

Project Name:	Smith's End Lane, Barley
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Document Name:	Highways Response Note
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Checked By:	Will Fayers (June 2026)
Approved By:	Will Fayers (June 2026)

Revision Record				
Rev	Date	By	Summary of Changes	Aprvd

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1. INTRODUCTION

- 1.1 This Highways Response Note has been prepared by Paul Basham Associates in relation to the planning application for the change of use of two existing two-storey commercial units to two residential dwellings at Smith's End Lane, Barley (25/01846/FP). The site location is shown within **Figure 1**.

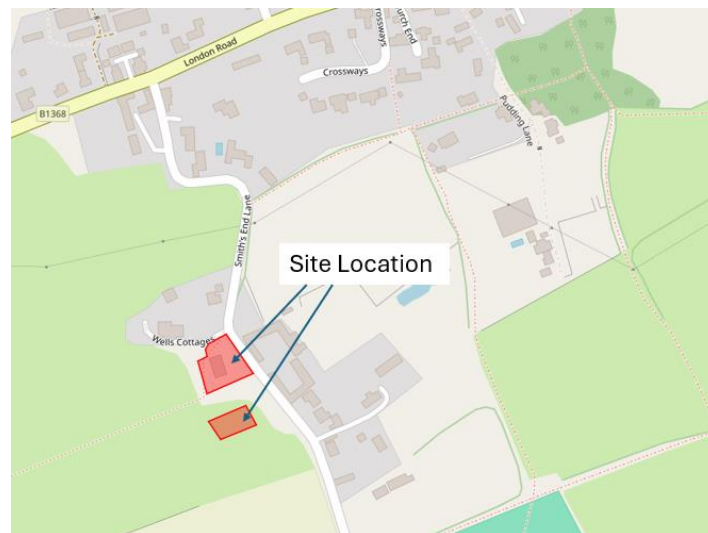


Figure 1 : Site Location

- 1.2 The purpose of this note is to respond to a highway objection raised by Hertfordshire County Council. It is understood that the objection relates principally to the perceived inadequacy of pedestrian connectivity from the site, having regard to the absence of dedicated footway provision serving the site. The highway authority consultee response is attached within **Appendix A** for reference.

- 1.3 This note therefore provides a highways response to the objection, with specific consideration given to the rural context of the site, the existing highway environment, local planning precedent, personal injury collision records, the surrounding Public Rights of Way network, and the likely level of pedestrian and cycle activity generated by the proposed development.

2. SITE CONTEXT

- 2.1 The application site is located on Smith's End Lane, Barley, within a rural village setting. It is acknowledged that there is no continuous pedestrian footway along Smith's End Lane in the vicinity of the site. However, this is an existing condition of the local highway network and is typical of the rural settlement context. The absence of a formal footway should therefore be considered proportionately, having regard to the scale of development proposed, the established residential development along Smith's End Lane, and the level of pedestrian activity likely to arise.
- 2.2 The proposed development comprises two residential dwellings and would not materially alter the character, function or operation of the local highway network. Any additional pedestrian movements associated with the development would be modest and would occur within an established rural environment already used by existing residents.

NPPF Planning and Highway Policy

- 2.3 The National Planning Policy Framework confirms that development should only be prevented or refused on highway grounds where there would be an unacceptable impact on highway safety, or where the residual cumulative impacts on the road network would be severe.
- 2.4 In this instance, the proposed development is limited in scale and would not give rise to any material increase in vehicular, pedestrian or cycle movements. The proposal would not result in a severe residual cumulative impact on the road network, nor would it create an unacceptable highway safety impact.
- 2.5 It is also relevant that the NPPF recognises the need for planning decisions in rural areas to be responsive to local circumstances. Rural highway environments differ materially from urban locations, and it would not be reasonable or proportionate to require the same standard of continuous pedestrian infrastructure that may be expected in a more urbanised context. The assessment of pedestrian connectivity should therefore be made in the context of Smith's End Lane as an existing rural lane.

3. PREVIOUSLY SUBMITTED APPLICATIONS

3.1 There are a number of recent planning approvals in the vicinity of Smith's End Lane and the wider village of Barley, which demonstrate that residential development has previously been accepted in comparable highway circumstances.

