Roberts Highway Consultants

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Tel: 07935 229 255

Planning Manager
Amber Valley Borough Council
PO Box 15, Town Hall, Market Place
RIPLEY
Derbyshire
DE5 3XE

Our Reference: RHC-26-037-HRN (Please quote in all correspondence).

24th June 2026

Dear Alfia,

Highway Response Note: Land At Wesley Street, Wesley Street, Langley Mill
(Amber Valley Borough Council Application Number: AVA/2026/0186)

Further to our appointment by our client Mann Properties Ltd, I write to address the statutory consultation comments raised by Derbyshire County Council Highways dated 11th June 2026 (see **Appendix A**).

The formal response received from the Highway Authority has been summarised into the key topic areas set out below for ease of reference. The remainder of this report is structured around these topic areas, which are used as sub-headings to align with the Highway Authority's formal comments and requests for additional information.

Any advisory comments have not been included within the summary of key topic areas outlined below; however, these have still been considered and are acknowledged.

- Swept Path Analysis
- Site Layout
- Internal Layout and Parking
- Sustainable Travel

Importantly, the scale of development has been reduced in size to two units (from three) and thus presents a Gross Floor Area (GFA) of 938m^2. This note, and accompanying drawings, have been prepared to reflect the reduced scale of development now proposed.

Swept Path Analysis

In response to previous comments issued by the Highway Authority on the 8th May 2026, Swept Path Analysis of the site layout and access road (Ref: RHC-26-037-01a and Ref: RHC-26-037-02) were submitted to and have been reviewed by the Highway Authority. These drawings demonstrated the ability of both rigid and articulated Heavy Goods Vehicles (HGVs) to undertake the manoeuvres associated with the proposed development, including entering the site, turning within the site, exiting in a forward gear, and negotiating the bend on Wesley Street between the site access and the publicly maintainable highway. No concerns were raised on this aspect

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of the submitted assessment.

However, the Highway Authority noted that outbound HGVs exiting the site would be required to negotiate the lower-radius bend on the access route. Accordingly, and for completeness of the assessment, the Authority requested the submission of an additional vehicle tracking drawing demonstrating an outbound HGV passing opposing large cars and delivery vans whilst undertaking this manoeuvre.

Drawing Number RHC-26-037-03, attached within **Appendix B**, has been provided to show that both rigid and articulated HGVs can negotiate the bend when exiting the site without impacting on vehicles proceeding towards the site.

Site Layout

Whilst the previously submitted amended site layout plan (Ref: DB/JM/26/226/01b) addressed several design comments previously raised, the Highway Authority's response of the 11th June 2026 queried the following three matters:

- Concerns over the lack of provision for pedestrians to stand clear of the Wesley Street carriageway.
- Full details of secure cycle equipment storage facilities.
- Clear access to the bin store which is not obstructed by car parking spaces.

An updated site layout plan forms part of the latest submission and is appended in full in **Appendix C**.

The following key design amendments have been made. The bin store has been relocated to enable clear access without obstruction and revised cycle storage locations and type have been amended in line with the Highway Authority's advice. These will now be of anti-vandal wardale shelter type.

With regard to the operation of Wesley Street and its use by both pedestrians and vehicular traffic, it is noted that the existing arrangements currently serve the adjacent retail centre and have done so without apparent issue. Pedestrian and vehicular activity along Wesley Street is not considered to be excessive under existing conditions, and it is further noted that alternative, more attractive pedestrian routes are available.

The proposed development would not materially alter this situation. The access strategy incorporates dedicated footway provision and a pedestrian access from Bridge Street, providing a clear and suitable route for pedestrians. Furthermore, a significant proportion of pedestrian trips associated with the development are likely to comprise employees. As such, the applicant and future site occupiers will be well placed to encourage and direct staff to access the site via Bridge Street, thereby promoting the use of the most appropriate pedestrian route.

It should also be noted that the reduction in development quantum from three units to two will have also reduced the proposed trip generation for the site by a significant amount, an amendment brought about in

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response to the comments and advice provided by the Highway Authority. This in turn will reduce the magnitude of impact for the development proposals along Wesley Street.

Internal Layout and Parking

As referenced by the Highway Authority, the relevant adopted design standard for parking requirements within the relevant administrative area is the Highway Authority's Parking Guidance for New Developments (PGND) document. For non-residential commercial and industrial land uses, an evidence-based approach is required to evidence the suitability and appropriateness of the parking provision proposed. This must also include consideration of HGV and delivery vehicles within the site boundary, and which should not conflict with the proposed parking arrangements (see **Appendix D** for revised internal swept paths).

In line with the Highway Authority's formal comments, TRICS was utilised as an evidence-based approach to these considerations to justify vehicle demand at the site. The full TRICS report is included in **Appendix E** with rates and trip generation summarised below in **Table 1**.

Table 1: Development Vehicle Trip Rates and Trip Generation

	Trip Rates (per 100m^2)			Trip Generation (938m^2)		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
AM Peak (08:00-09:00)	0.478	0.189	0.657	4	2	6
PM Peak (17:00-18:00)	0.036	0.323	0.359	0	3	3

Whilst **Table 1** presents the peak hour trip generation, the potential accumulation of parking can be considered by reviewing trip generation by hour. **Table 2** tabulates the accrued demand over the course of a weekday whereby arrivals would provide additional parking demand and departures would subtract aggregate parking demand by hour.

