



# High Lane, Ingbirchworth

## Access Statement

August 2023

Project Number 2238

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# Quality Management

|             | First Issue | Revision 1 | Revision 2 | Revision 3 |
|-------------|-------------|------------|------------|------------|
| Remarks     | Final       |            |            |            |
| Date        | August 2023 |            |            |            |
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## Contents

|      |                             |    |
|------|-----------------------------|----|
| 01.0 | Introduction .....          | 4  |
| 2.0  | Existing Situation .....    | 5  |
| 3.0  | Development Proposals ..... | 10 |
| 4.0  | Traffic Impact .....        | 12 |
| 5.0  | Conclusion .....            | 13 |

## Appendices

|            |                                    |
|------------|------------------------------------|
| Appendix A | Site Layout & Highway Improvements |
| Appendix B | Accident Data                      |
| Appendix C | TRICS Data                         |

## 1.0 Introduction

- 1.1.1 Paragon Highways have been appointed to prepare this Access Statement relating to the proposed development of a single residential dwelling located on land associated with Willow House, off an unnamed private road, Ingbirchworth in the district of Barnsley. Figure 1.1 shows the site location in relation to the local highway network.

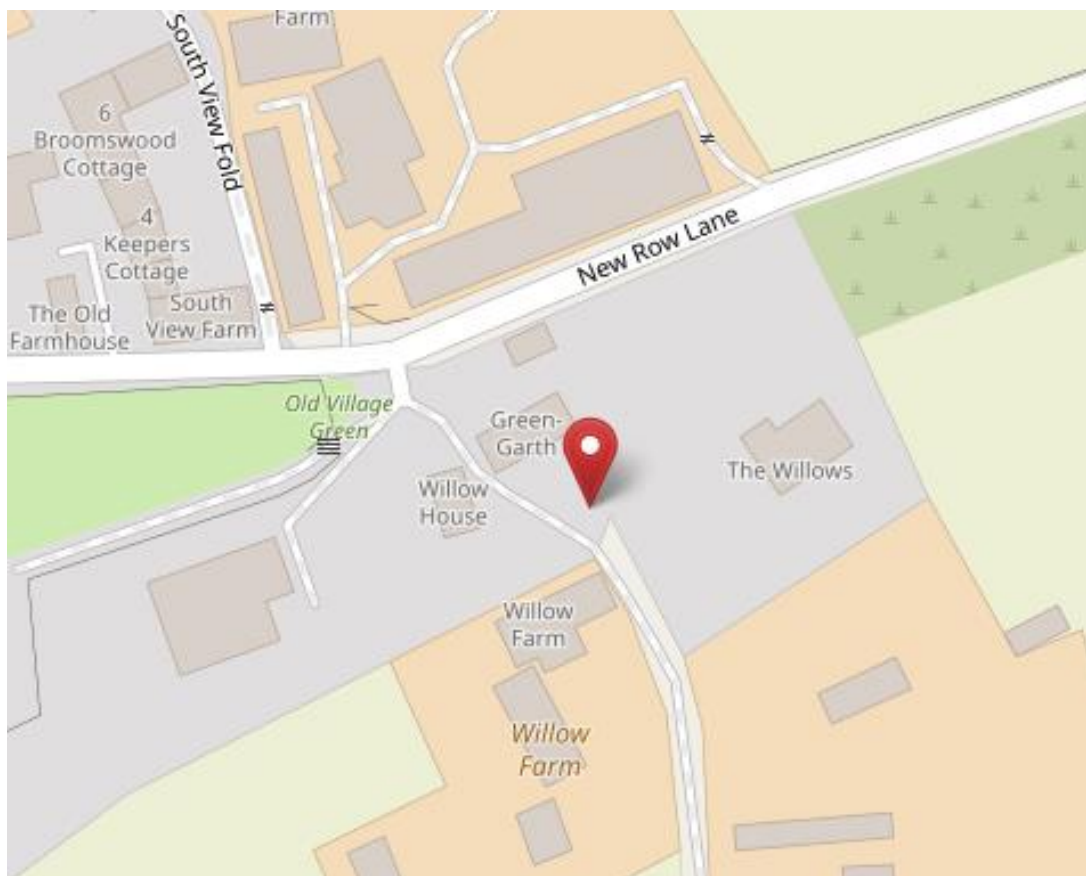


Figure 1.1 Site Location

- 1.1.2 The residential development proposals related to this Access Statement will comprise of a single detached 3-bed residential dwelling, with associated parking and access arrangements off a private unnamed road. As part of the development highway improvements have been put forward to provide a betterment to the existing situation within the vicinity of the site to offset the slight increase in traffic movements associated with the development.
- 1.1.3 This Access Statement considers such matters as access, car parking, servicing, and traffic impact 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 application site is situated on the outskirts of the village of Ingbirchworth, located approximately 4.0km to the north of the market town of Penistone and 6.3km to the south of the village of Shepley. The area of Ingbirchworth in which the site is situated is a mix of residential properties, a caravan park, holidays lets and agricultural land. The application site is bound by other residential properties in all directions.

2.1.2 The site is currently utilised as a large garden area associated with Willow House and is bordered by a stone wall in all directions. Willow Farm was originally an agricultural barn before it was granted planning permission in the early 2000's to be turned into a domestic dwelling which increased the number of driveways along the unnamed road from three to four.

2.1.3 The private unnamed road runs along the southern boundary separating the application site and Willow House. The unnamed road has carriageway widths varying between 3.2m-3.6m with grass verges either side.



Figure 2.1 Photograph Along The Unnamed Road Showing Existing Access Road.

