

Project Name:	Smith's End Lane, Barley
Document Reference:	1055.0004/TN/2
Document Name:	Technical Note
Prepared By:	Eleanor Webb (April 2026)
Checked By:	Will Fayers (April 2026)
Approved By:	Will Fayers (April 2026)

Revision Record				
Rev	Date	By	Summary of Changes	Aprvd
2	16.04.2026	EMW	Revised Layout	WJF

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1. INTRODUCTION

- 1.1 This Technical Note (TN) has been prepared by Paul Basham Associates to support a planning application for the change of use of two two-storey commercial units to two residential dwellings (reference 25/01846/FP). This note has been prepared in response to Hertfordshire County Council (HCC) Highways consultee comments. The site location is as shown in **Figure 1**, with a full site plan attached in **Appendix A**.



Figure 1 : Site Location

- 1.2 The planning application was submitted in January 2026, consisting of the replacement of two two-story commercial units to two residential dwellings and associated bike sheds. The application has since been subject to HCC Highways' consultee comments. These comments relate to the requirement for additional

information related to visibility splays, swept path assessments and sustainable transport accessibility. Accordingly, this note has been written to respond to each of these points in turn. The consultee response has been attached as **Appendix B**.

1.3 With regard to national and local planning policy and guidance, the following documents have been considered when preparing this response:

- National Planning Policy Framework (NPPF) (December 2024)
- Hertfordshire County Council Local Transport Plan 4 (LTP4) (2024)
- Hertfordshire County Council Highways Place and Movement Planning and Design Guide Documents (2024)
- Manual For Streets (MfS) (2007)

1.4 This TN will consider the comments made by the highway authority and will provide: a review of the existing conditions and accessibility of the site; an analysis of the most recent 5-year Personal Injury Collison (PIC) data; an assessment of the proposed access arrangements including vehicle swept path analysis and visibility splays; and the proposed impact on the local highway network through anticipated trip generation utilising the TRICS database.

2. EXISTING SITE CONDITIONS

- 2.1 The existing site is occupied by two two-storey commercial buildings and agricultural land in Barley, North Hertfordshire. The site is currently accessed off Smiths End Lane at the northern edge of the site frontage. The junction measures c.8m wide and provides access to a single-way track which also serves an existing residential dwelling to the north of the site. The site is bound by agricultural land to the south and west. Several residential dwellings are served from Smiths End Lane.

Local Road Network

- 2.2 Smiths End Lane is a single-lane carriageway, measuring approximately 3.3m to 4.3m wide. The carriageway continues for c.1km north/southbound, terminating as a minor arm at a T junction to the north with London Road, and to the south with Bogmoor Road. The lane is subject to a 30mph speed limit, although due to its rural character and width, actual vehicle speeds are anticipated to be lower.
- 2.3 In regard to the wider road network and access to the strategic road network, the A10 can be accessed 5.5km (equivalent to a 6-minute drive) to the west of the site. Additionally, the A505 can be accessed 6.1km (equivalent to a 7-minute drive) to the north of the site, which then provides access to the M11 via junction 10, providing access to Cambridgeshire and Essex.

Pedestrian Network

- 2.4 There are no formal footways within the vicinity of the site, however, this is considered to be a characteristic typical of the site's rural nature.
- 2.5 There are no formal cycle routes in the site's vicinity, however, the local roads are considered to be low speed and lightly trafficked by nature. Therefore, conducive to any infrequent cycle movements that may occur from the proposed development.

PRoW Network

- 2.6 There are several Public Rights-of-Way (PRoWs) within proximity of the site including Footpath Barley 007 which connects to the existing site access and continues to the west connecting with London Road. The local public rights of way within the vicinity of the site are displayed within **Figure 2**.