3.2 These include:

- **Application Reference 23/02707/FP**

Land Adjacent to Horseshoe Farm, London Road, Barley, Hertfordshire, SG8 8JE.

The proposal comprised the conversion of a barn to a four-bedroom dwelling, including external alterations, a single-storey bay to the south gable end and a single-storey rear extension. The application was submitted in November 2023 and approved in June 2024. This site is accessed from Smith's End Lane without a footway connection to the village.

- **Application Reference 24/00765/FP**

Foxlea, The Mount, Barley, Hertfordshire.

The proposals include for the erection of two 3 bed dwellings and one 2-bed chalet bungalow with associated parking, amenity space and access to the site through the existing access off The Mount. The application was submitted in April 2024 and approved in December 2025. This site is located adjacent to The Mount and London Road (B1368) with no footway connection to the village.

- **Application Reference 25/00309/FP**

Ivy's Cottage, Smith's End Lane, Barley, Royston, Hertfordshire.

The proposal comprised the erection of one detached self-build two-bedroom retirement dwelling and ancillary works. The application was submitted in March 2025 and approved in August 2025. This site is located at the southern extent of Smith's End Lane with a c. 750m walking route north to Barley, with no footway provided along this route.

3.3 These approvals indicate that residential development has previously been considered acceptable in the context of the local rural highway network, specifically, in regard to sites of a similar scale with no footway connections into Barley and along Smith's End Lane.

4. PERSONAL INJURY COLLISION (PIC) DATA

4.1 The Local Highway Authority's concern is understood to relate to the absence of a dedicated pedestrian footway provision from the site. Whilst that position is noted, the existing arrangement is a longstanding feature of Smith's End Lane and reflects the rural character of the area.

- 4.2 To further demonstrate the suitability of the existing pedestrian access to local facilities and amenities, PIC Data has been obtained for the latest 20-year period (2004-2024), utilising the Department for Transport's (DfT) 'Mapping Application for Visualising Road Injury Casualties' (MAAVRIC).



Figure 2: PIC Collision data 2004-2024

- 4.3 No collisions have been recorded within a 500m radius of the proposed site accesses during the most recent 20-year period reviewed (2004–2024). Given that existing residential properties are located along Smith's End Lane, and that no incidents have been recorded over this period, no existing highway safety concerns have been identified.
- 4.4 Furthermore, the surrounding area benefits from an existing Public Rights of Way network, which provides opportunities for pedestrian movement away from the carriageway and offers connections towards the wider village and surrounding area.

5. PUBLIC RIGHT OF WAY NETWORK

- 5.1 As noted above, there are a number of Public Rights of Way within and around Barley which provide access to local amenities in the village. The local Public Rights of Way within the vicinity of the site are shown in **Figure 3**.

