



Land off West Street
Worsbrough
Barnsley
Transport Statement

November 2023

Project number 1510B

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Quality Management

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Checked by	JJH			

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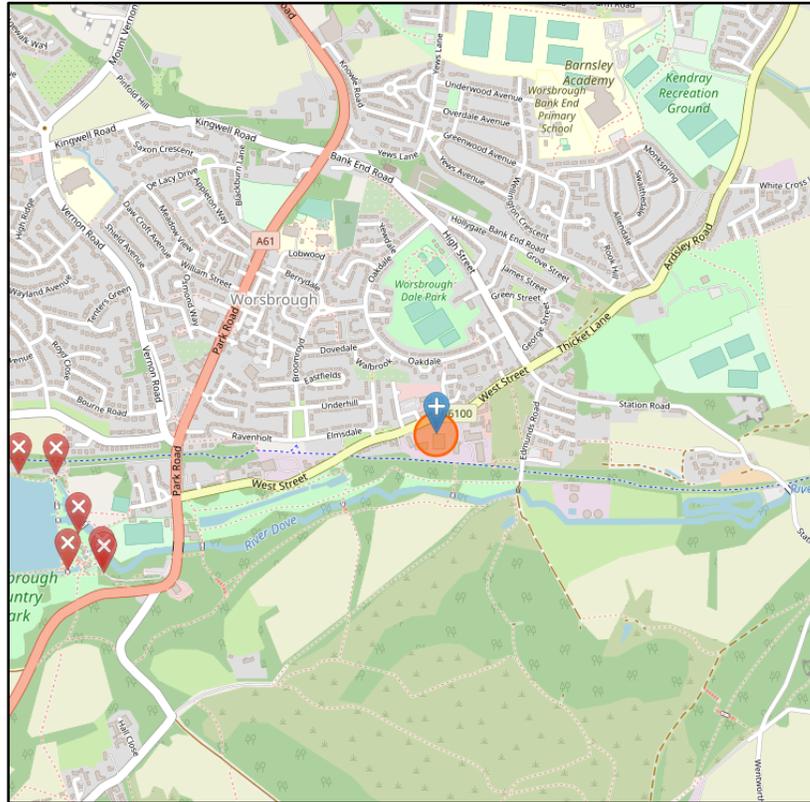
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1.0 Introduction

- 1.1 Paragon Highway Consultants have been appointed to prepare this Transport Statement relating to the proposal to construct a residential development on land off West Street, Worsbrough in the district of Barnsley. The site location is shown below.



Site Location plan

- 1.2 The development will comprise of 51no. dwellings which will be generally detached and semi-detached dwellings. Two points of access will be formed to the site with the western most access serving 24 dwellings and the eastern access point 27 dwellings.
- 1.3 This Transport Statement considers such matters as access, car parking, servicing, traffic impact, accident history, and transport sustainability provision associated with the proposed development. This Statement demonstrates that the proposals should be acceptable for planning approval purposes.

2.0 Existing Situation

2.1 Site Description

2.1.1 The site is located within the settlement of Worsbrough approximately 3Km south east of Barnsley Town Centre, 18.1Km west of Sheffield city centre and approximately 21km west of Doncaster Town Centre.

2.1.2 The application site runs from West Street in the north to the Dove Valley Trail (forming part of the TransPennine Trail) to the south (see photograph below). To the east of the site are some commercial units and to the west residential dwellings. The site is currently undeveloped.



Dove Valley Trail

2.2 Local Highway Network

2.2.1 Access to the site will be via West Street in two separate locations located to the east and west on the site frontage to the major road. West Street is a class 2 highway, the B6100, and runs from the A61 Sheffield Road to the west via a priority junction to the signalised Stairfoot Roundabout to the north east where it meets the A633 and A635.

- 2.2.2 West Street along the site frontage is a two-way single carriageway and is the subject of a 30-mph speed limit (see photograph below). It is lit to main road standards, and it is also a bus route. It is a moderately trafficked route with a noticeable increase during the network peak periods.

