

Project Name:	4 Oakwood Road, Hiltingbury, Chandler's Ford
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Document Name:	Transport Note
Prepared By:	Nick Evans (May 2026)
Checked By:	Mark Smith (May 2026)
Approved By:	Mark Smith (May 2026)

Revision Record				
Rev	Date	By	Summary of Changes	Aprvd

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1. INTRODUCTION

- 1.1 This Transport Note has been prepared by Paul Basham Associates on behalf of Liaise to support an application for the subdivision of the existing dwelling house at 4 Oakwood Road, Hiltingbury, Chandler's Ford ('the site') to provide six self-contained one-bedroom dwellings for residential care/supported living use ('the proposed development').

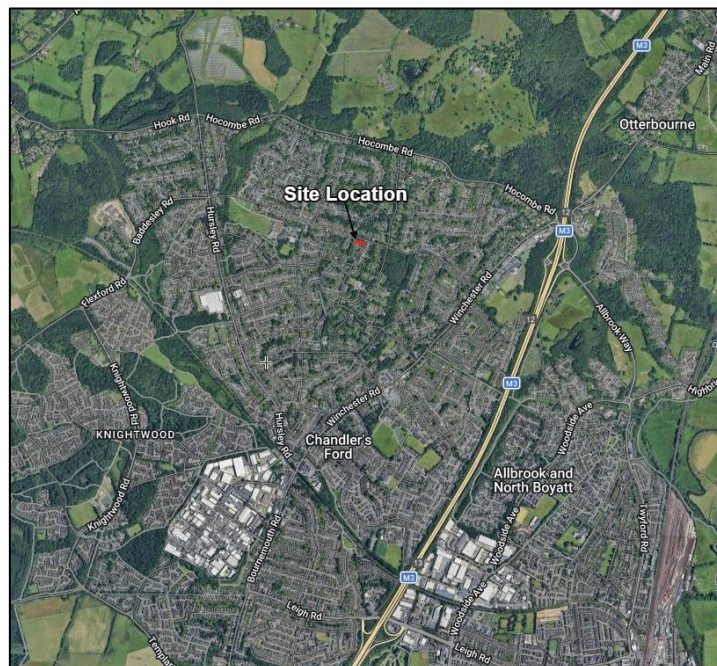


Figure 1: Site Location



Figure 2: Site Context (Google Street View 2025)

Planning Policy

1.2 This TN has been prepared in accordance with and with reference to the policy and guidance documents set out below:

- The National Planning Policy Framework (NPPF) (2025)
- Manual for Streets Design Guidance
- Hampshire County Council Technical Guidance Notes
- Eastleigh Borough Council Parking Standards Supplementary Planning Document (2025)

Report Contents

1.3 Following this introduction, this TN is set out within the following sections:

- **Chapter 2 Existing Conditions & Site Accessibility:** describes the existing conditions of the local highway network within proximity to the site.
- **Chapter 3 Proposed Development:** summarises the operation of the proposed development with an overview of the proposed access and parking arrangements.
- **Chapter 4 Highway Impact:** provides a forecast of the proposed developments highway impact utilising comparable survey sites from the national TRICS database.
- **Chapter 5 Summary and Conclusion:** provides a summary and conclusions for the TN.

2. EXISTING CONDITIONS & SITE ACCESSIBILITY

Site Location

- 2.1 The application site consists of the property at 4 Oakwood Road, located within the suburban area of Hiltingbury, Chandler's Ford. Residential properties bound all sides of the site area, with Oakwood Road located on the eastern side of the site.
- 2.2 Access to the site is achieved at a vehicle crossover at Oakwood Road which serves as the point of entry and exit for the existing use of the property. Oakwood Road is 5.3m wide and subject to a 30mph speed limit and no parking restrictions. Direct pedestrian access can be achieved on Oakwood Road via continuous footway provision. Details of the site frontage at Oakwood Road are identified within **Figure 3**.



Figure 3: Oakwood Road (Google Street View, 2025)

- 2.3 The surrounding highway network is considered residential in nature with low speeds and frequency of vehicle movements occurring in association with residential access. There is no relevant planning history of note at or relating to the site location.

Sustainable Accessibility

- 2.4 The site location is considered to be accessible on foot and by bicycle. Continuous footways are present throughout Oakwood Road and the surrounding area of Hiltingbury. The site is located within a central location in relation to walking distances within the surrounding neighbourhood as demonstrated in **Figure 4**.

