



# Cliff Lane Brierley Highway Statement

May 2026

Project number 2575

Peach House West,  
The Walled Garden,  
Nostell Estate Yard  
Wakefield WF4 1AB

01924 291536

[mail@paragonhighways.com](mailto:mail@paragonhighways.com)

[paragonhighways.com](http://paragonhighways.com)



# Quality Management

	First Issue	Revision 1	Revision 2	Revision 3
Remarks	Final Report			
Date	May 2026			
Prepared by	PAH			
Checked by	AH			

This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document should not be shown to other parties without consent from us and from the party which commissioned it.

## Contents

1.0	Introduction.....	4
2.0	Existing Situation .....	6
3.0	Local Highway Network .....	7
4.0	Public Transport.....	13
5.0	Road Traffic Accidents.....	15
6.0	Development Proposals .....	16
7.0	Access and Parking Provision .....	16
8.0	Pedestrian and Cycle Provision.....	17
9.0	Servicing .....	17
10.0	Traffic Impact.....	18
11.0	Conclusion.....	19

## Appendices

Appendix A Development Proposals

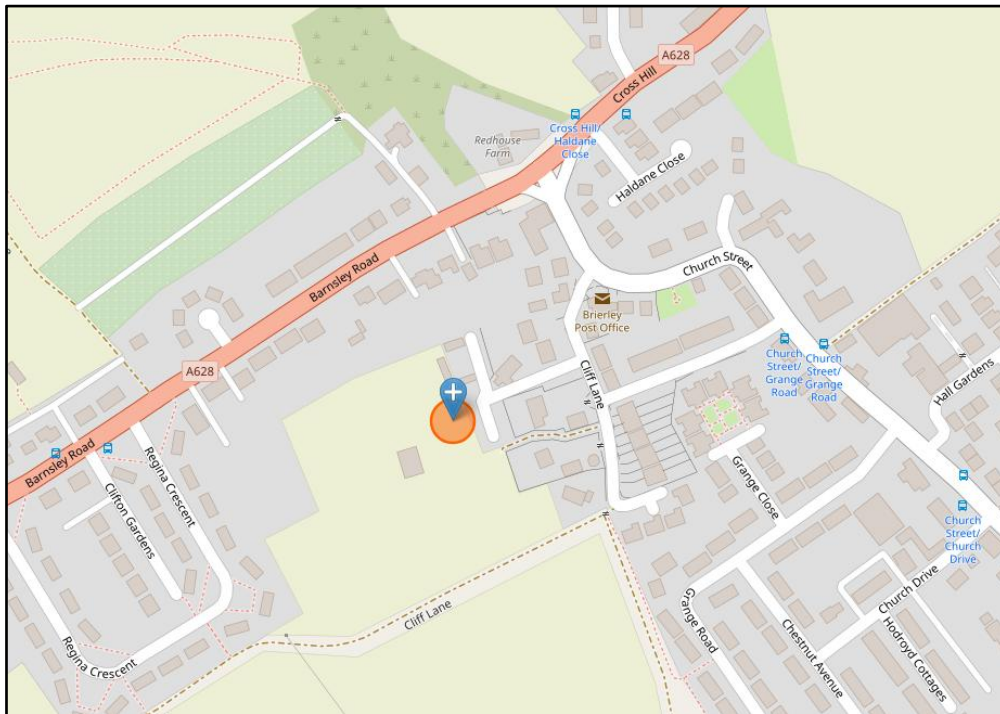
Appendix B TRICS Output

## Figures

Figure 1	Site location.....	4
Figure 2	Birds-eye view of site .....	6
Figure 3	Existing access .....	7
Figure 4	Barnsley Council Public Right of Way map extract .....	9
Figure 5	Pedestrian isochrone .....	10
Figure 6	Cycling isochrone .....	10
Figure 7	Bus services .....	12
Figure 8	Crash Map search area.....	13
Figure 9	Excerpt from Barnsley Councils Parking Standards .....	16
Figure 10	Proposed trip rate and traffic generations .....	18

## 1.0 Introduction

- 1.1 Paragon Highway Consultants has been appointed to prepare this Highway Statement in relation to the erection of 1no. detached dwelling on land off the Cliff Lane, Brierley in the District of Barnsley.
- 1.2 The application site is situated within Brierley a village to the north east of the large town of Barnsley. It is located approximately 7.8 km north east of the main town of Barnsley and 2.6 km north of the large town of Hemsworth.
- 1.3 The plan in Figure 1 shows the site location in relation to the local highway network (denoted by the orange circle).



