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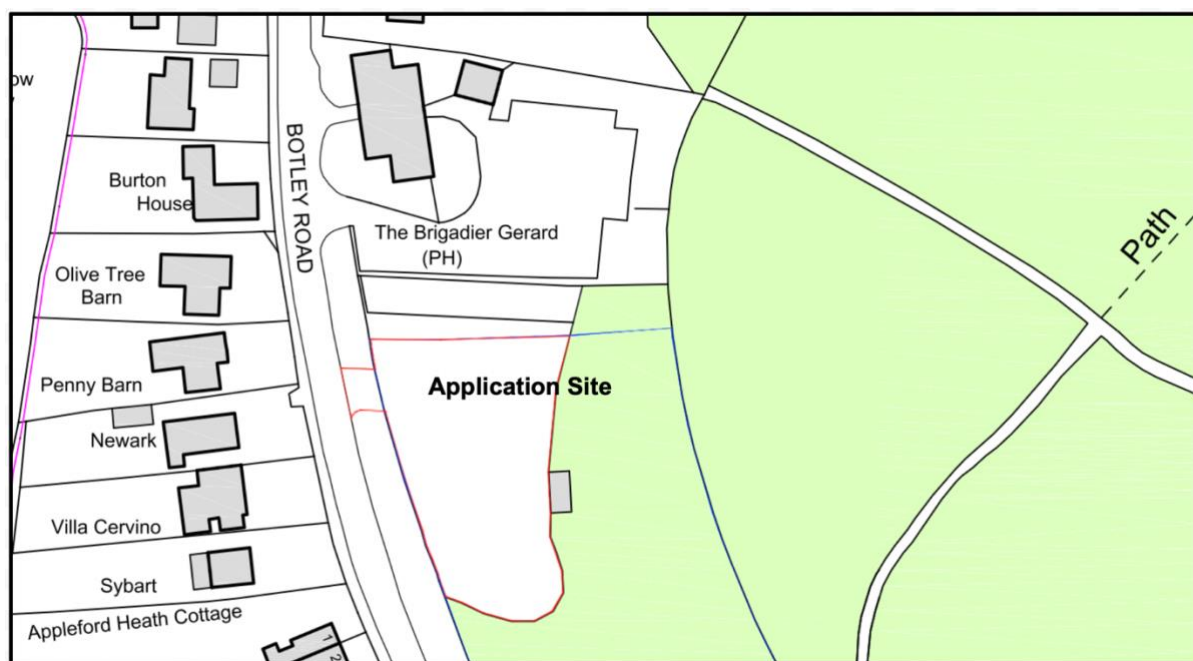
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**Variation of Condition 8 attached to Planning Application Numbered F/19/86328
Land Adjacent to The Brigadier Gerard, Botley Road, Horton Heath, Eastleigh, SO50 7DQ**

Introduction

This Highway Technical Note has been commissioned by Imperial Homes Southern Ltd in support of a planning application submission to Eastleigh Borough Council as Local Planning Authority (LPA) for a variation of a planning condition imposed to a planning consent issued under reference F/19/86328. The consent was for the erection of 4 new dwellings with associated access and parking on land adjacent to The Brigadier Gerard Public House, Botley Road, Horton Heath. The location of the site is shown below.



The site is located on the eastern side of Botley Road which is classified as the B3354 and connects Fair Oak and Colden Common to the north with Boorley Green and Botley to the south. The road at this point is subject to a 30mph speed limit and benefits from a pedestrian footway on the western side, together with a footway on the eastern side, which terminates at the northern boundary of The Brigadier Gerard. The road also benefits from a comprehensive street lighting scheme.