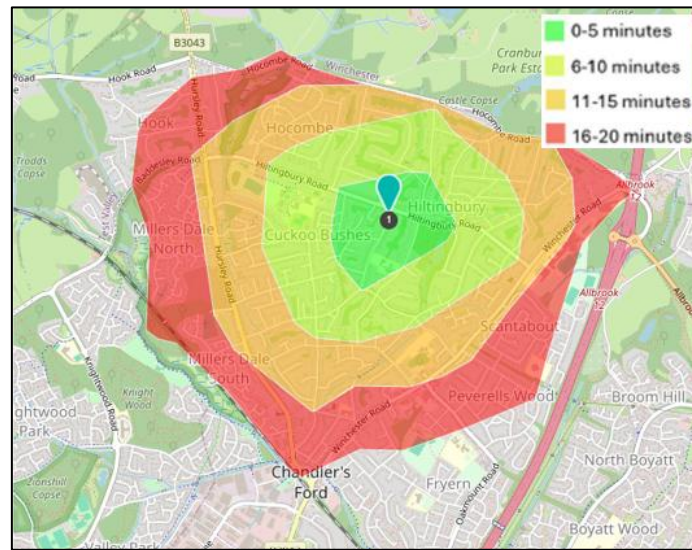


Figure 4: Walking Isochrone at Site Location

- 2.5 The site location is well situated for travel by bicycle, with Oakwood Road and the immediate highway network comprises low-speed residential streets. An overview of the accessibility of the site for travel by bicycle is shown within **Figure 5**.

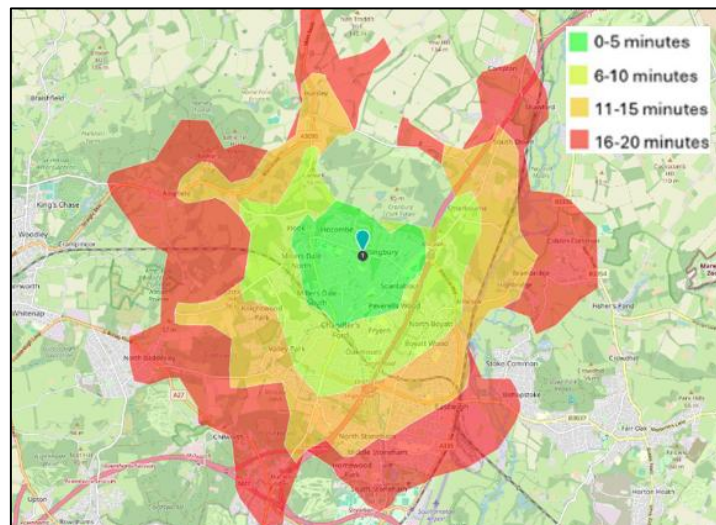


Figure 5: Cycling Isochrone at Site Location

- 2.6 An overview of the surrounding cycle infrastructure in place within the wider area is shown in **Figure 6**. National Cycle Route (NCR) 23 to the east of the site is a 7-minute cycle from the site location and provides connections to the Winchester in the north and to Southampton in the south.

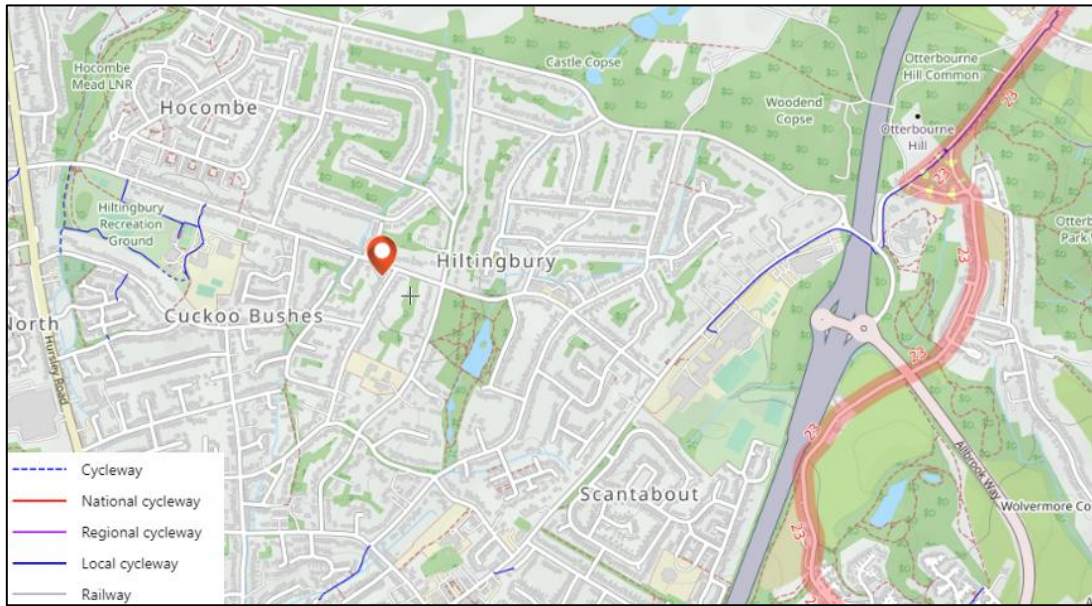


Figure 6: Cycle Network relative to the application site

- 2.7 The site location is within close proximity to a shared-use path in operation at Winchester Road, the conditions of which are shown in **Figure 7**. This shared use route connects with NCR 23 and provides a segregated route for part of the journey between the site and NCR23.