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Table 2: Parking Accumulation Assessment (23 Spaces)

Hour End	Arrivals	Departures	Occupied Spaces	% Stress
06:00	0	0	0	0%
07:00	1	0	1	4%
08:00	5	0	6	26%
09:00	4	2	8	35%
10:00	4	3	9	39%
11:00	4	4	9	39%
12:00	2	2	9	39%
13:00	3	3	9	39%
14:00	2	3	8	35%
15:00	3	3	8	35%
16:00	2	4	6	26%
17:00	1	4	3	13%
18:00	0	3	0	0%
19:00	0	0	0	0%
20:00	0	0	0	0%
Total	33	32	Ave = 5	Ave = 22%

Note: Rounding has occurred

As can be seen in **Table 2** above, the maximum parking demand over a working day is identified to be nine car parking spaces. On the basis the submitted proposals present 23 parking spaces including two accessible spaces, this is considered sufficient to cater for the anticipated parking demand to the site and not adversely impact the turning and servicing requirements within the site boundary.

Sustainable Travel

The Highway Authority's formal response acknowledges that the site is, in principle, sustainably located with respect to existing active travel and public transport networks, including local bus services and the rail network, provided that suitable pedestrian and cycle connections are available.

Whilst potential improvements to pedestrian and cycle facilities were discussed, the Highway Authority acknowledged the constraints associated with land ownership and implementation. It is also noted that parts of Wesley Street are not publicly maintainable highway, which would create additional challenges in delivering and maintaining any improvements. These factors need to be taken into account when considering the practicality of further enhancement measures.

Review of the existing facilities and sustainable connectivity opportunities to the site identifies that there are existing bus stops in close proximity, located adjacent to the junction of Cromford Road and Bridge Street. These provide a pole, flag and timetable cases with a covered bus shelter for the stop on the western side of Cromford Road. These bus stops provide access to the Trent Barton number 34 hourly service which routes between Ilkeston and Hucknall. Given the footway access between the development site and Bridge Street, these services are within a 200 metre walk from the development site.

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Given the accessibility and suitability of existing walking and public transport options afforded, when considered in the context of the National Planning Policy Framework, it is not considered that further improvements and obligations would meet the statutory tests whereby they would be necessary, directly related, fair and reasonable.

Summary and Conclusions

Clarification has been provided within this note which addresses comments raised by Derbyshire County Council Highways regarding HGV swept paths, site layout arrangements, parking and the sustainable location of the site.

It is concluded that the proposed development would not have a material adverse impact on the safety or operation of the adjacent highway network when considered in the context of the National Planning Policy Framework 2024.

Should you have any questions, please do not hesitate to contact me.

Yours sincerely,

Andrew Roberts BA (Hons), MCIHT, MTPS

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Appendices

A – Derbyshire County Council Consultation Response
B – Drawing Number RHC-26-037-03 Swept Path Analysis Access Road (Exiting Site)
C – Proposed Site Layout
D – Drawing Number RHC-26-037-01b Swept Path Analysis Site Layout
E – TRICS Outputs

Appendix A: -

DERBYSHIRE County Council

Response provided under the delegated authority of the Executive Director for Place

Planning Manager
Amber Valley Borough Council
PO Box 15, Town Hall, Market Place
RIPLEY
Derbyshire
DE5 3XE

Highway Officer: Robert Smith
Our ref: AVBC/2026/016781/R1
Your ref: AVA/2026/0186
Date: 11 June 2026

Dear Alfia Cox,

TOWN AND COUNTRY PLANNING ACT 1990
(DEVELOPMENT MANAGEMENT PROCEDURE) (ENGLAND) ORDER 2015
ARTICLE 18 CONSULTATION WITH HIGHWAY AUTHORITY

PROPOSAL: Proposed industrial units x 3

LOCATION: Land At Wesley Street Wesley Street Langley Mill Derbyshire

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Derbyshire County Council, the Highway Authority acting in its role as Statutory Consultee, has undertaken a full assessment of this planning application. Based on the appraisal of the development proposals the Highways Development Management Manager on behalf of the County Council, under Article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015, recommends that determination of this planning application should be deferred pending the submission of additional information.

Background

The Local Highway Authority's (LHA's) initial observations on this planning application were issued on 8/5/26. The applicant has submitted further information in the form of additional and revised plans.

This planning application seeks permission for the erection of 3 no. industrial units (B2 – General Industrial), with a total gross internal floorspace of 1205m^2.

The proposed development is located at the northern end of Wesley Street, from which vehicular access would be taken. Wesley Street also serves the adjacent retail food store service yard.

Site Location Plan

An amended Site Location Plan has been submitted showing the ‘red line’ boundary connecting to the publicly maintainable highway at the eastern end of Wesley Street where it meets the A608 Station Road.

Assessment

Swept Path Analysis Site Layout (Ref: RHC-26-037-01a) illustrates both rigid and articulated heavy goods vehicles (HGVs) entering, turning within, and leaving the site in forward gear.

Swept Path Analysis Access Road (Ref: RHC-26-037-02) illustrates both rigid and articulated goods vehicles manoeuvring around the bend on Wesley Street between the site and the publicly maintainable highway. Only the inbound HGV movements are shown, which turn around the larger radius bend. For completeness, the swept path analyses should also be provided for HGVs travelling in the outbound direction around the lower radius bend. The applicant should provide swept path plots showing HGVs passing large cars and delivery vans for both the inbound and outbound movements.

An amended site layout plan (Ref: DB/JM/26/226/01b) has been submitted which now shows:

- Revised bin store location.
- Cycle storage – quantum in accordance with Local Transport Note 1/20.
- Removal of a car parking space, reducing the overall number of spaces to 23 (including 3 disabled spaces), previously 24.
- A pedestrian access to the site from Bridge Street.
- Removal of existing entrance gate.
- Loading area clear of parking spaces.

However, the amended site plan has not shown:

- An appropriate layout for the site access with the retail service road, Wesley Street, to include provision for pedestrians to stand clear of the carriageway.

- Full details of secure cycle equipment storage facilities, with the cycle store(s) in locations which are convenient to, and visible from, the proposed commercial units.