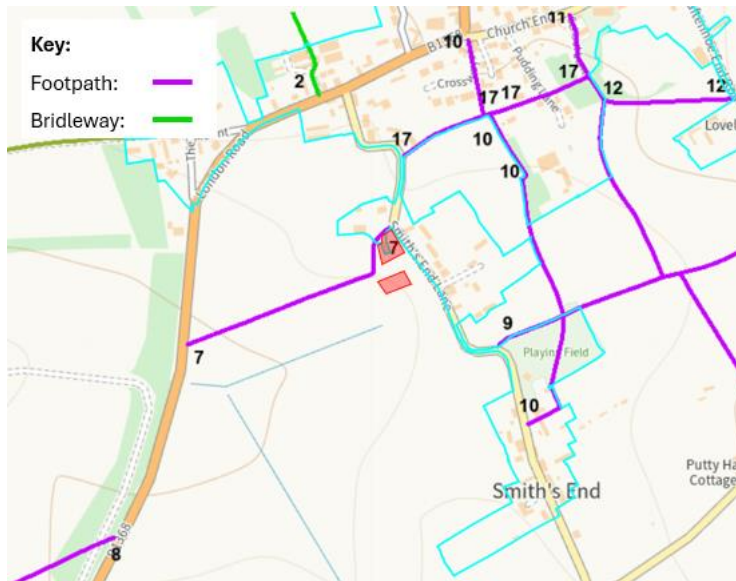


Figure 2 : HCC ProWs Map

- 2.7 Aside from PRoW Barley 007 a number of alternative public footpaths can be accessed from Smiths End Lane including Barley Footpath 009 and 010 to the south of the site which provide access to the east and north and Barley Footpath 017 and 011 which provides access to Church End Lane and Barley Village including Barley Church of England VC First School.

Site Accessibility

- 2.8 The location of the site provides access to a number of local amenities. A summary of the amenities that would be of interest to residents within the locality of the site is presented within **Table 1** below, considering the walking distance applying the average walking speed of 1.4m/s as classified in CIHT's 'Providing for Journeys on Foot' (2000, Table 3.2).

Local Amenity	Distance (metres)	Walking Time (minutes)
Bankside Pharmacy/Doctors	400m	5
Richmond's Garage Bus Stop (northbound)	450m	6
Richmond's Garage Bus Stop (southbound)	550m	7
Fox & Hounds (Pub)	550m	7
The Chequers (Pub)	550m	7
Barley Church of England VC First School (Primary School)	650m	8
Barley Town House	700m	9
Londis (Convenience Store)	850m	11
Post Office	850m	11
Barley Playground	850m	11

Table 1 : List of Walkable Amenities

- 2.9 As demonstrated within **Table 1**, considering the rural nature of the site location, there is a good provision of a variety of local facilities within walking distance of the site. The accessibility of this site is supported by CIHT 'Planning for Walking' (April 2015) document, which identifies that the average length of pedestrian journeys is 1,368m. With all nearby facilities listed being within this threshold, it supports a development which can encourage active travel to access local amenities.

Public Transport

- 2.10 Regarding public transport within the vicinity of the site, the nearest bus stop to the proposed development is Richmond's Garage bus stop on London Road (B1368). This services route 18 at both the north and southbound bus stops and the 899 service at the southbound bus stop only. The number 18 service runs 1-3 times in the morning, midday and evening between Royston Sassoon Drive (W) and Buntingford London Road Opp Kingfisher Park. The 899 service runs once a day in the morning as a bus service to Edwinstree Middle School and Buntingford Freman College.

Personal Injury Collision (PIC) Data

- 2.11 PIC Data has been obtained for the latest 5-year period (2020-2024), utilising the Department for Transport's (DfT) 'Mapping Application for Visualising Road Injury Casualties' (MAAVRIC).
- 2.12 No incidents have been recorded within a 300m radius of the proposed site accesses within the most recent 5-year period (2020-2024). This assessment indicates that the proposed development is not likely to exacerbate any existing highway safety issues.

3. PROPOSED DEVELOPMENT

- 3.1 The proposals include a change of use of a two-storey commercial building to two residential dwellings. The proposed site layout is attached as **Appendix A**.

