

Transport Technical Note
September 2025

EAS

Porters End Barns

Porter's End Lane, Kimpton

Mr and Mrs Procter

Document History

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The content of this report is based on information available as of September 2025, the validity of the statements made may therefore vary over time as planning guidance and policies as well as the evidence base change.

Contents

1	Introduction	1	5	Development Impact	11
	The Site	1		Parking	11
	The Scheme	1		Proposed Trip Generation	11
	Planning History of the Site	1		Transport Impact	12
	Aims and Structure of this Report	1		Summary	12
2	Policy Background	3	6	Summary and Conclusions	13
	North Hertfordshire Local Plan	4		Summary	13
	Vehicle Parking at New Development SPD	5		Conclusion	14
3	Existing Site Assessment	6		Appendices	15
	Existing Site Function	6		Appendix: A - Location Plan	
	Site Access	6		Appendix: B - Proposed Plans	
	Porters End Lane	6		Appendix: C - Visibility Splays	
	Consented Development on the Site	7		Appendix: D - Swept Path Analysis	
	Summary	7		Appendix: E - TRICS Data	
4	The Proposed Development	8			
	The Development Proposals	8			
	Site Access	8			
	Cycle Facilities	8			
	Car Parking	9			
	Servicing	9			
	Summary	9			

1 Introduction

- 1.1 This Transport Technical Note has been prepared by EAS on behalf of Mr and Mrs Procter (hereinafter referred to as the 'applicant'), regarding the proposed redevelopment of Porters End Barns, at Porter's End Lane, Kimpton, SG4 8ER (hereinafter, the 'site').

The Site

- 1.2 The site under consideration is located on the southern side of Porter's End Lane, within the hamlet of Porter's End, located to the north-east of Harpenden, and to the south of Hitchin.
- 1.3 The northern end of the village of Blackmore End is located circa 450 metres east of the development site.
- 1.4 North Hertfordshire District Council ('NHDC') is therefore the Local Planning Authority ('LPA'), and Hertfordshire County Council ('HCC') is therefore the Local Highway Authority ('LHA').
- 1.5 A location plan is contained at **Appendix A**.

The Scheme

- 1.6 It is proposed to redevelop the site into 2 residential units, both comprising of large family homes.
- 1.7 It is also proposed to provide parking for 6 cars (3 space per unit), as well as 2 long-term cycle parking spaces. 2 Electric Vehicle ('EV') charging spaces are proposed as part of the development scheme.
- 1.8 The proposed Site Plans are contained at **Appendix B**.

Planning History of the Site

- 1.9 The wider site, including the former agricultural barns under consideration in this application, has been operating as an agricultural farm for many years.
- 1.10 Nevertheless, NHDC consented the change of use of the barns into 5 dwellinghouses in June 2025 under NHDC planning application 25/01017/PNQ, following the use of the barns becoming redundant for the former farm use.

Aims and Structure of this Report

- 1.11 This Transport Technical Note has been prepared in support of the accompanying planning application, with regard to the Department of Communities and Local Government ('DCLG') Guidance on Travel Plans, Transport Assessments and Statements in Decision Taking (issued in March 2014), as well as to guidance that the regional and local authorities have published on their website.
- 1.12 The contents of this report are:
- Section 2 – reviews the applicable policy;
 - Section 3 – describes the existing site conditions;

- Section 4 – describes the proposed development;
- Section 5 – identifies the trip generation and traffic impact; and
- Section 6 – concludes the statement.

2 Policy Background

2.1 This section sets out the policy context. Development and growth through policy are encouraged at national, regional, and local level.

2.2 The policy documents reviewed include the:

- National Planning Policy Framework;
- North Herts Local Plan; and
- NHDC Vehicle Parking SPD.

2.3 National Planning Policy Framework

2.4 The revised National Planning Policy Framework ('NPPF') was published in December 2024. This document sets out the planning policies for England and how these are expected to be applied.

2.5 In this regard, Paragraph 10 of the NPPF states:

*"So that sustainable development is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development** [original emphasis]."*

2.6 Section 9 of the NPPF on Promoting Sustainable Transport states, in paragraphs 109 and 110:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

- a) Making transport consideration an important part of early engagement with local communities;*
- b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
- c) understanding and addressing the potential impacts of development on transport networks;*
- d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage- for example in relation to the scalar, location or density of development that can be accommodated;*
- e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
- f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure- including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.*

The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

2.7 Paragraph 116 states:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”

North Hertfordshire Local Plan

2.8 The North Hertfordshire Local Plan 2011-2031 was adopted in November 2022.

2.9 Policy SP6 ‘Sustainable Transport’ states:

“We will deliver accessibility improvements and promote the use of sustainable transport modes insofar as reasonable and practicable. We will:

- a) Comply with the NHDC Transport Strategy and the provisions of the Local Transport Plan and other supporting documents as relevant;*
- b) Encourage development in locations which enable sustainable journeys to be made to key services and facilities;*
- c) Work with Hertfordshire County Council, neighbouring authorities, Highways England and service providers to ensure that a range of sustainable transport options are available to all potential occupants or users. This may involve new or improved pedestrian, cycle and passenger transport (including rail and/or bus) links and routes;*
- d) Seek the earliest reasonable opportunity to implement sustainable travel infrastructure on Strategic Housing Sites and other development sites in order to influence the behaviour of occupiers or users, along with supporting Travel Plans in order that sustainable travel patterns become embedded at an early stage;*
- e) Assess development proposals against the parking standards set out in this Plan and having regard to relevant supplementary advice;*
- f) Require applicants to provide assessments, plans and supporting documents to demonstrate the safety and sustainability of their proposals; and*
- g) Protect existing rights of way, cycling and equestrian routes and, should diversion be unavoidable, require replacement routes to the satisfaction of the Council.”*

2.10 Policy T1 ‘Assessment of transport matters’ states:

“Planning permission will be granted provided that:

- a) Development would not lead to highway safety problems or cause unacceptable impacts upon the highway network;*
- b) Mechanisms to secure any necessary sustainable transport measures and / or improvements to the existing highway network are secured in accordance with Policy SP7;*
- c) Suitable Transport Statements, Transport Assessments and / or Travel Plans along with supporting documents are provided where required; and*
- d) For major developments, applicants demonstrate (as far as is practicable) how:*
 - i. the proposed scheme would be served by public transport;*

- ii. *safe, direct and convenient routes for pedestrians and cyclists will be provided; and*
- iii. *comprehensive integration into the existing pedestrian and cycle, public transport and road networks will be secured”*

2.11 Policy T2 ‘Parking’ states:

“Planning permission will be granted provided that:

- a) Parking for residential development is provided in accordance with the minimum standards set out in Appendix 4 of this Plan;*
- b) Parking for non-residential development is provided having regard to the standards for non-residential development set out in the relevant Supplementary Planning Document;*
- c) Proposals have regard to relevant Supplementary Planning Documents, strategies or advice and;*
- d) Applicants clearly identify how they provide for all likely types of parking demand and demonstrate that parking will be safe and of a design and layout that will function satisfactorily.*

Variations from these standards will only be considered where applicants can demonstrate that the accessibility, type, scale, mix and use of the development; the availability of and opportunities for public transport; local car ownership levels; and on-street conditions justify such variations.”

Vehicle Parking at New Development SPD

2.12 Parking standards are laid out in the NHDC Vehicle Parking at New Development Supplementary Planning Document (‘SPD’) document states that car and cycle parking should meet the following:

Class Use (C3)	Car Parking Standard	Minimum Cycle Parking Standard
1 bedroom	1 space per dwelling Minimum	1 secure covered space per dwelling.
2+ bedroom	2 spaces per dwelling Minimum	None if garage or secure area provided within curtilage of dwelling.

3 Existing Site Assessment

- 3.1 The existing and consented uses of the site are reviewed in the following section.

Existing Site Function

- 3.2 The existing development site comprises part a former agricultural estate, covering a total of 0.3 hectare (0.6 acres), and is partially occupied by a squarish group of barns set to the rear of the site.
- 3.3 The use of the barns (for agricultural use) has now become redundant, and these are no longer being operated as such.
- 3.4 The area at the frontage of the barns is clear of obstruction and offers areas for parking and waiting.

Site Access

- 3.5 The site is accessible via an existing farm access, circa 8 metres in width, which is currently gated by a metal rail double swing gate, and fronts directly onto Porter's End Lane opposite a residential access and another agricultural access.
- 3.6 It is proposed to improve the access to meet the expected design standards for the proposed new residential use of the site.
- 3.7 This access links into the rest of the site via a path to the rear of the site, where the barns are located. This access is located near the western end of the site frontage onto Porter's End Lane.

Porters End Lane

- 3.8 Porter's End Lane is a narrow rural lane (circa 2.5 to 3 metres in width) which theoretically permits driving at the national speed limit for a single carriageway (i.e. up to 60 miles per hour). In policy terms, this would require junctions to include a visibility splay y-distance of 215 metres in either side of the access, from the driver's 2.4-metre (x-distance) set back position.
- 3.9 Naturally, the limited width of Porter's End Lane does not allow elevated speeds with the achievable forward visibility near the site access being about 125 metres, which would likely restrict most drivers from driving at anywhere close to the posted speed limit.
- 3.10 Porters End Lane at this location also serves a number of residential properties. Each with frontage parking leading directly onto the metalled surface of Porters End Lane. At the point of the site access the verges have been hardened and are used as passing space and extra carriageway width for passing cars. In total, there are currently circa 12 access points mainly to residential dwellings all within around 150 metres of the proposed access point.
- 3.11 This section of Porters End Lane is therefore used to serve a number of dwellings, and this proposal will fit in with the character and use. It does not have a feel of a derestricted country lane at this point.

Consented Development on the Site

- 3.12 The site holds planning consent to change the use of the existing barns into 5 residential dwellings. This was approved under NHDC planning application 25/01017/PNQ in June 2025.
- 3.13 The approved proposal takes access from the existing site access off Porter's End Lane, allowing ample parking and turning space near the existing barn.

Summary

- 3.14 The site comprises part of a former agricultural estate set to the south of Porter's End Lane from where it gains access.
- 3.15 The southern half of the site is occupied by the barns, which have since become redundant to their former use.
- 3.16 Porter's End Lane is a rural lane of limited width, but currently subject to the national speed limit. Nevertheless, there are a number of residential properties in close proximity, and this section of the lane does not have a de-restricted character.
- 3.17 The land holds planning consent for the change of use of the existing barns into 5 dwellings under NHDC planning application 25/01017/PNQ.

4 The Proposed Development

- 4.1 The following section reviews the proposals, including site access, parking, as well as servicing.

The Development Proposals

- 4.2 The proposals are for the development of 2 residential units, both comprising of large family .
- 4.3 The scheme is hence smaller in scale than the previously consented scheme on site (NHDC planning application 25/01017/PNQ).
- 4.4 A Site Plan layout for the development is contained at **Appendix B**.