- Clear access to the bin store, not obstructed by car parking spaces.

In addition, the submitted elevational details show loading access to Unit 1 on its western face, access to which would be obstructed by the proposed car parking spaces along the western end of that unit. Whilst the loading area is close to the loading access to Unit 2, it is some distance from that for Unit 3. These issues call into question the utility of the proposed loading area and suggest that HGVs may park in locations which could obstruct access to and from on-site car parking spaces. This could, in turn limit the utility of the on-site car parking spaces.

Only a single loading bay is provided which would provide insufficient space to accommodate HGVs associated with all three units. Each unit should have its own loading area, clear of access to parked vehicles.

Internal Layout

The amended layout proposes a reduced level of car parking provision. In line with the LHA's Parking Guidance for New Developments (PGND), the applicant should provide a minimum level of parking provision, unobstructed by HGV parking, which will avoid the risk of on-street parking which could adversely impact highway and pedestrian safety.

The proposed pedestrian connection from the site to Bridge Street might give rise to the risk of additional on-street car parking on Bridge Street. It is therefore particularly important that the applicant should demonstrate that the level of parking provision within the site will avoid the risk of on-street parking on Bridge Street.

The applicant should provide evidence to demonstrate the appropriateness of the level of proposed car parking provision. Car parking accumulation estimates should either be derived from first principles or from existing data, for example: using the TRICS Database or by comparison to land uses of similar size and geographic circumstance.

The above analyses may suggest that the proposed development is too intensive, and the applicant should consider a reduction in development floor space to ensure that adequate car and HGV parking and turning provision can be accommodated within the site.

Sustainable Travel

The site would, in-principle, be sustainably located in relation to existing active travel and public transport networks, including bus and rail services, but only if it has suitable pedestrian and cycle connections. However, the absence of footways along Wesley Street represents a significant constraint to the accessibility of the site by non-car modes, as well as pedestrian safety.

To improve the situation, the potential to connect to Aldercar and Langley Mill footpaths 7 and 57, which run along the northern and western site boundaries, should be explored. However, land ownership may preclude such connections.

The applicant should also examine the provision of a formal footway along the southern side of Wesley Street, between the A608 and its bend, where there is an existing margin at-grade with the carriageway, as partial mitigation.

In addition to improving access to the site, enhancements to the footpath 7 and 57 routes between the site and Station Road, Bridge Street, and North Street should also be considered, as should improvements to footpath 15 to the north of Bridge Street which links to Argyle Street further to the north. The applicant should come forward with improvements.

An assessment of existing nearby bus stop infrastructure is required to determine the need for improvements to support the proposed employment use and to encourage sustainable travel by bus.

Construction Impacts

A construction traffic management plan will be required. Details can be secured by planning condition.

Public Rights of Way (PRoW)

The applicant should note that Aldercar and Langley Mill Footpaths No. 7 and 57 run adjacent to the site. Consideration should be given to the safety of the public using the path. Private rights must not derogate the rights of the public to use the path. The following general guidance is advised:

- The footpaths must remain open, unobstructed and on their legal alignments.
- There should be no disturbance to the path surfaces without prior authorisation from the County Council's PRoW team.
- Any changes to the path surfaces would need to be agreed by the County Council's PRoW team.
- Any access considered would be required to not obstruct the PRoWs and not open onto the paths.
- Consideration should be given to the safety of members of the public using the paths during and after the works. A temporary closure of paths may be permitted on application to the County Council where the paths remain unaffected on completion of the development.
- There should be no encroachment of the paths, and no fencing should be installed without consulting the County Council's PRoW team.

Conclusion

As submitted, the LHA considers that this planning application is objectionable from a highway safety and sustainable transport perspective and would be minded to recommend refusal on such grounds if the applicant cannot satisfactorily address the above issues.

The LHA considers that the applicant should be afforded the opportunity to address the above issues by submitting further information. The above issues should therefore be addressed by provision of appropriate details within an accompanying highway technical note, together with appropriately amended drawings.

In the meantime, the LHA recommends that this planning application should not be determined until the applicant has submitted further details which satisfactorily address the above issues.