Access Arrangements

- 3.2 The two proposed dwellings are to be accessed separately from Smiths End Lane. The first dwelling would utilise the existing access, which would be retained at the northern extent of the site frontage. A separate new access would be created to the south onto Smiths End Lane to serve the second property.
- 3.3 The retained access currently measures 4.9m in width. The northern dwelling is proposed to utilise the existing access, which serves the current commercial unit and the existing dwelling to the north of the site. The second dwelling is proposed to be accessed by a newly constructed access, 43m south of the existing access, measuring 3.5m wide with a corner radius of 4m. This is in line with the guidance set out by the DMRB – CD 123 *Geometric design of at-grade priority and signal-controlled junctions*, for a single dwelling. The new access will serve only the second dwelling.
- 3.4 Swept path analysis of a private vehicle has been assessed, demonstrating that two-way traffic flow is possible in the retained access, therefore suitable to accommodate access to the existing developments and proposed dwelling. For the southern proposed access, a one-way flow of a private vehicle in and out of the access is achievable. Vehicle swept path analysis is demonstrated within **Appendix C**.

Visibility Splays

- 3.5 Where Smiths End Lane is subject to a 30mph, visibility splays in line with Manual for Streets guidance (MfS) of 2.4m x 43m have been conducted at both accesses (**Appendix D**) in line with HCC comments. Visibility splays for the existing access are within the highway boundary, with no obstructions in both directions. The proposed access visibility splays are within the highway boundary or the ownership of the applicant.

Parking Provision

- 3.6 Parking areas serving each dwelling have been demonstrated, providing suitable space for a minimum of two vehicles to park and manoeuvre out of the parking area within a 3-point turn to the access. Spaces provided measure 2.5m x 5m in line with MfS minimum standards and Hertfordshire County Council Standards. Vehicle swept path analysis has been undertaken and illustrated within **Appendix E**.

4. HIGHWAY IMPACT

- 4.1 In order to estimate the number of two-way vehicular trips that the proposed development is anticipated to produce, the TRICS database has been consulted.

Existing Development

- 4.2 Given the nature of the commercial storage unit created under Class R conversion, and an adjacent parcel of agricultural land. Trip generation for the existing development is estimated to occur on an ad hoc basis.

Proposed Development

- 4.3 For the two residential dwellings, the trip generation presented in **Table 2** was calculated based on the following parameters, with the full results within **Appendix F**:

- Land Use 'residential', subclass 'houses privately owned'
- Weekday Surveys Only
- Number of dwellings: 4-10
- Location Type 'Neighbourhood Centre'
- Surveys within the UK only

TRICS 8.25.11	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Trip Rate (per dwelling)	0.176	0.176	0.352	0.176	0.059	0.235
Trip Generation (2 Dwellings)	1	1	2	1	1	2

Table 2 : Proposed Development Trip Generation

- 4.4 As per **Table 2**, 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) and a daily total of 11 two-way trips. This equates to a daily average of approximately 1 trip per hour. Demonstrating that the development will have a negligible impact on the local road network.
- 4.5 Where no estimate of trip generation is provided for the existing commercial units, a net trip assessment cannot be conducted. It can, however, be assumed that due to the nature of the existing and proposed development, the impact will be negligible on the local highway network.