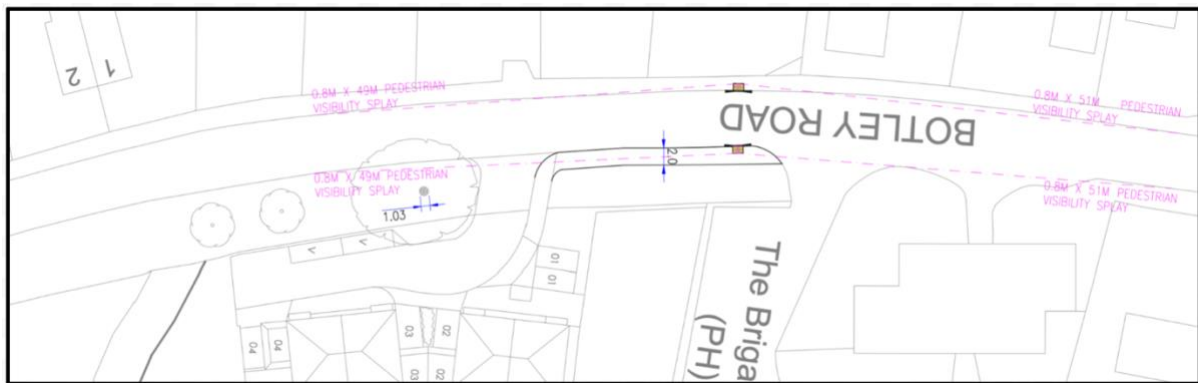
Opposite the site access is a long, dropped crossing that serves two dwellings, which therefore gives a convenient level crossing desire line between the two sides of Botley Road.

A review of the Hampshire Constabulary Personal Injury Accident Database has established that within the last 5 years there have been just 3 accidents that have resulted in injury on Botley Road, between its junctions with Knowle Lane to the north and Bubb Lane to the south. These have all involved motorised vehicles and have resulted in just slight injuries. No incidents have been recorded where pedestrians have been injured.

Such a record for a 1.3km stretch of road with 8 priority junctions and a host of private accesses would suggest that the highway is operating in a safe and efficient manner. The Accident data is included as [Appendix 1](#) to this Note.

Application F/19/86328

Consent was granted in January 2020 for the construction of 4 dwellings together with a new access and associated car parking under the above reference and at that time the access was shown to be in the form of a priority junction, having a bell mouth junction and this is shown below.



Hampshire County Council as Local Highway Authority (LHA) were consulted and in raising no objections said:

Visibility splay drawings have been submitted by the developer, set against appropriate recorded speed data. These splays, as shown on drawing 134.0005.002, are acceptable, though it would be requested that a condition be applied to ensure nothing is placed within the splay envelope exceeding 0.6m in height.

This drawing also shows an additional section of pedestrian footway and associated drop kerb pedestrian crossing points as required to enable safe links into the surrounding pedestrian network.

As previously outlined however, it should be noted that whilst the proposed access has been assessed, taking into account the submitted plans, the developer should be made aware that a subsequent S278 approval will be required prior to implementation, and this will require additional information such as full engineering drawings to be submitted.

In permitting the development, the LPA imposed Condition 8 to the consent which said:

No development shall start until details of the access, including the proposed pedestrian footway and associated drop kerb pedestrian crossing points, have been submitted to and approved in writing by the Local Planning Authority. The access shall be designed to ensure the retention of the highway Oak tree (Tree 1) and details of the protection measures required to protect this tree during construction shall be submitted to, and agreed by, the Local Planning Authority, prior to access works commencing. The development shall not be occupied until the approved details have been fully implemented [unless agreed in writing by the Local Planning Authority].

Reason: To ensure satisfactory vehicular access.

Existing Situation

Whilst conditions relating to the development including the access were discharged, the Covid 19 Pandemic struck in March 2020 and on March 23rd a full lockdown was issued which ordered everyone to stay at home. In May, the lockdown was lifted and people that could not work from home were able to go back to work, and so constructing of the dwellings got underway. Indeed, the frame below was taken in August 2020, and as can be seen, a discount was being offered to NHS staff purchasing these properties, by way of gratitude to their service during the pandemic.



The access was constructed as a simple crossing rather than a priority junction, but the footway works were overlooked, due to the Pandemic.



The dwellings were completed by April 2021 and were occupied, as can be seen above, taken from Google Street view.

In November 2023, the LPA contacted Imperial Homes, following correspondence received from the LHA regarding the outstanding footway works, which would necessitate the requirement of a Section 278 Agreement, to cover works on the public highway. This Technical Note therefore addresses the need for the footway and concludes that such works are now no longer required.

