-share. At worst 22 cars are expected on site, leaving an additional three spaces for visitors.

- 3.7 Staff will be instructed to park at Qsil's nearby Harris Road site in the very unlikely event that the new car park is full. As such, no overspill parking on the adjacent public highway network will occur.
- 3.8 Swept path analysis provided on CE Plan 10729/203 [*Swept Path Analysis – Car Park*] provided in Appendix 1 demonstrates that all proposed car parking spaces are accessible and that cars are able to turn and leave in a forward gear.

Cycle Parking

- 3.9 Cycle parking standards are contained within Appendix 4 of Wiltshire Council's *Wiltshire Council Local Transport Plan 2011-2026 - Cycling Strategy*. In the site's location for 'B Business' 4 covered cycle spaces + 2 covered spaces for each 400m² above 1000m² gross floor area are required as a minimum. This is 8 No. spaces in this instance.
- 3.10 A secure and covered cycle store is already available on the site accommodating 8 No. bikes (to be relocated on the proposed site plan).

Delivery and Servicing Arrangements

- 3.11 The site will be serviced as existing, and access to the rear of the building is not compromised by the proposed car park layout.

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 There is a good quality footway network within Calne, typical of most towns. For example, there are footways and street lighting located on both sides of Porte Marsh Road which run through the industrial estate. These continue onto Oxford Road to provide a pedestrian route to the nearest bus stops (further information below) and into the town centre, which is an approximate 15-minute walk¹.
- 4.3 Figure 4.1 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 the vast majority of Calne is within walking distance.



Figure 4.1: Walkable distance accessible from the site in 20 minutes
(Source: TravelTime.com)

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

Cycling

- 4.4 Cycling would predominantly take place on the carriageway within Calne and the immediate surrounding area and is perhaps the most likely alternative to the car for staff living locally. Cycle parking compliant with local standards is proposed, as previously noted.
- 4.5 National Cycle Network (NCN) Route 403 runs through southern Calne and can be accessed off Curzon Street approximately 1.4km southwest of the site. NCN 403 provides a route to Chippenham in the west and Cherhill in the east.
- 4.6 Figure 4.2 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 all of Calne, including a number of the surrounding villages and settlements are within cycling distance.

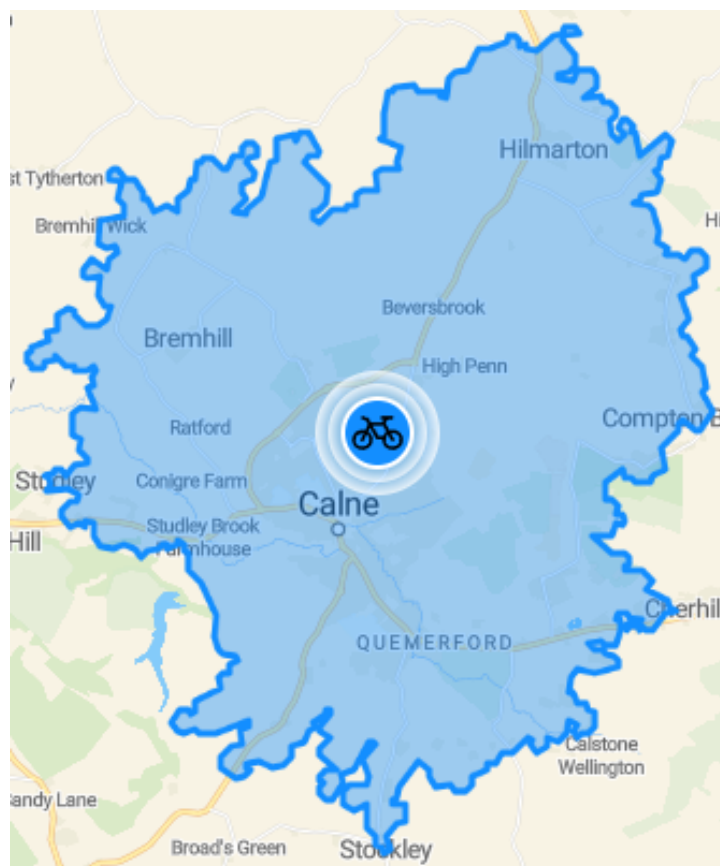


Figure 4.2: Cycle distance accessible from the site in 20 minutes
(Source: TravelTime.com)

Public Transport - Bus

- 4.7 The nearest set of bus stops to the site that offer a good frequency of services are located along Oxford Road and are known as 'Dog and Partridge'. These stops are located a walking distance of approximately 500m east of the site which is an approximate six-minute walk¹.
- 4.8 These stops are predominantly served by the No. 55 Gold service operated by Stagecoach West which runs approximately every 20 minutes during the day and every 30 minutes in the evening Monday to Saturday and 30 minutes during the day and every hour in the evening on Sundays. It provides a route southbound to Chippenham, via Calne town centre, and northbound to Swindon, via Lyneham and Royal Wootton Bassett.
- 4.9 In addition, the Nos. 40A and 40C operated by Swindon's Bus Company provides a service approximately every hour Monday to Saturday to destinations within Calne.

5.0 VEHICLE TRIP GENERATION

- 5.1 In order to predict the level of vehicle trip generation associated with the proposed development, reference has been made to the TRICS database (version 8) with the category *'Employment – Industrial Unit'* selected.
- 5.2 During the filtering process, sites with floor area of more than 5,000m² were removed and the survey selection only 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 four sites were removed for the following reasons:
- three sites had a much higher level of local public transport provision; and
 - one site was located in a more isolated area.
- 5.3 The assessment and filtering process resulted in 21 survey sites being selected from the TRICS database with comparable characteristics to the development site.
- 5.4 The TRICS analysis resulted in predicted vehicle trip generation rates per 100m² for the proposed development. 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 building floor area of 1,105m² is provided in Table 5.2, whilst the volume of vehicle trips for the proposed building floor area of 1,796m² is provided in Table 5.3. Tables 5.2 and 5.3 also show the resulting volume of OGV movements in brackets. The full TRICS data is included within Appendix 4 of this Report.