**Figure 1 Site location**

- 1.4 Presently, the application site is occupied by a storage building.

- 1.5 The development proposals comprise of the erection just 1no. detached dwelling served off an existing private drive that currently provides access to 2no. dwellings and 2no. caravan pitches. The development proposals can be found in full in Appendix A.
- 1.6 This Highway Statement demonstrates that:
- The site is accessible via public transport, pedestrian paths and cycling routes.
  - The highway network does not suffer from any defects that could contribute to an excessively high accident frequency.
  - Efficient and suitable access to the site can be established from Cliff Lane.
  - The trip generations of the proposals will not result in a significant residual impact on the local transport networks.
- 1.7 The purpose of this Highway Statement is to support the proposed application. Following the introduction, the Highway Statement is organised into the following sections:
- Existing Situation: examines the current site utilisation, evaluates its accessibility through various transportation modes, and reviews the local road safety records.
  - Development Proposals: outlines the proposed development and provides information pertaining to the site's proposed access routes.
  - Traffic Impact: analyses the potential future influence of the development on local traffic patterns.
  - Conclusion: contains a summary of the primary findings and conclusions drawn from the report.

## 2.0 Existing Situation

- 2.1 The proposed development site, as shown in Figure 1, is located within Brierley a village in the district of Barnsley.
- 2.2 The site currently accommodates a storage building and a vacant plot of land to the west of Cliff Lane, Brierley. A birds-eye view of the site can be found in Figure 2 below.



***Figure 2 Birds-eye view of site***

- 2.3 The site is currently accessed via a wide drop footway crossing arrangement off the Cliff Lane as shown in the Google Earth image in Figure 3 immediately below.



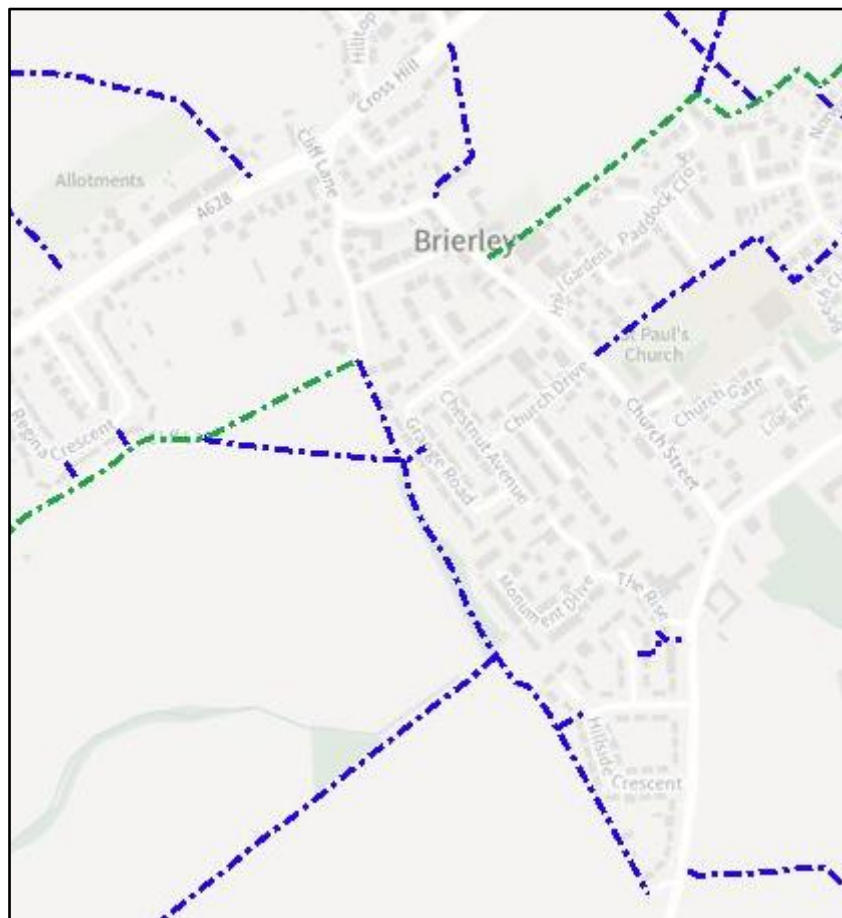
***Figure 3 Existing access to the application site***