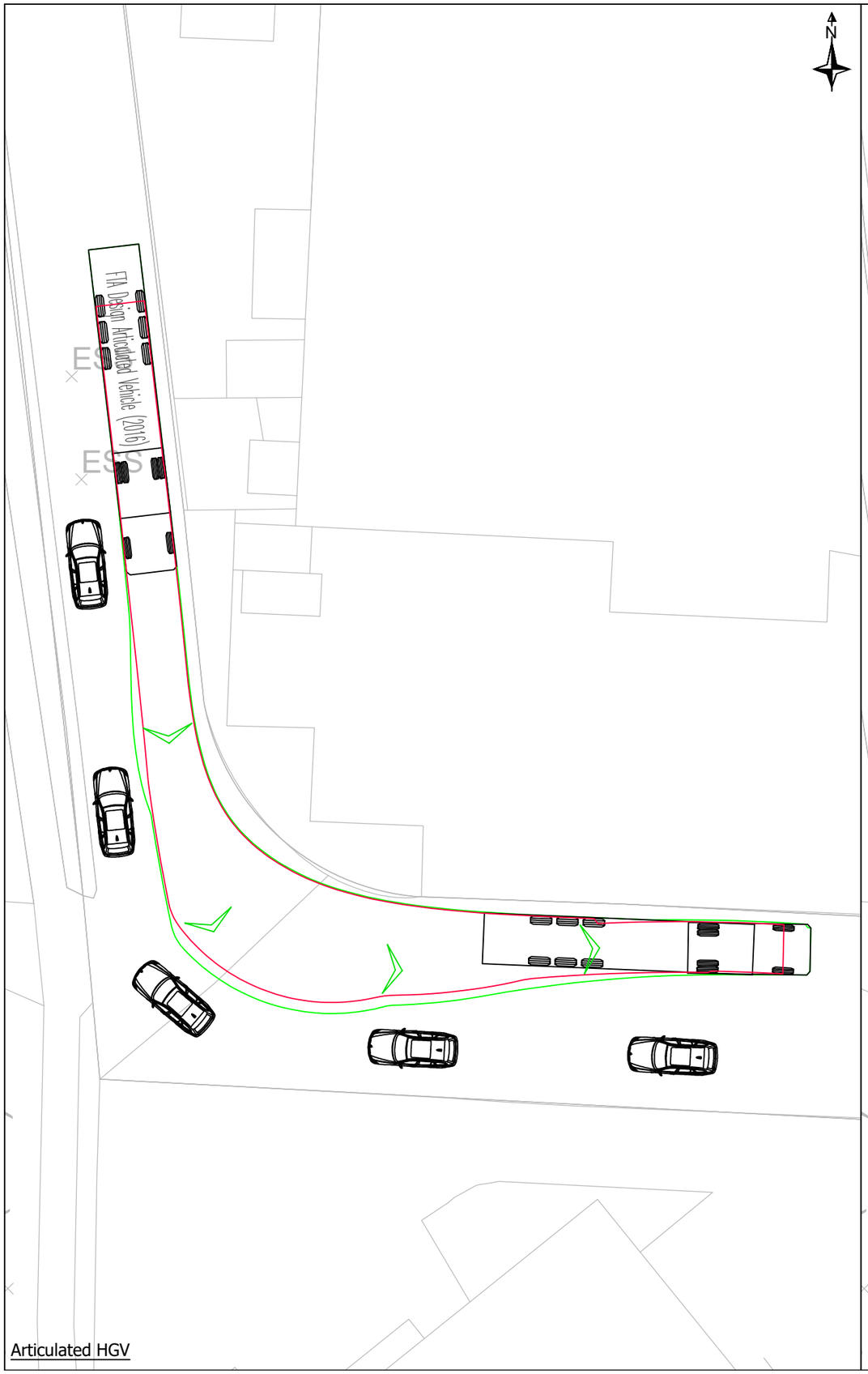
The LHA will comment again following receipt of further information.

Yours sincerely,

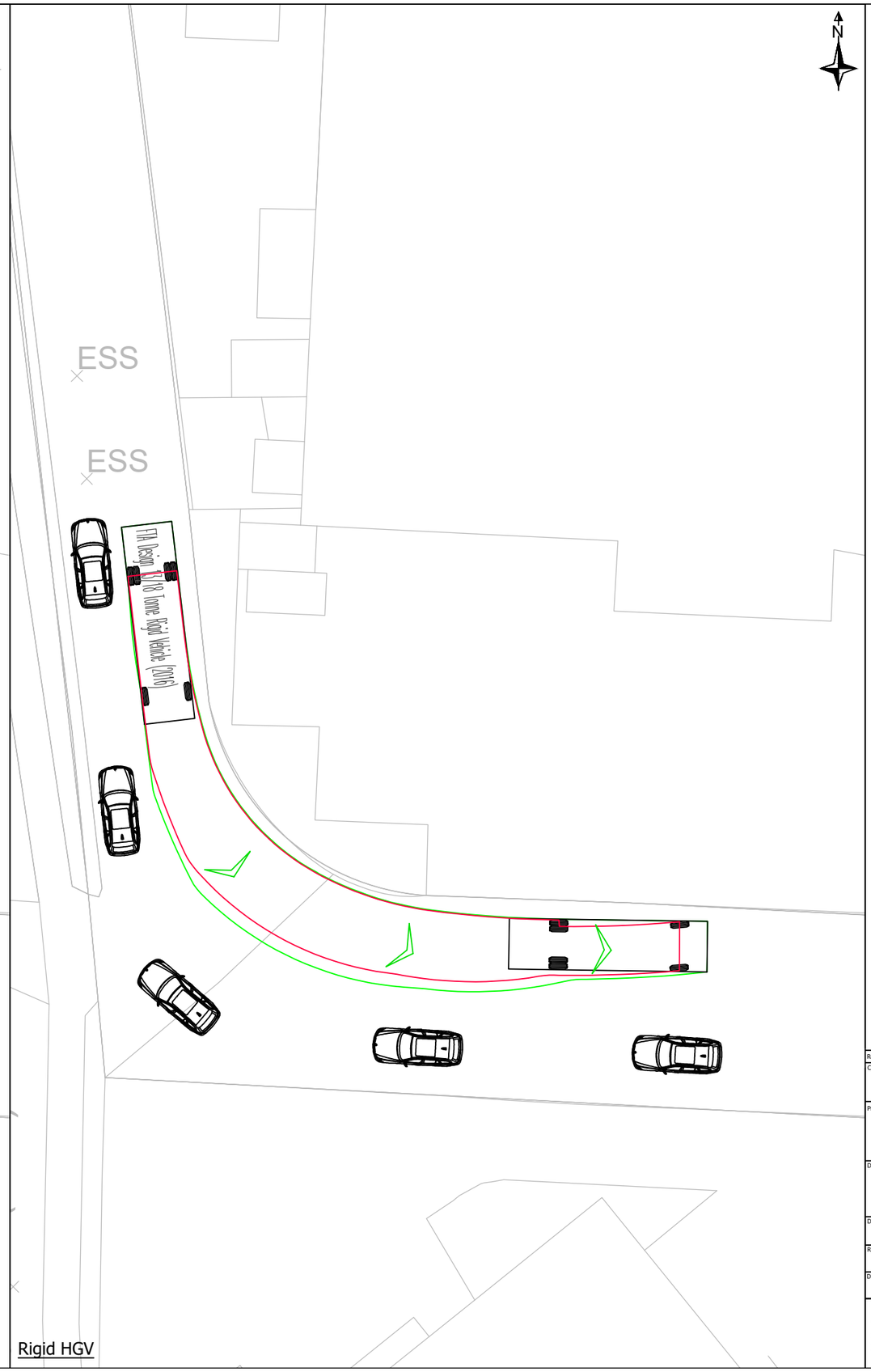
Robert Smith
Transport Development Management