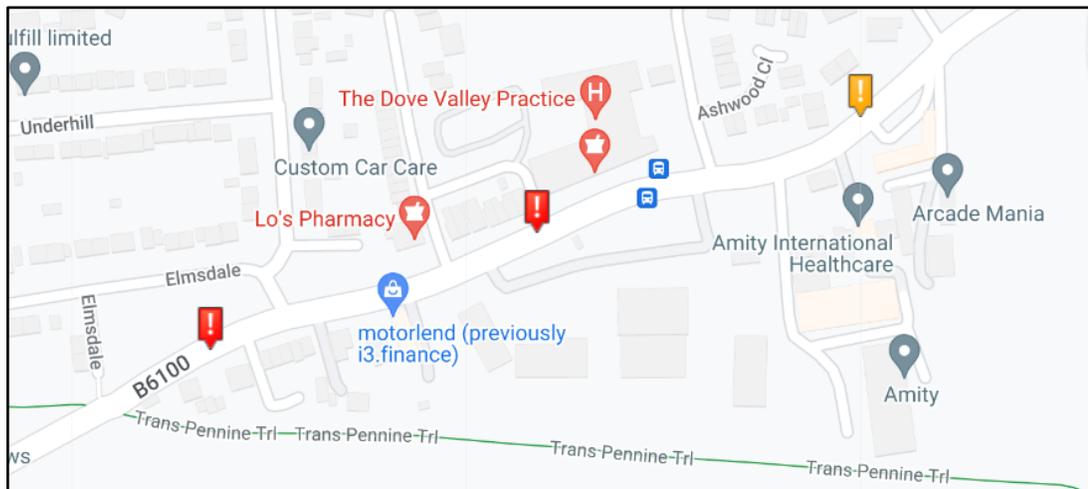


West Street

- 2.2.3 On the site frontage West Street has a carriageway width of some 7.3 metres, a nearside footway varying between some 3.0 metres and 1.5 metres and a far side footway of over 2.0 metres. There are currently no Traffic Regulation Orders along the site frontage restricting on street parking or waiting.
- 2.2.4 Opposite the site are two priority junctions providing access to a pharmacy, approximately 25 dwellings and a car park for a large NHS facility (The Worsbrough Centre).

2.3 Road Traffic Accidents

2.3.1 The information available on the Crashmap website, which is approved by the National Statistics Authority and reported on by the Department for Transport, identifies that there have been 3no. recorded injury accidents within the 5-year period up to December 2021. The search area is illustrated on the map extract below.



Crashmap Search Area

2.3.2 The first incident occurred in December 2018 on the immediate site frontage at 18.36 with dry road conditions and street lighting operative. Vehicle 1 was in the act of turning right when vehicle 2 travelling in the opposite direction collided with the front of vehicle 1 resulting in serious injuries to the occupant.

2.3.3 The second accident occurred in June 2019 during the early afternoon with fine driving conditions and a dry carriageway surface. The accident occurred to the west of the proposed development frontage to West Street. The incident involved 2 private cars and occurred when one of the drivers was in the act of turning right when they collided with a vehicle travelling in the opposite direction along West Street. Two occupants of the vehicles received slight injuries.

2.3.4 The third accident occurred in February 2020 around midday with wet driving conditions. This incident involved a heavy goods vehicle (over 7.5 tonnes) and a pedestrian. The hgv collided with the pedestrian resulting in serious injuries to the pedestrian.

- 2.3.5 Notwithstanding the above, the local injury accident record does not indicate a significant road safety problem or any trends of significance which would warrant treatment or be a cause for concern as a result of the development proposals.

3.0 Development Proposals

3.1 Proposed Development

3.2 The proposals are for the erection of a residential development of circa 51no. dwellings on land to the south of West Street, Worsbrough in the district of Barnsley.

3.3 The development will comprise of detached and semi-detached dwellings with suitable parking and garden areas.

3.4 Access

3.4.1 The site will be accessed via 2 points of access onto West Street. Both junctions will be simple priority junctions with suitable kerb radii and visibility for egressing drivers.

3.4.2 The proposed access points will provide turning facilities within the site allowing vehicles to enter and exit the site in a forward gear and will be sufficient to accommodate a Barnsley Council specification refuse vehicle. The road layout will take the form of traditional estate roads with shared surfaces, private drives and parking courts. The width of the proposed access points will allow for two vehicles to simultaneously pass in accordance with the Council's adoptable standards.

3.5 Parking Provision

3.5.1 As part of the proposals, off street parking will be provided within the site providing two parking spaces per dwelling plus some visitor parking provision. The proposed parking provision generally complies with the LPA's car parking requirements.

3.6 Pedestrian and Cycle Provision

3.6.1 Pedestrian access to the local footway network will be made via the traditional estate roads leading to West Street.