As-Built Development

The development has been constructed as a shared surface private drive served by a simple verge crossing which gives access to just 4 dwellings. Ordinarily such a development would not be required to be served by a priority or bell-mouth junction, given the scale of the site. It would also not normally be required to provide a footway with an uncontrolled crossing point, given the limited number of pedestrian movements that such a development would create. HCC provide guidance on development accesses and this type of access would normally be dealt with through the application of a Section 184 License. The HCC guidance states:

A Section 184 licence permits a new vehicle crossing over a footway and/or verge. This normally includes dropped kerbs and strengthening the footway and verge. This licence is only suitable where the vehicle crossing is less than 10m in width and doesn't involve removal of trees.

Indeed, a development of 14 dwellings was permitted some 1.6km south of this application site at Braxells Farm, which is served by a simple crossover with no footway on the development side, despite the road being subject to a 40mph speed limit at the time when consent was granted. The access arrangements for this much larger development is shown below.



This development has been occupied and operational since June 2019 and to date, no recorded incidents have occurred, despite there being no formal pedestrian provision on the development side of Winchester Road.

Traffic Impact

The approved development was for 4 dwellings so in order to assess the likely vehicular traffic impact and pedestrian generation that such a development could generate, the TRICS database v7.10.3 has been interrogated.

In selecting suitable comparison sites, the following criteria has been utilised.

- Land Use – Residential, Houses privately owned
- Number of Units – 7 to 50
- Date Range – 01/01/12 to 13/09/22
- Location – Suburban Area
- Travel Plan – No

The TRICS trip rates and likely traffic generation is given within the table below, whilst the base data is included as [Appendix 2](#) to this Note.

Residential Privately Owned (Vehicles)			
	Arrivals	Departures	Total Movements
AM Peak	0.170	0.398	0.568
PM Peak	0.310	0.146	0.456
Daily per 100 sqm	2.433	2.605	5.038

Vehicular Movements Based on 4 Dwellings			
	Arrivals	Departures	Total Movements
AM Peak	0.68 (1)	1.59 (2)	3
PM Peak	1.24 (1)	0.58 (1)	2
Daily	9.73 (10)	10.42 (10)	20

From the above, it can be seen that the site would generate just 3 traffic movements in the AM peak and 2 in the PM peak. A similar exercise is shown below for pedestrian movements.

Residential Privately Owned (Pedestrians)			
	Arrivals	Departures	Total Movements
AM Peak	0.073	0.199	0.272
PM Peak	0.094	0.047	0.141
Daily per 100 sqm	1.092	1.055	2.147

Pedestrian Movements Based on 4 Dwellings			
	Arrivals	Departures	Total Movements
AM Peak	0.29 (0)	0.80 (1)	1
PM Peak	0.38 (0)	0.19 (0)	0
Daily	4.37 (4)	4.22 (4)	8

From the above it can be seen that the 4 units, as built, would be likely to generate a total of just 1 pedestrian movement in the AM peak, no movements in the PM peak and just 8 pedestrian movements in a 12-hour day.

It should also be born in mind that given the site is a private cul de sac, these pedestrians are likely to be residents of the development and will know the characteristics of the access and Botley Road and will take appropriate caution when crossing the road. Indeed, this has been born out through the lack of any reported incidents since the development has been operational.

Summary and Conclusion

This Highway Technical Note has been produced in support of a variation of Condition 8 of planning consent F/19/86328, which covered the provision of access.

The development is now constructed and has been occupied and operational for over 2 years and has operated in a safe and efficient manner in this time period.

Through use of TRICS data it has been shown that the development would generate just 3 vehicular traffic movements and 1 pedestrian movement in the AM Peak, and 2 vehicles and no pedestrians in the PM peak.

The National Planning Policy Framework is clear and concise on highway matters in so far as Paragraph 110 says:

In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

b) safe and suitable access to the site can be achieved for all users; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Paragraph 111 goes on to say:

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 would be severe.

In this case the access as constructed is safe and usable for all users and the development does not create a significant impact either on capacity grounds or on highway safety. More importantly the development does not result in an unacceptable impact on highway safety, nor is the residual cumulative impact on the road network considered to be severe.

Given the above, the variation of the condition to retain the access in its current form with no other works being undertaken is considered to be acceptable from a highway safety point of view.