Date Received	Case Officer	Reviewer	Date Issued
5 June 2026	**Robert Smith**	**SD**	**11 June 2026**

Appendix B: -



Articulated HGV



Rigid HGV

Notes:

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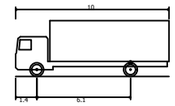
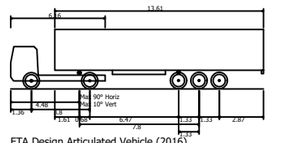
2. All Dimensions Are In Metres Unless Otherwise Stated.
3. Base Drawing Provided By Paul Gaughan Building Consultants Dated May 2026. This Drawing Is For Information Only And Should Not Be Used For Construction.
4. Swept Paths May Vary Subject To The Dimensions And Specifications Of Vehicles Used.



FTA Design 13/18 Tonne Rigid Vehicle (2016)

Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m



FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

Rev	Description	Date

Client:
Mann Properties Ltd

Project:
Land Off Wesley Street
Langley Mill
Derbyshire

Drawing Title:
Swept Path Analysis
Access Road (Exiting Site)

Drawing Number:
RHC-26-037-03

Revision:	Sheet Size:	Scale:
-	A3	1:250
Drawn & Checked By:	**Date:**	**Status:**
AR	19/06/2026	Information

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Appendix C: -

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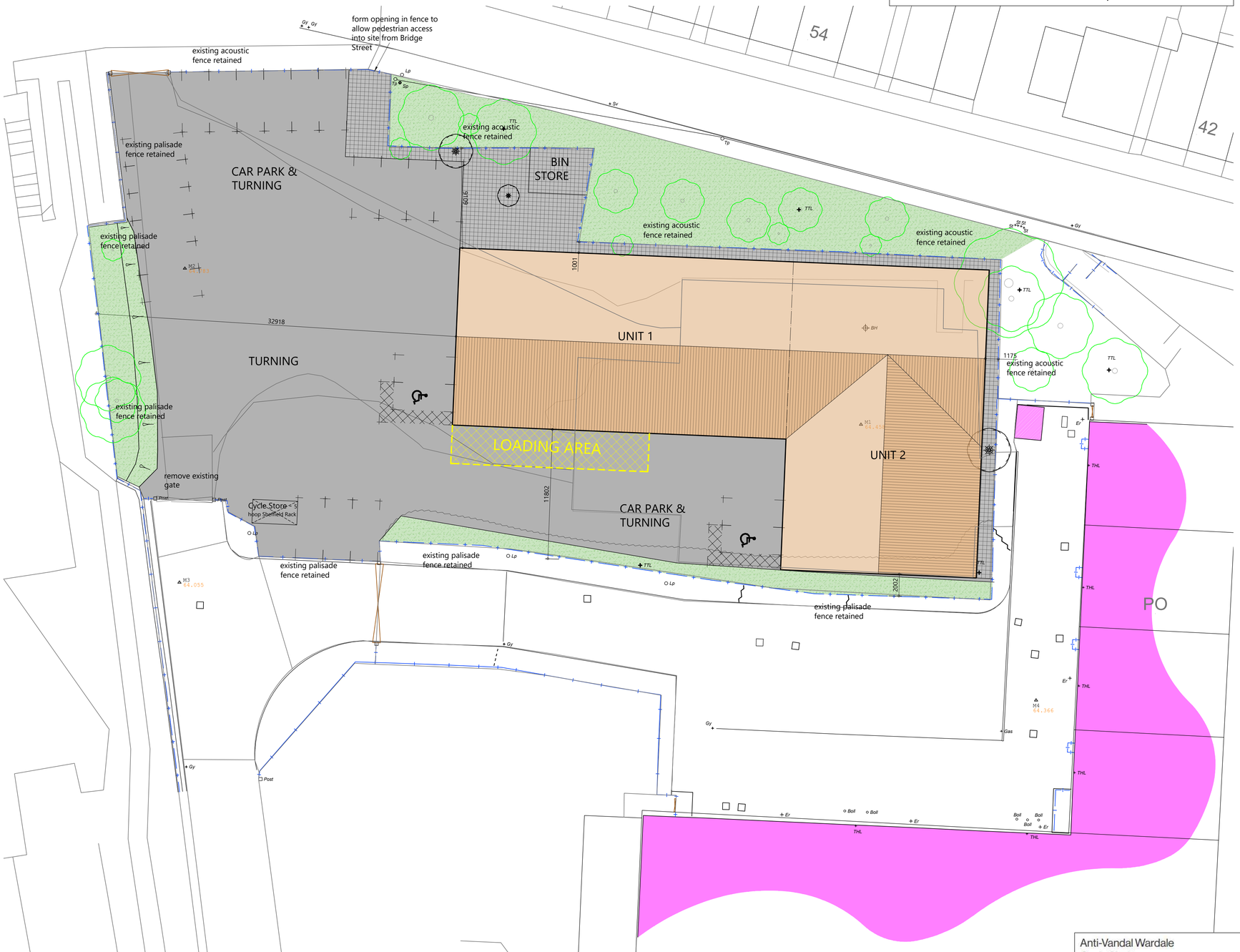
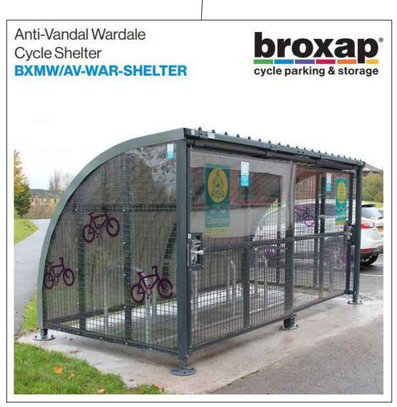
Obtained from www.centremapslive.com