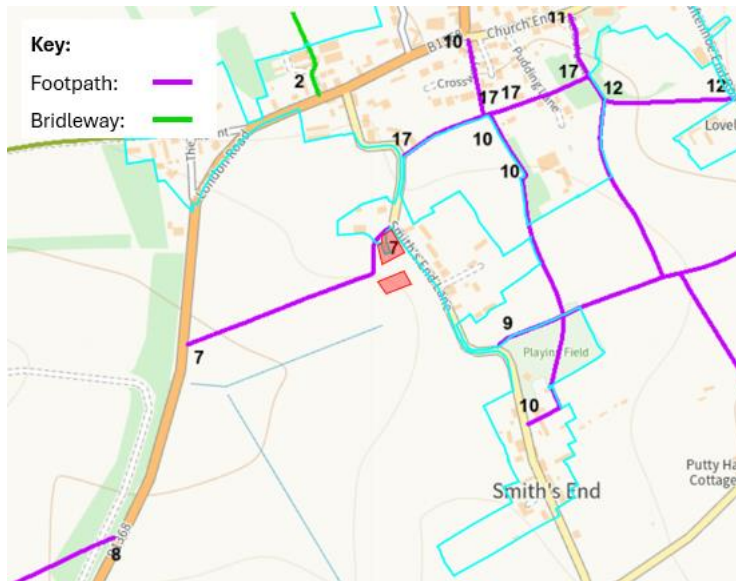


Figure 3 : HCC ProWs Map

- 5.2 There are several Public Rights of Way within proximity of the site. In particular, Footpath Barley 007 connects in the vicinity of the site access and continues westwards towards London Road.
- 5.3 In addition, alternative Public Rights of Way are accessible from Smith's End Lane, including Barley Footpaths 009 and 010 to the south of the site, which provide connections to the east and north. Barley Footpaths 017 and 011 also provide onward pedestrian connections towards Church End Lane and Barley village, including local facilities such as Barley Church of England VC First School.
- 5.4 The presence of this network is relevant when considering the overall pedestrian connectivity of the area. Whilst the rural highway network does not provide continuous footway infrastructure, pedestrian connectivity is supported by established public footpaths, which are characteristic of rural settlements.

6. CYCLE AND PEDESTRIAN TRIP GENERATION

- 6.1 For the two residential dwellings, the following multi-modal trip generation presented in **Table 2** uses the same parameters as the TRICS assessment within the previously submitted Technical Note. The multi-modal TRICS outputs are attached within **Appendix B**.
- Land Use 'residential', subclass 'houses privately owned'
 - Weekday Surveys Only
 - Number of dwellings: 4-10
 - Location Type 'Neighbourhood Centre'
 - Surveys within the UK only

Pedestrians	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Trip Rate (per dwelling)	0.050	0.250	0.300	0.450	0.400	0.700
Trip Generation (2 Dwellings)	0	1	1	1	1	2

Table 1 : Proposed Development Trip Generation

- 6.2 As per **Table 2**, when rounding up to the nearest whole number, the TRICS database estimates that the proposed site would generate 2 two-way trips in the AM peak (08:00-09:00), and 2 two-way trips in the PM peak (17:00-18:00).
- 6.3 The forecast level of pedestrian trip generation is therefore considered very low and would not materially alter existing pedestrian conditions on Smith's End Lane. The level of additional pedestrian movement would be commensurate with the scale of development and would not give rise to an unacceptable highway safety impact.
- 6.4 The equivalent cycle trip generation assessment indicates no material cycle movements across the day. As such, the development would not be expected to generate a significant increase in cycle activity on the local highway network.

7. SUMMARY

- 7.1 This Highways Response Note has been prepared in response to the highway objection relating to pedestrian connectivity at Smith's End Lane, Barley.
- 7.2 The assessment has demonstrated that:
- Comparable developments have previously been approved in the vicinity of Smith's End Lane with no footway connections, these schemes did not receive any objections from the HCC highways team; and
 - No personal injury collisions have been recorded within 500m of the site access over the most recent 20-year period reviewed;
 - The surrounding area benefits from an established Public Rights of Way network which supports pedestrian connectivity within the rural context and provides connections to Barley Village for pedestrians;
 - The proposed development comprises two residential dwellings and would generate a very low number of additional pedestrian movements. Pedestrian trip generation would equate to approximately one to two pedestrian trips per peak hour.

- 7.3 On this basis, it is considered that the highway objection is not substantiated. The proposal is considered to be acceptable in highway and transport terms.
- 7.4 Following the submission of this additional information and justification, Paul Basham Associates would therefore respectfully request that Hertfordshire County Council, as Local Highway Authority, remove the current objection to the application.

Appendix A



Mark Youngman
Development Management Group Manager
Hertfordshire County Council
Postal Point CHN115
Farnham House
Six Hills Way
Stevenage
SG1 2ST

Response to Planning application from Hertfordshire County Council (T and CP GDP Order 2015)

Director of Planning

North Hertfordshire Council
Council Offices
Gernon Road
Letchworth Garden City
Hertfordshire
SG6 3JF

District ref: 25/01846/FP
HCC ref: NH/28035/2026
HCC received: 28 April 2026
Area manager: Manjinder Sehmi
Case officer: Senober Khan

Location

Land Adjacent 2 And 3 Wells Cottages, Smiths End Lane, Barley, Hertfordshire, SG8 8LJ

Application type

Full Application

Proposal

AMENDED PROPOSAL

Full Planning Permission : Change of use of 2 two-storey commercial units to No.2 residential dwellings and erection of bike sheds

Recommendation

Notice is given under article 22 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that Hertfordshire County Council as Highway Authority recommends that permission be refused for the following reasons:

The HA objects to the proposed development as it has not been demonstrated that the site is sustainably accessible by non-car modes. The applicant has therefore failed to demonstrate safe and suitable pedestrian access to public transport, and the development would be inherently reliant on private car use, contrary to the National Planning Policy Framework (2024), Hertfordshire Local Transport Plan 4, and the Hertfordshire Place & Movement Design Guidance.