## 2.2 Local Highway Network

- 2.2.1 The site will be accessed via an unnamed private residential access road off High Street/New Row Lane. The unnamed road currently offers direct access to four residential properties namely Willow House (application site), The Willows, Willow Farm and Broadfield Farm. The road is around 0.1km in length with very low through traffic due to its nature. There is a farm stead located at the bottom of the road, however, the agricultural traffic associated with the farm no longer use the unnamed road as its primary means of access and use of the unnamed road is very rare. Over the last five years a separate access track has been formed linking Broadfield Farm and the main A629 Huddersfield Road. Since the introduction of the new access road the traffic volumes on the unnamed road have dropped significantly and it is now solely subject to traffic associated with the residential dwellings which is very low.
- 2.2.2 Within the vicinity of the application site, the unnamed road is hard surfaced with grass verges to either side. The initial stretch of road at the junction with High Lane/New Row Lane is a combination of hard surfacing with a large area of loose gravel to the west which has been used to enable large vehicles to turn such as refuse vehicles etc and for access into agricultural land.



Figure 2.2 Photograph Looking North At The New Row Lane/High Lane Junction.

- 2.2.3 Certain sections of the hard surfacing along the unmade private road are in need of surface repair work with potholes beginning to form within the carriageway, however, the overall road condition is appropriate for its current day to day use. As part of the proposals, pothole repairs and carriageway widening has been proposed on the unnamed private road between the application site and the High Lane/New Row Lane junction to cater for the slight increase in traffic movements generated by the new residential dwelling.



Figure 2.3 Photograph Looking South Along The Unnamed Private Road.

- 2.2.4 High Lane, New Row Lane and Mill Lane provide access to individually served residential properties, holiday lets, caravan parks and a number of farm steads and agricultural fields. New Row Lane, High Lane, Mill Lane and Huddersfield Road form a loop, however, it is not likely to generate any through traffic due to the roads not providing any links to the further road network. High Lane/New Row Lane are subject to low traffic volumes due to the nature and format of the road with passing places and road narrowing creating natural traffic calming measures throughout.
- 2.2.5 The site is connected to the wider road network via High Lanes junction with the A629 Huddersfield Road approximately 300m east of the application site. A629 Huddersfield Road is part of the primary road network which links the large town of Huddersfield in the north to the city of Sheffield in the south.

## 2.3 Road Traffic Accidents

2.3.1 The personal injury accident records for the 5-year period up to December 2021 have been obtained from the Crashmap website and includes a large search area which contains the full lengths of New Row Lane and High Lane. The search area is illustrated within Figure 2.4.



Figure 2.4 Crashmap Search Area

2.3.2 During the study period there has been one police reported injury accident which was classified as slight. It occurred approximately 300m east of the application site on the A629 Huddersfield Road.

2.3.3 The recorded collision occurred in July 2019 during darkness with streetlight present at 03:00am. The road surface was dry at the time of the accident. It involved one vehicle with three passengers between the ages of 16-20. From the information provided it would appear that the car was travelling along the A629 Huddersfield Road on the left-hand bend before it entered a ditch. The details regarding the accident can be found at Appendix B.