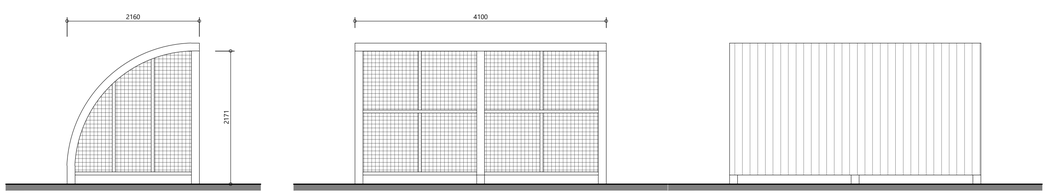


PROPOSED SITE PLAN
SCALE 1:200

PROPOSALS

Unit 1	= 468 sq m
Unit 2	= 470 sq m





Side Elevation - Cycle Store
5 hoop Sheffield Rack
Scale 1:50

Front Elevation - Cycle Store
5 hoop Sheffield Rack
Scale 1:50

Rear Elevation - Cycle Store
5 hoop Sheffield Rack
Scale 1:50

1:50 1m 2m 3m 4m 5m
1:100 2m 4m 6m 8m 10m
1:200 5m 10m 15m 20m
1:500 10m 20m 30m 40m 50m

REVISIONS

A	13/05/26	site plan amended
B	27/05/26	site plan amended
C	11/06/26	site plan amended

PAUL GAUGHAN BUILDING CONSULTANTS
Unit E14, Langham Park Industrial Estate, Lows Lane
Stanton by Dale, Ilkeston DE7 4RJ
Phone 0115 9324010
E-mail: info@paul-gaughan.co.uk
Web: www.paul-gaughan.co.uk