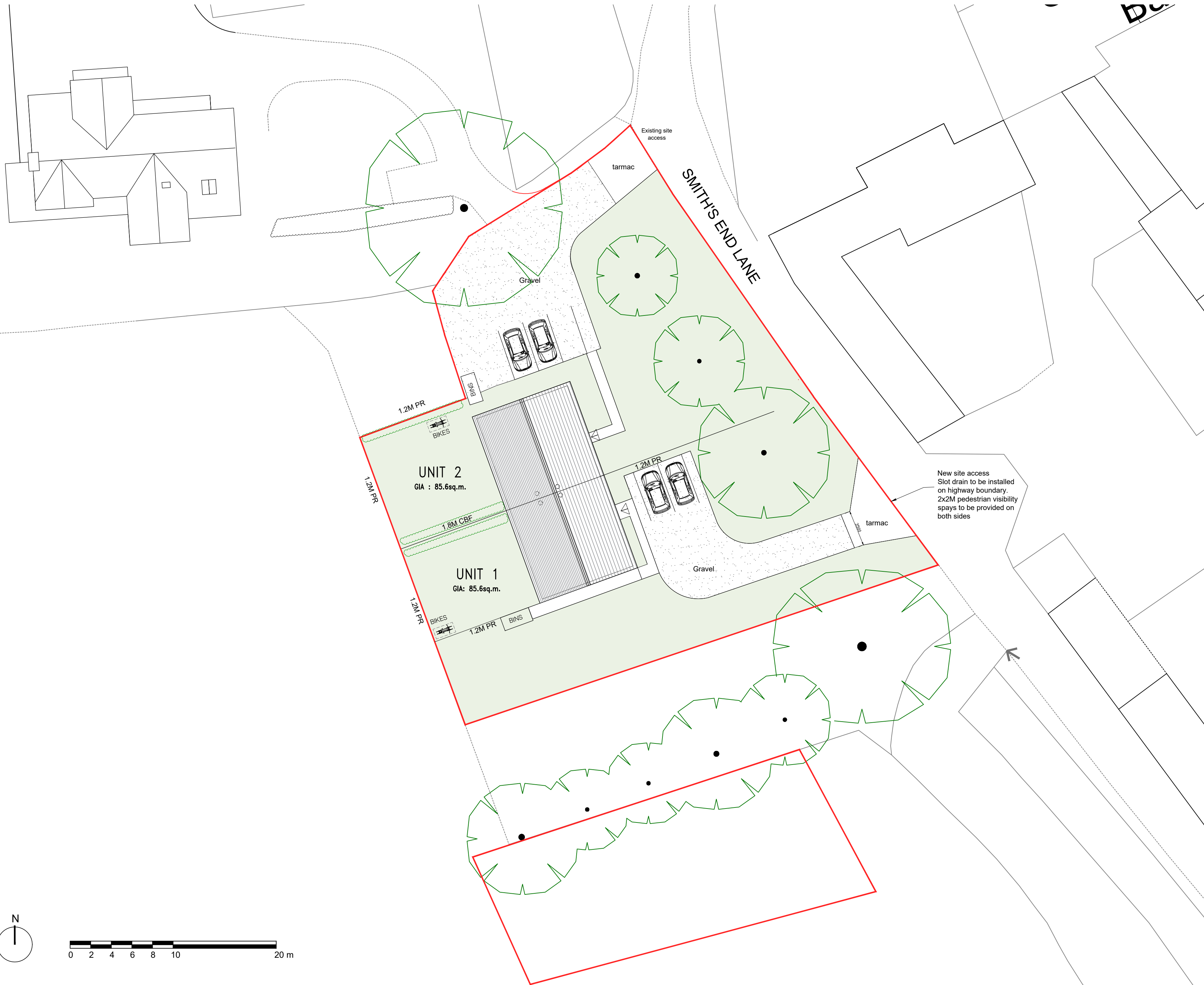
5. SUMMARY AND CONCLUSIONS

- 5.1 This Technical Note (TN) has been prepared by Paul Basham Associates to support a planning application for the development of two residential dwellings (Use Class C3) in response to Hertfordshire County Council (HCC) Highway comments. This TN has therefore included the reference to relative highways policies and guidance from the NPPF, HCC Local Transport Plan 4, Hertfordshire Place & Movement Design Guidance and MfS guidance. The following summarises the response and results of HCC highways comments.
- 5.2 The location of the proposed development has a good provision of local amenities and transport services, considering the rural nature of the site. All walkable amenities listed are within the threshold for walkable distances presented by CIHT 'Planning for Walking' (April 2015).
- 5.3 Personal Injury Collision (PIC) data acquired from MAVRIC covering a 300m radius from the site for the most recently recorded 5-year period (2020-2024), has identified that there have been no incidents within proximity of the site. Therefore, the utilisation of the existing access and the proposal of a new access on Smiths End Lane will not result in exacerbating existing highway issues or safety concerns.
- 5.4 The existing access on Smiths End Lane will serve only the northern proposed dwelling. This will be retained, and measures 4.9m wide. The proposed southern access will only serve the southern dwelling. The southern access is proposed to be 43m south of the existing access and to measure 3.5m wide with a corner radius of 4m, in line with DMRB guidance. Vehicle swept path analysis demonstrates that a private vehicle can successfully navigate in and out of both accesses.
- 5.5 Each dwelling will provide a suitable area for parking and turning of vehicles within the access. The northern dwelling provides suitable space for 3 vehicles to park, and the southern dwelling has room for 2 vehicles.
- 5.6 Visibility splays have been assessed at both accesses. Where Smiths End Lane is subject to a 30mph speed limit, visibility splays of 2.4m x 43m have been conducted in line with MfS guidance. This demonstrates that for both accesses, suitable visibility is achievable in both directions.
- 5.7 In order to provide an estimated trip generation, the TRICS database was consulted. It has been determined that the 2 dwellings would generate 2 two-way trips in the AM peak (08:00-09:00), 2 two-way trips in the PM peak (17:00-18:00) and a daily total of 11 two-way trips. This equates to a daily average of