- 2.3.4 Given the above, there are no significant clusters of accidents, and it would appear that the single recorded accident was a disparate event. The reported injury accident record within the vicinity of the site does not indicate a road safety problem that would warrant treatment or be cause for concern as a result of the proposals for the single dwelling and the associated traffic movements.

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### **3.0 Development Proposals**

#### **3.1 Proposed Development**

- 3.1.1 The proposals are for the construction of a single residential dwelling complete with suitable parking and access on land associated with Willow House in the village of Ingbirchworth. Highway improvements on the unnamed road which runs along the southern boundary of the site have also been proposed as part of the development. The site layout along with the highway improvements can be found at Appendix A.
- 3.1.2 The residential development will comprise of a single detached 3-bed residential dwelling which will take access off an unnamed private road off High Lane/New Row Lane. Highway improvements to the unnamed road are also put forward as part of the proposals which include widening the existing access road and offering surfacing improvements in the way of pothole repairs where deemed necessary by the LPA.

#### **3.2 Access & Highway Improvements**

- 3.2.1 The site will be accessed via a new access arrangement off the unnamed road. The new access will lead to two parking bays for the new dwelling which meets the requirements for a 3-bed dwelling as set out in the Barnsley Local Development Framework SPD for Parking. Swept path analysis showing how a large car will manoeuvre from the parking bays can be seen at Appendix A.
- 3.2.2 Due to there being no footway within the vicinity of the site, pedestrians are required to walk within the carriageway. The new access has 2.0m x 2.0m pedestrian intervisibility splays proposed either side of the access to ensure the users of the access have appropriate pedestrian and vehicle visibility when egressing onto the unnamed road.
- 3.2.3 As existing, the unnamed road varies in widths between 3.2m-3.6m along the site frontage which meets the minimum carriageway width for a private drive of 3.1m set out in the South Yorkshire Residential Design Guide. However, as part of the proposals the carriageway to be widened along the site frontage to 4.1m. As set out in the Manual For Streets, the minimum carriageway width for two cars to pass is 4.1m, which given the status of the road and the very low traffic volumes is deemed appropriate.

- 3.2.4 In adding a length of 25.0m where two cars are able to pass, it offers a significant betterment to the existing situation on the unnamed road. The carriageway widening proposals can be seen on plan at Appendix A.
- 3.2.5 The current road surface along the unnamed private road is in need of surface repair work in certain areas with potholes and surface course deterioration forming. As part of the proposals the applicant has agreed to improve the road surface in the form of pothole repairs between the junction with High Lane/New Row Lane and the site frontage. A hatched area showing the scope of the pothole repairs can be found at Appendix A.
- 3.2.6 High Lane/New Row Lane is subject to a 30mph speed limit, however speeds along this stretch are anticipated to be lower due to the alignment and nature of the road. However, visibility splays of 2.4m x 43.0m have been provided at the existing New Row Lane/High Lane junction which meets the requirements set out in Manual For Streets for a 30mph road. The visibility for a 30mph road can be achieved in both directions and can be seen on plan at Appendix A.

### **3.3 Servicing**

- 3.3.1 The proposed dwelling will follow the same protocol that is used by the other residents which take access off the unnamed road which requires them to wheel their bins to the communal bin collection point located within the verge approximately 15.0m north of the proposed site access. Refuse vehicles use the large expanse of hard surfacing and gravel to safely manoeuvre the vehicle before heading back onto High Lane/New Row Lane.

## 4.0 Traffic Impact

- 4.1.1 It is proposed to construct a single residential dwelling complete with suitable parking and access arrangements along with highway improvements on the existing stretch of the unnamed road.
- 4.1.2 The table at Figure 4.1 provides the typical peak hour trip rates (morning peak 0800 – 0900 hours and evening peak 1700 – 1800 hours) and likely traffic generation of the proposed residential development. The proposed trip rates and traffic generations can be found at Figure 4.1, whilst the TRICs data can be found at Appendix C.

|                     | AM Peak |        |       | PM Peak |        |       |
|---------------------|---------|--------|-------|---------|--------|-------|
|                     | Arrive  | Depart | Total | Arrive  | Depart | Total |
| Trip Rate           | 0.288   | 0.384  | 0.672 | 0.425   | 0.137  | 0.562 |
| Traffic Generations | 0.288   | 0.384  | 0.672 | 0.425   | 0.137  | 0.562 |

Figure 4.1 Proposed Trip Rates and Traffic Generations

- 4.1.3 As can be seen from Figure 4.1, the proposed residential development is likely to generate up to 1 vehicle movement during the network peak hours.
- 4.1.4 The proposals will improve the access arrangements on the unnamed road within the vicinity of the site for all users which would offset the slight increase in traffic. Furthermore, the site is located in an area with no recorded injury accidents attributable to the road layouts within close proximity to the application site.
- 4.1.5 As such, it is considered that the level of traffic generated by the proposed development can easily be accommodated and offers a betterment when compared to the existing arrangements. The proposed development 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.