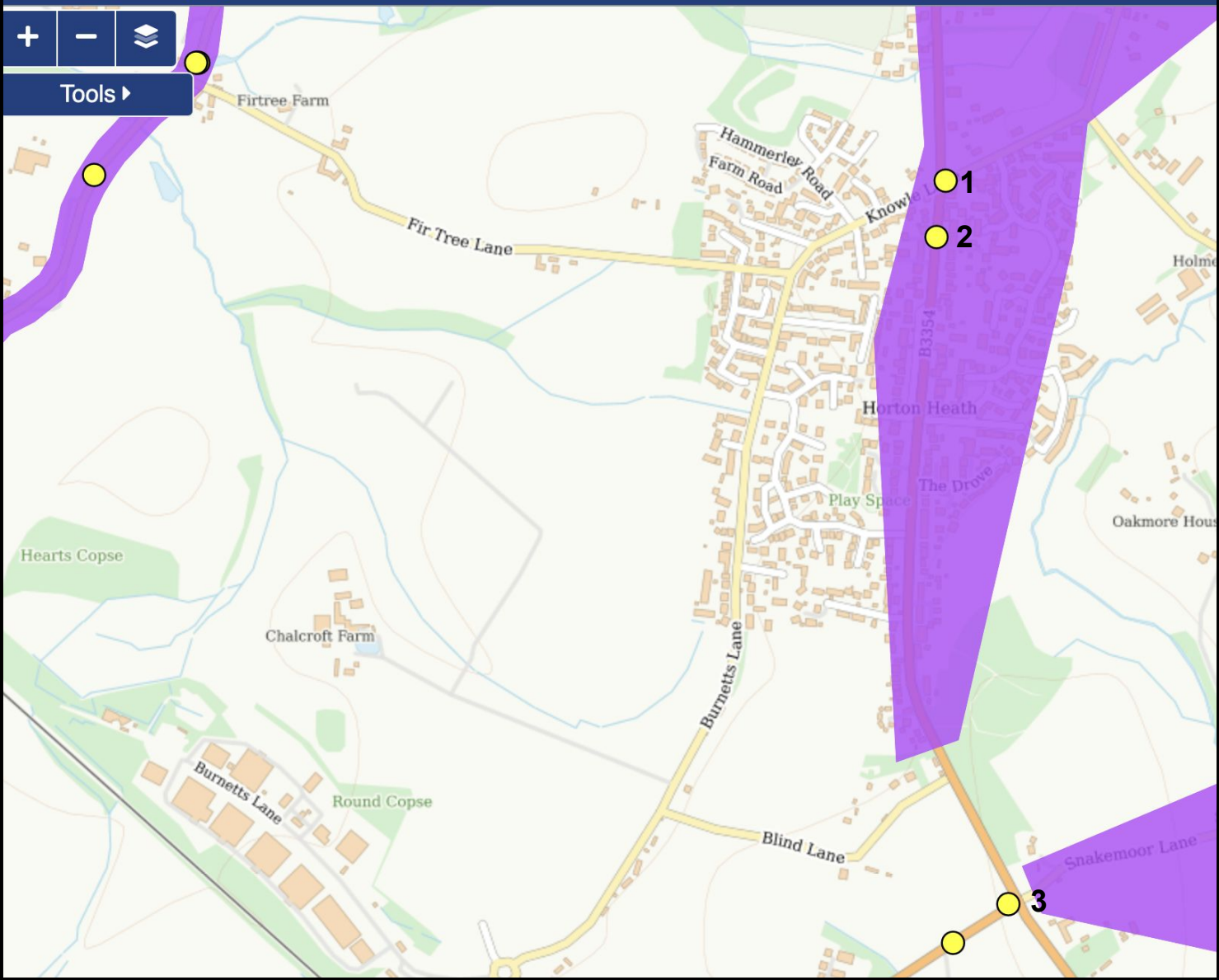
Appendix 1

Accident Data



Road Traffic Collisions

Displaying collisions between 01/01/2020 and 31/12/2022
Collision data published 11/10/2023





Validated Data

Crash Date: Tuesday, January 14, 2020 **Time of Crash:** 11:00:00 AM **Crash Reference:** 2020440016394