Table 5.1: Vehicle Trip Generation Rates for Industrial Unit (per 100m²)

Industrial Unit	Arrivals	Departures	Total
AM Peak Hour (08:00-09:00)	0.666	0.146	0.812
PM Peak Hour (17:00-18:00)	0.093	0.516	0.609
12-hour Day (07:00-19:00)	3.482	3.553	7.035

Table 5.2: Predicted Volume of Vehicle Trips for Existing Building Area (1,105m²)

Industrial Unit	Arrivals	Departures	Total
AM Peak Hour (08:00-09:00)	7 vph	2 vph	9 vph
PM Peak Hour (17:00-18:00)	1 vph	6 vph	7 vph
12-hour Day (07:00-19:00)	38 vpd	39 vpd	77 vpd

vph = vehicles per hour vpd = vehicles per day

Table 5.3: Predicted Volume of Vehicle Trips for Proposed Building Area (1,796m²)

Industrial Unit	Arrivals	Departures	Total
AM Peak Hour (08:00-09:00)	12 vph	3 vph	15 vph
PM Peak Hour (17:00-18:00)	2 vph	9 vph	11 vph
12-hour Day (07:00-19:00)	63 vpd	64 vpd	127 vpd

vph = vehicles per hour vpd = vehicles per day

- 5.5 As seen from Tables 5.2 and 5.3 above, with the proposed building extension it is estimated that six and four two-way additional vehicle movements will be generated in the AM and PM peak hours respectively. An increase of 50 two-way vehicle movements per 12-hour day is estimated (approximately four vehicle movements per hour).
- 5.6 This is a very modest uplift in vehicle movements which is unlikely to materially impact the operation of the local highway network. In reality, Qsil are not expecting any significant uplift in vehicle movements to arise due to this extension. Either way, no further analysis is deemed necessary.

6.0 SUMMARY & CONCLUSIONS

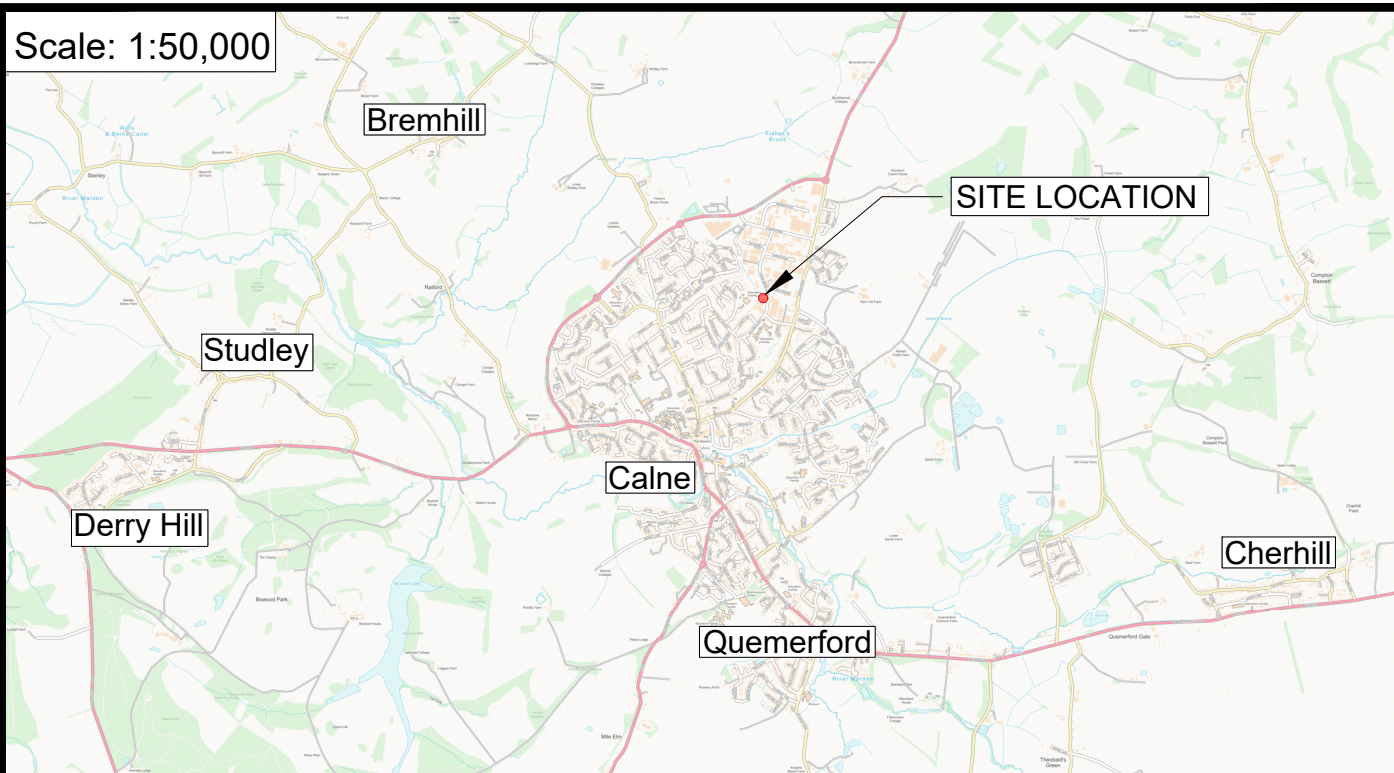
- 6.1 This *Transport Statement (TS)* has been prepared by Cole Easdon (CE) on behalf of Qsil Metals UK Limited accompany a planning application proposing to replace part of 15 Porte Marsh Road, Calne with a new two storey extension.
- 6.2 This Report has considered the highway and transportation matters 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 site comprises Qsil's existing factory which fronts Porte Marsh Road within the well-established Porte Marsh Industrial Estate in the north half of Calne;
 - the planning application seeks approval for the replacement of the southern portion of the existing fire damaged building with a new two-storey extension;
 - the proposed extension would increase the floor area from 1,105m² to 1,796m² (made up of 1,168m² on the ground floor and 628m² on the new first floor);
 - a review of local Personal Injury Accident (PIA) data indicates that there are no highway safety issues or concerns that would preclude the development as proposed;
 - the existing vehicular access will remain to serve a newly laid out parking area to the north of the building;
 - two further vehicular crossovers will provide access to new small parking areas to the front of the building;
 - all access points achieve visibility spays consistent with other accesses in the Industrial Estate and are appropriate for the speed limit along the road;
 - the proposed site layout details 25 proposed car parking spaces, including one DDA compliant space, which is within maximum standards and meets the operational needs of the business whilst significantly exceeding the level of parking provided for the existing floorspace due to the provision of the new frontage parking areas;
 - a secure and covered cycle store is already available on the site accommodating 8 No. bikes (to be relocated on the proposed site plan) which is compliant with local standards;
 - an assessment of the accessibility of the site by walking, cycling and public transport indicates that the site is sustainable; and
 - the increase in floor area may result in a modest uplift in vehicle movements which is unlikely to materially impact the operation of the local highway network.