Figure 7: Winchester Road (Google Street View, 2025)

- 2.8 When considering the site location on the Department for Transport's (DfT) Connectivity Tool, the site receives an overall score of 65 out of 100. When this is reviewed within the

Local Authority banding, the site receives a banding rating of B, where A is the highest possible score and J is the lowest. A summary of these findings is shown in **Figure 8**.

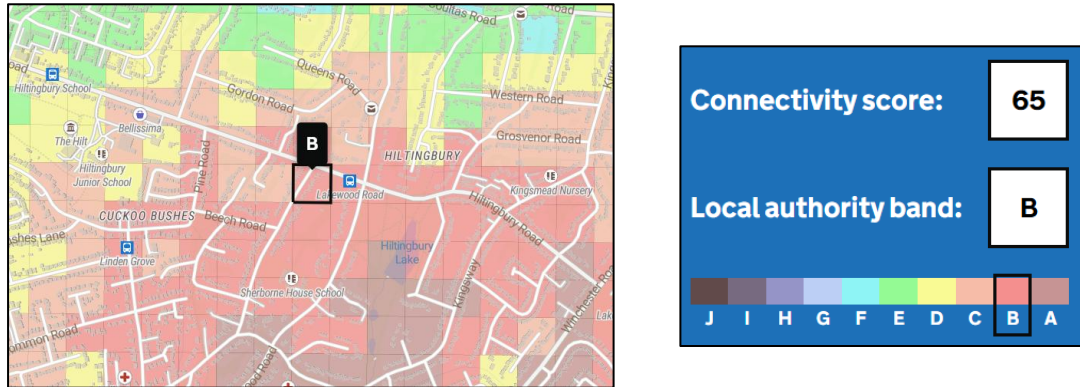


Figure 8: Connectivity Tool Score & Local Authority Banding

- 2.9 The site location is well positioned to utilise the Lakewood Road bus stops at Hiltingbury Road which are approximately 100m walking distance from the site. Beyond this, bus stops known as Pine Crescent on Pine Road are located an approximately 450m walking distance from the site.
- 2.10 Notwithstanding the proximity of the Lakewood Road and Pine Crescent bus stops, key services available for use by the site are present at the Thornden School bus stops which are a 14-minute walk from the site location. The Thornden School bus stops are serviced by bus route 1 which provides daily links into Winchester and Southampton, including Chandler's Ford Railway Station and Winchester Railway Station, approximately every 20-30 minutes.
- 2.11 The nearest railway station to the site is Chandler's Ford Railway Station, which is accessible via approximately a 21-minute walk or 7-minute cycle. Rail services include links to Southampton Central, Eastleigh, Romsey and Salisbury, amongst others.

Personal Injury Collision Data

- 2.12 A review of Personal Injury Collision (PIC) data in the vicinity of the site has been undertaken to assess if there are any existing highway safety concerns, patterns or trends which could be exacerbated by the proposed development.
- 2.13 Whilst acknowledging that HCC highways typically request data from Hampshire Constabulary, on this occasion a PIC assessment has been completed using DfT collision

data for the most recently available five-years between January 2020 to January 2025. This identified that there have been no incidents reported at Oakwood Road adjacent the site frontage. In addition, within the search period there have been no incidents reported at the Hiltingbury Road / Oakwood Road and Merdon Avenue / Oakwood Road junctions. Beyond this, there are no recorded incidents on the wider highway network that would indicate an existing local highway safety concern or suggest any potential risk to vehicle movements associated with the site location.

- 2.14 Based on the PIC assessment, it is considered that there are no existing trends or patterns that exist and that would indicate a specific safety concern for the local highway network that would be exacerbated as a result of the proposed development.