### **3.0 Local Highway Network**

- 3.1 Cliff Lane runs from its simple priority junction with Church Street situated to the north into a cul-de-sac – a distance of approximately 200 metres. Cliff Lane serves residential development including Co-operative Cottages, plus the application site with the majority of the properties fronting Cliff Lane having direct vehicular access.
- 3.2 Cliff Close forms a small cul-de-sac at the head of Cliff Lane.
- 3.3 Cliff Lane from its junction with Church Street has a footway along its western side only (development side) that varies in width throughout its length. There is a footway on the opposite side of the highway from its junction with Co-operative Cottages southwards. The carriageway along Cliff Lane also varies in width which encourages lower traffic speeds.
- 3.4 Cliff Lane is the subject of a 30-mph speed limit and is lit to an appropriate standard. Cliff Lane is a very quiet route throughout the day.
- 3.5 Cliff Lane also forms part of the public rights of way network as there is a public footpath, Brierley CP 13 and bridleway, Brierley CP 11 at the head of the cul-de-sac.

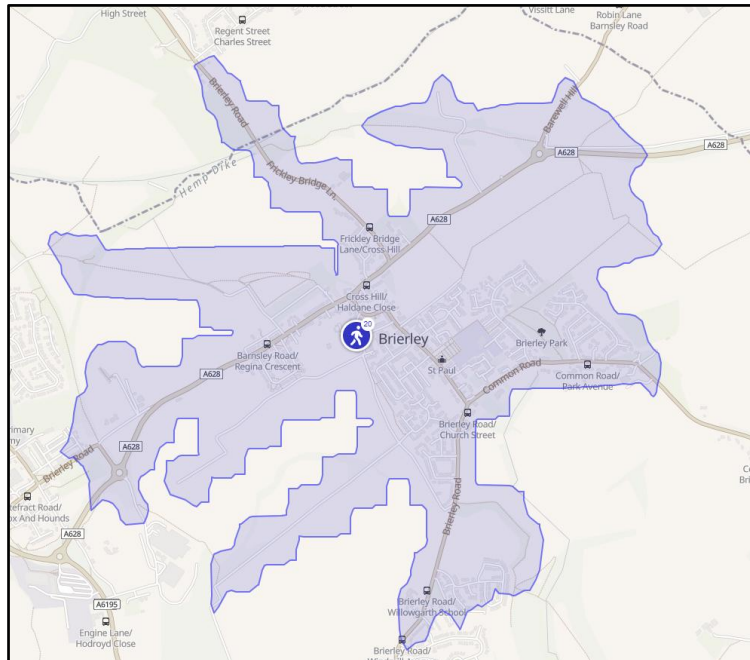
### Active Travel (Walking and Cycling)

- 3.6 The site is situated within reach of the local bus stops on Church Street and Barnsley Road.
- 3.7 Facilities for pedestrians and cyclists within the vicinity of the development include footways, fare stages and connections to the Public Rights of Way (PROW) network.

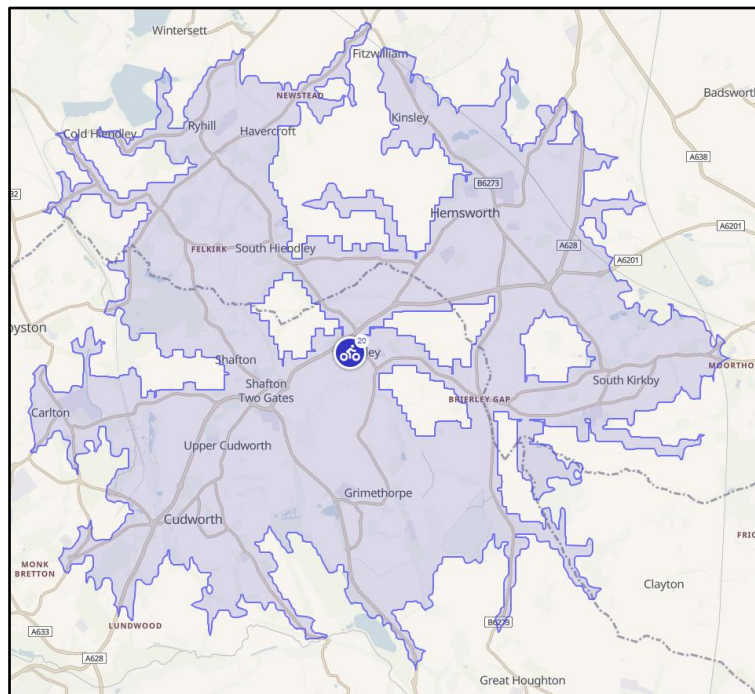


**Figure 4 Barnsley Council Public Right of Way map extract**

- 3.8 An extract of the Barnsley Council PROW map can be found within Figure 4 above.
- 3.9 Pedestrian and cycling isochrones are illustrated in Figures 5 and 6, respectively. Both isochrones are formulated on a maximum travel duration of 20 minutes.