Site Access

- 4.5 It is proposed to update the existing site access points to reflect the revised site layout, providing a shared access to the proposed dwellings similar to the 10 or so others along this section of Porters End Lane.
- 4.6 The shared access is to be split between the two dwellings near the highway, and includes separate gates into the rear of site dwelling, with this new gate set back by circa 8 metres from the carriageway edge.
- 4.7 Whilst the amended access point is unlikely to generate any additional new risks (given that the trip numbers would not increase), it is understood that the proposed changes will also allow improvements to the existing sub-standard junction visibility, which is currently blocked by a high hedge fronting the site.
- 4.8 The amended site access point will therefore achieve improved junction visibility splays, as compared to the existing visibility splay. This is shown on the visibility splay drawings contained in **Appendix C**.
- 4.9 The proposals therefore provide an improve junction visibility (y-distance) to the east of the site access of 45 metres for the western access and 49 metres for the eastern access, compared to the existing 27 metres, both when assumed for the driver's set back (x-distance) position of 2.4 metres.
- 4.10 A 2-metre x-distance should in fact be considered suitable for a minor scheme set on a low-trafficked rural lane (in line with Manual for Streets 2, paragraph 10.5.8). which would of course provide even better y-distances.
- 4.11 As shown in Section 5 below, traffic flows from the development are expected to be very low, and lower than the consented use, and therefore the amendments to the ameliorated access points will remain satisfactory.

Cycle Facilities

- 4.12 There will be secure cycle storage available within the residential development for 2 cycles. A cycle shed is being provided with each unit.

- 4.13 The 2 cycle spaces are compliant with the Local Plan policies, which require one space per unit.

Car Parking

- 4.14 The scheme proposes the provision of 6 parking spaces, i.e. 3 car parking spaces per unit. The parking spaces will be 4.8 metres by 2.4 metres in size, as shown on the plans, contained at **Appendix B**.
- 4.15 **Appendix D** contains a swept path analysis assessment showing access to and from the spaces.
- 4.16 Access into each parking space can be achieved from either direction, and similarly, turning out of the site can be undertaken in either direction in a single manoeuvre.
- 4.17 In addition, the Building Regulations require 1 EV charging space per dwelling. EV charging infrastructure will be provided with each proposed dwelling, in line with this regulation.

Servicing

- 4.18 Residential refuse and recycling from the neighbouring units is collected from Porter's End Lane, and 360 litre wheelie bins are provided for this purpose. This arrangement is expected to be followed.
- 4.19 The bins would be moved to a position within 10 metres of the adopted highway along Porter's End Lane by the occupiers of the site on collection day, and picked up and returned to their permanent storage location at the end of the day.
- 4.20 Residential refuse is likely to be collected weekly by NHDC's Waste Collection personnel, with alternate waste and recycling collections, as currently occurs in the area.
- 4.21 It is expected that refuse collections would be undertaken at known times, and would usually only take several minutes at most to complete. There will therefore be many opportunities for servicing the site. Similarly, there should also be sufficient opportunity for any occasional deliveries, such as furniture or white goods, to the residential units.

Summary

- 4.22 The proposals are for 2 residential units, both comprising of family units. This scale of development is smaller than the previously consented scheme on the site.
- 4.23 Access into the development will be from Porter's End Lane, separating the use of the existing access, which was previously consented to be shared in between all units into a shared crossover in between two neighbouring access points.
- 4.24 The proposals improve on the achievable junction visibility, as compared to the existing access.
- 4.25 Secure cycle storage proposed within the residential development for 2 cycles, which is compliant with the Local Plan requirements. These cycle spaces are contained in cycle sheds which are located within the respective units.
- 4.26 The development will provide 6 parking spaces on site, which meets the local car parking standards requirements.

- 4.27 Residential waste and recycling will both be collected from outside the site on Porter's End Lane. Bins will be rolled out near the highway edge for servicing, prior to be returned at the end of the day.

5 Development Impact

- 5.1 This section discusses the sustainability and predicts transport impacts of the development proposals.

Parking

- 5.2 A total of 6 car park spaces are proposed for the development of which all are allocated to the residential development, representing a ratio of 3 spaces per unit.
- 5.3 Vehicular access to the car parking area is from the existing access onto Porter's End Lane.
- 5.4 2 spaces will be available for use by electric vehicles for charging purposes.
- 5.5 No overspill parking is expected from the development.

Proposed Trip Generation

- 5.6 To obtain an estimate of the likely vehicle trips associated with the development a TRICS v8.25.6 assessment has been undertaken for similar types of development within this TRICS database query.
- 5.7 In this regard, the multi-modal search was also filtered to include:
- land use category – 03A: Residential - Houses Privately Owned;
 - sites within Free Standing locations only; and
 - undertaken on a weekday only.
- 5.8 A summary of the TRICS trip rate generation for the residential element is shown below in table 5.1.
- 5.9 The full TRICS datasheets are contained at **Appendix E**.

	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Trip Rate (unit)	0.153	0.361	0.403	0.181

Table 5.1 TRICS Vehicle Trip Rates

- 5.10 Based on a development of 2 units for the site the following trips are predicted to be generated from the proposed development:

	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Trip Rate (unit)	0	1	1	0

Table 5.2 Development Traffic Movements from TRICS

Transport Impact

- 5.11 As can be seen from the figures in table 5.2 above overall predicted vehicular traffic numbers from the proposed scheme are very low with 1 movement (1 departure) in the AM peak hour and 1 movements (1 arrival) in the PM peak hour.
- 5.12 This level of vehicular traffic generation is likely to be imperceptible on the local highway network, and is also significantly lower than the trip generation of the consented use of the site, which is likely to generate two to three times more trips.
- 5.13 It is therefore concluded that the proposed change of use is likely to have a net positive effect on the local highway.

Summary

- 5.14 6 car park spaces are proposed for the development of which 2 parking spaces are to include EV charging infrastructure. The parking spaces are allocated to the residential units. No parking overspill is therefore expected outside the site.
- 5.15 Overall predicted traffic flows from the development are very low with 1 movement in each peak hour. This level of traffic generation would be completely imperceptible on the local highway network, and is well within the daily variation of local traffic levels.
- 5.16 The forecast vehicle trips are likely to be significantly offset by the removal of the existing trips from the consented use, and therefore the proposed scheme is likely to have a net positive effect on the local highway.

6 Summary and Conclusions

- 6.1 This Transport Technical Note has been prepared by EAS Transport Planning Limited on behalf of Mr and Mrs Procter, regarding the proposed redevelopment of Porters End Barns, at Porter's End Lane, Kimpton.

Summary

- 6.2 The site comprises part of a former agricultural estate set to the south of Porter's End Lane from where it gains access.
- 6.3 The southern half of the site is occupied by the barns, which have since become redundant to their former use.
- 6.4 Porter's End Lane is a rural lane of limited width, but currently subject to the national speed limit. Nevertheless, there are a number of residential properties in close proximity, and this section of the lane does not have a de-restricted character.
- 6.5 The land holds planning consent for the change of use of the existing barns into 5 dwellings under NHDC planning application 25/01017/PNQ.
- 6.6 The proposals are for 2 residential units, both comprising of family units. This scale of development is smaller than the previously consented scheme on the site.
- 6.7 Access into the development will be from Porter's End Lane, separating the use of the existing access, which was previously consented to be shared in between all units into a shared crossover in between two neighbouring access points.
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- 6.13 Overall predicted traffic flows from the development are very low with 1 movement in each peak hour. This level of traffic generation would be completely imperceptible on the local highway network, and is well within the daily variation of local traffic levels.
- 6.14 The forecast vehicle trips are likely to be significantly offset by the removal of the existing trips from the consented use, and therefore the proposed scheme is likely to have a net positive effect on the local highway.

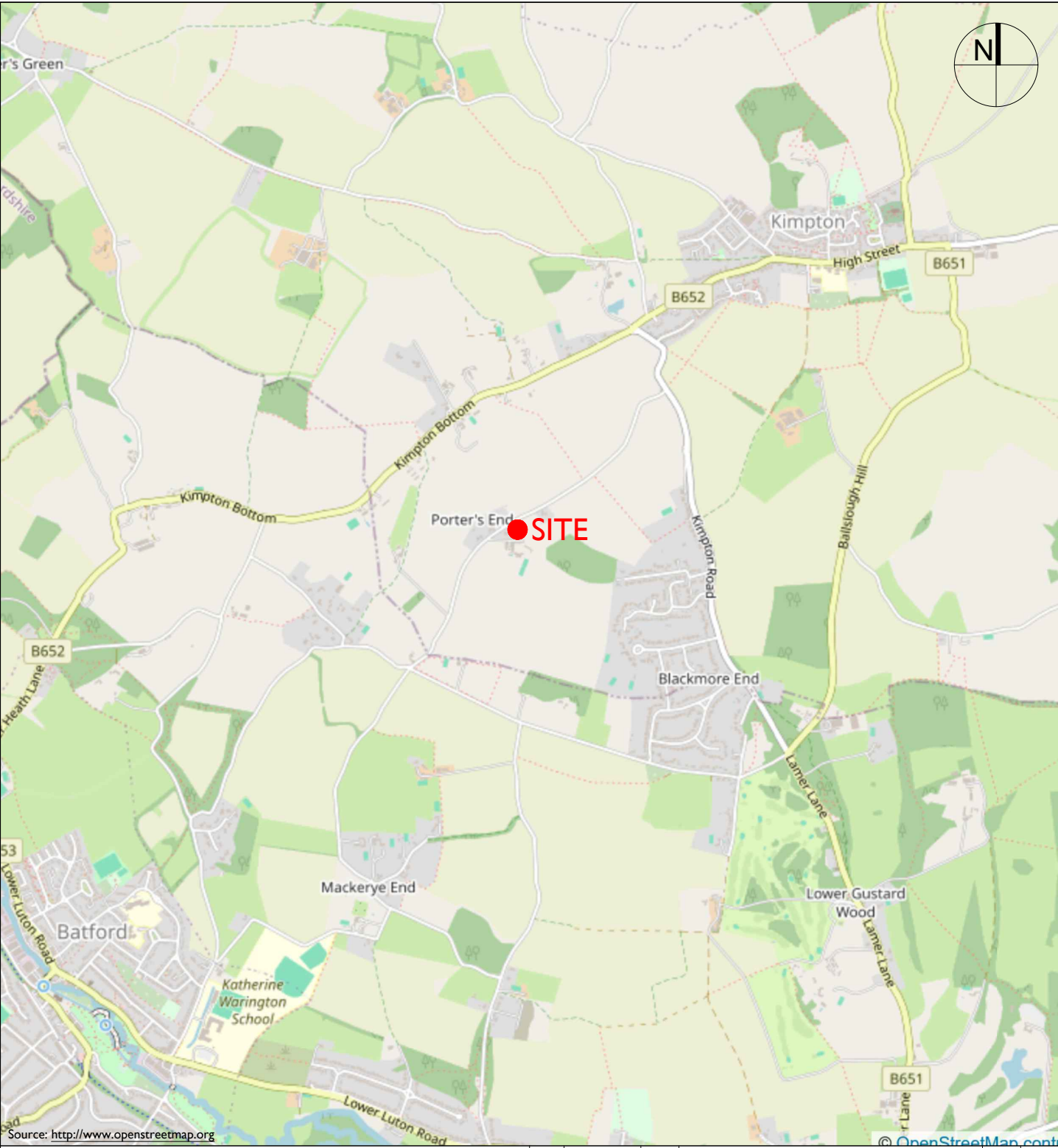
Conclusion

- 6.15 The proposed development is compliant with national and local policies, and supports national planning policy to focus residential development where this is needed and desired.
- 6.16 The scheme will generate negligible effects on the local highway network, reducing the overall impact, as to the consented scheme on site, and will support existing local networks and services.
- 6.17 There are therefore no highways or transportation reason why the proposed development should not be granted planning consent.