3. PROPOSED DEVELOPMENT

- 3.1 The proposed development comprises the conversion of the existing six-bedroom property, to provide six self-contained one-bedroom dwellings to be used for supported living. Access to the proposed development is to be taken from the existing arrangements at the Oakwood Road, with five parking spaces provided on-site.
- 3.2 The proposed development will operate as a specialist supported living environment which will provide a maximum of one member of staff per resident, equating to six members of staff when at full capacity.
- 3.3 The proposals will operate a 24-hour staffing model tailored to the needs of the individuals supported. This will include two-day shifts, a morning and evening shift, as well as a waking night provision where one member of staff will be on-site to assist residents if required. Staff arrivals and departures will be staggered with outgoing staff leaving prior to arrival of the next set of staff. Therefore, no overlap in vehicle arrivals or departures is anticipated to occur, and as staff would be in shift-based roles, all staff vehicles movements are expected to occur outside of traditional highway peak hours. As a result, the proposed development will never have more than six members of staff on-site at any one time.
- 3.4 Residents of the proposed development would not have access to their own private car. Therefore, all vehicle movements associated with the development will be as a result of staff and/or visitor trips.

Access Arrangements

- 3.5 Access to 4 Oakwood Road will remain unchanged per the existing arrangements with a direct vehicle crossover access provided. Minor alterations to the internal layout are proposed, including the provision of five formal parking spaces, a dedicated bin collection area, and a cycle store capable of accommodating four bicycles. Confirmation of the proposed development is shown within the layout attached to **Appendix A**.
- 3.6 As the proposals could be considered an intensification of the site, an assessment to confirm complaint visibility at the site access is provided within **Appendix B**. This assessment demonstrates visibility splays of 2.4m x 43m at the existing access to the south and clear visibility to the junction with Hiltingbury Road to the north, informative of a robust assessment when considering these distances to be in excess of the Hampshire

Technical Guidance Note 3 requirements for a vehicle crossover within a secondary street environment.

- 3.7 Confirmation of vehicle swept paths is provided within **Appendix B**, confirming the ability for vehicles to enter, park within the site, and exit appropriately at the public highway. Delivery vehicle movements have been confirmed as achievable, with the profile of a large delivery van confirmed to be able to manoeuvre into the driveway if required.
- 3.8 Emergency, servicing, and delivery access to the site will be retained in accordance with the existing arrangements. Confirmation that a fire tender can access within 45 metres of all parts of the existing building is included within **Appendix B** and ensures compliance with Building Regulations (Approved Document B). Refuse collection will continue under the current arrangement, with bins moved by staff to the roadside for collection.

Parking Provision

- 3.9 The proposed development will ensure adequate space for parking on-site, with five dedicated car parking spaces and a cycle store capable of accommodating four bicycles provided.
- 3.10 With reference to the Eastleigh Parking Standards Supplementary Planning Document (2025), it is considered that the requirements for *Class C3 Residential units for adults with learning or physical disabilities* are most applicable to the proposed development. Therefore, the following standards can be applied:
- Car Parking: 1 space per residential staff plus 0.5 space per non-residential staff plus 0.25 space per client
 - Operational Parking: 1 loading area space, plus 1 minibus or ambulance space
 - Cycle Parking: 1 space per 6 staff, plus 1 space per 2 bedrooms
- 3.11 The proposed development will operate with one morning shift and one evening shift, each comprising six staff members, alongside a single staff member on the night shift. In accordance with the Eastleigh Borough Council parking standards, the development is therefore required to provide three parking spaces to accommodate all staff on-site at any one time. In addition, one loading bay and one designated minibus space are detailed as required operational parking, however, given the limited scale of the proposed

development, the need to provide onsite minibuss and loading bay are considered unnecessary.

- 3.12 Based on the operation of the proposed development, no more than six members of staff would ever be present on-site at any one time. Furthermore, staff arrivals and departures will be staggered to ensure no overlap occurs between differing shifts. This approach is considered most appropriate to accommodate the needs of the site without requiring an overprovision of parking. On this basis the proposed development is in accordance with the Eastleigh parking guidance, with an additional two spaces provided above the standards to ensure accountability for visitors and remove any chance of overspill onto the local highway network.
- 3.13 With regard to operational parking, the proposals will not make use of a minibus/ambulance provision, nor will they require a dedicated loading bay as part of the daily operation of the development. If access and temporary parking were required for an ambulance, based on the swept path analysis reviewed and attached to **Appendix B**, this can be accommodated within the existing site area, similar to the requirements for a large delivery vehicle.
- 3.14 Sustainable travel methods will be promoted to staff to reduce the number of vehicles on-site. Based on the operation of other Liaise developments, it is typical that approximately 50% of staff travel to occur by sustainable modes. Furthermore, on review of 2011 Census Travel to Work data, it can be evidence that of those working in the area of the site location, 73% travel by private car. Full Census data outputs are attached as **Appendix C**. Therefore, the provision of up to five parking spaces is considered to provide a robust parking strategy appropriate to the proposed use of the development and which will reduce the possibility parking overspill onto the surrounding residential neighbourhood.
- 3.15 With regard to cycle parking, the same principle applies, as no more than six staff members would be present on-site at any one time. Residents will not have access to private cars or bicycles, and the proposed provision is therefore considered sufficient to meet the anticipated needs of staff. Should additional cycle parking be required, further space is available within the curtilage of the property, which, as a private residential dwelling, can be appropriately secured.