**Figure 5 Pedestrian isochrone**



**Figure 6 Cycling isochrone**

- 3.10 Figure 5 demonstrates that the whole of Brierley is accessible within a 20-minute walking time from the proposed development site including fare stages, a Post Office, primary school, takeaways, off licence, hairdressers, church, medical centre and general store.
- 3.11 Figure 6 highlights that residents of the development proposals can reach an expansive catchment of the surrounding area for commuting, education, social and leisure pursuits within a 20-minute cycling duration, including Grimethorpe, Hemsworth, Cudworth, Ryhill and South Kirkby. The commercial areas at Langthwaite Grange Industrial Estate, Hoyle Mill Industrial estate and the Barkston Road industrial site at Carlton are all within cycling distance of the application site.

## 4.0 Public Transport

- 4.1 The application site is well placed in terms of access to public transportation along Church Street and Barnsley Road. The closest bus stops are located approximately 225 metres to the east of the site on Church Lane (utilising Co-operate Cottages). The fare stages along Barnsley Road are approximately 250 metres from the application site, with both these bus stops having the benefit of a passenger shelter.
- 4.2 A summary of the services available from these local bus stops is provided within the table in Figure 7. The table includes information on service routes, frequencies and service providers.

Number	Route	Typical Frequency		Provider
		Mon – Sat	Sun / Evenings	
27/ 27a/ 27b	Barnsley Interchange – Cudworth – Shafton – Brierley – Grimethorpe – Darfield – Wombwell	60 mins	Sun 60 mins Eves 90 mins	Stagecoach
198	Barnsley – Shafton - Ryhill – Hemsworth	60 mins	Sun – Eves -	Globe Coaches
28	Barnsley – Cudworth – Shafton – Grimethorpe – Brierley – Hemsworth – Pontefract	60 mins	Sun 60 mins Eves 60 mins	Stagecoach
38	Barnsley – Grimethorpe – Cudworth – Shafton – Brierley – Hemsworth High Ackworth – Pontefract	60 mins	Sun – Eves -	Globe Coaches