3.6.2 A footpath link will be provided to the Pennine Trail.

3.6.3 Secure cycle storage facilities will be provided to a standard to be agreed with the LPA.

3.7 Servicing

- 3.7.1 The proposals provide adoptable turning heads that can accommodate a Barnsley Council specification refuse vehicle and emergency vehicles and will be available to all users of the development.

4.0 Transport Sustainability

4.1.1 The application site is located in a sustainable location, being within a short walking distance of bus services, doctors' surgery, and pharmacy, public house, takeaway, hairdressers, library, primary school, and a small supermarket. The sustainable elements are discussed in more detail in Section 5 below.

4.1.2 The revised National Planning Policy Framework was published in July 2021 and sets out the Government's planning policies for England and how these are expected to be applied. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location.
- Safe and suitable access to the site can be achieved for all users.
- 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.

4.1.3 Within this context, applications for development:

- Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas.
- Second, so far as possible, to facilitating access to high quality public transport with layouts that maximise the catchment area for bus or other public transport services and appropriate facilities that encourage public transport use.
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport.
- Create places that are safe, secure and attractive which minimise the scope for conflicts between pedestrians, cyclists and vehicles; avoid unnecessary street clutter and respond to local character and design standards.

-
- Allow for the efficient delivery of goods, and access by service and emergency vehicles.
 - Be designed to enable the charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

4.2 Local Transport Plan

4.2.1 The Sheffield City Region Transport Strategy sets out the transport priorities for the region up to 2040. The Transport Strategy seeks to:

- To improve connection for residents and businesses to economic opportunity
- Provide a cleaner and greener Sheffield City Region
- Provide a safe reliable and accessible transport network.

4.2.2 The Strategy seeks to strengthen the regions economy and provide sufficient housing to support economic and population growth. Also, the following will have to be considered as part of the Strategy:

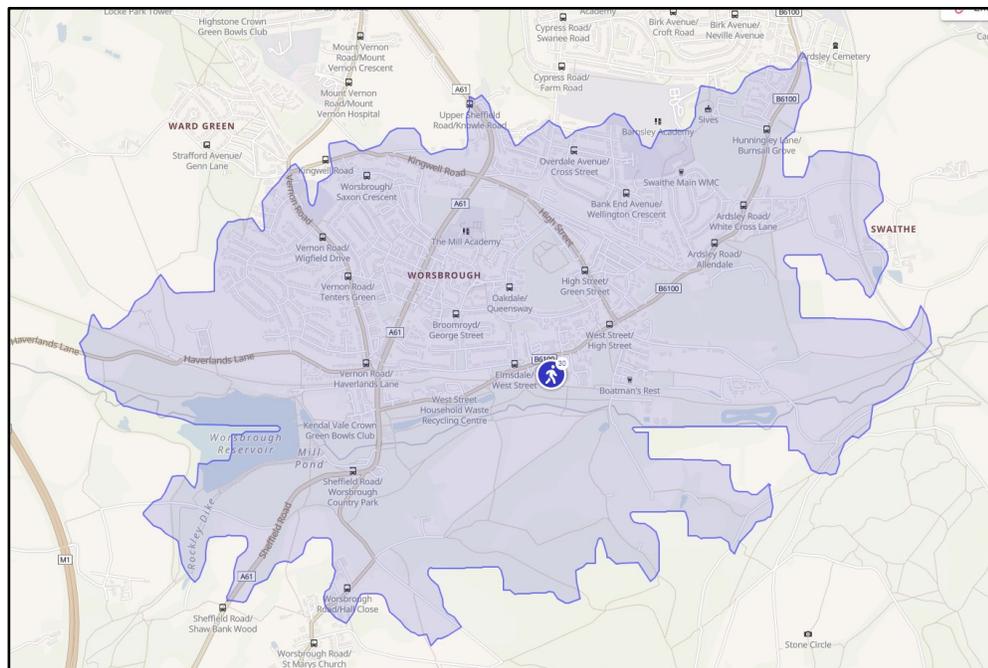
- Improving the transport network connectivity and providing greater capacity are vital in enabling economic growth.
- Travel choices, enabling the public to make the most sustainable choices about when and how they travel need to be improved.
- Connectivity, ensuring people can make integrated and safe journeys using transport networks on which they can rely.
- Enhancements to improve the overall network to make it more fit for journeys in the future.