approximately 1 trip per hour. Demonstrating that the development will have a negligible impact on the local road network.

- 5.8 The National Planning Policy Framework (NPPF) (December 2024) states in paragraph 116 that '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'.
- 5.9 Paul Basham Associates would therefore encourage the Hertfordshire County Council highway authority to look favourably upon this development in relation to highways transportation.

Appendix A



LEGEND

- Site Boundary
- Existing Tree
- CBF Close Boarded Fence
- PR Post & Rail Fence
- Bike Shed
- Proposed Hedge (indicative)

REV A 20/01/2026
Additional site area added

CLIENT
MR & MRS RAND

PROJECT
Change of Use from Office
to Residential
Smiths End Lane, Barley

TITLE
Proposed Site Plan

DRAWING STATUS
PLANNING

DRAWN	NP	CHECKED
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SCALE	1:250 @ A2
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DATE	JUN 2025
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96 KING ST
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JOB NO.	DRAWING NUMBER	REV
677	PL-05	C

Appendix B



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Development Management Group Manager
Hertfordshire County Council
Postal Point CHN115
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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: 2 February 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

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:

Until the above information is submitted, the HA is unable to confirm whether the proposal complies with the relevant national and local transport policies, nor can it be satisfied that the development would provide safe and suitable access for all users. In the absence of this evidence, the HA is not in a position to support or endorse the proposal on highway safety or policy compliance grounds.

Highways comments:

The Highway Authority (HA) has reviewed the submitted information for the proposed change of use from two commercial units to two residential dwellings, including associated vehicle and cycle parking and proposed access arrangements.

The HA's assessment focuses on matters relating to highway safety, access, parking operation, active travel, and compliance with relevant national and local transport policy.

The applicant has submitted proposed plans, including a proposed site layout showing:

- The existing access serving Unit 2
- A new vehicle access to serve Unit 1
- Notes indicating a slot drain to be installed on the highway boundary
- Notes indicating 2m x 2m pedestrian visibility splays on both sides of the new access

However, no Transport Statement, Design and Access Statement, Planning Statement, or technical justification has been provided to explain how the proposals comply with local or national guidance relating to transport and movement.

This omission significantly limits the HA's ability to adequately assess the development.

Key Missing Information

The following fundamental transport related matters have not been addressed by the applicant:

Policy Compliance

No evidence has been provided to demonstrate compliance with:

- NPPF (2025) - particularly sections on promoting sustainable transport, safe access, and creating well-designed places.
- HCC Local Transport Plan 4 (LTP4) - including modal shift objectives and the emphasis on active travel and reducing car dependency.
- Hertfordshire Place & Movement Design Guidance - regarding safe and inclusive access, street character, and movement hierarchy.
- Manual for Streets (MfS / MfS2) - visibility, access design, and street user intervisibility requirements.