Appendices

Appendix: A - Location Plan
Appendix: B - Proposed Plans
Appendix: C - Visibility Splays
Appendix: D - Swept Path Analysis
Appendix: E - TRICS Data

Appendix: A - Location Plan

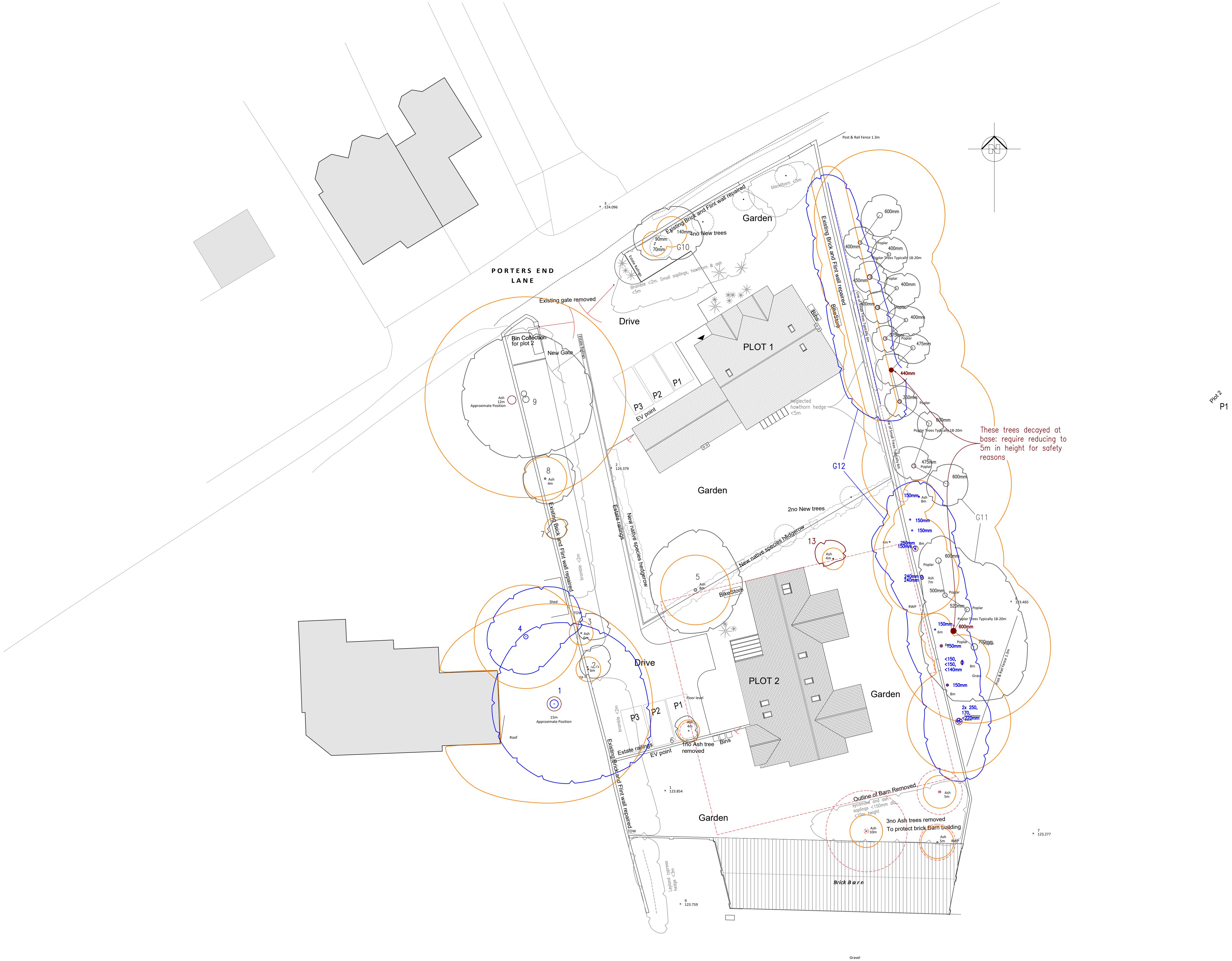


Source: <http://www.openstreetmap.org>

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Appendix: B - Proposed Plans



NOTES:

Do Not Scale. (scaling permitted for planning purposes)

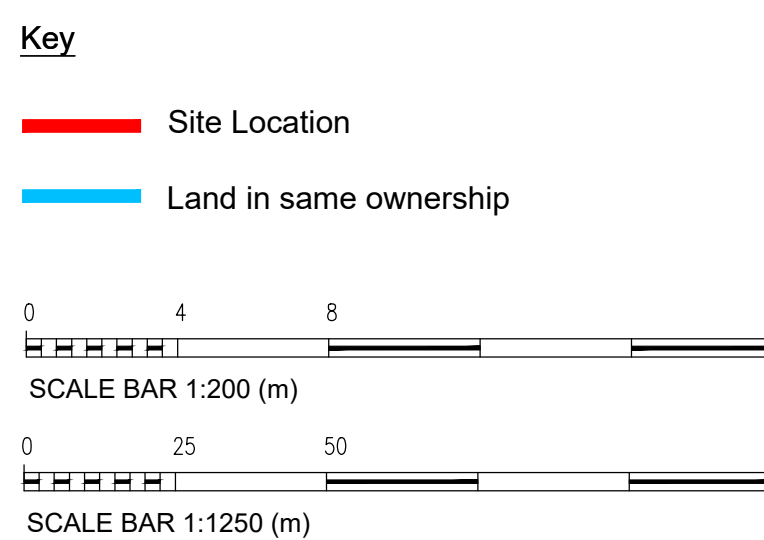
Report all discrepancies, errors and omissions.

Verify all dimensions on site before commencing any work on site or preparing shop drawings.

All materials, components and workmanship are to comply with the relevant British Standards, Codes of Practice, and appropriate manufacturers recommendations that from time to time shall apply.

For all specialist work, see relevant drawings.