4.2.3 Based on the above, the site generally meets both local and national guidance in relation to the site layout and being located within a sustainable location. Further details regarding the sustainability elements of the proposed development are available in Section 5.

5.0 Transport Policy

5.1 Walking

5.1.1 The catchment area for the preferred maximum walking distance of 2km is shown on the plan below. The site is well placed for residents to walk to the facilities in the immediate vicinity which include a GP Practice, pharmacies, primary school, an Academy, supermarket, public houses, hairdressers, takeaways, convenience stores and local parks and open spaces.



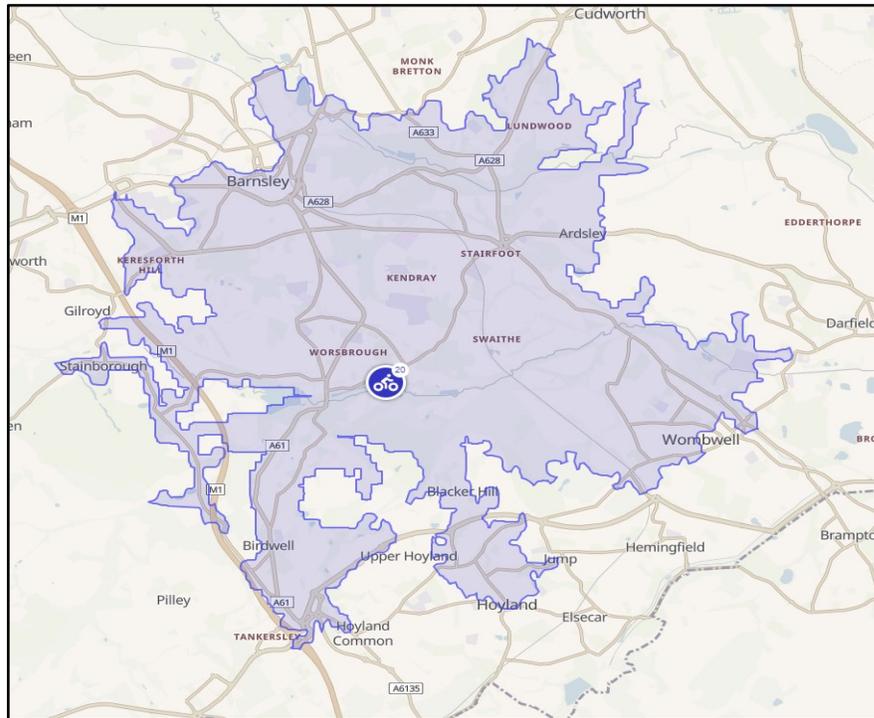
Walking Isochrone

5.1.2 Footways and street lighting are to a suitable standard within the immediate vicinity of the site.

5.2 Cycling

5.2.1 With regards to cycling, the former guidance in PPG 13: Transport stated, "Cycling also has the potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport." The plan below also shows the 5km

cycle catchment area from the site which includes Stairfoot, Kendray, parts of Barnsley town centre, Wombwell and Lundwood. Wombwell and Barnsley Rail stations are also within cycling distance of the application site. All of these areas offer employment and commercial opportunities for the benefit of future residents.



Cycling Isochrone

5.2.2 The TransPennine Trail runs to the south of the application site. It is a mostly traffic-free route which takes place over part asphalt and part unsealed firm terrain with some unsealed loose terrain. Locally it provides a link to Wombwell, Dodworth and Wath Upon Dearne.

5.3 Public Transport

5.3.1 The site is well located in terms of access to public transport facilities and is located within easy reach of bus services available on West Street and High Street. There are fares stages on the immediate site frontage to West Street and those on High Street are within 420 metres or so. The services that use these stops are identified in the table below.

Service No.	Route	Frequency Mon – Sat	Frequency Late evenings & Sundays
Service no. 7	Barnsley – Stairfoot – Worsbrough – Hoyland – Elsecar – Wentworth – Rotherham	60 mins	No Service
Service no. 67/67a/67b & 67c	Barnsley – Worsbrough – Birdwell – Tankersley – Hoyland – Jump – Cortonwood – Wombwell	30 mins on average	60 mins eves 120 mins Sundays