The proposed new vehicular access:

- Has not been supported by any measurement based visibility assessment, forward visibility splays commensurate to the speed limit (or 85th percentile)
- Provides no AutoTrack swept path analysis, or details on how refuse vehicles will be accommodated
- Does not demonstrate that vehicles can safely enter and exit in forward gear
- Does not include sufficient evidence confirming pedestrian visibility splays will be achievable within land under the applicant's control

Active Travel and Accessibility

The applicant has not provided any assessment demonstrating that the development supports safe and sustainable travel. The submission lacks:

- Public transport accessibility analysis - No information on nearest bus stops, routes, walking distances, or service frequency.
- Connectivity to key destinations - No assessment of access to schools, shops, healthcare, local services, community facilities, or employment areas.
- Walking and cycling route assessment - No review of footway provision, crossing points, cycle routes, gradients, lighting, or safety to determine suitability for everyday journeys.
- Policy compliance justification - No explanation of how the development accords with:
 - o NPPF (2025): prioritising walking/cycling, promoting sustainable transport, and ensuring safe access for all users.
 - o HCC LTP4: supporting active travel, reducing car dependency, and ensuring inclusive, sustainable movement.
 - o Hertfordshire Place & Movement Design Guidance: applying the movement hierarchy and designing for people first.

Without the above information, the HA cannot determine whether the proposal provides safe, convenient, or policy compliant access by walking, cycling, or public transport.

Trip Generation and Change in Use

There is no assessment of:

- Existing and likely trip generation from the commercial units to proposed residential use

Drainage at Access

The submitted plan references a slot drain, but:

- No details of design, capacity, or connection have been provided
- No confirmation that runoff will not drain onto the public highway

Requirement for Additional Information

The HA emphasises that the onus is on the applicant to submit sufficient information to demonstrate how the development accords with:

- Relevant transport policies
- Highway safety principles
- Best practice design standards

The HA cannot make assumptions or attempt to interpret incomplete or unsubstantiated plans. Proper assessment requires clear evidence and structured justification.

Conclusion

At this stage, the HA is unable to determine whether the proposal is acceptable in highway terms.

The applicant must provide the missing transport related evidence outlined above, including but not limited to:

- A Transport Statement or transport focused Design and Access Statement
- Visibility splays with dimensions and supporting calculations
- Swept path assessments for access and parking
- Assessment of sustainable transport accessibility
- Details of pedestrian access arrangements
- Drainage details for the proposed access
- A policy compliance narrative referencing NPPF 2025, HCC Design Guidance, LTP4, and MfS

Recommendation:

Until the above information is submitted, the HA is unable to confirm whether the proposal complies with the relevant national and local transport policies, nor can it be satisfied that the development would provide safe and suitable access for all users. In the absence of this evidence, the HA is not in a position to support or endorse the proposal on highway safety or policy compliance grounds.

Signed

Senober Khan

23 February 2026

Appendix C



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4.1. OS Mapping

4.2. Site Layout
- This drawing should only be used for construction if the project phase in the title frame below is shown as "construction". Paul Basham Associates take no responsibility for construction works undertaken to drawings which are not marked under this phase.

VEHICLE PROFILE

Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to kerb Turning Radius	5.100m

P02	SECOND ISSUE	16.04.2026	EMW	WJF
P01	FIRST ISSUE	25.03.2026	EMW	WJF
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
25.03.26	EMW	WJF	-	
PBA Project Number		Scale	(AT A3)	
1055.0004		1:200		
PBA Drawing No:			Revision	
1055.0004-0002			P02	

Project Name SMITH'S END LANE, BARLEY	Title EXISTING ACCESS AND PROPOSED ACCESS VEHICLE SWEPT PATH ANALYSIS	Paul Basham Associates Ltd Milton Hall, Ely Road, Milton, Cambridge, CB24 6WZ 01223 253699 info@paulbashamassociates.com www.paulbashamassociates.com	Client PRIVATE CLIENT
Project Phase PRELIMINARY			

QMS2011/v9/020525/IDR

Appendix D



UNIT 2 ACCESS VISIBILITY SPLAYS

UNIT 1 ACCESS VISIBILITY SPLAYS

Project Name

SMITH'S END LANE, BARLEY

Project Phase

PRELIMINARY

Title

VISIBILITY SPLAYS

paulbasham

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Client

PRIVATE CLIENT

P02	SECOND ISSUE	16.04.2026	EMW	WJF
P01	FIRST ISSUE	25.03.2026	EMW	WJF
Rev	Description	Date	By	App'd
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25.03.26	EMW	WJF	-	
PBA Project Number		Scale	(AT A3)	
1055.0004		1:500		
PBA Drawing No:				Revision
1055.0004-0001				P02