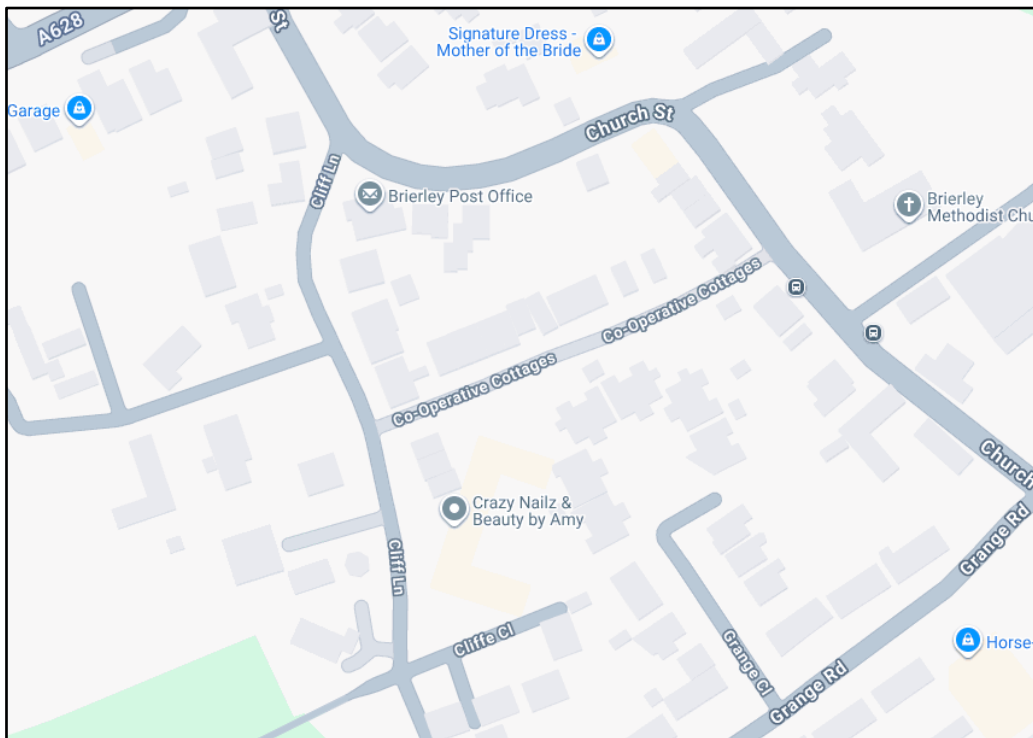
**Figure 7 Bus services**

- 4.3 The bus services depicted within Figure 7 above can simplify commuting, school-run and leisure opportunities for residents of the proposed development, providing access to the nearby large towns of Barnsley and the interchange, Pontefract, and Hemsworth and the relevant rail stations.

- Therefore, opportunities for multi-modal travel are available via the bus and rail networks.
- 4.4 The local train station at Barnsley Interchange provides an accessible link to both the national and local rails stations such as Leeds, Nottingham, Sheffield and Wakefield.
- 4.5 The proposed development site should be seen as being within a generally sustainable location, given its semi-rural location, due to its proximity to the local fare stages and the potential to access local rail stations via the bus network. The site, therefore, generally conforms to current Government directives for ensuring developments are located in a sustainable location.

## 5.0 Road Traffic Accidents

5.1 The personal injury accident records for the 5 years up until December 2024 within the vicinity of the proposed development site have been obtained from Crashmap. This data encompasses any incidents that may have occurred within the search area. Figure 8 provides a map showing the location of any accidents which have occurred within this search area.



**Figure 8 Crashmap search area**

5.2 As can be seen from Figure 8, there has been no recorded injury accidents within the aforementioned search area which includes Cliff Lanes junction with Church Street and Co-operative Cottages junction with Church Street

5.3 Therefore, the accident data does not indicate a road safety problem or any trends of significance which would warrant treatment or be a cause for concern due to a slight change in flows, the traffic movements associated with one dwelling, as a result of the development proposals.

## 6.0 Development Proposals

- 6.1 The proposed development is for the erection of a single detached dwelling (to replace a storage building) served via a private drive off the Cliff Lane.
- 6.2 The development proposals can be found in Appendix A.

## 7.0 Access and Parking Provision

- 7.1 Vehicular access to the site will be served via Cliff Lane via a simple dropped footway crossing arrangement that currently serves the storage building, a bungalow and 2no caravan pitches.
- 7.2 This access runs parallel to an access serving a property located to the north of the drive as it meets Cliff Lane.
- 7.3 Barnsley Council’s Local Plan sets out the minimum parking standards for residential developments within Supplementary Planning Guidance (Parking) adopted in November 2019. Figure 9 contains an excerpt from the guidance.

C3 Dwellinghouses			
Housing and Flats	1 space for dwellings with 1 or 2 bedrooms	1 space for dwellings with 1 or 2 bedrooms	All development
	2 spaces for dwellings with 3 or more bedrooms	2 spaces for dwellings with 3 or more bedrooms	

**Figure 9 Excerpt from Barnsley Council Parking Standards**

- 7.4 As part of the proposals, 3 parking spaces will be provided for the proposed dwelling.
- 7.5 A visitor parking space will also be provided.
- 7.6 An Electric vehicle charging points will be provided for the dwelling in accordance with current guidance to promote sustainable travel by encouraging low-carbon and ultra-low-emission forms of transport.

## **8.0 Pedestrian and Cycle Provision**

- 8.1 Pedestrian access will be gained via the proposed private drive arrangement off the Cliff Lane.
- 8.2 Barnsley Council's Local Plan also sets out the minimum cycle parking standards for residential developments within the Supplementary Planning Guidance. This states that one cycle parking space per unit should be provided in a garage of a suitable size or a separate secure covered area within the plot. For the proposed development the cycle parking will be contained within the garage.

## **9.0 Servicing**

- 9.1 Refuse collection for the site will be undertaken on-street, with a refuse collection point provided close to the junction with the Cliff Lane.
- 9.2 The turning area within the site will be suitable to accommodate the swept path of a fire tender.