- 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
November 2025

Appendix 1

Scale: 1:50,000



Scale: 1:10,000



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Scale 1:10,000



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Job Title:

15 Porte Marsh Road
Calne
Wiltshire

Drawing Title:

Site Location Plan

Client:

Qsil Metals UK Limited

Drawn By

CH

Checked By

BE

Date Drawn

October 2025

Drawing No.

10729/201

Drawing Status:

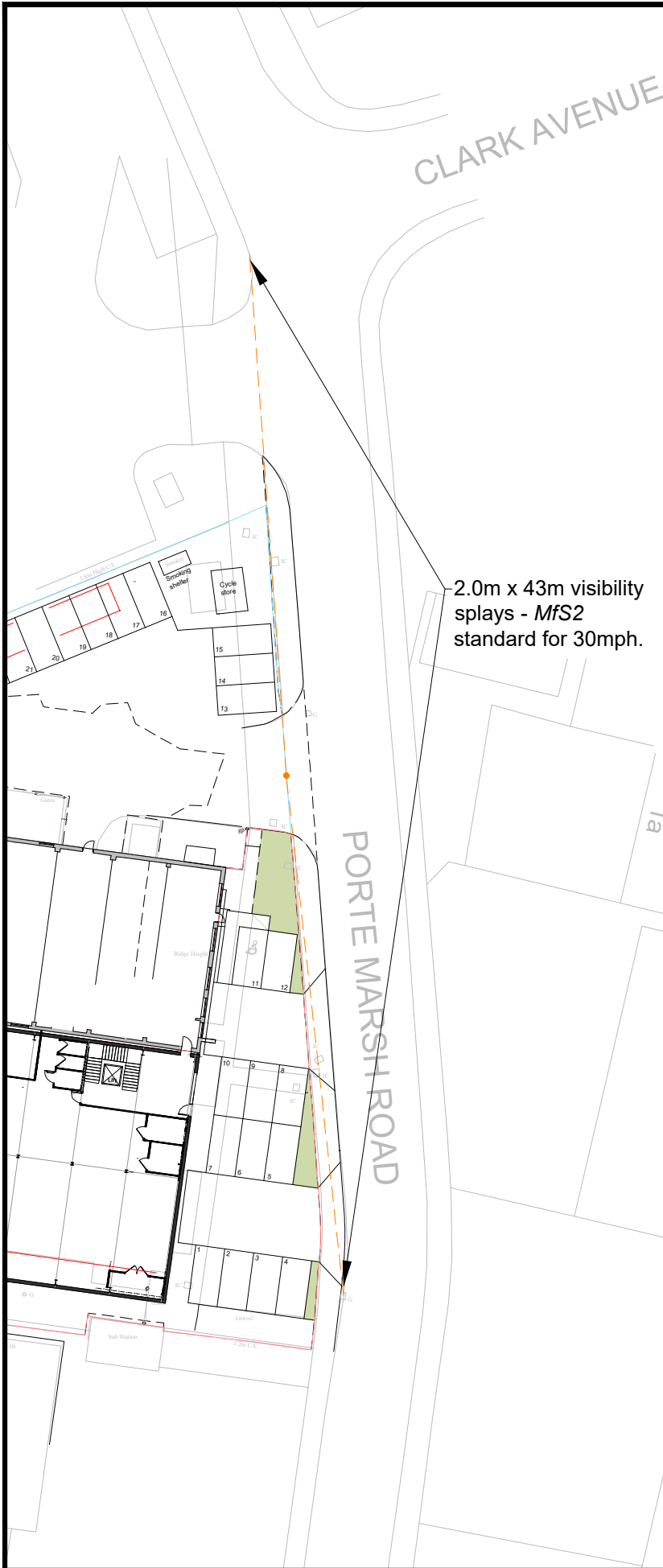
FOR COMMENT	
FOR PLANNING	
FOR TENDER	
FOR APPROVAL	
FOR CONSTRUCTION	
AS BUILT	

Scale

As Shown (A4)

Revision

-



Viewport 1: Visibility at northern access (main access as existing)



Viewport 2: Visibility at central access (new)



Viewport 3: Visibility at southern access (new)



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REFERENCE DRAWINGS:				
Drawing No.	Drawing Title	Revision	Date	Company
2147-SK003	Sketch Floor Plans and Site Plan Option 2	C	23.10.25	PKA Architects

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Client

Qsil Metals UK Limited

Job Title

**15 Porte Marsh Road
Calne
Wiltshire**

Drawing Title

Site Access Visibility Splays

Drawing Status:

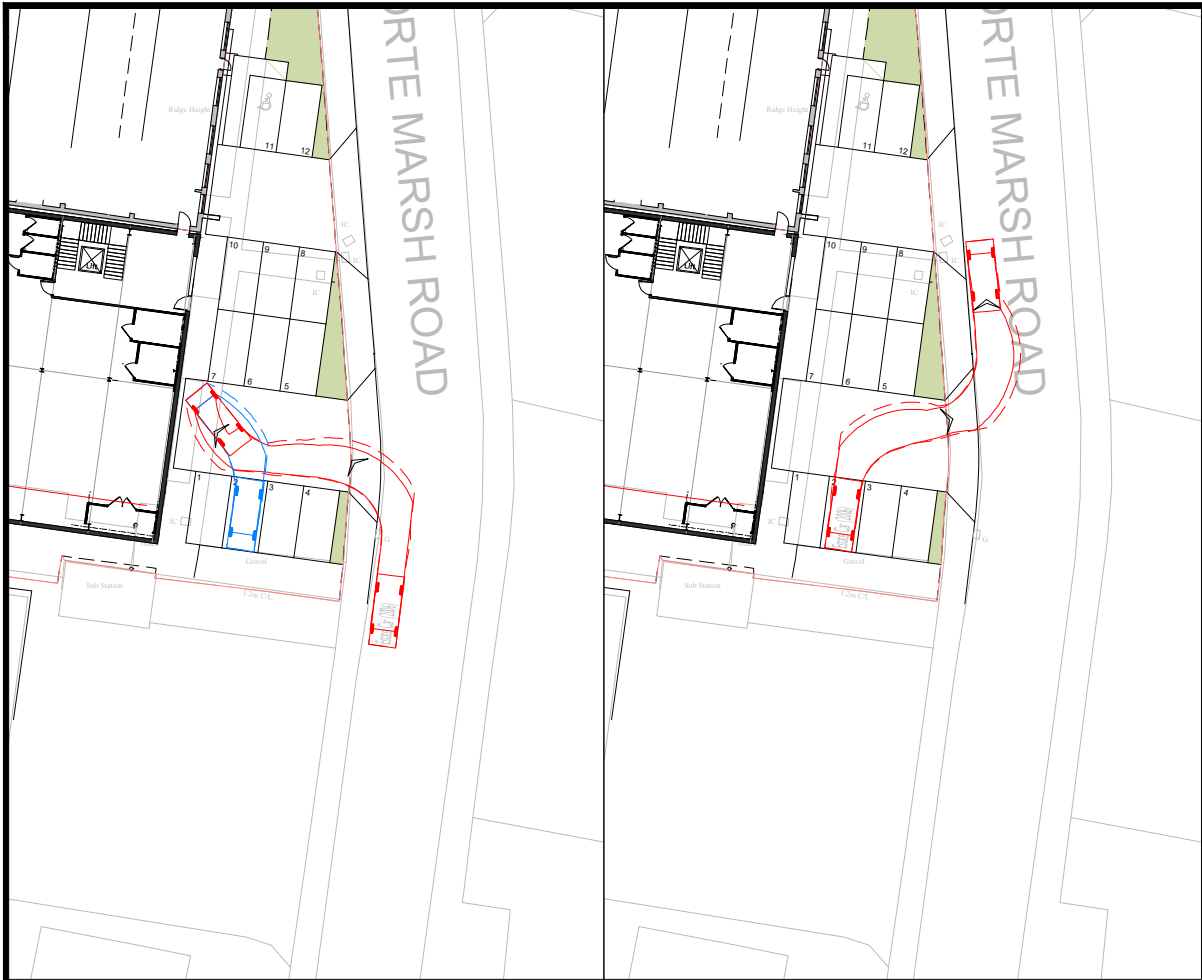
FOR COMMENT	FOR PLANNING	FOR TENDER	FOR APPROVAL	FOR CONSTRUCTION	AS BUILT

CONSTRUCTION AT CLIENT / CONTRACTOR RISK

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

Date: October 2025
Scale: 1:500 (A3)