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KEY:

PUBLIC HIGHWAY

1:500

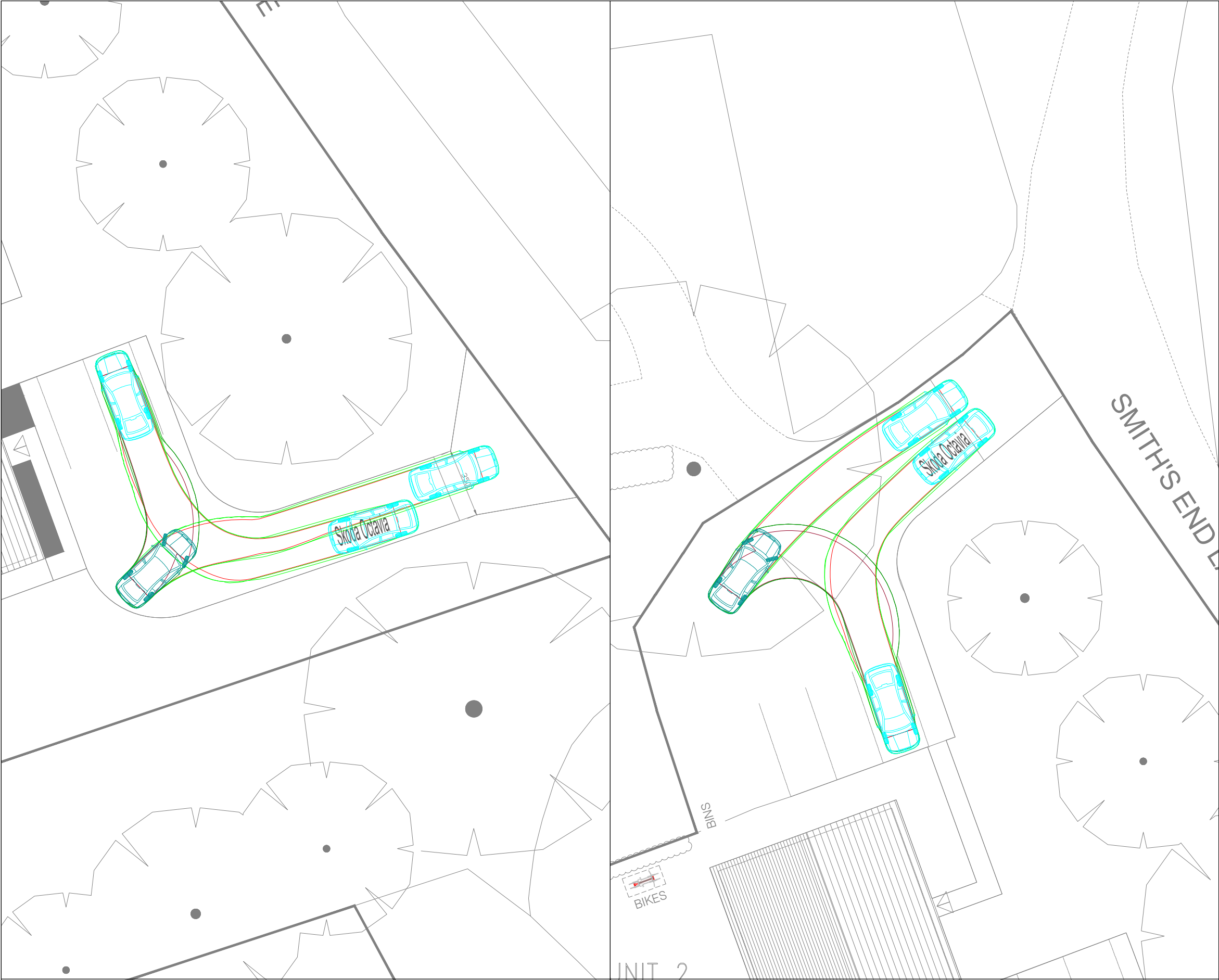
0m

25m

NORTH

P02	SECOND ISSUE	16.04.2026	EMW	WJF
P01	FIRST ISSUE	25.03.2026	EMW	WJF
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
25.03.26	EMW	WJF	-	
PBA Project Number		Scale	(AT A3)	
1055.0004		1:500		
PBA Drawing No:				Revision
1055.0004-0001				P02