Bus Services

- 5.3.2 As can be identified from the table above, there are regular services to the local large town of Barnsley and its Interchange and the settlements of Stairfoot, Hoyland, Wombwell and Cortonwood.
- 5.3.3 Rail services are available within the recommended cycling distance of 5km at Barnsley and Wombwell.
- 5.3.4 Barnsley Interchange has 76no. car parking spaces with 6 spaces being for disabled use. There are 24 cycle stands all covered by CCTV.
- 5.3.5 Wombwell rail station has 6no. parking spaces with 12 cycle stands covered by CCTV.
- 5.3.6 These stations provide links to many local towns and cities such as Sheffield, Wakefield, and Rotherham.
- 5.3.7 The site is considered to be in a sustainable location being within walking distance of bus services, local amenities and employment opportunities within cycling distance of the site. The site is also within easy reach of numerous neighbouring settlements in the local area, as well as having access by bicycle to good rail links. Therefore, the site generally conforms to current directives for ensuring developments are located in sustainable locations.

6.0 Traffic Impact

6.1.1 The proposals are for the construction of 51 residential dwellings on land off West Street, Worsbrough in the district of Barnsley. Using typical trip rates for residential dwellings from the TRICs database (Version 7.10.13) for a site in Worsbrough, generation rates for the network peak hours between 08.00 – 09.00 for the morning peak, and 17.00 – 18.00 for the evening peak can be deduced for the proposed development.

	Morning Peak 08.00- 09.00			Evening Peak 17.00 – 18.00		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate	0.105	0.211	0.316	0.053	0.000	0.053
Traffic Generation	5.355	10.761	16.116	2.703	0.000	2.703

6.1.2 The table above shows that the proposed development could generate up to 16 vehicle movements per hour during the morning peak periods, and just 3 trips at the evening peak.

6.1.3 Notwithstanding the trips rates based upon the accepted traditional peak travel times, it can be noted from the arrivals and departures data that the peaks for the nearby site to the south west of Worsbrough (approx. 1.6km) differ. In this case the morning peak was between 07.00 - 08.00 and the evening peak between 16.00 – 17.00hrs. This may be due to 'peak spreading' as there is now a tendency for the peak period profile of journeys to become wider and flatter as the number of travellers and perceived congestion increases. In the case of the morning peak, travellers tend to set off earlier and subsequently return home earlier.

6.1.4 In relation to the proposed development, and based upon the TRICs output, the revised early morning peak would generate some 22 combined trips and the late afternoon (16.00- 17.00hrs) peak would generate approximately 32 trips. Overall, the West Street development has the capacity to generate some 220 trips during a 12-hour period based upon the TRICs data.

6.1.5 During the busiest late afternoon peak the site would have the capacity to generate a vehicle trip every 1.8 minutes on average.

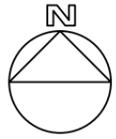
- 6.1.6 Whilst these traffic movements would be new to the network, this level of traffic can easily be accommodated and will have no material impact on the safe operation of the local highway and will not significantly add to any congestion at the peak times on the local network, as the level of traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could be expected on the highway network.

7.0 Conclusion

- 7.1 This Transport Statement presents the existing characteristics and infrastructure in the surrounding area of the proposed development. The development proposals are then presented. The traffic impact of the development is assessed together with highway safety and access proposals within the existing situation.
- 7.2 The proposals are for the erection of a residential development of circa 51 dwellings on land to the south of West Street, Worsbrough in the district of Barnsley.
- 7.3 The site is considered to be in a generally sustainable location, being within walking and cycling distance of local shops, schools, and primary care facilities. The development will also benefit from public transport links in the form of the nearby bus stops on West Street. It is considered that the site generally conforms to the Government directives for ensuring developments are situated in sustainable locations.
- 7.4 In relation to the proposed development, the TRICs based early morning peak would generate some 22 combined trips and the late afternoon peak would generate approximately 32 trips.
- 7.5 Overall, it is concluded that the development is considered acceptable and that there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted.

Appendix A

Proposed Site layout



General Notes

- This drawing should not be scaled for setting out purposes.
- This drawing shows the provisional design only and is subject to Local Authority approval.
- This drawing is based upon a topographical / ordnance survey provided by others.