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PLANNING

Project Title

Porters End Barns

Porters End

Kimpton

Drawing Description

Proposed Site Plan

Scale

1:200@A1

Date

Aug 25

Drawn by

Checked by

CB

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CANTERBURY LONDON HARPENDEN

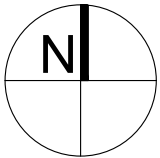
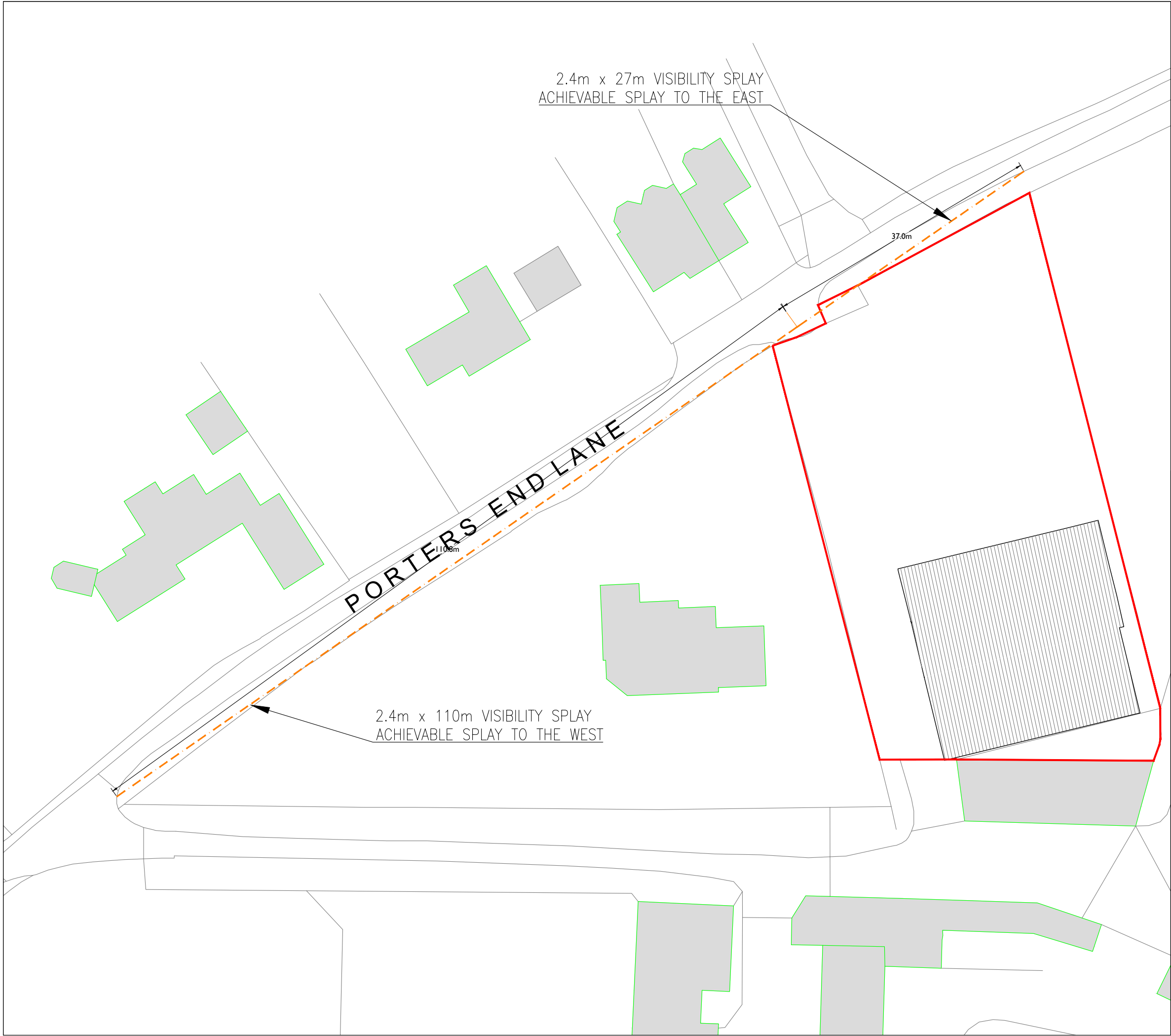
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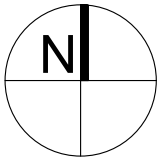
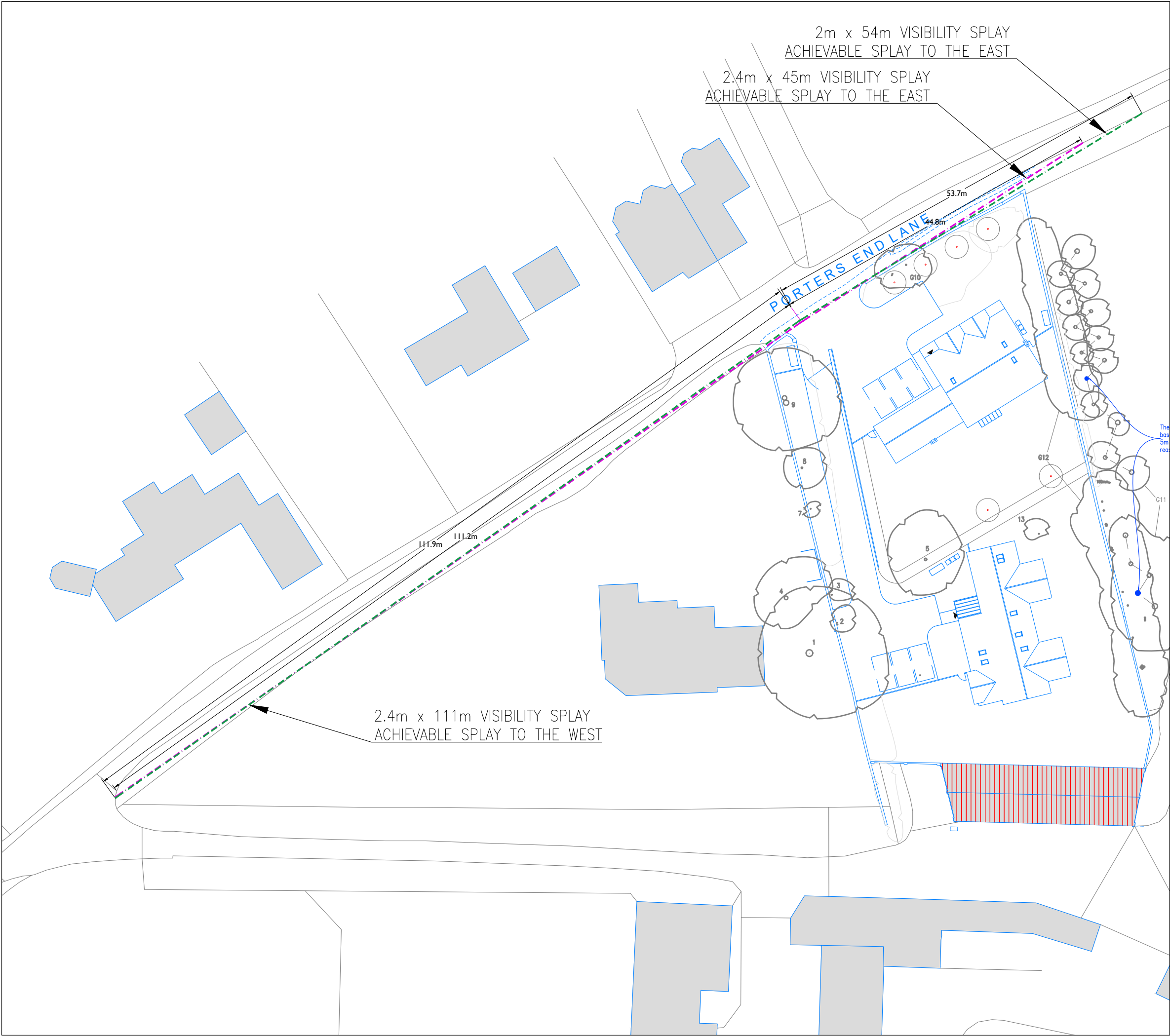
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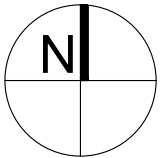
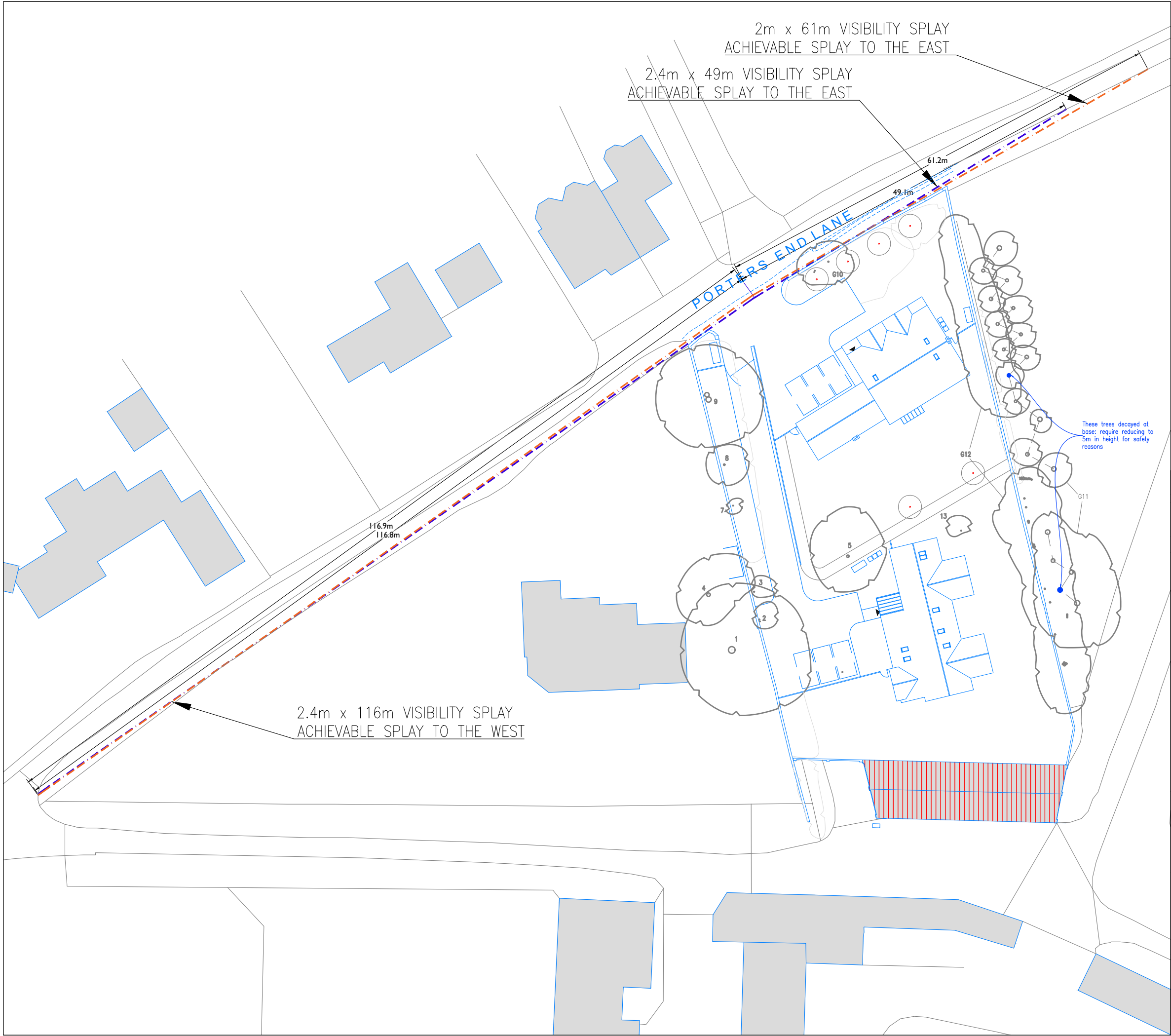
Appendix: C - Visibility Splays