Appendix E



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Kerb to Kerb Turning Radius	5.100m

1:200

0m10m

NORTH

P01	FIRST ISSUE	16.04.2026	EMW	WJF
Rev	Description	Date	By	App'd
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	25.03.26	EMW	WJF	-
PBA Project Number		Scale		
1055.0004		1:200 (AT A3)		
PBA Drawing No:				Revision
1055.0004-0003				P01

UNIT 1 PARKING SWEEP PATH ANALYSIS

Project Name

SMITH'S END LANE, BARLEY

Project Phase

PRELIMINARY

Title

PARKING BAY SWEEP PATH ANALYSIS

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Client

PRIVATE CLIENT

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	25.03.26	EMW	WJF	-
PBA Project Number		Scale		
1055.0004		1:200 (AT A3)		
PBA Drawing No:				Revision
1055.0004-0003				P01

QMS2011/v9/020525/IDR

Appendix F

Audit Code: 303c044b-5803-4be2-bd8f-a2553619f372

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	MW	MEDWAY	1 day
11	SCOTLAND		
	HI	HIGHLAND	1 day

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



Audit Code: 303c044b-5803-4be2-bd8f-a2553619f372

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 9 (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 30/06/25

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

Selected survey days:

Friday	2 days
--------	--------

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

Selected survey types:

Manual count	1
Direction ATC Count	1

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	2 days
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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:

Village	2 days
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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	1 days

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Secondary Filtering Selection:

Use Class:

C3	2 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

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

Population within 5 miles:

125,001 to 250,000	1 surveys
5,001 to 25,000	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
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.

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Petrol filling station:

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

Travel Plan:

No 2 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 2 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

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1	HI-03-A-08	TERRACED	HIGHLAND
BADDON DRIVE MARYBANK Neighbourhood Centre Village Number of dwellings: 9.00 DWELLS Survey date: Tuesday 15/12/1998			
		Survey Type: Unknown	
2	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	

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
DL-03-A-09 07-09-2012	07-09-2012	not uk
DN-03-A-01 30-06-2010	30-06-2010	not uk

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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	1	9	0.000	0.000	0.000
01:00-02:00	1	9	0.000	0.000	0.000
02:00-03:00	1	9	0.000	0.000	0.000
03:00-04:00	1	9	0.000	0.000	0.000
04:00-05:00	1	9	0.000	0.000	0.000
05:00-06:00	1	9	0.111	0.111	0.222
06:00-07:00	1	9	0.000	0.000	0.000
07:00-08:00	2	8	0.059	0.235	0.294
08:00-09:00	2	8	0.176	0.176	0.352
09:00-10:00	2	8	0.059	0.176	0.235
10:00-11:00	2	8	0.059	0.059	0.118
11:00-12:00	2	8	0.353	0.647	1.000
12:00-13:00	2	8	0.059	0.000	0.059
13:00-14:00	2	8	0.176	0.059	0.235
14:00-15:00	2	8	0.176	0.235	0.411
15:00-16:00	2	8	0.059	0.000	0.059
16:00-17:00	2	8	0.176	0.176	0.352
17:00-18:00	2	8	0.176	0.059	0.235
18:00-19:00	2	8	0.059	0.059	0.118
19:00-20:00	1	9	0.000	0.111	0.111
20:00-21:00	1	9	0.667	0.444	1.111
21:00-22:00	1	9	0.333	0.222	0.555
22:00-23:00	1	9	0.222	0.000	0.222
23:00-00:00	1	9	0.000	0.000	0.000
Total Rates:			2.920	2.769	5.689

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 - 10 (units: DWELLS)
Survey date date range:	18/12/1998 - 22/09/2017
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
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.