REV DATE DESCRIPTION

PROJECT

WEST STREET
WORSBROUGH

TITLE

SITE LAYOUT AND
VEHICLE TRACKING

SCALE

1:500 @ A3

DRAWING

APPENDIX A

DATE

NOV 2023



PARAGON HIGHWAYS
OFFICE 20/21 THE REAR WALLED GARDEN,
THE NOSTELL ESTATE,
WAKEFIELD WF4 1AB
01924 291536 / MAIL@PARAGONHIGHWAYS.COM

Appendix B

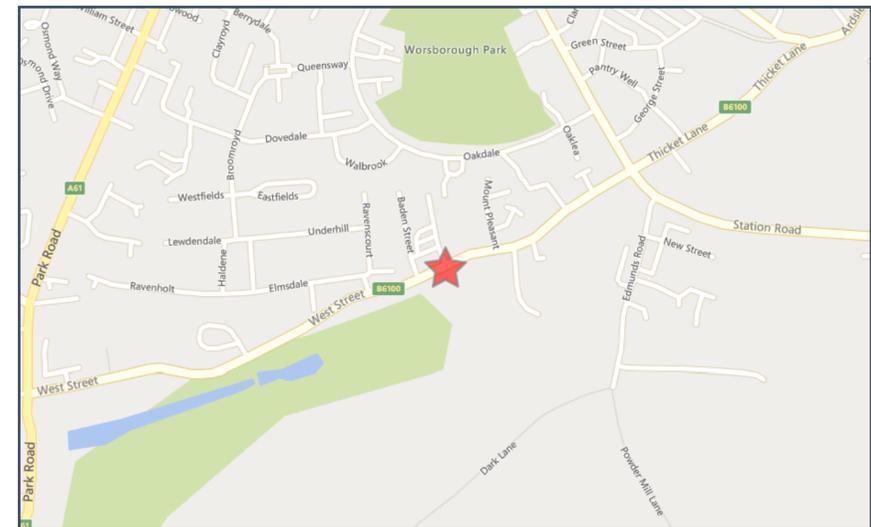
Accident Data



Validated Data

Crash Date: Thursday, December 13, 2018 **Time of Crash:** 6:36:00 PM **Crash Reference:** 2018140804456

Highest Injury Severity:	Serious	Road Number:	B6100	Number of Casualties:	1
Highway Authority:	Barnsley			Number of Vehicles:	2
Local Authority:	Barnsley Metropolitan Borough			OS Grid Reference:	435848 403694
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
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				



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 Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	2	Female	36 - 45	Vehicle is in the act of turning right	Front	Commuting to/from work	None	None
2	Car (excluding private hire)	12	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	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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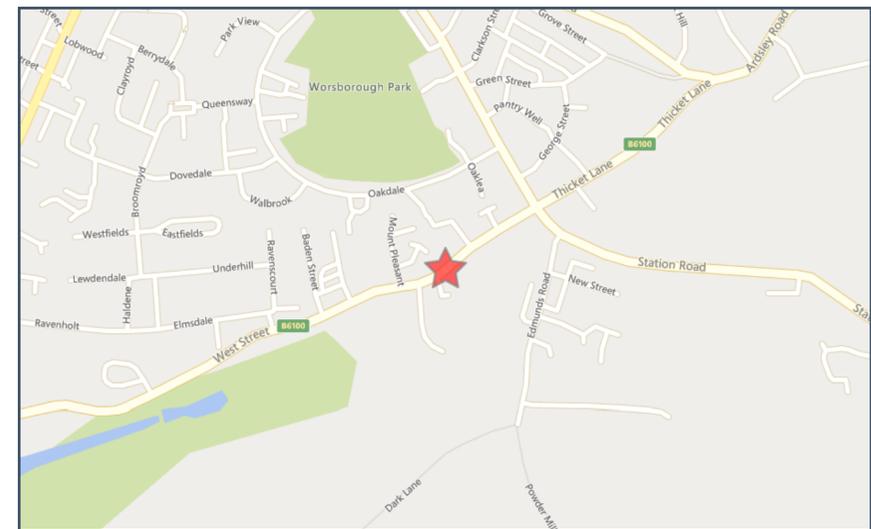


Validated Data

Crash Date: Saturday, June 22, 2019 **Time of Crash:** 2:45:00 PM **Crash Reference:** 2019140851873

Highest Injury Severity: Slight **Road Number:** B6100 **Number of Casualties:** 2
Highway Authority: Barnsley **Number of Vehicles:** 2
Local Authority: Barnsley Metropolitan Borough **OS Grid Reference:** 435997 403748

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: Using private drive or entrance
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled



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)	3	Male	26 - 35	Vehicle proceeding normally along the carriageway, on a left hand bend	Front	Other	None	Lamp post
2	Car (excluding private hire)	11	Male	46 - 55	Vehicle is in the act of turning right	Front	Other	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	26 - 35	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