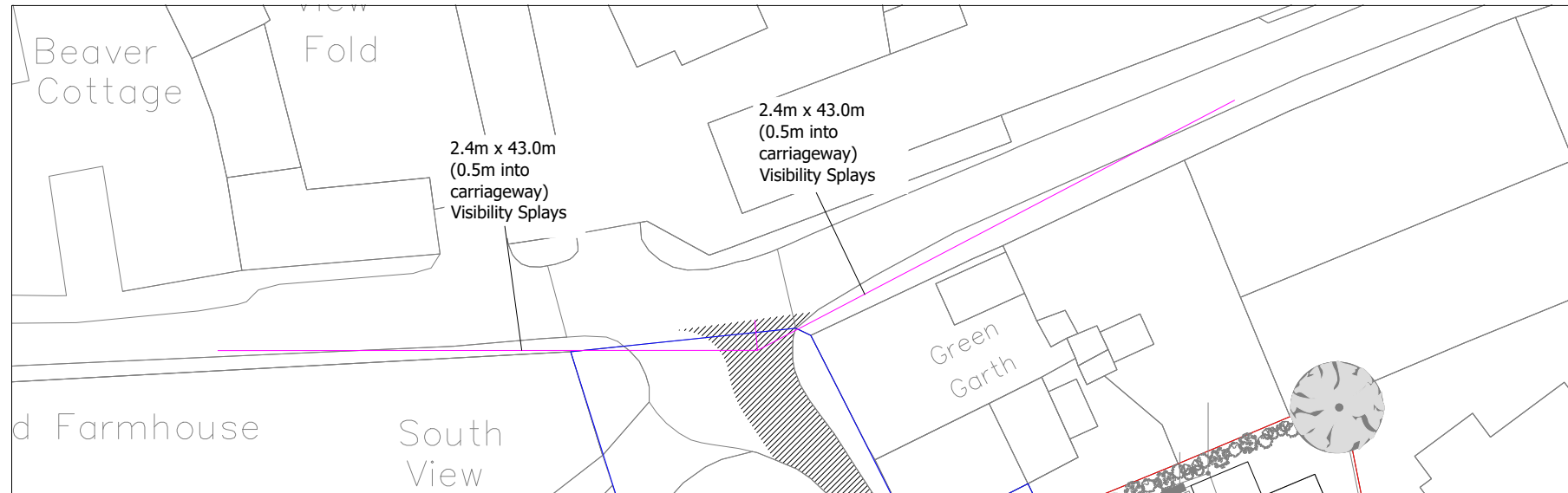
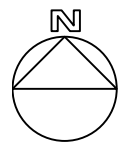
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## 5.0 Conclusion

- 5.1.1 This Access Statement considers the proposals to construct a single residential dwelling complete with suitable parking and access arrangements along with highway improvements on the existing stretch of the unnamed road.
- 5.1.2 It is considered that the level of traffic generated by the proposed development can easily be accommodated given the proposed highway improvements and the new access arrangement which takes into consideration current standards.
- 5.1.3 Furthermore, it is considered that the proposed development 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.
- 5.1.4 It is therefore concluded that the development is considered acceptable, and that there are no highway safety, capacity, or efficiency reasons why planning consent for the proposed development should not be granted.