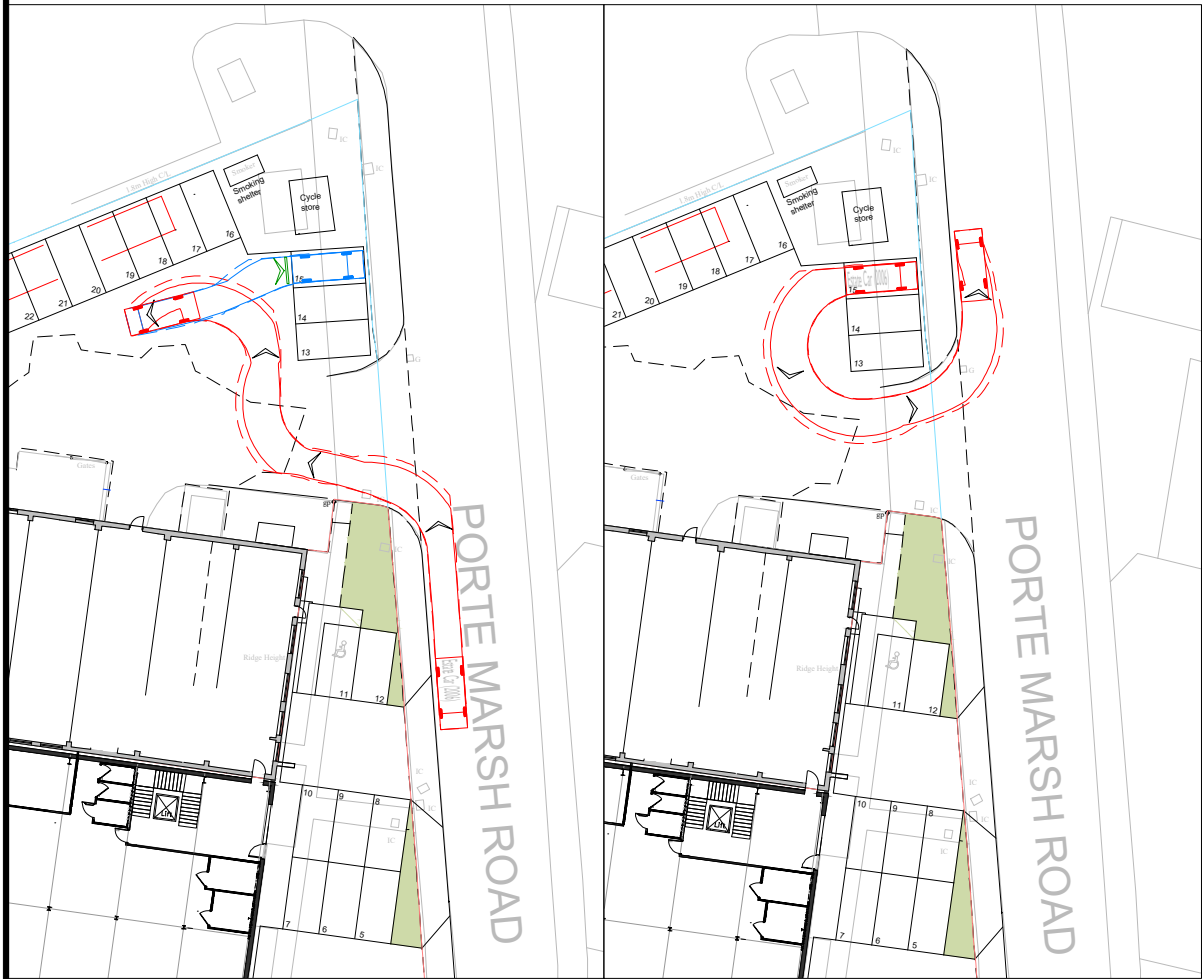
Dwg. No.: 10729/202
Rev.: -



Viewport 1: Estate car accessing parking space 2



Viewport 2: Estate car accessing parking space 12



Viewport 3: Estate car accessing parking space 15



Viewport 4: Estate car accessing parking space 16

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

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REFERENCE DRAWINGS:					
Drawing No.	Drawing Title	Revision	Date	Company	
2147-SK003	Sketch Floor Plans and Site Plan Option 2	C	23.10.25	PKA Architects	

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Client

Qsil Metals UK Limited

Job Title

**15 Porte Marsh Road
Calne
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: CH

Checked by: BE

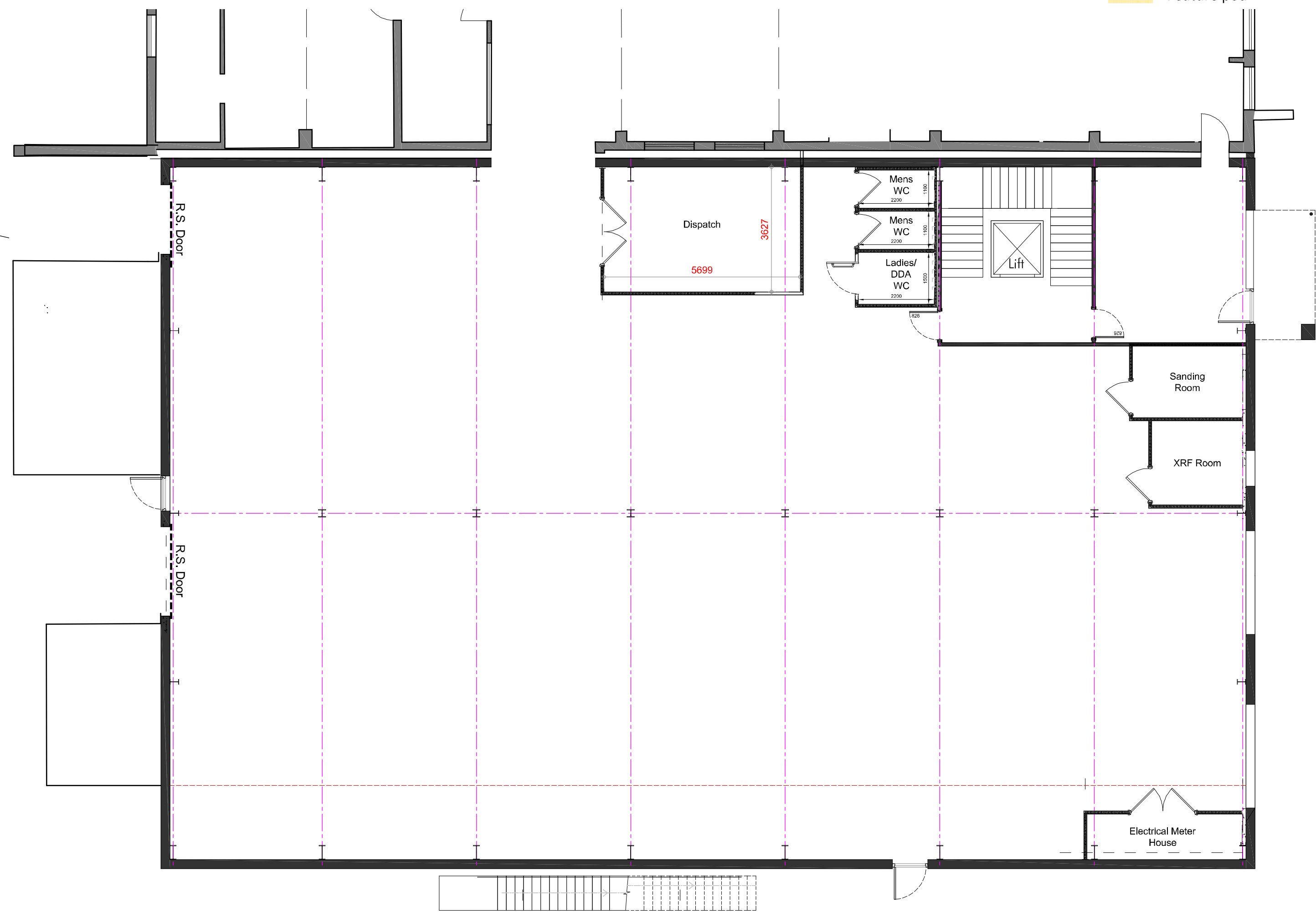
Date: October 2025

Scale: 1:500 (A3)

Dwg. No.: 10729/203

Rev.: -

Appendix 2



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Work to existing building features where appropriate.
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Date	No.	Revision Notes
21-10-2025	A	Updated following meeting with client
23-10-2025	B	Updated following comments from client
25-10-2025	C	window positions updated