4. HIGHWAY IMPACT

Existing Site Trip Generation

4.1 The existing site comprises a single residential dwelling. The TRICS database has been utilised to determine the likely vehicular of a single dwelling based on the following parameters:

- TRICS (v 8.26.3);
- Use Class 'Residential' and sub-category 'Houses Privately Owned';
- Sites in England only (excluding Greater London);
- Excluding surveys conducted during Covid-19 lock down restrictions;
- Weekday surveys only; and
- 'Suburban' locations only.

4.2 The results of the TRICS assessment are attached as **Appendix D** and confirm that a single dwelling is likely to generate approximately two-three arrival and two-three departure movements per day, with a total of five trips over a full 12-hour period.

Proposed Development Trip Generation

4.3 The proposed development will operate on a 24-hour basis, with staffing provided across morning and evening shifts at a ratio of one staff member per resident. A single waking night staff member will arrive following the evening shift and depart prior to the commencement of the morning shift.

4.4 For the purposes of assessing highway impact under a robust worst-case scenario, it is assumed that all staff travel by private car, notwithstanding that this is highly unlikely in practice given the sustainable site location and alternative travel options available. An overview of the anticipated vehicle movements associated with the proposed development is provided in **Table 1** and compared against the forecast existing site. Visitor trips have not been quantified, as experience from comparable Liaise developments indicates that such movements are infrequent and occur on an irregular basis, making them difficult to reliably forecast.

TRICS (V.7.11.4)	Daily Total		
	Arrivals	Departures	12-Hour Total
Existing Single Residential Dwelling	2.4	2.6	5.1
Proposed Development Staff Vehicle Movements	13	13	26
Potential Net Change	+11	+10	+21

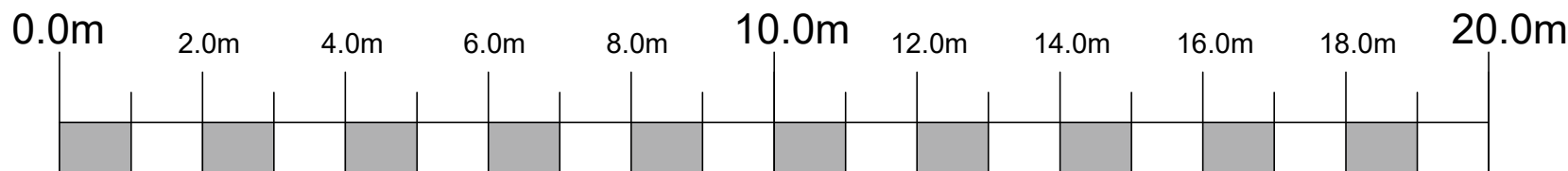
Table 1: Net Trip Generation Assessment

- 4.5 The results in **Table 1** identify the proposals vehicle movements to comprise six arrivals and departures per shift (morning and evening), as well as one arrival and departure associated with the one nightshift staff member.
- 4.6 The proposed development will result in a marginal increase in vehicle movements occurring on the local highway network. However, this increase is derived from a robust worst-case scenario assessment, which assumes that all staff travel by private car, not accounting for the fact that this is unlikely in practice given the sustainable site location and the potential for alternative modes of travel.
- 4.7 Furthermore, the nature of the proposed use results in modest traffic movements that are distributed across the day in line with shift patterns, thereby avoiding typical peak periods. Nightshift movements are limited to a single staff arrival and departure, and visitor trips are anticipated to be infrequent and irregular. As such, the overall impact on the local highway network is considered to be limited and would not give rise to any material capacity or safety concerns.

5. SUMMARY & CONCLUSIONS

- 5.1 This Transport Note has been prepared by Paul Basham Associates on behalf of Liaise to support an application for the subdivision of the existing dwelling house at 4 Oakwood Road, Hiltingbury, Chandler's Ford to provide six self-contained one-bedroom dwellings for residential care/supported living use.
- 5.2 The proposed development represents a sustainable and appropriate use of the site, benefiting from good accessibility by sustainable modes, with no identified highway safety concerns in the surrounding network. Use of the existing access and servicing arrangements are proposed to remain consistent with existing arrangements. Adequate access and servicing arrangements are proposed to remain consistent with existing arrangements, with additional parking provide to serve the proposed use accordingly.
- 5.3 The proposed development will result in a modest increase in vehicle movements compared to the existing single dwelling, however, this is based on a robust worst-case assessment and will, in practice, be reduced through sustainable travel choices and staggered staff shift patterns. The level of traffic generated is low, dispersed throughout the day, and not expected to coincide with peak periods, thereby minimising any impact on the local highway network.
- 5.4 Overall, the proposals are not considered to result in any material impact on highway capacity or safety and should be considered acceptable from a transport and highways perspective.