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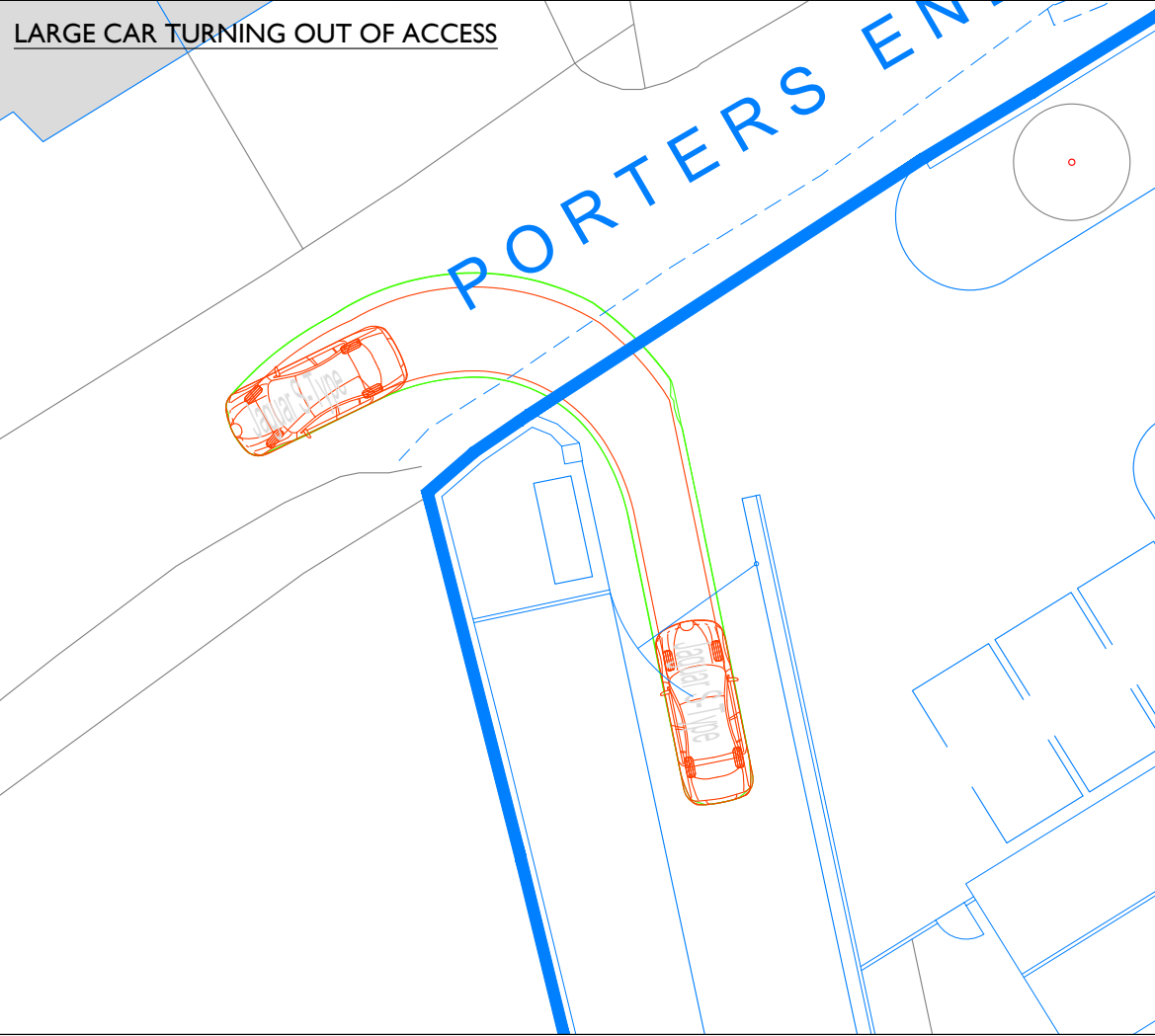
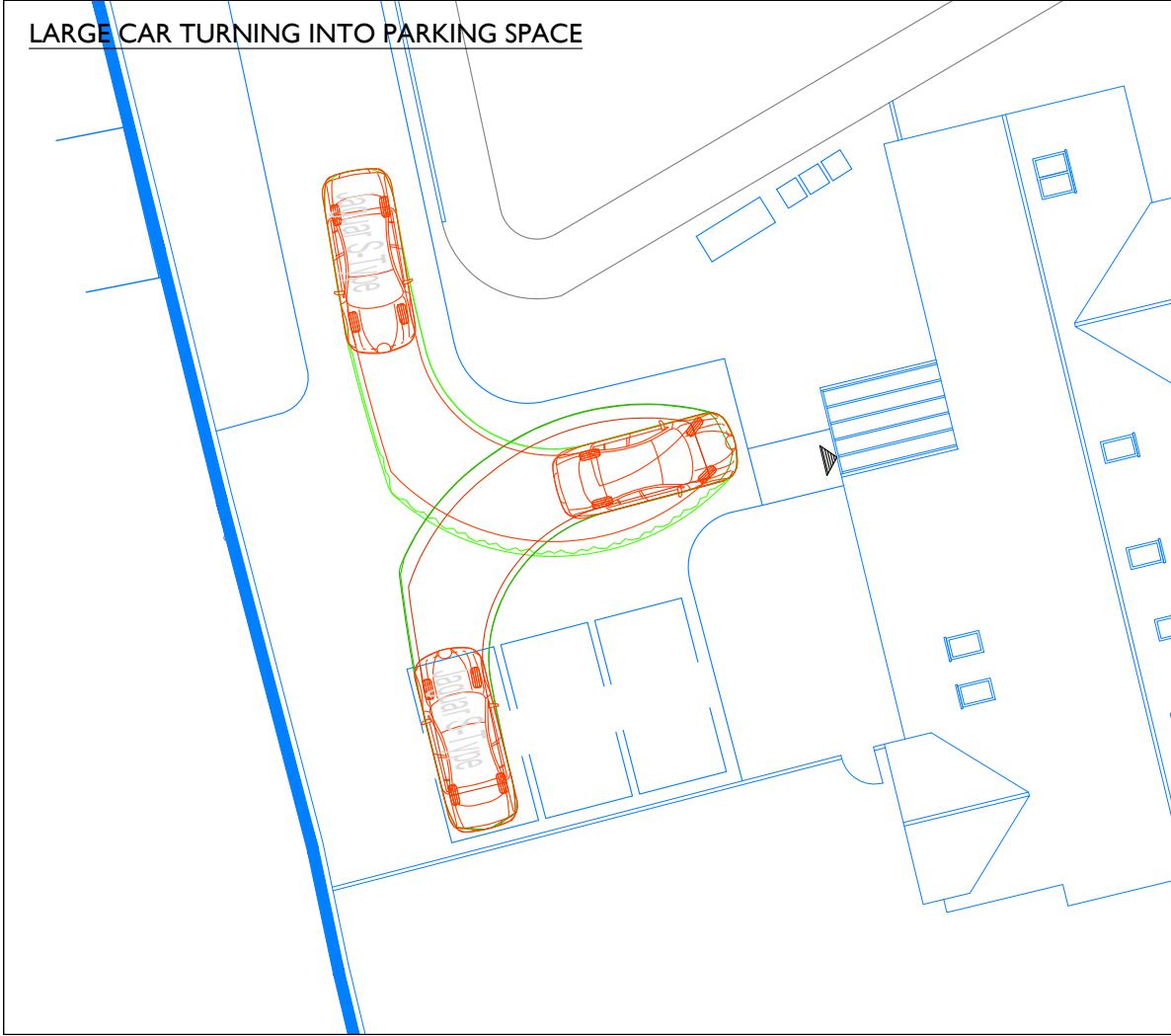
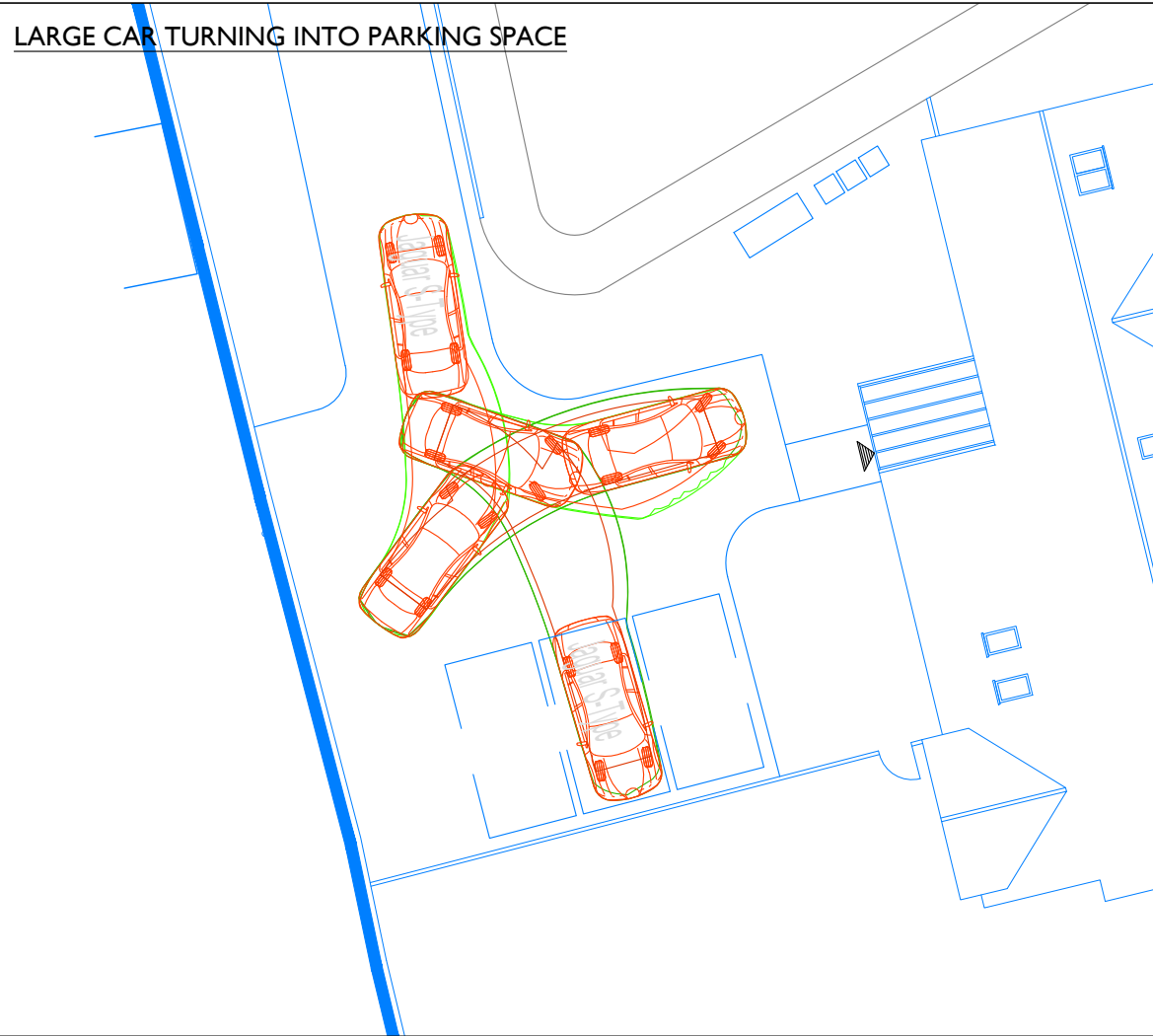
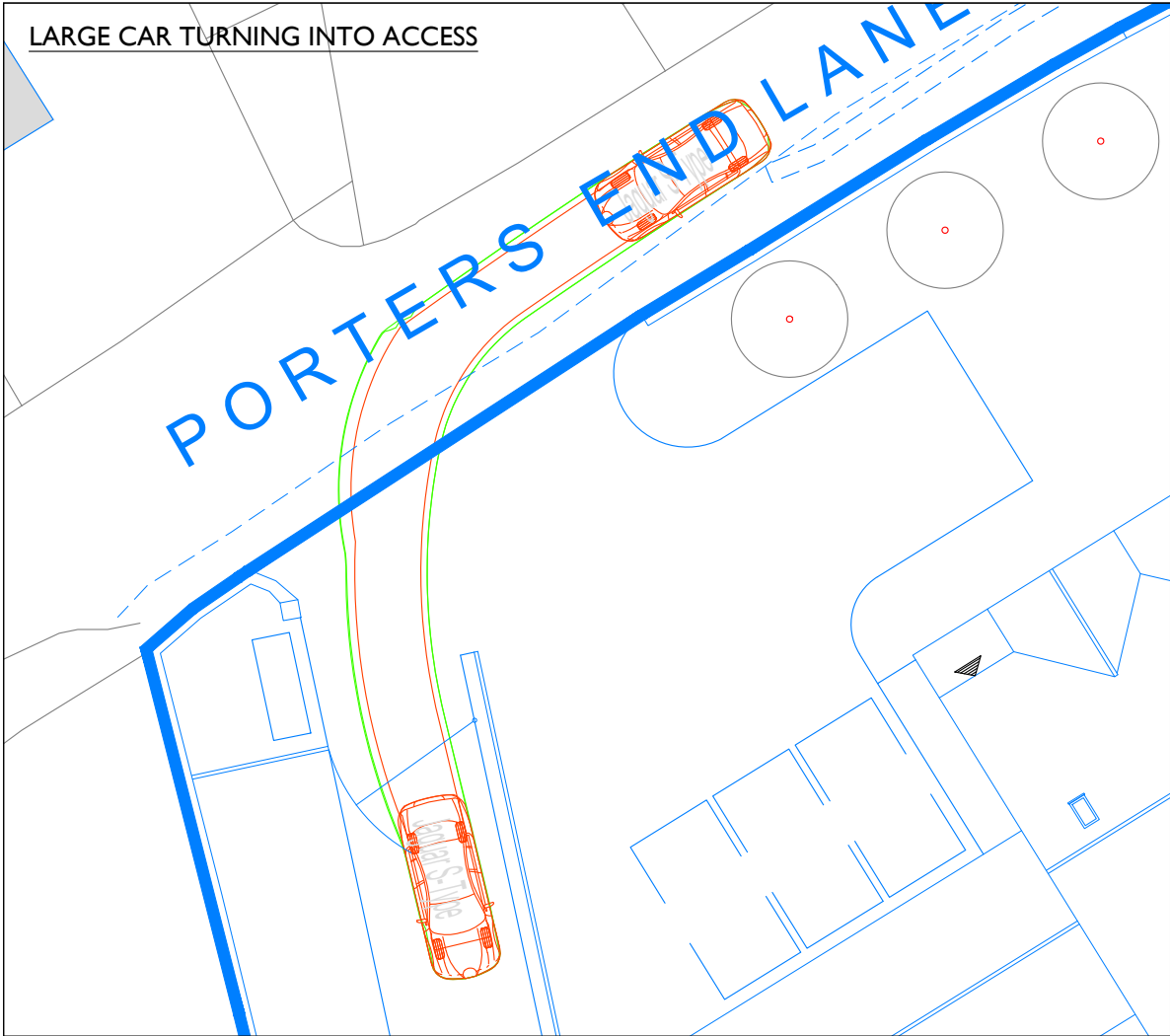