## 10.0 Traffic Impact

10.1 The development proposals comprise the construction of 1no. detached dwelling, including associated access and parking in generally accordance with current Barnsley Council standards.

10.2 The table within Figure 10 provides the likely trip generations of the proposed dwelling during the morning and evening peak hours of 08:00 – 09:00 and 17:00 – 18:00. The TRICS data can be viewed in full at Appendix B.

Calc factor: 1 Dwelling	AM Peak			PM Peak		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate	0.252	0.420	0.672	0.286	0.227	0.513
Traffic Generations	0.2	0.4	0.6	0.2	0.2	0.5

**Figure 10 Proposed trip rate and traffic generations**

10.3 The table within Figure 11 identifies that the proposed development has the potential to generate on average just 1no. trip in both the AM and PM peaks. This minor level of additional trips could be easily accommodated and will have no material impact on the local network and will not add to any perceived congestion at peak times.

10.4 The internal parking and access arrangements of the site are proposed to allow safe access and egress for all vehicles likely to regularly use the site. The development proposals offer suitable access arrangements with respect to the layout. Furthermore, the site is located in an area where there has been no recorded injury accidents within the relevant 5-year search period.

10.5 It is considered that the anticipated level of traffic generated by the proposed development, based upon TRICS data, would have no material impact on the safe operation of the local highway network.

## **11.0 Conclusion**

- 11.1 This Highway 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.
- 11.2 The development proposals comprise the construction of 1no. detached residential property, including associated access and parking in general accordance with current Barnsley Council standards.
- 11.3 The site is situated within a reasonably sustainable location given its semi-rural location. The site generally conforms to current Government directives for ensuring developments are in a generally sustainable location.
- 11.4 The internal parking and access arrangements of the site are proposed to allow safe access and egress for all vehicles likely to regularly use the site. Furthermore, the site is located in an area where there have been no recorded injury accidents within the relevant 5-year period.
- 11.5 It is considered that the anticipated level of traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could be expected on the local highway network. The level of the traffic generated by the proposals can be accommodated and, as such, will not significantly add to any congestion at the peak times on the local highway network.
- 11.6 It is therefore concluded that the development should be 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

## Development Proposals



# Appendix B

## TRICS Output



Audit Code: f9083437-0d37-4d43-a945-c6a705c043fe

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

<b>02</b>	<b>SOUTH EAST</b>		
	HF	HERTFORDSHIRE	1 day
	KC	KENT	1 day
	MW	MEDWAY	1 day
<b>04</b>	<b>EAST ANGLIA</b>		
	NF	NORFOLK	1 day
<b>06</b>	<b>WEST MIDLANDS</b>		
	WM	WEST MIDLANDS	1 day
<b>07</b>	<b>YORKSHIRE &amp; NORTH LINCOLNSHIRE</b>		
	NY	NORTH YORKSHIRE	1 day
<b>10</b>	<b>WALES</b>		
	VG	VALE OF GLAMORGAN	1 day
<b>15</b>	<b>GREATER DUBLIN</b>		
	DL	DUBLIN	1 day
<b>16</b>	<b>ULSTER (REPUBLIC OF IRELAND)</b>		
	DN	DONEGAL	1 day

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



Audit Code: f9083437-0d37-4d43-a945-c6a705c043fe

**Primary Filtering Selection:**

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter:	DWELLS
Actual Range:	4 to 4334 (units:DWELLS)
Range Selected by User:	4 to 20 (units:DWELLS)
Parking Spaces Range:	6 - 2696

**Public Transport Provision:**

Selection by:	All Surveys Included
Date Range:	01/01/16 to 17/09/24

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

**Selected survey days:**

Monday	3 days
Wednesday	6 days

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

**Selected survey types:**

Manual count	9
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:**

Edge of Town	6 days
Suburban Area (PPS6 Out of Centre)	3 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	9 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	6 days
Servicing vehicles Included	3 days

Audit Code: f9083437-0d37-4d43-a945-c6a705c043fe

---

Secondary Filtering Selection:

Use Class:

C3	9 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:

750 - 5250

Population within 1 mile:

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

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

Population within 5 miles:

125,001 to 250,000	3 surveys
25,001 to 50,000	1 surveys
250,001 to 500,000	1 surveys
5,000 or Less	1 surveys
5,001 to 25,000	1 surveys
50,001 to 75,000	1 surveys
500,001 or More	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	2 surveys
1.1 to 1.5	6 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: f9083437-0d37-4d43-a945-c6a705c043fe