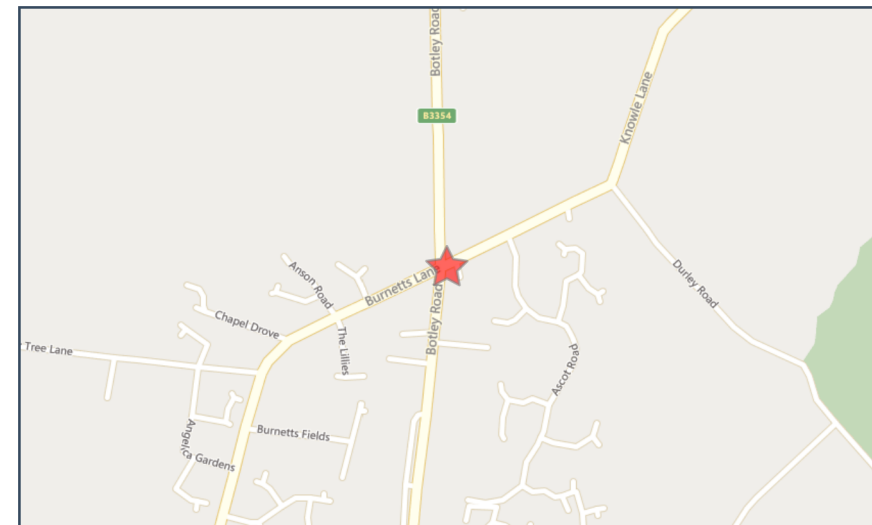
Highest Injury Severity: Slight
Highway Authority: Hampshire
Local Authority: Eastleigh Borough
Weather Description: Raining without high winds
Road Surface Description: Wet or Damp
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Crossroads
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Auto traffic signal

Road Number: U0

Number of Casualties: 2

Number of Vehicles: 2

OS Grid Reference: 449642 117427



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

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	7	Female	36 - 45	Vehicle is waiting to proceed normally but is held up	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Male	46 - 55	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

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

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Validated Data

Crash Date: Tuesday, July 26, 2022 **Time of Crash:** 5:29:00 PM **Crash Reference:** 2022440301085

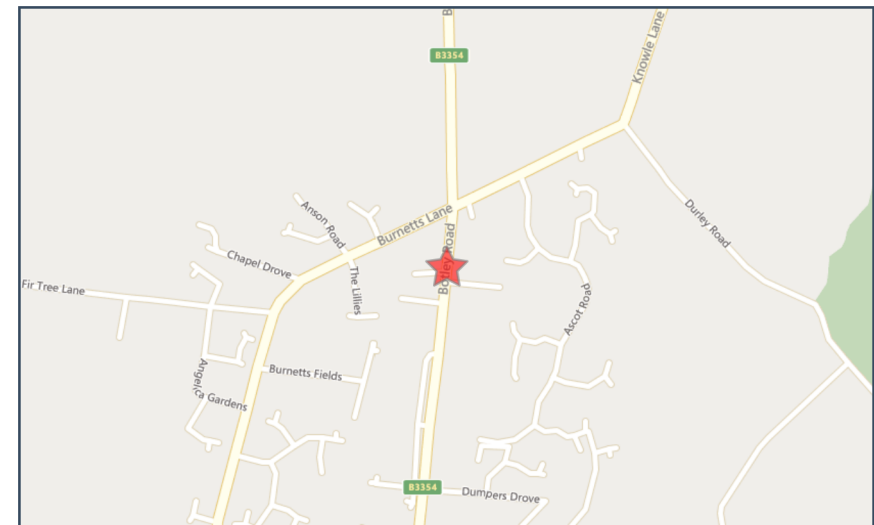
Highest Injury Severity: Slight
Highway Authority: Hampshire
Local Authority: Eastleigh Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: B3354

Number of Casualties: 3

Number of Vehicles: 4

OS Grid Reference: 449626 117328



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

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Validated Data

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Male	16 - 20	Vehicle is in the act of turning right	Nearside	Unknown	None	None
2	Car (excluding private hire)	3	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
3	Van or goods vehicle 3.5 tonnes mgw and under	-1	Female	46 - 55	Vehicle is waiting to proceed normally but is held up	Offside	Journey as part of work	None	None
4	Car (excluding private hire)	2	Male	26 - 35	Vehicle is waiting to proceed normally but is held up	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other
4	3	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