PKA
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RIBA Chartered Practice

Project Title:
Extension

Address:
Qsil, Porte Marsh Industrial Estate, Calne

Client:
Qsil

Sheet Title
**Sketch floor plans and site plan
OPTION 2**

Scale: 1:100 @A1	Drawn By: mc	Date: 26-09-2025
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Project ID: 2147 - SK 003 - C	Stage: 2147 - SK 003 - C	Sheet No. 2147 - SK 003 - C	Revision: 2147 - SK 003 - C
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Status: PRELIMINARY For discussion only	Stage Key: EX - Existing SF - Sketch PF - Planning WD - Working Drawings BR - Building Regulations TR - Tender CN - Construction AB - As Built
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File Name: 2147-Prelim Site.dwg

SITE PLAN @ 1:200

GROUND FLOOR PLAN

Appendix 3



Validated Data

Crash Date: Thursday, October 15, 2020

Time of Crash: 19:15:00

Crash Reference: 202054A401220

Highest Injury Severity: Slight

Road Number: U

Casualties: 1

Highway Authority: Wiltshire

Vehicles: 2

Local Authority: Wiltshire

OS Grid Reference: 400226 171925

Weather Description: Unknown

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Darkness: street lighting unknown

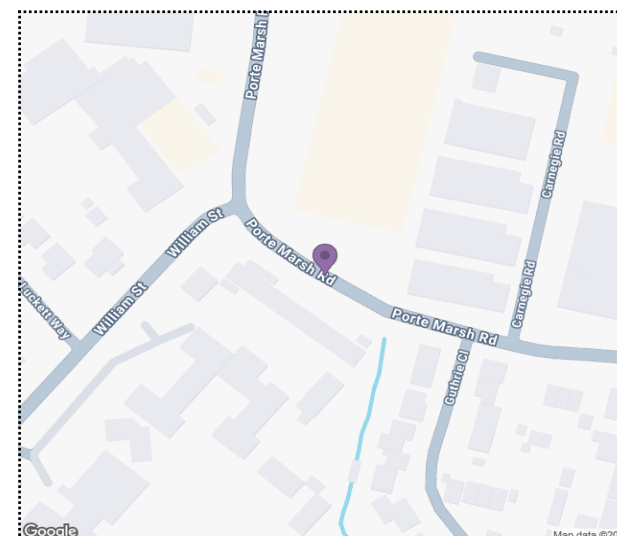
Carriageway Hazards: None

Junction Detail: Other junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Thursday, October 15, 2020

Time of Crash: 19:15:00

Crash Reference: 202054A401220

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	15	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None
2	Pedal cycle	-1	Female	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Appendix 4

Audit Code: 2a6dbfa1-883f-45b9-b83a-181ebb860e3e

Filtering Summary:

Land Use: 02/C EMPLOYMENT/INDUSTRIAL UNIT

Selected Trip Rate Calculation Parameter Range: 150 - 5000 sqm GFA

Actual Trip Rate Calculation Parameter Range: 150 - 67459 sqm GFA

Date Range: Minimum: 01/01/2016 Maximum: 08/11/2023

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: All Surveys Selected

Days of the week selected:

Thursday	11
Tuesday	1
Wednesday	5

Main Location Types selected:

Edge of Town	10
Neighbourhood Centre (PPS6 Local Centre)	2
Suburban Area (PPS6 Out of Centre)	5

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	16
Servicing Vehicles Included	1

Population <1 Mile ranges selected:

1,001 to 5,000	1
10,001 to 15,000	5
15,001 to 20,000	1
20,001 to 25,000	3
25,001 to 50,000	2
5,001 to 10,000	4
50,001 to 100,000	1

Audit Code: 2a6dbfa1-883f-45b9-b83a-181ebb860e3e

Population <5 Mile ranges selected:

100,001 to 125,000	2
125,001 to 250,000	10
50,001 to 75,000	3
75,001 to 100,000	2

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	6
1.1 to 1.5	11

PTAL Rating:

No PTAL Present	17
-----------------	----

Audit Code: 2a6dbfa1-883f-45b9-b83a-181ebb860e3e

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: C - INDUSTRIAL UNIT

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	BO	BEDFORD	1 day
	HC	HAMPSHIRE	1 day
03	SOUTH WEST		
	DV	DEVON	1 day
	GS	GLOUCESTERSHIRE	2 days
	SM	SOMERSET	1 day
04	EAST ANGLIA		
	NF	NORFOLK	1 day
	PB	PETERBOROUGH	1 day
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 day
	NN	NORTH NORTHAMPTONSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	KS	KIRKLEES	1 day
	NY	NORTH YORKSHIRE	1 day
08	NORTH WEST		
	BP	BLACKPOOL	1 day
	EC	CHESHIRE EAST	1 day
	LC	LANCASHIRE	3 days
09	NORTH		
	CU	CUMBERLAND	1 day
	TV	TEES VALLEY	1 day
10	WALES		
	VG	VALE OF GLAMORGAN	1 day
11	SCOTLAND		
	FI	FIFE	1 day

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

Audit Code: 2a6dbfa1-883f-45b9-b83a-181ebb860e3e

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:	GFA
Actual Range:	150 to 67459 (units:sqm)
Range Selected by User:	150 to 5000 (units:sqm)
Parking Spaces Range:	0 - 1378

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 08/11/23

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:

Friday	4 days
Thursday	11 days
Tuesday	1 days
Wednesday	5 days

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

Selected survey types:

Manual count	21
Direction ATC Count	0

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:

Edge of Town	13 days
Neighbourhood Centre (PPS6 Local Centre)	2 days
Suburban Area (PPS6 Out of Centre)	6 days

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	18 days
No Sub Category	1 days
Village	2 days

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 Vehicle Counts:

Servicing vehicles Excluded	20 days
Servicing vehicles Included	1 days

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Secondary Filtering Selection:

Use Class:

Not Known

21 surveys

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®.

Population within 500m Range:

0 - 4365

Population within 1 mile:

1,001 to 5,000	2 surveys
10,001 to 15,000	7 surveys
15,001 to 20,000	1 surveys
20,001 to 25,000	4 surveys
25,001 to 50,000	2 surveys
5,001 to 10,000	4 surveys
50,001 to 100,000	1 surveys

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

Population within 5 miles:

100,001 to 125,000	3 surveys
125,001 to 250,000	11 surveys
50,001 to 75,000	3 surveys
75,001 to 100,000	4 surveys

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	9 surveys
1.1 to 1.5	12 surveys

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.