CLIENT

LOCATION
Land Off:
Wesley Street, Langley Mill, Derbyshire

PROJECT
Proposed Industrial Units

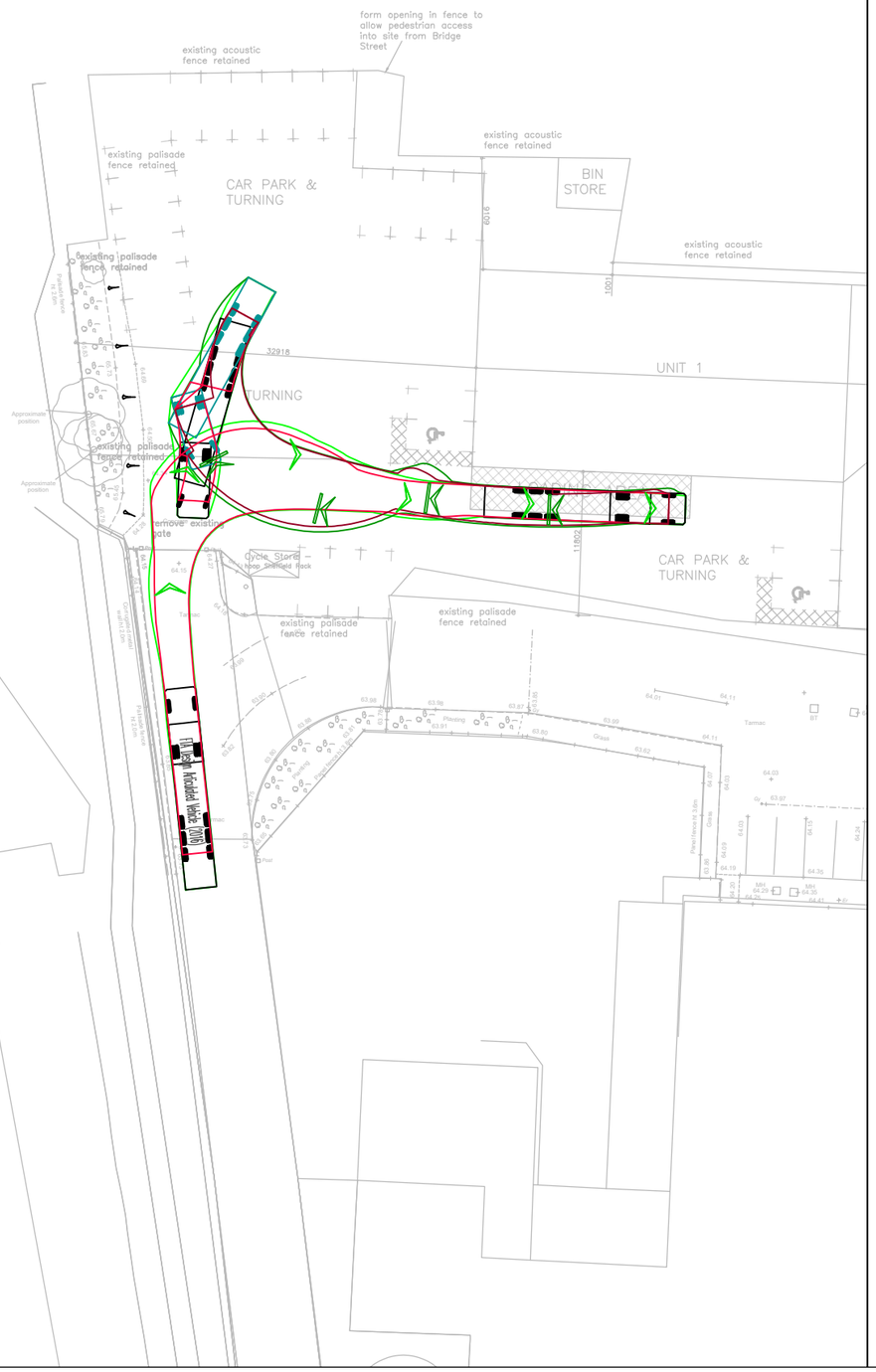
TITLE
Proposed Site Plan

PAPER SIZE	SCALE	DATE
ISO A1 (594.00 x 841.00 MM)	1:200	Mar 2026

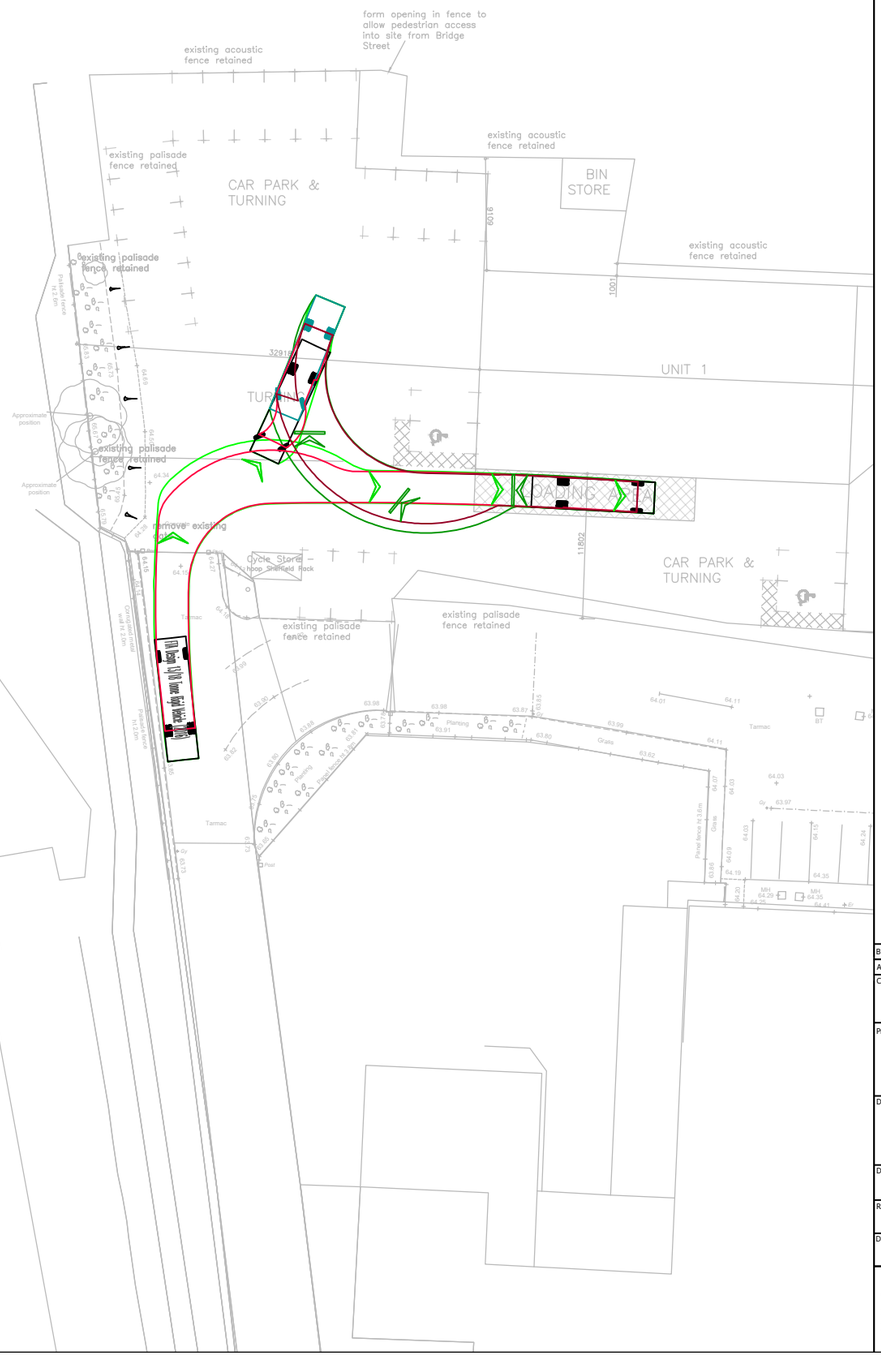
DRAWING NUMBER	REVISION
DB/JM/26/226/01	C

Scales are correct at time of plotting however please note that distortion can occur during copying. This drawing is copyright and may not be altered, traced, photographed, electronically copied or used for any purpose other than for which it is issued, without written permission from Mr. Gaughan.
Check all dimensions on site. Any discrepancies should be reported to the designer before works proceed. Hatching is a representation of materials only.

Appendix D: -



Articulated HGV



Rigid HGV

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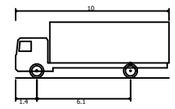

FTA Design 13/18 Tonne Rigid Vehicle (2016)

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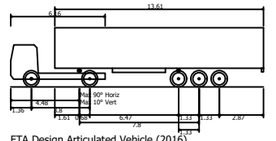

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Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

B	Updated Layout	19/06/2026
A	Updated Layout	27/05/2026

Client:
Mann Properties Ltd

Project:
Land Off Wesley Street
Langley Mill
Derbyshire

Drawing Title:
Swept Path Analysis
Site Layout

Drawing Number:
RHC-26-037-01

Revision:	Sheet Size:	Scale:
B	A3	1:500
Drawn & Checked By:	Date:	Status:
AR	18/05/2026	Information