Appendix A



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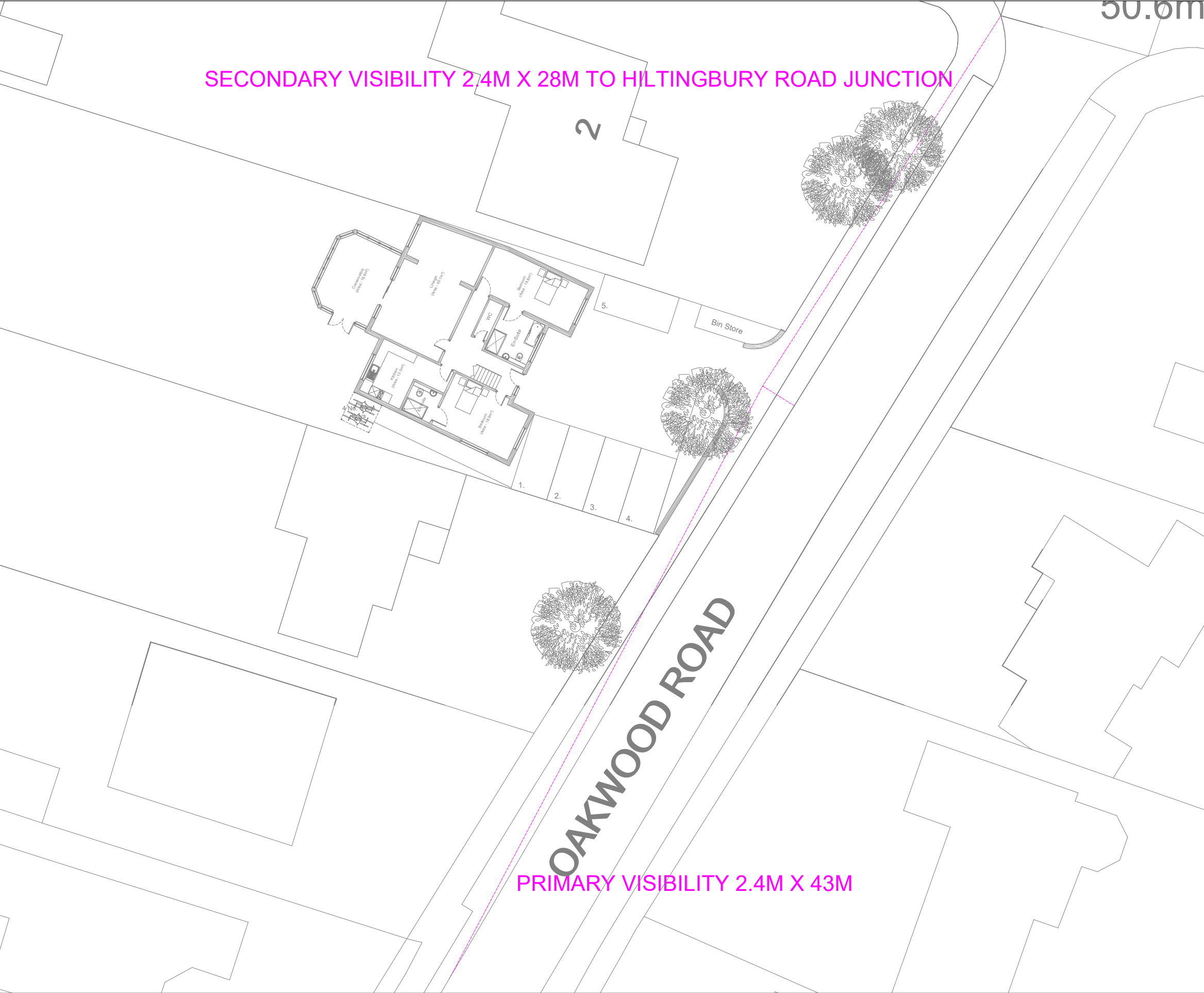
Rev No.	Date	Description
	11/09/24	Original Drawing



8 Pioneer Court • Morton Palms Business Park • Dorlington • DL1 4WD
01325 464 111 enquiries@adgarchitects.co.uk www.adgarchitects.co.uk

Drawing Title Proposed Site Plan			
Description Proposed Conversion from Residential Dwelling into Residential Service 4 Oakwood Road, Hiltigbury, Chandler's Ford, Hampshire, SO53 1LU			
Client Liaise			
Checked By JB	Drawn By CM	File Name R2611- ADG- ZZ- 00- DR- A-	Drawing No. 9003
Scale 1:100	Sheet Size A1	Status PLANNING	Revision P1

Appendix B



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 - 4.1. Site Layout
5. 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.
6. Visibility plays have been shown in accordance with Hampshire County Council Technical Guidance Note 3 with a robust 43m Y-distance applied at Oakwood Road, which would be considered a Secondary Street.