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

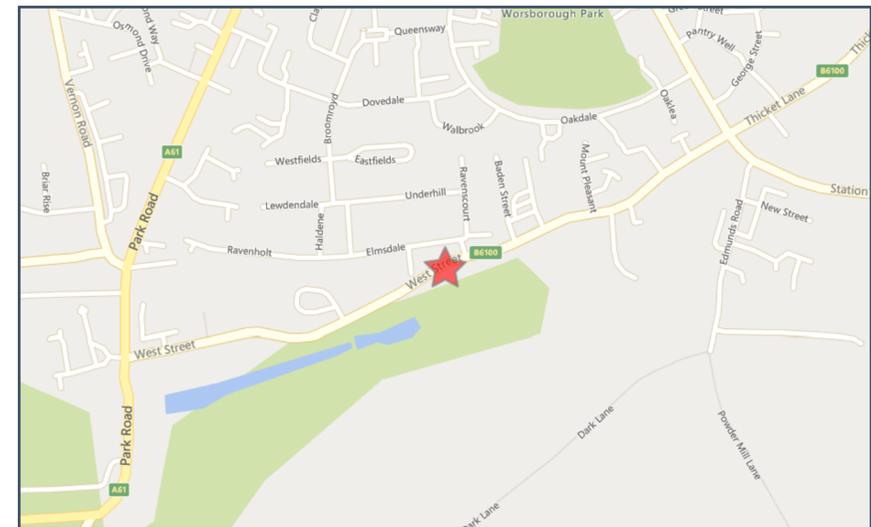
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Validated Data

Crash Date: Thursday, February 20, 2020 **Time of Crash:** 11:19:00 AM **Crash Reference:** 2020140932307

Highest Injury Severity:	Serious	Road Number:	B6100	Number of Casualties:	1
Highway Authority:	Barnsley	Number of Vehicles:	1	OS Grid Reference:	435698 403639
Local Authority:	Barnsley Metropolitan 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:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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	Goods vehicle 7.5 tonnes mgw and over	19	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	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	Serious	Pedestrian	Male	26 - 35	In carriageway, not crossing	Unknown or other

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

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Appendix C

TRICs Data

Paragon Highways The Nostell Estate Wakefield

Licence No: 742101

Calculation Reference: AUDIT-742101-231026-1005

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

07 YORKSHIRE & NORTH LINCOLNSHIRE
BY BARNSELY 1 days

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

Paragon Highways The Nostell Estate Wakefield

Licence No: 742101

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: 19 to 19 (units:)
Range Selected by User: 19 to 19 (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: 01/01/15 to 09/09/20

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

Selected survey days:

Wednesday 1 days

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

Selected survey types:

Manual count 1 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:

Neighbourhood Centre (PPS6 Local Centre) 1

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 1

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 1 days - Selected

Secondary Filtering selection:

Use Class:

C3 1 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:

1,001 to 5,000 1 days

*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 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 1 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 1 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 1 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	BY-03-A-01	BUNGALOWS & DETACHED	BARNESLEY
	CHURCH LANE		
	NEAR BARNESLEY		
	WORSBROUGH		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	19	
	Survey date: WEDNESDAY	09/09/20	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

TOTAL VEHICLES

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	1	19	0.211	1	19	0.211	1	19	0.422
08:00 - 09:00	1	19	0.105	1	19	0.211	1	19	0.316
09:00 - 10:00	1	19	0.158	1	19	0.211	1	19	0.369
10:00 - 11:00	1	19	0.211	1	19	0.211	1	19	0.422
11:00 - 12:00	1	19	0.105	1	19	0.105	1	19	0.210
12:00 - 13:00	1	19	0.211	1	19	0.211	1	19	0.422
13:00 - 14:00	1	19	0.158	1	19	0.263	1	19	0.421
14:00 - 15:00	1	19	0.368	1	19	0.211	1	19	0.579
15:00 - 16:00	1	19	0.158	1	19	0.053	1	19	0.211
16:00 - 17:00	1	19	0.263	1	19	0.368	1	19	0.631
17:00 - 18:00	1	19	0.053	1	19	0.000	1	19	0.053
18:00 - 19:00	1	19	0.263	1	19	0.158	1	19	0.421
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.264			2.213			4.477

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: 19 - 19 (units:)
 Survey date date range: 01/01/15 - 09/09/20
 Number of weekdays (Monday-Friday): 1
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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