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ARCHITECT:					
CLAGUE ARCHITECTS					
PROJECT:					
PORTERS END BARNs, KIMPTON, HITCHIN					
TITLE:					
VISIBILITY SPLAYS EASTERN ACCESS					
SCALE @ A3: 1 : 500		DESIGN-DRAWN: JM		DATE: 01/09/2025	
PROJECT No: 6116		DRAWING No: SK04 Rev B			

Appendix: D - Swept Path Analysis

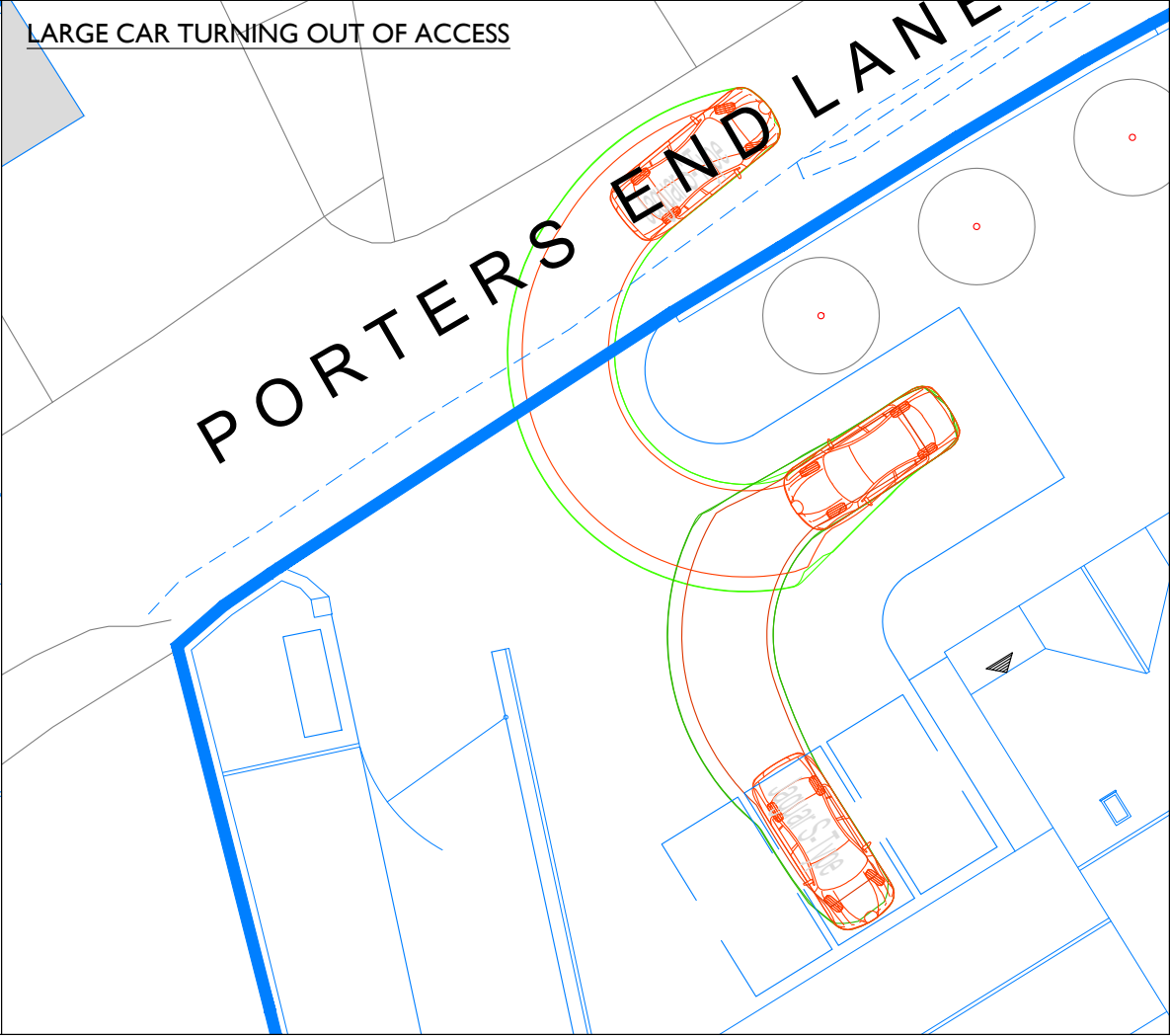
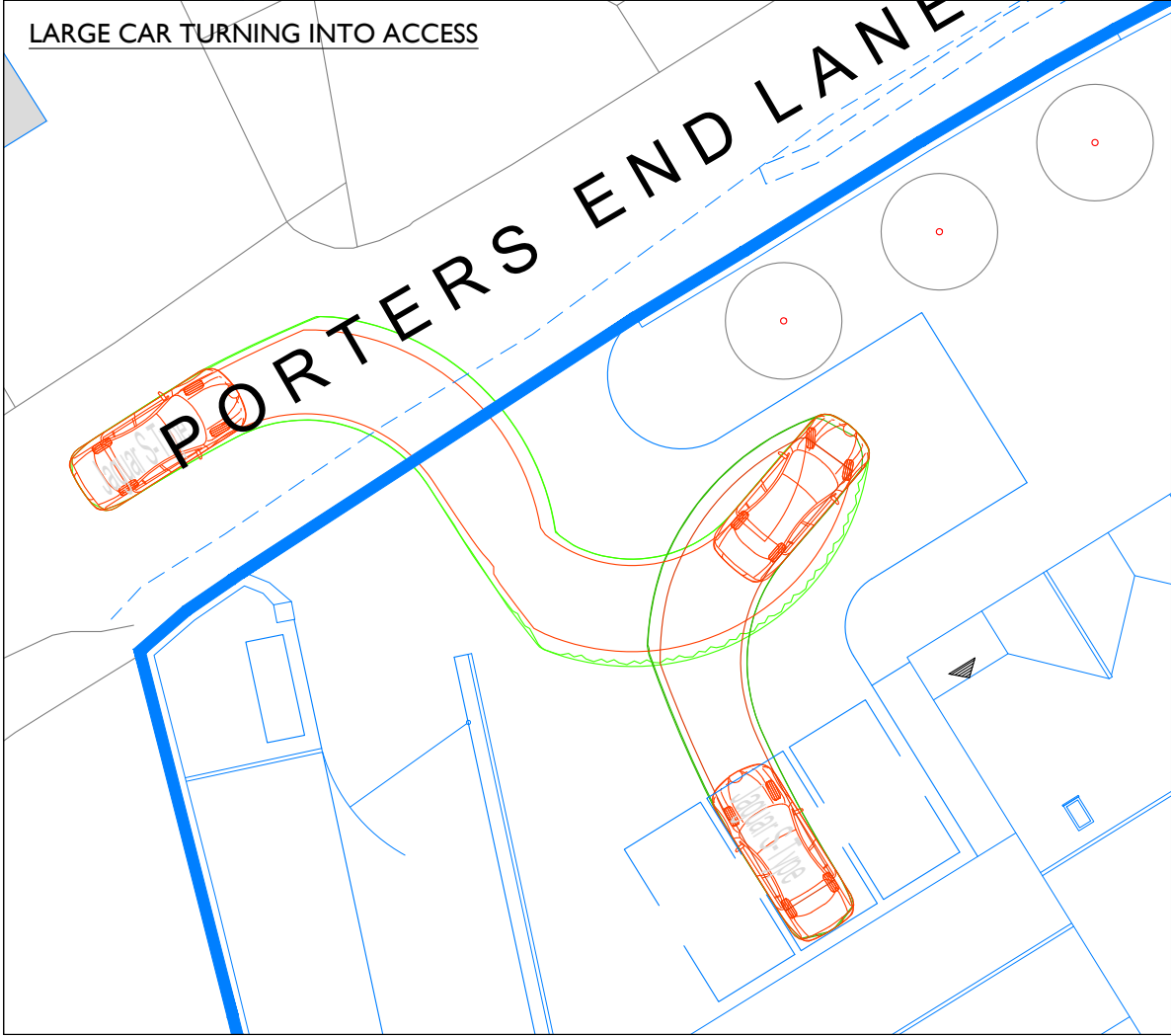
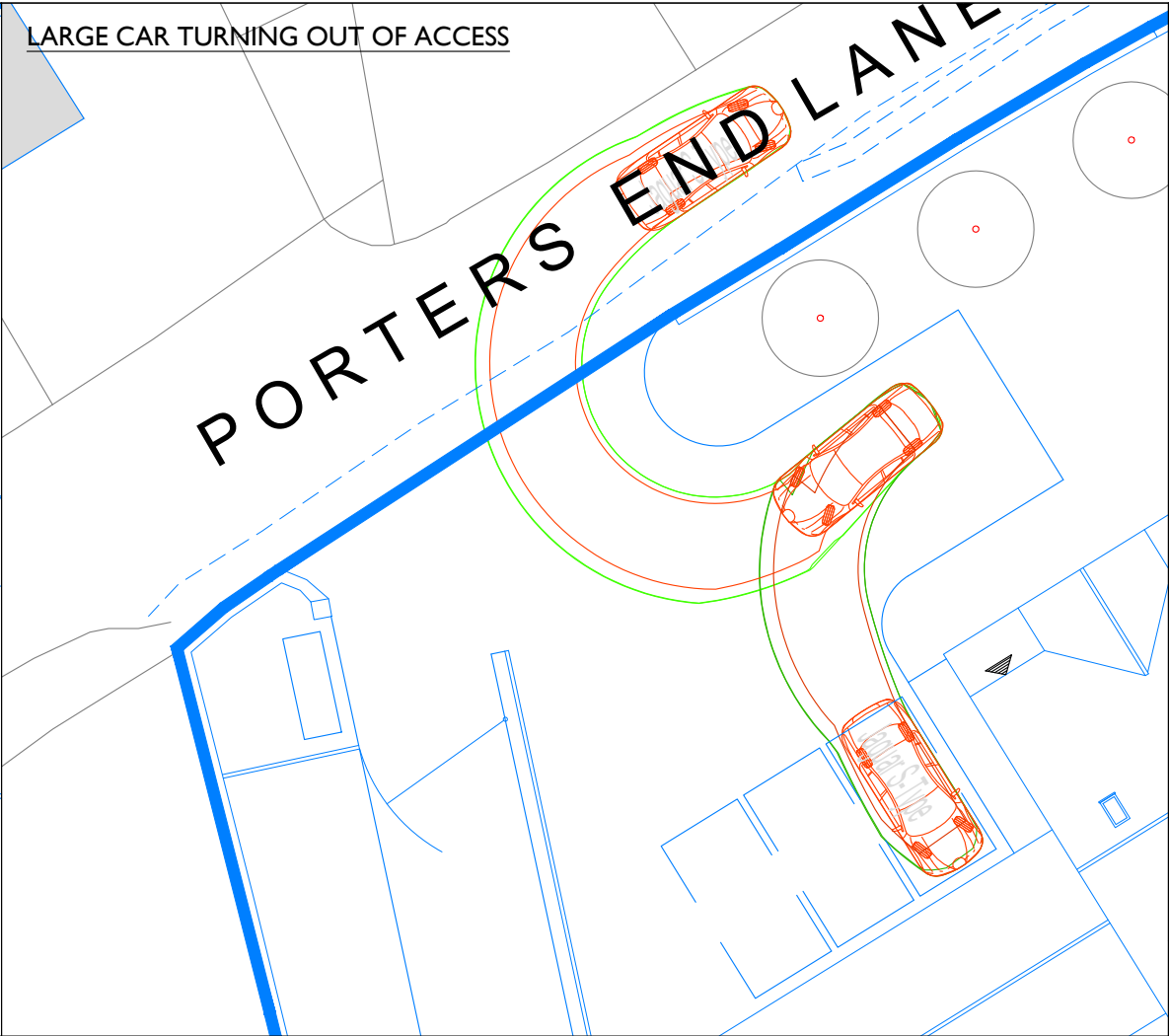
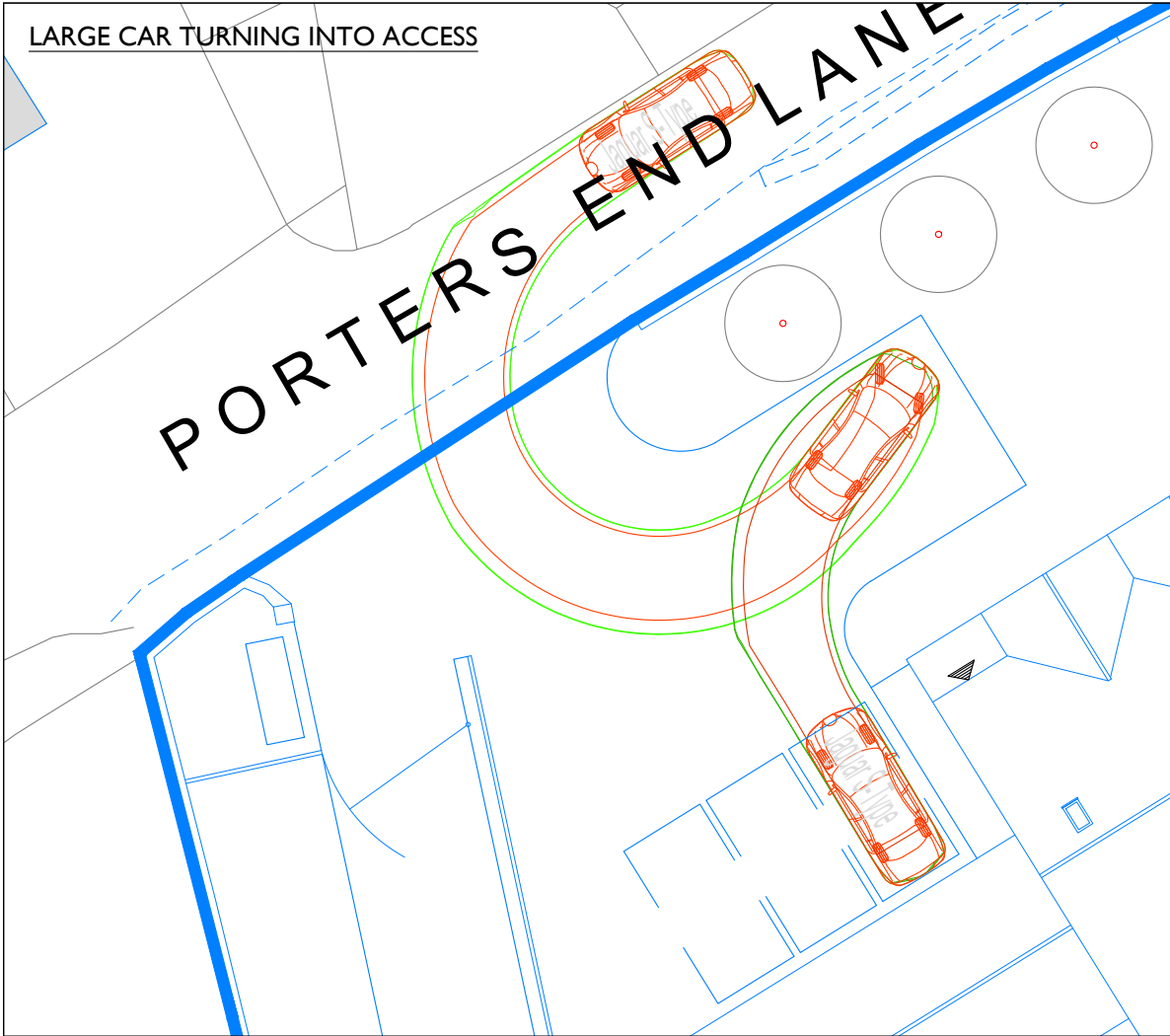