PRELIMINARY
DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
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0m10m		1:250		
P01	FIRST ISSUE	07.05.2026	NPE	MDS
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
29.04.2026	NPE	MDS	-	
PBA Project Number		Scale	(AT A3)	
1070.0003		1:250		
PBA Drawing No:			Revision	
1070.0004-0001			P01	

Project Name	4 OAKWOOD ROAD, HILTINGBURY CHANDLER'S FORD, HAMPSHIRE
Project Phase	PRELIMINARY

Title	VISIBILITY ASSESSMENT
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VEHICLE PROFILE

Mercedes Sprinter Traveliner Van 315CDI Long High Roof
Overall Length 6.945m
Overall Width 1.993m
Overall Body Height 2.715m
Min Body Ground Clearance 0.400m
Track Width 1.993m
Lock to lock time 5.00s
Wall to Wall Turning Radius 7.800m

Large Family Car 1 (HCC)
Overall Length 4.800m
Overall Width 2.000m
Overall Body Height 1.512m
Min Body Ground Clearance 0.273m
Max Track Width 1.890m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.000m

HCC Fire Appliance (To be Used)
Overall Length 8.100m
Overall Width 2.550m
Overall Body Height 3.498m
Min Body Ground Clearance 0.383m
Max Track Width 2.400m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 7.750m

PRELIMINARY

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0m 25m

1:500

P01	FIRST ISSUE	07.05.2026	NPE	MDS
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By		Suitability Code
29.04.2026	NPE	MDS		-
PBA Project Number		Scale		
1070.0003		1:500 (AT A3)		
PBA Drawing No:				Revision
1070.0004-0002				P01

Project Name 4 OAKWOOD ROAD, HILTINGBURY CHANDLER'S FORD, HAMPSHIRE	Title SWEPT PATH ANALYSIS	Paul Basham Associates Ltd Milton Hall, Ely Road, Milton, Cambridge, CB24 6WZ 01223 253699 info@paulbashamassociates.com www.paulbashamassociates.com	Client Your goals are our goals
Project Phase PRELIMINARY			

QMS2011/v9/020525/IDR

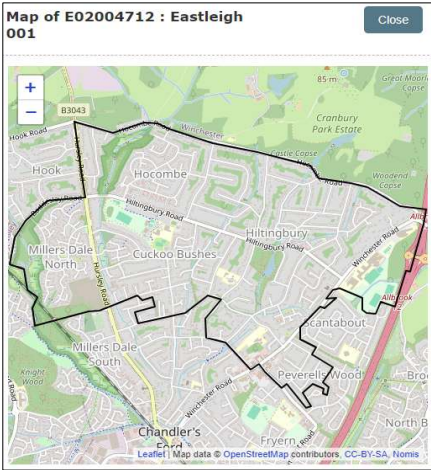
Appendix C

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
place of work	E02004712 : Eastleigh 001 (2011 super output area - middle layer)

Method of travel to work	UK	%
Total	1,870	
Work mainly at or from home	0	0%
Underground, metro, light rail or tram	0	0%
Train	17	1%
Bus, minibus or coach	89	5%
Taxi	4	0%
Motorcycle, scooter or moped	20	1%
Driving a car or van	1,373	73%
Passenger in a car or van	104	6%
Bicycle	50	3%
On foot	212	11%
Other method of travel to work	1	0%



In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies

Appendix D

Audit Code: 5abc4d95-d257-433f-b129-b15efcfa0e80

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

03	SOUTH WEST	
	DC	DORSET
	GS	GLOUCESTERSHIRE
	SD	SWINDON
04	EAST ANGLIA	
	NF	NORFOLK
	PB	PETERBOROUGH
06	WEST MIDLANDS	
	WK	WARWICKSHIRE
	WM	WEST MIDLANDS
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE
08	NORTH WEST	
	AC	CHESHIRE WEST & CHESTER
09	NORTH	
	DH	DURHAM

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

Audit Code: 5abc4d95-d257-433f-b129-b15efcfa0e80

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:	6 to 50 (units:DWELLS)
Range Selected by User:	6 to 50 (units:DWELLS)
Parking Spaces Range:	6 - 2824

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/05/16 to 26/11/25

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:

Monday	1 days
Thursday	3 days
Tuesday	3 days
Wednesday	3 days

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

Selected survey types:

Manual count	10
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:

Suburban Area	10 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:

Residential Zone	10 days
------------------	---------

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	2 days
Servicing vehicles Included	1 days
Servicing vehicles Unknown	7 days

Audit Code: 5abc4d95-d257-433f-b129-b15efcfa0e80

Secondary Filtering Selection:

Use Class:

C3	10 surveys
----	------------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

350 - 8064

Population within 1 mile:

10,001 to 15,000	1 surveys
15,001 to 20,000	2 surveys
20,001 to 25,000	2 surveys
25,001 to 50,000	1 surveys
5,001 to 10,000	4 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	3 surveys
25,001 to 50,000	1 surveys
250,001 to 500,000	2 surveys
50,001 to 75,000	3 surveys
75,001 to 100,000	1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	4 surveys
1.1 to 1.5	5 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: 5abc4d95-d257-433f-b129-b15efcfa0e80

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 10 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 10 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

Audit Code: 5abc4d95-d257-433f-b129-b15efcfa0e80

1	AC-03-A-04	TOWN HOUSES	CHESHIRE WEST & CHESTER
LONDON ROAD NORTHWICH LEFTWICH Suburban Area Residential Zone Number of dwellings: 24.00 DWELLS Survey date: Thursday 06/06/2019			
			Survey Type: Manual
2	DC-03-A-12	PRIVATELY OWNED HOUSES	DORSET
RYLANDS AVENUE WEYMOUTH WYKE REGIS Suburban Area Residential Zone Number of dwellings: 17.00 DWELLS Survey date: Tuesday 06/05/2025			
			Survey Type: Manual
3	DH-03-A-01	SEMI DETACHED	DURHAM
GREENFIELDS ROAD BISHOP AUCKLAND Suburban Area Residential Zone Number of dwellings: 50.00 DWELLS Survey date: Tuesday 28/03/2017			
			Survey Type: Manual
4	GS-03-A-03	PRIVATLEY OWNED HOUSES	GLOUCESTERSHIRE
GREEN LANE TEWKESBURY Suburban Area Residential Zone Number of dwellings: 24.00 DWELLS Survey date: Thursday 10/10/2024			
			Survey Type: Manual
5	NF-03-A-51	SEMI-DETACHED	NORFOLK
CITY ROAD NORWICH LAKENHAM Suburban Area Residential Zone Number of dwellings: 34.00 DWELLS Survey date: Tuesday 13/09/2022			
			Survey Type: Manual
6	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area Residential Zone Number of dwellings: 10.00 DWELLS Survey date: Wednesday 10/05/2017			
			Survey Type: Manual
7	PB-03-A-04	DETACHED HOUSES	PETERBOROUGH
EASTFIELD ROAD PETERBOROUGH Suburban Area Residential Zone Number of dwellings: 28.00 DWELLS Survey date:			
			Survey Type: Manual
8	SD-03-A-01	SEMI DETACHED	SWINDON
HEADLANDS GROVE SWINDON			



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Suburban Area
Residential Zone
Number of dwellings: 27.00 DWELLS
Survey date: Thursday 22/09/2016

Survey Type: Manual

9 WK-03-A-03 DETACHED HOUSES WARWICKSHIRE

BRESE AVENUE
WARWICK
GUYS CLIFFE
Suburban Area
Residential Zone
Number of dwellings: 23.00 DWELLS
Survey date: Wednesday 25/09/2019

Survey Type: Manual

10 WM-03-A-07 DETACHED HOUSES WEST MIDLANDS

EVESON ROAD
STOURBRIDGE
NORTON
Suburban Area
Residential Zone
Number of dwellings: 14.00 DWELLS
Survey date: Wednesday 18/09/2024

Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
DL-03-A-11 19-05-2021	19-05-2021	C-19
DL-03-A-12 29-05-2025	29-05-2025	Outside England
DN-03-A-08 30-09-2020	30-09-2020	C-19
MG-03-A-01 12-10-2021	12-10-2021	C-19

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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					
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	10	25	0.072	0.207	0.279
08:00-09:00	10	25	0.215	0.390	0.605
09:00-10:00	10	25	0.175	0.187	0.362
10:00-11:00	10	25	0.139	0.179	0.318
11:00-12:00	10	25	0.159	0.135	0.294
12:00-13:00	10	25	0.167	0.167	0.334
13:00-14:00	10	25	0.203	0.203	0.406
14:00-15:00	10	25	0.235	0.287	0.522
15:00-16:00	10	25	0.367	0.335	0.702
16:00-17:00	10	25	0.295	0.211	0.506
17:00-18:00	10	25	0.283	0.163	0.446
18:00-19:00	10	25	0.179	0.139	0.318
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.489	2.603	5.092

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:	6 - 50 (units: DWELLS)
Survey date date range:	22/09/2016 - 06/05/2025
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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.