# Appendix A

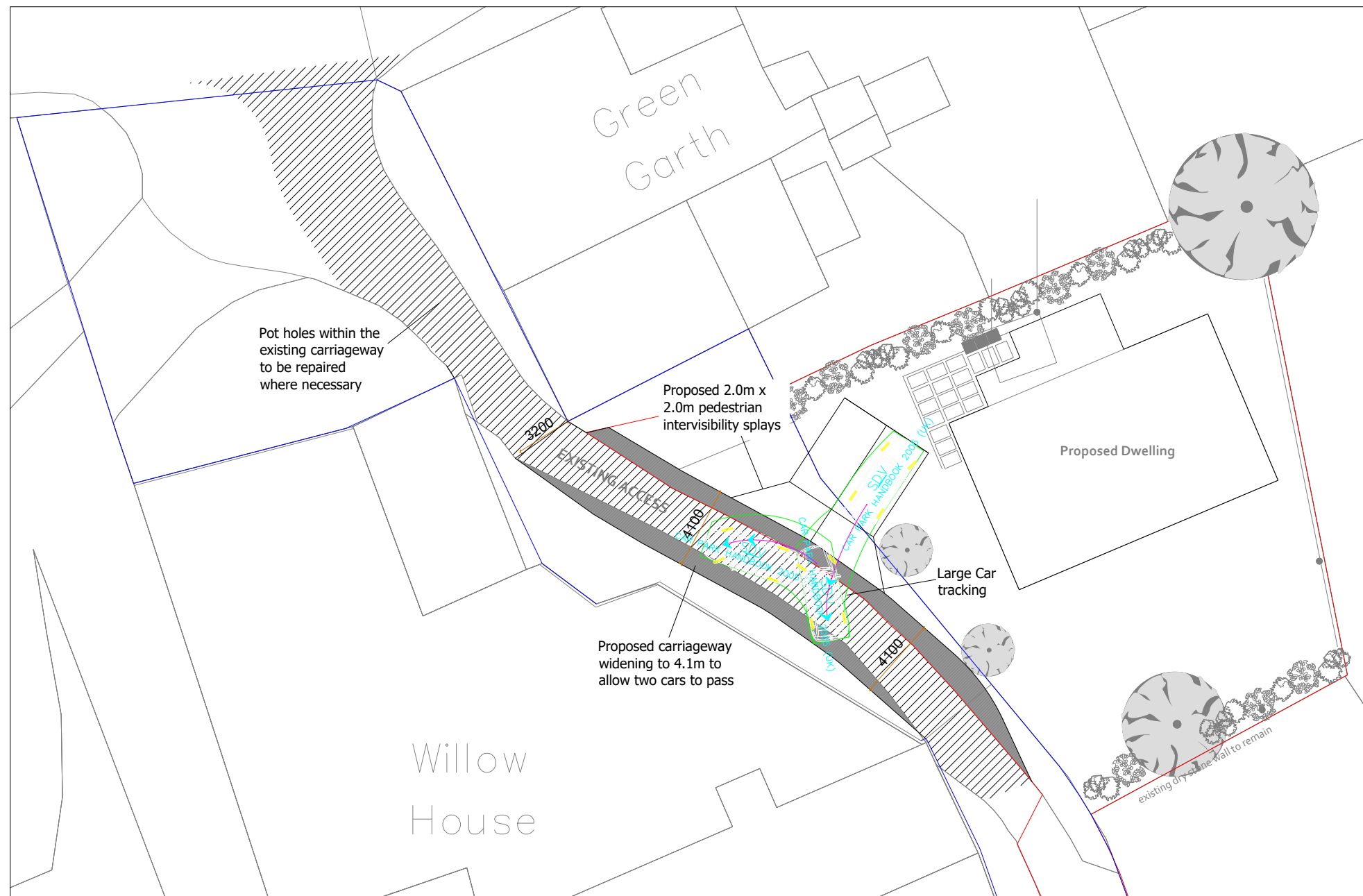
## Site Layout & Highway Improvements



VISIBILITY SPLAYS – SCALE 1:500

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.



HIGHWAY IMPROVEMENTS – SCALE 1:250

HATCH KEY

- Pot holes within the existing carriageway to be repaired where necessary
- Proposed carriageway widening

SDV

|                   |        |
|-------------------|--------|
| Width             | : 1800 |
| Track             | : 1800 |
| Lock to Lock Time | : 6.0  |
| Steering Angle    | : 37.8 |