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

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Validated Data

Crash Date: Thursday, November 05, 2020 **Time of Crash:** 6:59:00 PM **Crash Reference:** 2020440429984

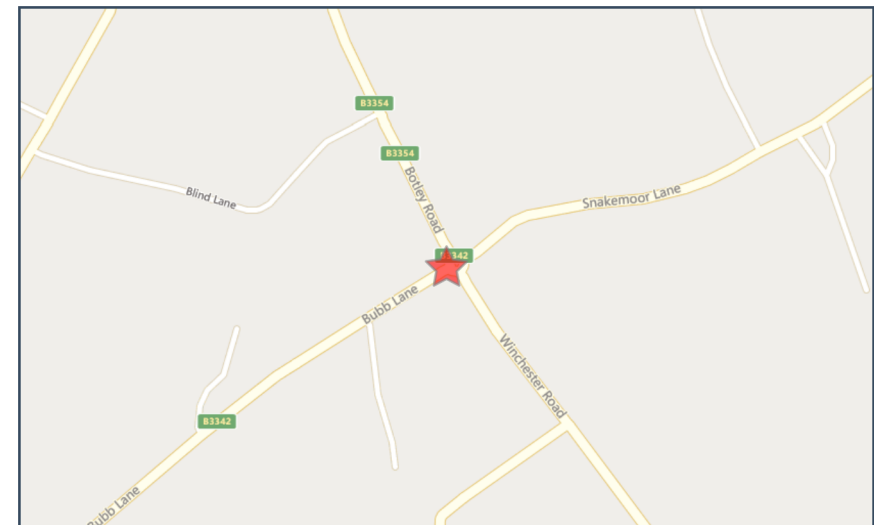
Highest Injury Severity: Slight
Highway Authority: Hampshire
Local Authority: Eastleigh Borough
Weather Description: Fine without high winds
Road Surface Description: Wet or Damp
Speed Limit: 40
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Roundabout
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: B3342

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 449752 116157



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

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Bus or coach (17+ passenger seats)		3 Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None
2	Motorcycle over 50cc and up to 125cc		0 Male	16 - 20	Vehicle is waiting to proceed normally but is held up	Back	Unknown	None	None

Casualties

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

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

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Appendix 2

TRICS Data

Calculation Reference: AUDIT-405201-231116-1117

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

<u>Selected regions and areas:</u>		
03	SOUTH WEST	
	SD SWINDON	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
	PB PETERBOROUGH	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	DH DURHAM	1 days
	TW TYNE & WEAR	1 days
10	WALES	
	PS POWYS	1 days
11	SCOTLAND	
	FA FALKIRK	1 days
	HI HIGHLAND	1 days

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

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: No of Dwellings
 Actual Range: 7 to 50 (units:)
 Range Selected by User: 7 to 71 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 13/09/22

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:

Monday	3 days
Tuesday	6 days
Wednesday	1 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	13 days
Directional ATC Count	0 days

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:

Suburban Area (PPS6 Out of Centre)	13
------------------------------------	----

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:

Residential Zone	13
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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 Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	13 days - Selected

Secondary Filtering selection:

Use Class:

C3	13 days
----	---------

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:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	4 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	2 days

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	8 days
1.1 to 1.5	5 days

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.

Travel Plan:

No	13 days
----	---------

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	13 days
-----------------	---------

This data displays the number of selected surveys with PTAL Ratings.

- | | | | |
|---|--|-------------------------|---------------------|
| 1 | AC-03-A-02
WHITCHURCH ROAD
CHESTER
BOUGHTON HEATH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 11
Survey date: TUESDAY 22/05/12 | CHESHIRE WEST & CHESTER | Survey Type: MANUAL |
| 2 | DH-03-A-01
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY 28/03/17 | DURHAM | Survey Type: MANUAL |
| 3 | FA-03-A-01
MANDELA AVENUE
FALKIRK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 37
Survey date: THURSDAY 30/05/13 | FALKIRK | Survey Type: MANUAL |
| 4 | HI-03-A-14
KING BRUDE ROAD
INVERNESS
SCORGUIE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 40
Survey date: WEDNESDAY 23/03/16 | HIGHLAND | Survey Type: MANUAL |
| 5 | LN-03-A-03
ROOKERY LANE
LINCOLN
BOULTHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 22
Survey date: TUESDAY 18/09/12 | LINCOLNSHIRE | Survey Type: MANUAL |
| 6 | MS-03-A-03
BEMPTON ROAD
LIVERPOOL
OTTERSPOOL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 15
Survey date: FRIDAY 21/06/13 | MERSEYSIDE | Survey Type: MANUAL |
| 7 | NF-03-A-01
YARMOUTH ROAD
CAISTER-ON-SEA