Audit Code: 2a6dbfa1-883f-45b9-b83a-181ebb860e3e

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	21 surveys
----	------------

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	21 surveys
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This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

Audit Code: 2a6dbfa1-883f-45b9-b83a-181ebb860e3e

LIST OF SITES relevant to selection parameters:

Site 1:	BO-02-C-01	Site area:	0.2 hect
Development Name:	PUMPS, MOTORS & FANS	Gross floor area:	1045 sqm
Location:	BEDFORD	Parking Spaces:	30.00
Postcode:	MK42 7BU	Number of employees:	37.00
Main Location Type:	Edge of Town	Survey Date:	15/10/2020
Sub Location Type:	Industrial Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 2:	BP-02-C-01	Site area:	0.182 hect
Development Name:	POWDER COATINGS	Gross floor area:	1010 sqm
Location:	BLACKPOOL	Parking Spaces:	10.00
Postcode:	FY3 7XQ	Number of employees:	5.00
Main Location Type:	Edge of Town	Survey Date:	20/06/2019
Sub Location Type:	Industrial Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 3:	CU-02-C-01	Site area:	0.17 hect
Development Name:	STEEL FABRICATION	Gross floor area:	715 sqm
Location:	CARLISLE	Parking Spaces:	9.00
Postcode:	CA3 0PJ	Number of employees:	9.00
Main Location Type:	Edge of Town	Survey Date:	15/10/2021
Sub Location Type:	Industrial Zone	Survey Day:	Friday
PTAL:	n/a		
Site 4:	DS-02-C-02	Site area:	0.3 hect
Development Name:	GLASS SPECIALISTS	Gross floor area:	530 sqm
Location:	CHESTERFIELD	Parking Spaces:	7.00
Postcode:	S41 7LF	Number of employees:	6.00
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	04/10/2023
Sub Location Type:	Industrial Zone	Survey Day:	Wednesday
PTAL:	n/a		
Site 5:	DV-02-C-02	Site area:	0.95 hect
Development Name:	ENERGY RECOVERY FACILITY	Gross floor area:	3513 sqm
Location:	EXETER	Parking Spaces:	42.00
Postcode:	EX2 8QE	Number of employees:	17.00
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	06/07/2017
Sub Location Type:	Industrial Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 6:	EC-02-C-02	Site area:	0.5135 hect
Development Name:	FABRICS MANUFACTURE	Gross floor area:	3200 sqm
Location:	MACCLESFIELD	Parking Spaces:	12.00
Postcode:	SK10 2NG	Number of employees:	28.00
Main Location Type:	Edge of Town	Survey Date:	07/05/2021
Sub Location Type:	Industrial Zone	Survey Day:	Friday
PTAL:	n/a		
Site 7:	FI-02-C-02	Site area:	0.49 hect
Development Name:	GLASS SPECIALISTS	Gross floor area:	1240 sqm
Location:	DUNFERMLINE	Parking Spaces:	32.00
Postcode:	KY12 7SN	Number of employees:	32.00
Main Location Type:	Edge of Town	Survey Date:	20/04/2023
Sub Location Type:	Industrial Zone	Survey Day:	Thursday
PTAL:	n/a		

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Site 8:	GS-02-C-02	Site area:	0.42 hect
Development Name:	MARINE ENGINE PRODUCTION	Gross floor area:	1630 sqm
Location:	GLOUCESTER	Parking Spaces:	31.00
Postcode:	GL2 2AD	Number of employees:	43.00
Main Location Type:	Edge of Town	Survey Date:	23/04/2021
Sub Location Type:	Industrial Zone	Survey Day:	Friday
PTAL:	n/a		
Site 9:	GS-02-C-03	Site area:	0.39 hect
Development Name:	EXTRUSION DIE	Gross floor area:	1565 sqm
	MANUFACTURER	Parking Spaces:	31.00
Location:	NEAR GLOUCESTER	Number of employees:	35.00
Postcode:	GL3 4AQ	Survey Date:	03/05/2023
Main Location Type:	Neighbourhood Centre (PPS6	Survey Day:	Wednesday
	Local Centre)		
Sub Location Type:	Village		
PTAL:	n/a		
Site 10:	HC-02-C-01	Site area:	1.12 hect
Development Name:	ENGINEERING COMPANY	Gross floor area:	3000 sqm
Location:	BASINGSTOKE	Parking Spaces:	124.00
Postcode:	RG22 4LT	Number of employees:	110.00
Main Location Type:	Edge of Town	Survey Date:	16/06/2016
Sub Location Type:	Industrial Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 11:	KS-02-C-01	Site area:	0.58 hect
Development Name:	COMPUTER MANUFACTURER	Gross floor area:	1890 sqm
Location:	NEAR BRADFORD	Parking Spaces:	63.00
Postcode:	BD11 2PS	Number of employees:	50.00
Main Location Type:	Neighbourhood Centre (PPS6	Survey Date:	10/10/2018
	Local Centre)	Survey Day:	Wednesday
Sub Location Type:	Village		
PTAL:	n/a		
Site 12:	LC-02-C-03	Site area:	0.069 hect
Development Name:	TIMBER SUPPLIES	Gross floor area:	150 sqm
Location:	LEYLAND	Parking Spaces:	4.00
Postcode:	PR25 2YE	Number of employees:	2.00
Main Location Type:	Suburban Area (PPS6 Out of	Survey Date:	06/11/2018
	Centre)	Survey Day:	Tuesday
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 13:	LC-02-C-05	Site area:	0.15 hect
Development Name:	NUTRITION MANUFACTURE	Gross floor area:	775 sqm
Location:	POULTON-LE-FYLDE	Parking Spaces:	6.00
Postcode:	FY6 8JS	Number of employees:	8.00
Main Location Type:	Edge of Town	Survey Date:	30/06/2021
Sub Location Type:	Industrial Zone	Survey Day:	Wednesday
PTAL:	n/a		
Site 14:	LC-02-C-06	Site area:	0.1305 hect
Development Name:	STEEL FABRICATION	Gross floor area:	700 sqm
Location:	BURSCOUGH	Parking Spaces:	11.00
Postcode:	L40 8LD	Number of employees:	22.00
Main Location Type:	Edge of Town	Survey Date:	21/04/2022
Sub Location Type:	Industrial Zone	Survey Day:	Thursday
PTAL:	n/a		