VEHICLE TRACKING MODEL

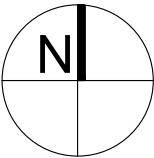
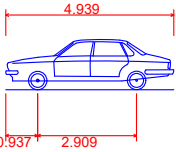
Jaguar S-Type
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

4.939m
1.878m
1.474m
0.259m
1.544m
4.00s
6.000m

REV	DATE	BY	DESCRIPTION	CKD	APP
DRAWING STATUS:					
FOR INFORMATION					
Ordnance Survey (c) Crown Copyright 2018. All rights reserved. Licence number 100022432					
1st Floor Millers House, Roydon Road, Stanstead Abbots, SG12 8HN Tel: 01920 871777 www.eastp.co.uk					
CLIENT:		MR & MRS PROCTER			
ARCHITECT:		CLAGUE ARCHITECTS			
PROJECT:		PORTERS END BARNs, KIMPTON, HITCHIN			
TITLE:		SWEPT PATH ANALYSIS OF A LARGE CAR TURNING INTO WESTERN ACCESS			
SCALE @ A3: 1 : 200		DESIGN-DRAWN: JM		DATE: 01/09/2025	
PROJECT No: 6116		DRAWING No: SK05 Rev B			



VEHICLE TRACKING MODEL



Jaguar S-Type
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

4.939m
1.878m
1.474m
0.259m
1.544m
4.00s
6.000m

REV	DATE	BY	DESCRIPTION	CKD	APP
-----	------	----	-------------	-----	-----

DRAWING STATUS:

FOR INFORMATION

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1st Floor Millers House, Roydon Road, Stanstead Abbots, SG12 8HN
Tel: 01920 871777

www.eastp.co.uk

CLIENT:

MR & MRS PROCTER

ARCHITECT:

CLAGUE ARCHITECTS

PROJECT:

PORTERS END BARNs,
KIMPTON, HITCHIN

TITLE:

SWEPT PATH ANALYSIS OF A
LARGE CAR TURNING INTO
EASTERN ACCESS

SCALE @ A3:

1 : 200

DESIGN-DRAWN:

JM

DATE:

01/09/2025

PROJECT No:

6116

DRAWING No:

SK06 Rev B

Appendix: E - TRICS Data

Audit Code: 2201bb11-dcd2-4f97-bff8-da8118ad540e

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Total Vehicles

Selected regions and areas:

02	SOUTH EAST	
	IW	ISLE OF WIGHT
		1 day

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

Audit Code: 2201bb11-dcd2-4f97-bff8-da8118ad540e

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:	DWELLS
Actual Range:	7.19 to 7.19 (units:DWELLS)
Range Selected by User:	4 to 1817 (units:DWELLS)
Parking Spaces Range:	6 - 2604

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 17/09/24

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	1 days
---------	--------

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

Selected survey types:

Manual count	1
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:

Free Standing (PPS6 Out of Town)	1 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:

Out of Town	1 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 Included	1 days
-----------------------------	--------



Audit Code: 2201bb11-dcd2-4f97-bff8-da8118ad540e

Secondary Filtering Selection:

Use Class:

C3 1 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 - 0

Population within 1 mile:

10,001 to 15,000 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

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

Car ownership within 5 miles:

1.1 to 1.5 1 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: 2201bb11-dcd2-4f97-bff8-da8118ad540e

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 1 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 1 surveys

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:

No

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.

Audit Code: 2201bb11-dcd2-4f97-bff8-da8118ad540e

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	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					
06:00-07:00					
07:00-08:00	1	72	0.097	0.264	0.361
08:00-09:00	1	72	0.153	0.361	0.514
09:00-10:00	1	72	0.181	0.167	0.348
10:00-11:00	1	72	0.181	0.208	0.389
11:00-12:00	1	72	0.153	0.292	0.445
12:00-13:00	1	72	0.319	0.194	0.513
13:00-14:00	1	72	0.264	0.278	0.542
14:00-15:00	1	72	0.222	0.181	0.403
15:00-16:00	1	72	0.208	0.264	0.472
16:00-17:00	1	72	0.264	0.194	0.458
17:00-18:00	1	72	0.403	0.181	0.584
18:00-19:00	1	72	0.111	0.069	0.180
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 2201bb11-dcd2-4f97-bff8-da8118ad540e

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	25/06/2019 - 25/06/2019
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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: 2201bb11-dcd2-4f97-bff8-da8118ad540e

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total People

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	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					
06:00-07:00					
07:00-08:00	1	72	0.125	0.403	0.528
08:00-09:00	1	72	0.181	0.625	0.806
09:00-10:00	1	72	0.319	0.208	0.527
10:00-11:00	1	72	0.306	0.319	0.625
11:00-12:00	1	72	0.167	0.458	0.625
12:00-13:00	1	72	0.500	0.264	0.764
13:00-14:00	1	72	0.319	0.486	0.805
14:00-15:00	1	72	0.278	0.236	0.514
15:00-16:00	1	72	0.306	0.361	0.667
16:00-17:00	1	72	0.444	0.292	0.736
17:00-18:00	1	72	0.625	0.236	0.861
18:00-19:00	1	72	0.153	0.125	0.278
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					

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.