mm

| REV DATE | DESCRIPTION |
|----------|-------------|
|          |             |

PROJECT  
HIGH LANE, INGIRCHWORTH

TITLE  
HIGHWAY IMPROVEMENTS DRAWING

SCALE  
1:250 @ A3

DRAWING  
2238 001

DATE  
AUG 2023



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# Appendix B

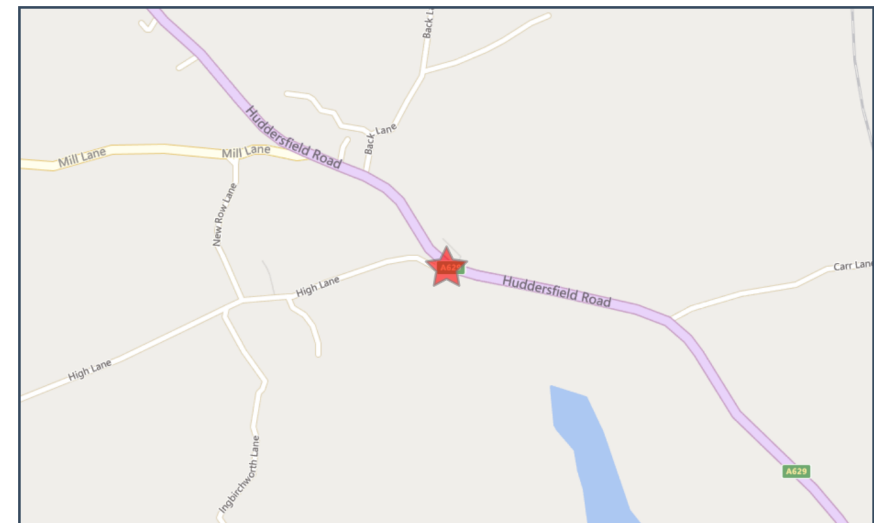
## Accident Data



**Validated Data**

**Crash Date:** Friday, July 26, 2019      **Time of Crash:** 3:00:00 AM      **Crash Reference:** 2019140862430

|                                      |  |                     |      |                              |               |
|--------------------------------------|--|---------------------|------|------------------------------|---------------|
| <b>Highest Injury Severity:</b>      | Slight   | <b>Road Number:</b> | A629 | <b>Number of Casualties:</b> | 3             |
| <b>Highway Authority:</b>            | Barnsley                                       |                     |      | <b>Number of Vehicles:</b>   | 1             |
| <b>Local Authority:</b>              | Barnsley Metropolitan Borough                  |                     |      | <b>OS Grid Reference:</b>    | 422653 405672 |
| <b>Weather Description:</b>          | Fine without high winds                        |                     |      |                              |               |
| <b>Road Surface Description:</b>     | Dry  |                     |      |                              |               |
| <b>Speed Limit:</b>                  | 40   |                     |      |                              |               |
| <b>Light Conditions:</b>             | Darkness: street lights present and lit        |                     |      |                              |               |
| <b>Carriageway Hazards:</b>          | None   |                     |      |                              |               |
| <b>Junction Detail:</b>              | Other junction                                 |                     |      |                              |               |
| <b>Junction Pedestrian Crossing:</b> | No physical crossing facility within 50 metres |                     |      |                              |               |
| <b>Road Type:</b>                    | Single carriageway                             |                     |      |                              |               |
| <b>Junction Control:</b>             | Give way or uncontrolled                       |                     |      |                              |               |



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://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) | 12          | Male          | 16 - 20         | Vehicle proceeding normally along the carriageway, on a left hand bend | Front                 | Other           | None                        | Entered ditch                |

**Casualties**

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class               | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|------------------------------|--------|----------|---------------------|---------------------|
| 1           | 1            | Slight          | Vehicle or pillion passenger | Male   | 16 - 20  | Unknown or other    | Unknown or other    |
| 1           | 2            | Slight          | Vehicle or pillion passenger | Male   | 16 - 20  | Unknown or other    | Unknown or other    |
| 1           | 3            | 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](http://www.crashmap.co.uk/home/Faq)

To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)

# Appendix C

## TRICs Data

Calculation Reference: AUDIT-742101-230518-0517

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

|    |             |        |
|----|-------------|--------|
| 02 | SOUTH EAST  |        |
|    | MW MEDWAY   | 1 days |
| 03 | SOUTH WEST  |        |
|    | DC DORSET   | 1 days |
| 04 | EAST ANGLIA |        |
|    | NF NORFOLK  | 1 days |
|    | SF SUFFOLK  | 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: 10 to 30 (units: )  
 Range Selected by User: 6 to 30 (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 09/11/22

*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    | 1 days |
| Wednesday | 3 days |

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

Selected survey types:

|                       |        |
|-----------------------|--------|
| Manual count          | 4 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:

|              |   |
|--------------|---|
| Edge of Town | 4 |
|--------------|---|