Highways comments:

The Highway Authority (HA) has reviewed the submitted Technical Note (TN) and acknowledges that the applicant has addressed a number of the previously raised highway concerns.

The submitted information demonstrates that appropriate visibility splays of 2.4m x 43m can be achieved at both accesses, which is acceptable for a 30mph environment. The submitted swept path analysis for private vehicles is also satisfactory, confirming that vehicles can access, park, and turn

within the site. The approach to refuse collection, whereby bins are presented for collection at the highway in line with the arrangement for surrounding rural dwellings, is accepted. The proposed access arrangements, including the retention of the existing access and provision of a new access, are therefore considered acceptable in highway terms.

The level of trip generation associated with the proposed residential use is low and is considered likely to be comparable to, or less than, the existing commercial use of the site. As such, the proposal would not result in a severe residual cumulative impact on the local highway network. The principle of drainage control at the highway boundary, including the use of slot drainage, is also acceptable and can be secured via planning condition.

Notwithstanding the above, the HA fundamental concern is in respect of sustainable transport and accessibility. Table 1 of the Technical Note identifies the nearest bus stops as Richmond's Garage (northbound) located approximately 450m (circa 6 minutes walk) and Richmond's Garage (southbound) located approximately 550m from the site. While these distances are relatively close to accepted walking thresholds of 400m, the assessment fails to consider the quality and safety of the walking route, which is a critical factor.

Smiths End Lane is a rural carriageway with no segregated footways and no street lighting. Pedestrians would therefore be required to walk along the carriageway in close proximity to vehicular traffic, including during hours of darkness. The applicant has not demonstrated that this route provides a safe, convenient, or attractive pedestrian environment, particularly for more vulnerable users.

As such, notwithstanding the proximity of bus stops in purely distance terms, the HA does not consider that genuine or practical access to public transport is achieved. The development would therefore be heavily reliant on private car use, and the applicant has not demonstrated that realistic opportunities for sustainable travel exist in practice.

This is contrary to the objectives of the National Planning Policy Framework (NPPF) (2024), which seeks to prioritise sustainable transport modes, as well as the aims of Hertfordshire Local Transport Plan 4 and the Hertfordshire Place & Movement Design Guidance, which require development to be located and designed to provide safe, inclusive, and convenient access for all users, reducing reliance on the private car.

Recommendation:

The HA objects to the proposed development as it has not been demonstrated that the site is sustainably accessible by non-car modes. The applicant has therefore failed to demonstrate safe and suitable pedestrian access to public transport, and the development would be inherently reliant on private car use, contrary to the National Planning Policy Framework (2024), Hertfordshire Local Transport Plan 4, and the Hertfordshire Place & Movement Design Guidance.

Signed

Senober Khan

18 May 2026

Appendix B

Audit Code: 142d9799-e7af-449f-8b22-8b9f496c6285

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total People

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

02	SOUTH EAST	
	MW	MEDWAY
		1 day
15	GREATER DUBLIN	
	DL	DUBLIN
		1 day
16	ULSTER (REPUBLIC OF IRELAND)	
	DN	DONEGAL
		1 day

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

Audit Code: 142d9799-e7af-449f-8b22-8b9f496c6285

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:	4 to 8 (units:DWELLS)
Range Selected by User:	4 to 10 (units:DWELLS)
Parking Spaces Range:	6 - 2824

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	05/05/87 to 24/03/26

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

Selected survey days:	
Wednesday	1 days
Friday	2 days

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

Selected survey types:	
Manual count	3
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:	
Neighbourhood Centre	3 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:	
No Sub Category	1 days
Village	2 days

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

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Included	1 days
Servicing vehicles Unknown	2 days

Audit Code: 142d9799-e7af-449f-8b22-8b9f496c6285

Secondary Filtering Selection:

Use Class:

C3	3 surveys
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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:

117 - 1250

Population within 1 mile:

1,000 or Less	1 surveys
1,001 to 5,000	1 surveys
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:

5,000 or Less	1 surveys
125,001 to 250,000	1 surveys
500,001 or More	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	1 surveys
1.1 to 1.5	1 surveys
1.6 to 2.0	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: 142d9799-e7af-449f-8b22-8b9f496c6285

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 3 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 3 surveys

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

COVID-19 Restrictions:

No



Audit Code: 142d9799-e7af-449f-8b22-8b9f496c6285

1	DL-03-A-09	TERRACED	DUBLIN
RATHFARNHAM ROAD DUBLIN RATHFARNHAM Neighbourhood Centre No Sub Category Number of dwellings: 8.00 DWELLS Survey date: Friday 07/09/2012			
			Survey Type: Unknown
2	DN-03-A-01	DETACHED	DONEGAL
GLENFIN STREET BALLYBOFEY Neighbourhood Centre Village Number of dwellings: 4.00 DWELLS Survey date: Wednesday 30/06/2010			
			Survey Type: Unknown
3	MW-03-A-01	DETACHED & SEMI-DETACHED	MEDWAY
ROCHESTER ROAD NEAR CHATHAM BURHAM Neighbourhood Centre Village Number of dwellings: 8.00 DWELLS Survey date: Friday 22/09/2017			
			Survey Type: Unknown

Audit Code: 142d9799-e7af-449f-8b22-8b9f496c6285

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	3	7	0.000	0.400	0.400
08:00-09:00	3	7	0.050	0.250	0.300
09:00-10:00	3	7	0.200	0.450	0.650
10:00-11:00	3	7	0.250	0.350	0.600
11:00-12:00	3	7	0.400	0.350	0.750
12:00-13:00	3	7	0.350	0.300	0.650
13:00-14:00	3	7	0.250	0.100	0.350
14:00-15:00	3	7	0.200	0.250	0.450
15:00-16:00	3	7	0.200	0.350	0.550
16:00-17:00	3	7	0.550	0.400	0.950
17:00-18:00	3	7	0.450	0.250	0.700
18:00-19:00	3	7	0.500	0.150	0.650
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.400	3.600	7.000

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: 142d9799-e7af-449f-8b22-8b9f496c6285

Parameter Summary:

Trip rate parameter range selected:	4 - 10 (units: DWELLS)
Survey date date range:	30/06/2010 - 22/09/2017
Number of weekdays (Monday-Friday):	3
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: 142d9799-e7af-449f-8b22-8b9f496c6285

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	3	7	0.000	0.000	0.000
08:00-09:00	3	7	0.000	0.000	0.000
09:00-10:00	3	7	0.000	0.000	0.000
10:00-11:00	3	7	0.000	0.000	0.000
11:00-12:00	3	7	0.000	0.000	0.000
12:00-13:00	3	7	0.000	0.000	0.000
13:00-14:00	3	7	0.000	0.000	0.000
14:00-15:00	3	7	0.000	0.000	0.000
15:00-16:00	3	7	0.000	0.000	0.000
16:00-17:00	3	7	0.000	0.000	0.000
17:00-18:00	3	7	0.000	0.000	0.000
18:00-19:00	3	7	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					
Total Rates:			0.000	0.000	0.000

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:	4 - 10 (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: 142d9799-e7af-449f-8b22-8b9f496c6285

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	3	7	0.000	0.050	0.050
08:00-09:00	3	7	0.000	0.150	0.150
09:00-10:00	3	7	0.050	0.100	0.150
10:00-11:00	3	7	0.150	0.100	0.250
11:00-12:00	3	7	0.000	0.050	0.050
12:00-13:00	3	7	0.200	0.250	0.450
13:00-14:00	3	7	0.150	0.100	0.250
14:00-15:00	3	7	0.200	0.100	0.300
15:00-16:00	3	7	0.100	0.200	0.300
16:00-17:00	3	7	0.350	0.250	0.600
17:00-18:00	3	7	0.100	0.100	0.200
18:00-19:00	3	7	0.100	0.050	0.150
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.400	1.500	2.900

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: 142d9799-e7af-449f-8b22-8b9f496c6285

Parameter Summary:

Trip rate parameter range selected:	4 - 10 (units: DWELLS)
Survey date date range:	30/06/2010 - 22/09/2017
Number of weekdays (Monday-Friday):	3
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.