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: TUESDAY 16/10/12 | NORFOLK | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

8	NF-03-A-51	SEMI-DETACHED	NORFOLK
	CITY ROAD		
	NORWICH		
	LAKENHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	34	
	Survey date: TUESDAY	13/09/22	Survey Type: MANUAL
9	PB-03-A-04	DETACHED HOUSES	PETERBOROUGH
	EASTFIELD ROAD		
	PETERBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	28	
	Survey date: MONDAY	17/10/16	Survey Type: MANUAL
10	PS-03-A-02	DETACHED / SEMI-DETACHED	POWYS
	GUNROG ROAD		
	WELSHPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	28	
	Survey date: MONDAY	11/05/15	Survey Type: MANUAL
11	SD-03-A-01	SEMI DETACHED	SWINDON
	HEADLANDS GROVE		
	SWINDON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	27	
	Survey date: THURSDAY	22/09/16	Survey Type: MANUAL
12	SF-03-A-04	DETACHED & BUNGALOWS	SUFFOLK
	NORMANSTON DRIVE		
	LOWESTOFT		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	7	
	Survey date: TUESDAY	23/10/12	Survey Type: MANUAL
13	TW-03-A-02	SEMI-DETACHED	TYNE & WEAR
	WEST PARK ROAD		
	GATESHEAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	16	
	Survey date: MONDAY	07/10/13	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.81

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
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	13	26	0.047	13	26	0.254	13	26	0.301
08:00 - 09:00	13	26	0.170	13	26	0.398	13	26	0.568
09:00 - 10:00	13	26	0.170	13	26	0.208	13	26	0.378
10:00 - 11:00	13	26	0.158	13	26	0.170	13	26	0.328
11:00 - 12:00	13	26	0.184	13	26	0.187	13	26	0.371
12:00 - 13:00	13	26	0.208	13	26	0.216	13	26	0.424
13:00 - 14:00	13	26	0.175	13	26	0.181	13	26	0.356
14:00 - 15:00	13	26	0.175	13	26	0.243	13	26	0.418
15:00 - 16:00	13	26	0.298	13	26	0.225	13	26	0.523
16:00 - 17:00	13	26	0.292	13	26	0.202	13	26	0.494
17:00 - 18:00	13	26	0.310	13	26	0.146	13	26	0.456
18:00 - 19:00	13	26	0.246	13	26	0.175	13	26	0.421
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.433			2.605			5.038

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:	7 - 50 (units:)
Survey date date range:	01/01/12 - 13/09/22
Number of weekdays (Monday-Friday):	13
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.

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
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	13	26	0.029	13	26	0.064	13	26	0.093
08:00 - 09:00	13	26	0.073	13	26	0.199	13	26	0.272
09:00 - 10:00	13	26	0.085	13	26	0.076	13	26	0.161
10:00 - 11:00	13	26	0.076	13	26	0.108	13	26	0.184
11:00 - 12:00	13	26	0.058	13	26	0.076	13	26	0.134
12:00 - 13:00	13	26	0.111	13	26	0.082	13	26	0.193
13:00 - 14:00	13	26	0.056	13	26	0.064	13	26	0.120
14:00 - 15:00	13	26	0.076	13	26	0.096	13	26	0.172
15:00 - 16:00	13	26	0.211	13	26	0.108	13	26	0.319
16:00 - 17:00	13	26	0.135	13	26	0.091	13	26	0.226
17:00 - 18:00	13	26	0.094	13	26	0.047	13	26	0.141
18:00 - 19:00	13	26	0.088	13	26	0.044	13	26	0.132
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.092			1.055			2.147

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.