---

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	6 surveys
Yes	3 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	9 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:

**Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions**



**Audit Code: f9083437-0d37-4d43-a945-c6a705c043fe**

<b>1</b>	<b>DL-03-A-11</b>	<b>SEMI-DETACHED HOUSES</b>	<b>DUBLIN</b>
GRACE PARK ROAD DUBLIN WHITEHALL Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 0.39 hect Survey date: Wednesday 19/05/2021			
		Survey Type: Manual	
<b>2</b>	<b>DN-03-A-06</b>	<b>DETACHED HOUSING</b>	<b>DONEGAL</b>
GLENFIN ROAD BALLYBOFEY Edge of Town Residential Zone Site area: 1.02 hect Survey date: Wednesday 10/10/2018			
		Survey Type: Manual	
<b>3</b>	<b>HF-03-A-05</b>	<b>TERRACED HOUSES</b>	<b>HERTFORDSHIRE</b>
HOLMSIDE RISE WATFORD SOUTH OXHEY Edge of Town Residential Zone Site area: 0.19 hect Survey date: Monday 05/06/2023			
		Survey Type: Manual	
<b>4</b>	<b>KC-03-A-09</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>KENT</b>
WESTERN LINK FAVERSHAM DAVINGTON Edge of Town Residential Zone Site area: 1.11 hect Survey date: Wednesday 09/06/2021			
		Survey Type: Manual	
<b>5</b>	<b>MW-03-A-02</b>	<b>MIXED HOUSES</b>	<b>MEDWAY</b>
OTTERHAM QUAY LANE RAINHAM Edge of Town Residential Zone Site area: 0.7 hect Survey date: Monday 06/06/2022			
		Survey Type: Manual	
<b>6</b>	<b>NF-03-A-10</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>NORFOLK</b>
HUNSTANTON ROAD HUNSTANTON Edge of Town Residential Zone Site area: 0.7 hect Survey date: Wednesday 12/09/2018			
		Survey Type: Manual	
<b>7</b>	<b>NY-03-A-13</b>	<b>TERRACED HOUSES</b>	<b>NORTH YORKSHIRE</b>
CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 0.3 hect Survey date: Wednesday 10/05/2017			
		Survey Type: Manual	
<b>8</b>	<b>VG-03-A-01</b>	<b>SEMI-DETACHED &amp; TERRACED</b>	<b>VALE OF GLAMORGAN</b>
ARTHUR STREET BARRY			



Audit Code: f9083437-0d37-4d43-a945-c6a705c043fe

Edge of Town  
Residential Zone  
Site area: 0.21 hect  
Survey date: Monday 08/05/2017

Survey Type: Manual

**9** **WM-03-A-07** **DETACHED HOUSES** **WEST MIDLANDS**  
EVESON ROAD  
STOURBRIDGE  
NORTON  
Suburban Area (PPS6 Out of Centre)  
Residential Zone  
Site area: 0.78 hect  
Survey date: Wednesday 18/09/2024

Survey Type: Manual

**DESELECTED SURVEYS**

Site Ref	Survey Date	Reason for Deselection
EN-03-A-02	14-09-2022	London

Audit Code: f9083437-0d37-4d43-a945-c6a705c043fe

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	9	13	0.101	0.261	0.362
08:00-09:00	9	13	0.252	0.420	0.672
09:00-10:00	9	13	0.109	0.118	0.227
10:00-11:00	9	13	0.151	0.193	0.344
11:00-12:00	9	13	0.210	0.176	0.386
12:00-13:00	9	13	0.227	0.252	0.479
13:00-14:00	9	13	0.269	0.252	0.521
14:00-15:00	9	13	0.193	0.227	0.420
15:00-16:00	9	13	0.252	0.202	0.454
16:00-17:00	9	13	0.286	0.227	0.513
17:00-18:00	9	13	0.286	0.227	0.513
18:00-19:00	9	13	0.244	0.176	0.420
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
<b>Total Rates:</b>			2.580	2.731	5.311

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]



Audit Code: f9083437-0d37-4d43-a945-c6a705c043fe

---

Parameter Summary:

Trip rate parameter range selected:	4 - 20 (units: DWELLS)
Survey date date range:	08/05/2017 - 18/09/2024
Number of weekdays (Monday-Friday):	9
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*