*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 | 4 |
|------------------|---|

*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 | 1 days - Selected |
| Servicing vehicles Excluded | 8 days - Selected |

Secondary Filtering selection:

Use Class:

C3 4 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

Population within 1 mile:

5,001 to 10,000 1 days

10,001 to 15,000 3 days

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

Population within 5 miles:

25,001 to 50,000 2 days

50,001 to 75,000 1 days

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 2 days

1.1 to 1.5 2 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:

Yes 2 days

No 2 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 4 days

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

LIST OF SITES relevant to selection parameters

|   |  |                 |          |                     |
|---|--|-----------------|----------|---------------------|
| 1 | DC-03-A-10<br>ADDISON CLOSE<br>GILLINGHAM                  | MIXED HOUSES    |          | DORSET              |
|   | Edge of Town<br>Residential Zone<br>Total No of Dwellings: |                 | 26       |                     |
|   | Survey date: WEDNESDAY                                     |                 | 09/11/22 | Survey Type: MANUAL |
| 2 | MW-03-A-02<br>OTTERHAM QUAY LANE<br>RAINHAM                | MIXED HOUSES    |          | MEDWAY              |
|   | Edge of Town<br>Residential Zone<br>Total No of Dwellings: |                 | 19       |                     |
|   | Survey date: MONDAY  |                 | 06/06/22 | Survey Type: MANUAL |
| 3 | NF-03-A-03<br>HALING WAY<br>THETFORD                       | DETACHED HOUSES |          | NORFOLK             |
|   | Edge of Town<br>Residential Zone<br>Total No of Dwellings: |                 | 10       |                     |
|   | Survey date: WEDNESDAY                                     |                 | 16/09/15 | Survey Type: MANUAL |
| 4 | SF-03-A-05<br>VALE LANE<br>BURY ST EDMUNDS                 | DETACHED HOUSES |          | SUFFOLK             |
|   | Edge of Town<br>Residential Zone<br>Total No of Dwellings: |                 | 18       |                     |
|   | Survey date: WEDNESDAY                                     |                 | 09/09/15 | 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.*

MANUALLY DESELECTED SURVEYS

| Site Ref   | Survey Date | Reason for Deselection |
|------------|-------------|------------------------|
| BO-03-A-01 | 15/10/20    | covid                  |
| KC-03-A-09 | 09/06/21    | covid                  |

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 | 4        | 18          | 0.041     | 4          | 18          | 0.205     | 4        | 18          | 0.246     |
| 08:00 - 09:00 | 4        | 18          | 0.288     | 4          | 18          | 0.384     | 4        | 18          | 0.672     |
| 09:00 - 10:00 | 4        | 18          | 0.110     | 4          | 18          | 0.178     | 4        | 18          | 0.288     |
| 10:00 - 11:00 | 4        | 18          | 0.151     | 4          | 18          | 0.164     | 4        | 18          | 0.315     |
| 11:00 - 12:00 | 4        | 18          | 0.123     | 4          | 18          | 0.137     | 4        | 18          | 0.260     |
| 12:00 - 13:00 | 4        | 18          | 0.123     | 4          | 18          | 0.260     | 4        | 18          | 0.383     |
| 13:00 - 14:00 | 4        | 18          | 0.192     | 4          | 18          | 0.123     | 4        | 18          | 0.315     |
| 14:00 - 15:00 | 4        | 18          | 0.068     | 4          | 18          | 0.123     | 4        | 18          | 0.191     |
| 15:00 - 16:00 | 4        | 18          | 0.288     | 4          | 18          | 0.192     | 4        | 18          | 0.480     |
| 16:00 - 17:00 | 4        | 18          | 0.164     | 4          | 18          | 0.096     | 4        | 18          | 0.260     |
| 17:00 - 18:00 | 4        | 18          | 0.425     | 4          | 18          | 0.137     | 4        | 18          | 0.562     |
| 18:00 - 19:00 | 4        | 18          | 0.178     | 4          | 18          | 0.151     | 4        | 18          | 0.329     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 2.151     |            |             | 2.150     |          |             | 4.301     |

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: 10 - 30 (units: )  
Survey date date range: 01/01/15 - 09/11/22  
Number of weekdays (Monday-Friday): 6  
Number of Saturdays: 0  
Number of Sundays: 0  
Surveys automatically removed from selection: 2  
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.