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Site 15:	NF-02-C-03	Site area:	0.052 hect
Development Name:	SHEET METAL CONTRACTOR	Gross floor area:	260 sqm
Location:	NORWICH	Parking Spaces:	10.00
Postcode:	NR3 2BB	Number of employees:	8.00
Main Location Type:	Edge of Town	Survey Date:	07/11/2019
Sub Location Type:	Industrial Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 16:	NN-02-C-01	Site area:	0.3116 hect
Development Name:	RENEWABLE ENGINEERING	Gross floor area:	702 sqm
Location:	CORBY	Parking Spaces:	31.00
Postcode:	NN17 5XY	Number of employees:	22.00
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	22/10/2020
Sub Location Type:	Industrial Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 17:	NY-02-C-03	Site area:	0.35 hect
Development Name:	WORKWEAR MANUFACTURER	Gross floor area:	1500 sqm
Location:	KNARESBOROUGH	Parking Spaces:	27.00
Postcode:	HG5 8LJ	Number of employees:	27.00
Main Location Type:	Edge of Town	Survey Date:	29/06/2023
Sub Location Type:	Industrial Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 18:	PB-02-C-01	Site area:	0.26 hect
Development Name:	STEEL FABRICATOR	Gross floor area:	1772 sqm
Location:	PETERBOROUGH	Parking Spaces:	21.00
Postcode:	PE1 5UA	Number of employees:	30.00
Main Location Type:	Edge of Town	Survey Date:	29/09/2022
Sub Location Type:	Industrial Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 19:	SM-02-C-01	Site area:	0.4 hect
Development Name:	WET BLASTING EQUIPMENT	Gross floor area:	2300 sqm
Location:	BRIDGWATER	Parking Spaces:	40.00
Postcode:	TA6 4DL	Number of employees:	43.00
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	14/09/2022
Sub Location Type:	No Sub Category	Survey Day:	Wednesday
PTAL:	n/a		
Site 20:	TV-02-C-02	Site area:	0.29 hect
Development Name:	FLUID ENGINEERING	Gross floor area:	1050 sqm
Location:	HARTLEPOOL	Parking Spaces:	20.00
Postcode:	TS25 1PE	Number of employees:	9.00
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	04/09/2020
Sub Location Type:	Industrial Zone	Survey Day:	Friday
PTAL:	n/a		
Site 21:	VG-02-C-01	Site area:	0.52 hect
Development Name:	ALCOHOL ANALYSIS PRODUCTS	Gross floor area:	1500 sqm
Location:	BARRY	Parking Spaces:	62.00
Postcode:	CF63 2BE	Number of employees:	63.00
Main Location Type:	Edge of Town	Survey Date:	06/05/2021
Sub Location Type:	Industrial Zone	Survey Day:	Thursday
PTAL:	n/a		

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
WM-02-C-04	21-11-2017	Higher level of local public transport provision
WM-02-C-05	22-11-2021	Higher level of local public transport provision

Audit Code: 2a6dbfa1-883f-45b9-b83a-181ebb860e3e

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

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	6	1452	0.023	0.000	0.023
06:00-07:00	8	1448	0.250	0.035	0.285
07:00-08:00	20	1408	0.519	0.089	0.608
08:00-09:00	21	1431	0.666	0.146	0.812
09:00-10:00	21	1431	0.366	0.246	0.612
10:00-11:00	21	1431	0.296	0.280	0.576
11:00-12:00	21	1431	0.256	0.266	0.522
12:00-13:00	21	1431	0.296	0.366	0.662
13:00-14:00	21	1431	0.313	0.349	0.662
14:00-15:00	21	1431	0.283	0.276	0.559
15:00-16:00	21	1431	0.203	0.329	0.532
16:00-17:00	21	1431	0.166	0.499	0.665
17:00-18:00	21	1431	0.093	0.516	0.609
18:00-19:00	19	1488	0.025	0.191	0.216
19:00-20:00	6	1452	0.023	0.057	0.080
20:00-21:00	6	1452	0.000	0.023	0.023
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.778	3.668	7.446

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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Audit Code: 2a6dbfa1-883f-45b9-b83a-181ebb860e3e

Parameter Summary:

Trip rate parameter range selected:	150 - 5000 (units: sqm)
Survey date date range:	16/06/2016 - 04/10/2023
Number of weekdays (Monday-Friday):	21
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	13
Surveys manually removed from selection:	0

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

Audit Code: 2a6dbfa1-883f-45b9-b83a-181ebb860e3e

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

OGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	6	1452	0.000	0.000	0.000
06:00-07:00	8	1448	0.017	0.009	0.026
07:00-08:00	20	1408	0.032	0.025	0.057
08:00-09:00	21	1431	0.047	0.043	0.090
09:00-10:00	21	1431	0.060	0.057	0.117
10:00-11:00	21	1431	0.057	0.057	0.114
11:00-12:00	21	1431	0.053	0.053	0.106
12:00-13:00	21	1431	0.087	0.087	0.174
13:00-14:00	21	1431	0.060	0.053	0.113
14:00-15:00	21	1431	0.040	0.033	0.073
15:00-16:00	21	1431	0.027	0.040	0.067
16:00-17:00	21	1431	0.017	0.033	0.050
17:00-18:00	21	1431	0.007	0.003	0.010
18:00-19:00	19	1488	0.000	0.004	0.004
19:00-20:00	6	1452	0.000	0.000	0.000
20:00-21:00	6	1452	0.000	0.011	0.011
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.504	0.508	1.012

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Parameter Summary:

Trip rate parameter range selected:	150 - 5000 (units: sqm)
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Number of weekdays (Monday-Friday):	21
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	13
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