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Appendix E: -

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: C - INDUSTRIAL UNIT

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

03	**SOUTH WEST**		
	BR	BRISTOL CITY	1 day
04	**EAST ANGLIA**		
	PB	PETERBOROUGH	1 day
06	**WEST MIDLANDS**		
	WO	WORCESTERSHIRE	1 day
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	1 day
08	**NORTH WEST**		
	BP	BLACKPOOL	1 day
	LC	LANCASHIRE	1 day
09	**NORTH**		
	CU	CUMBERLAND	1 day

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

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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:	530 to 1890 (units:sqm)
Range Selected by User:	500 to 2000 (units:sqm)
Parking Spaces Range:	4 - 1378

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	13/09/15 to 03/06/25

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

Selected survey days:

Tuesday	2 days
Thursday	4 days
Friday	1 days

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

Selected survey types:

Manual count	7
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 undertaking using machines

Selected Locations:

Edge of Town	7 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	7 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	1 days
Servicing vehicles Included	1 days
Servicing vehicles Unknown	5 days

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Secondary Filtering Selection:

Use Class:

Not Known	7 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 - 2337

Population within 1 mile:

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

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

Population within 5 miles:

50,001 to 75,000	1 surveys
75,001 to 100,000	2 surveys
100,001 to 125,000	1 surveys
125,001 to 250,000	2 surveys
250,001 to 500,000	1 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	2 surveys
1.1 to 1.5	5 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.

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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	7 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	7 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

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1	**BP-02-C-01**	**POWDER COATINGS**	**BLACKPOOL**

CHORLEY ROAD
BLACKPOOL
LITTLE CARLETON
Edge of Town
Industrial Zone
Gross floor area: 1010.00 sqm
Survey date: Thursday 20/06/2019 Survey Type: Manual

2	**BR-02-C-02**	**STAINLESS FITTINGS**	**BRISTOL CITY**

SOUTH LIBERTY LANE
BRISTOL
Edge of Town
Industrial Zone
Gross floor area: 1475.00 sqm
Survey date: Tuesday 22/09/2015 Survey Type: Manual

3	**CU-02-C-01**	**STEEL FABRICATION**	**CUMBERLAND**

BLACKDYKE ROAD
CARLISLE
KINGSTOWN IND. ESTATE
Edge of Town
Industrial Zone
Gross floor area: 715.00 sqm
Survey date: Friday 15/10/2021 Survey Type: Manual

4	**LC-02-C-06**	**STEEL FABRICATION**	**LANCASHIRE**

TOLLGATE ROAD
BURSCOUGH
Edge of Town
Industrial Zone
Gross floor area: 700.00 sqm
Survey date: Thursday 21/04/2022 Survey Type: Manual

5	**NY-02-C-03**	**WORKWEAR MANUFACTURER**	**NORTH YORKSHIRE**

WETHERBY ROAD
KNARESBOROUGH
Edge of Town
Industrial Zone
Gross floor area: 1500.00 sqm
Survey date: Thursday 29/06/2023 Survey Type: Manual

6	**PB-02-C-01**	**STEEL FABRICATOR**	**PETERBOROUGH**

NEWARK ROAD
PETERBOROUGH
FENGATE
Edge of Town
Industrial Zone
Gross floor area: 1772.00 sqm
Survey date: Thursday 29/09/2022 Survey Type: Manual

7	**WO-02-C-01**	**INDUSTRIAL UNIT**	**WORCESTERSHIRE**

FREDERICK ROAD
KIDDERMINSTER
Edge of Town
Industrial Zone
Gross floor area: 1200.00 sqm
Survey date: Tuesday 03/06/2025 Survey Type: Manual

DESELECTED SURVEYS

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Site Ref	Survey Date	Reason for Deselection
BO-02-C-01	15-10-2020	Covid
FI-02-C-02	20-04-2023	Location
GS-02-C-02	23-04-2021	Covid
KE-02-C-01	17-10-2019	Location
KK-02-C-01	26-10-2017	Location
LC-02-C-05	30-06-2021	Covid
MA-02-C-01	09-10-2020	Covid
VG-02-C-01	06-05-2021	Covid

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

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Period	Trips per 100 sqm GFA		
	Inbound	Outbound	Total
08:00-09:00	0.478	0.179	0.657
17:00-18:00	0.036	0.323	0.359

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	**2**	**950**	**0.000**	**0.000**	**0.000**
06:00-07:00	**2**	**950**	**0.158**	**0.053**	**0.211**
07:00-08:00	**7**	**1196**	**0.490**	**0.024**	**0.514**
08:00-09:00	**7**	**1196**	**0.478**	**0.179**	**0.657**
09:00-10:00	**7**	**1196**	**0.382**	**0.299**	**0.681**
10:00-11:00	**7**	**1196**	**0.430**	**0.394**	**0.824**
11:00-12:00	**7**	**1196**	**0.251**	**0.251**	**0.502**
12:00-13:00	**7**	**1196**	**0.299**	**0.370**	**0.669**
13:00-14:00	**7**	**1196**	**0.263**	**0.323**	**0.586**
14:00-15:00	**7**	**1196**	**0.311**	**0.287**	**0.598**
15:00-16:00	**7**	**1196**	**0.239**	**0.382**	**0.621**
16:00-17:00	**7**	**1196**	**0.096**	**0.442**	**0.538**
17:00-18:00	**7**	**1196**	**0.036**	**0.323**	**0.359**
18:00-19:00	**7**	**1196**	**0.036**	**0.036**	**0.072**
19:00-20:00	**2**	**950**	**0.000**	**0.053**	**0.053**
20:00-21:00	**2**	**950**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**3.469**	**3.416**	**6.885**

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

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

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Parameter Summary:

Trip rate parameter range selected:	500 - 2000 (units: sqm)
Survey date date range:	22/09/2015 - 03/06/2025
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
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.

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