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Audit Code: 2201bb11-dcd2-4f97-bff8-da8118ad540e

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	25/06/2019 - 25/06/2019
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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: 2201bb11-dcd2-4f97-bff8-da8118ad540e

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Cyclists

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	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					
06:00-07:00					
07:00-08:00	1	72	0.000	0.000	0.000
08:00-09:00	1	72	0.000	0.014	0.014
09:00-10:00	1	72	0.014	0.000	0.014
10:00-11:00	1	72	0.000	0.000	0.000
11:00-12:00	1	72	0.000	0.000	0.000
12:00-13:00	1	72	0.000	0.000	0.000
13:00-14:00	1	72	0.000	0.000	0.000
14:00-15:00	1	72	0.000	0.000	0.000
15:00-16:00	1	72	0.000	0.000	0.000
16:00-17:00	1	72	0.000	0.000	0.000
17:00-18:00	1	72	0.014	0.000	0.014
18:00-19:00	1	72	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 2201bb11-dcd2-4f97-bff8-da8118ad540e

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	25/06/2019 - 25/06/2019
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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: 2201bb11-dcd2-4f97-bff8-da8118ad540e

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

PSVs

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	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					
06:00-07:00					
07:00-08:00	1	72	0.000	0.000	0.000
08:00-09:00	1	72	0.000	0.000	0.000
09:00-10:00	1	72	0.000	0.000	0.000
10:00-11:00	1	72	0.000	0.000	0.000
11:00-12:00	1	72	0.000	0.000	0.000
12:00-13:00	1	72	0.000	0.000	0.000
13:00-14:00	1	72	0.000	0.000	0.000
14:00-15:00	1	72	0.000	0.000	0.000
15:00-16:00	1	72	0.000	0.000	0.000
16:00-17:00	1	72	0.000	0.000	0.000
17:00-18:00	1	72	0.000	0.000	0.000
18:00-19:00	1	72	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 2201bb11-dcd2-4f97-bff8-da8118ad540e

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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: 2201bb11-dcd2-4f97-bff8-da8118ad540e

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

OGVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	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					
06:00-07:00					
07:00-08:00	1	72	0.000	0.000	0.000
08:00-09:00	1	72	0.000	0.000	0.000
09:00-10:00	1	72	0.000	0.000	0.000
10:00-11:00	1	72	0.000	0.000	0.000
11:00-12:00	1	72	0.014	0.000	0.014
12:00-13:00	1	72	0.000	0.014	0.014
13:00-14:00	1	72	0.000	0.000	0.000
14:00-15:00	1	72	0.000	0.000	0.000
15:00-16:00	1	72	0.000	0.000	0.000
16:00-17:00	1	72	0.000	0.000	0.000
17:00-18:00	1	72	0.000	0.000	0.000
18:00-19:00	1	72	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					

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.

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Audit Code: 2201bb11-dcd2-4f97-bff8-da8118ad540e

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	25/06/2019 - 25/06/2019
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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: 2201bb11-dcd2-4f97-bff8-da8118ad540e

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Taxis

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	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					
06:00-07:00					
07:00-08:00	1	72	0.000	0.000	0.000
08:00-09:00	1	72	0.000	0.000	0.000
09:00-10:00	1	72	0.000	0.000	0.000
10:00-11:00	1	72	0.000	0.000	0.000
11:00-12:00	1	72	0.000	0.000	0.000
12:00-13:00	1	72	0.000	0.000	0.000
13:00-14:00	1	72	0.000	0.000	0.000
14:00-15:00	1	72	0.000	0.000	0.000
15:00-16:00	1	72	0.000	0.000	0.000
16:00-17:00	1	72	0.000	0.000	0.000
17:00-18:00	1	72	0.000	0.000	0.000
18:00-19:00	1	72	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 2201bb11-dcd2-4f97-bff8-da8118ad540e

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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: 2201bb11-dcd2-4f97-bff8-da8118ad540e

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Cars

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	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					
06:00-07:00					
07:00-08:00	1	72	0.083	0.236	0.319
08:00-09:00	1	72	0.139	0.361	0.500
09:00-10:00	1	72	0.139	0.153	0.292
10:00-11:00	1	72	0.167	0.181	0.348
11:00-12:00	1	72	0.139	0.264	0.403
12:00-13:00	1	72	0.319	0.181	0.500
13:00-14:00	1	72	0.222	0.264	0.486
14:00-15:00	1	72	0.208	0.181	0.389
15:00-16:00	1	72	0.167	0.194	0.361
16:00-17:00	1	72	0.236	0.167	0.403
17:00-18:00	1	72	0.403	0.181	0.584
18:00-19:00	1	72	0.111	0.069	0.180
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 2201bb11-dcd2-4f97-bff8-da8118ad540e

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	25/06/2019 - 25/06/2019
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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: 2201bb11-dcd2-4f97-bff8-da8118ad540e

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

LGVs

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	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					
06:00-07:00					
07:00-08:00	1	72	0.014	0.014	0.028
08:00-09:00	1	72	0.014	0.000	0.014
09:00-10:00	1	72	0.042	0.014	0.056
10:00-11:00	1	72	0.014	0.028	0.042
11:00-12:00	1	72	0.000	0.028	0.028
12:00-13:00	1	72	0.000	0.000	0.000
13:00-14:00	1	72	0.042	0.014	0.056
14:00-15:00	1	72	0.014	0.000	0.014
15:00-16:00	1	72	0.028	0.069	0.097
16:00-17:00	1	72	0.028	0.028	0.056
17:00-18:00	1	72	0.000	0.000	0.000
18:00-19:00	1	72	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 2201bb11-dcd2-4f97-bff8-da8118ad540e

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	25/06/2019 - 25/06/2019
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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: 2201bb11-dcd2-4f97-bff8-da8118ad540e

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Motorcycles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	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					
06:00-07:00					
07:00-08:00	1	72	0.000	0.014	0.014
08:00-09:00	1	72	0.000	0.000	0.000
09:00-10:00	1	72	0.000	0.000	0.000
10:00-11:00	1	72	0.000	0.000	0.000
11:00-12:00	1	72	0.000	0.000	0.000
12:00-13:00	1	72	0.000	0.000	0.000
13:00-14:00	1	72	0.000	0.000	0.000
14:00-15:00	1	72	0.000	0.000	0.000
15:00-16:00	1	72	0.014	0.000	0.014
16:00-17:00	1	72	0.000	0.000	0.000
17:00-18:00	1	72	0.000	0.000	0.000
18:00-19:00	1	72	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					

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: 2201bb11-dcd2-4f97-bff8-da8118ad540e

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	25/06/2019 - 25/06/2019
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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: 2201bb11-dcd2-4f97-bff8-da8118ad540e

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Vehicle Occupants

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	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					
06:00-07:00					
07:00-08:00	1	72	0.111	0.389	0.500
08:00-09:00	1	72	0.167	0.583	0.750
09:00-10:00	1	72	0.264	0.208	0.472
10:00-11:00	1	72	0.292	0.292	0.584
11:00-12:00	1	72	0.167	0.444	0.611
12:00-13:00	1	72	0.458	0.264	0.722
13:00-14:00	1	72	0.292	0.431	0.723
14:00-15:00	1	72	0.278	0.222	0.500
15:00-16:00	1	72	0.292	0.347	0.639
16:00-17:00	1	72	0.444	0.278	0.722
17:00-18:00	1	72	0.597	0.236	0.833
18:00-19:00	1	72	0.153	0.125	0.278
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 2201bb11-dcd2-4f97-bff8-da8118ad540e

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date range:	25/06/2019 - 25/06/2019
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: 2201bb11-dcd2-4f97-bff8-da8118ad540e

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Pedestrians

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	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					
06:00-07:00					
07:00-08:00	1	72	0.014	0.014	0.028
08:00-09:00	1	72	0.014	0.028	0.042
09:00-10:00	1	72	0.042	0.000	0.042
10:00-11:00	1	72	0.014	0.028	0.042
11:00-12:00	1	72	0.000	0.014	0.014
12:00-13:00	1	72	0.042	0.000	0.042
13:00-14:00	1	72	0.028	0.056	0.084
14:00-15:00	1	72	0.000	0.014	0.014
15:00-16:00	1	72	0.014	0.014	0.028
16:00-17:00	1	72	0.000	0.014	0.014
17:00-18:00	1	72	0.014	0.000	0.014
18:00-19:00	1	72	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 2201bb11-dcd2-4f97-bff8-da8118ad540e

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date range:	25/06/2019 - 25/06/2019
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: 2201bb11-dcd2-4f97-bff8-da8118ad540e

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Public Transport Users

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	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					
06:00-07:00					
07:00-08:00	1	72	0.000	0.000	0.000
08:00-09:00	1	72	0.000	0.000	0.000
09:00-10:00	1	72	0.000	0.000	0.000
10:00-11:00	1	72	0.000	0.000	0.000
11:00-12:00	1	72	0.000	0.000	0.000
12:00-13:00	1	72	0.000	0.000	0.000
13:00-14:00	1	72	0.000	0.000	0.000
14:00-15:00	1	72	0.000	0.000	0.000
15:00-16:00	1	72	0.000	0.000	0.000
16:00-17:00	1	72	0.000	0.000	0.000
17:00-18:00	1	72	0.000	0.000	0.000
18:00-19:00	1	72	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					

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: 2201bb11-dcd2-4f97-bff8-da8118ad540e

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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: 2201bb11-dcd2-4f97-bff8-da8118ad540e

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Bus/Tram Passengers

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	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					
06:00-07:00					
07:00-08:00	1	72	0.000	0.000	0.000
08:00-09:00	1	72	0.000	0.000	0.000
09:00-10:00	1	72	0.000	0.000	0.000
10:00-11:00	1	72	0.000	0.000	0.000
11:00-12:00	1	72	0.000	0.000	0.000
12:00-13:00	1	72	0.000	0.000	0.000
13:00-14:00	1	72	0.000	0.000	0.000
14:00-15:00	1	72	0.000	0.000	0.000
15:00-16:00	1	72	0.000	0.000	0.000
16:00-17:00	1	72	0.000	0.000	0.000
17:00-18:00	1	72	0.000	0.000	0.000
18:00-19:00	1	72	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Coach Passengers

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	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					
06:00-07:00					
07:00-08:00	1	72	0.000	0.000	0.000
08:00-09:00	1	72	0.000	0.000	0.000
09:00-10:00	1	72	0.000	0.000	0.000
10:00-11:00	1	72	0.000	0.000	0.000
11:00-12:00	1	72	0.000	0.000	0.000
12:00-13:00	1	72	0.000	0.000	0.000
13:00-14:00	1	72	0.000	0.000	0.000
14:00-15:00	1	72	0.000	0.000	0.000
15:00-16:00	1	72	0.000	0.000	0.000
16:00-17:00	1	72	0.000	0.000	0.000
17:00-18:00	1	72	0.000	0.000	0.000
18:00-19:00	1	72	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					

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Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total Rail Passengers

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	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					
06:00-07:00					
07:00-08:00	1	72	0.000	0.000	0.000
08:00-09:00	1	72	0.000	0.000	0.000
09:00-10:00	1	72	0.000	0.000	0.000
10:00-11:00	1	72	0.000	0.000	0.000
11:00-12:00	1	72	0.000	0.000	0.000
12:00-13:00	1	72	0.000	0.000	0.000
13:00-14:00	1	72	0.000	0.000	0.000
14:00-15:00	1	72	0.000	0.000	0.000
15:00-16:00	1	72	0.000	0.000	0.000
16:00-17:00	1	72	0.000	0.000	0.000
17:00-18:00	1	72	0.000	0.000	0.000
18:00-19:00	1	72	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					

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