



Stonecroft, Hall Royd Lane, Silkstone Common

Highway Statement

May 2026

Project number 2525

Peach House West,
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Nostell Estate Yard
Wakefield WF4 1AB

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1.0 Introduction

- 1.1 Paragon Highway Consultants has been appointed to prepare this Highway Statement in relation to the demolition of a single dwelling to construct 4no. new detached dwellings on land off the Hall Royd Lane, Silkstone Common, Barnsley.
- 1.2 The application site is situated within Silkstone Common to the southwest of the town of Barnsley. It is located approximately 1.6 km south of the village of Silkstone and 6.7 km southwest of the large town on Barnsley.
- 1.3 The plan in Figure 1 shows the site location in relation to the local highway network.

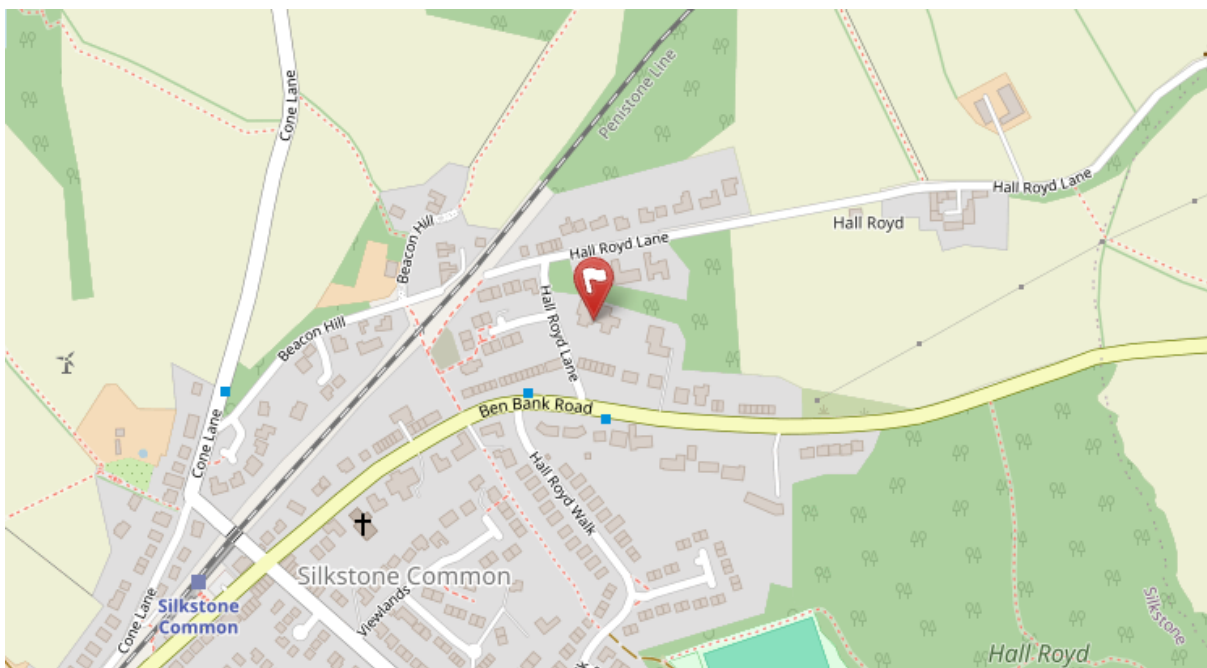


Figure 1 Site location

- 1.4 Presently, the application site is a dilapidated property and detached garage.
- 1.5 The development proposals comprise of the erection of 4no. detached dwellings, 3.no served off a private drive and 1.no served directly off Hall Royd Lane. 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 Hall Royd 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:

- 2.0 Existing Situation: examines the current site utilisation, evaluates its accessibility through various transportation modes, and reviews the local road safety records.
- 3.0 Development Proposals: outlines the proposed development and provides information pertaining to the site's proposed access routes.
- 4.0 Traffic Impact: analyses the potential future influence of the development on local traffic patterns.
- 5.0 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 Silkstone Common a village in the district of Barnsley.
- 2.2 The site is currently a single dwelling with associated outbuildings on land to the east of Hall Royd Lane. 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 single width drop footway crossing arrangement off the Hall Roys Lane as shown in the Google Earth image in Figure 3 immediatly below.



Figure 3 Existing access to the application site

3.0 Local Highway Network

- 3.1 Hall Royd Lane comprises a two-way single carriageway residential road located within the settlement of Silkstone Common. Along the site frontage, the carriageway has an approximate width of 5.2 metres and benefits from a footway along the eastern side of the carriageway measuring approximately 1.4 metres in width. The site currently gains vehicular access via an existing dropped footway crossing serving the single dwelling.
- 3.2 Hall Royd Lane is subject to a 30mph speed limit and is lit by street lighting columns to side road standards. Despite the posted speed limit, the route operates as a low speed residential road due to its alignment, frontage development and general character. A recent speed survey undertaken in the vicinity of the site recorded 85th percentile vehicle speeds of approximately 17mph in the southbound direction and 16mph in the northbound direction, demonstrating that vehicle speeds are significantly below the posted speed limit.

- 3.3 The surrounding highway environment is residential in nature, with Hall Royd Lane serving existing dwellings and connecting southwards towards Ben Bank Road (B6449). The route contains a mixture of frontage accesses, on-street parking and pedestrian activity typical of a residential area, all of which contribute to naturally low vehicle speeds.
- 3.4 To the south, Hall Royd Lane connects directly with Ben Bank Road (B6449), which provides connectivity through Silkstone Common and towards surrounding settlements including Dodworth and Silkstone. Ben Bank Road forms the principal route through the settlement and provides onward connections to the wider local highway network.
- 3.5 The existing highway network in the vicinity of the site is therefore considered characteristic of a low speed residential environment, with appropriate pedestrian infrastructure and traffic conditions suitable for the type and scale of development proposed.

4.0 Active Travel (Walking & Cycling)

- 4.1 The site is situated within easy reach of nearby train and bus services, with bus stops located along Ben Bank Road, Cone Lane, and the A628 road to the north.
- 4.2 Pedestrian and cycling isochrones are illustrated within Figures 4 and 5, respectively. Both isochrones are formulated on a maximum travel duration of 20 minutes.

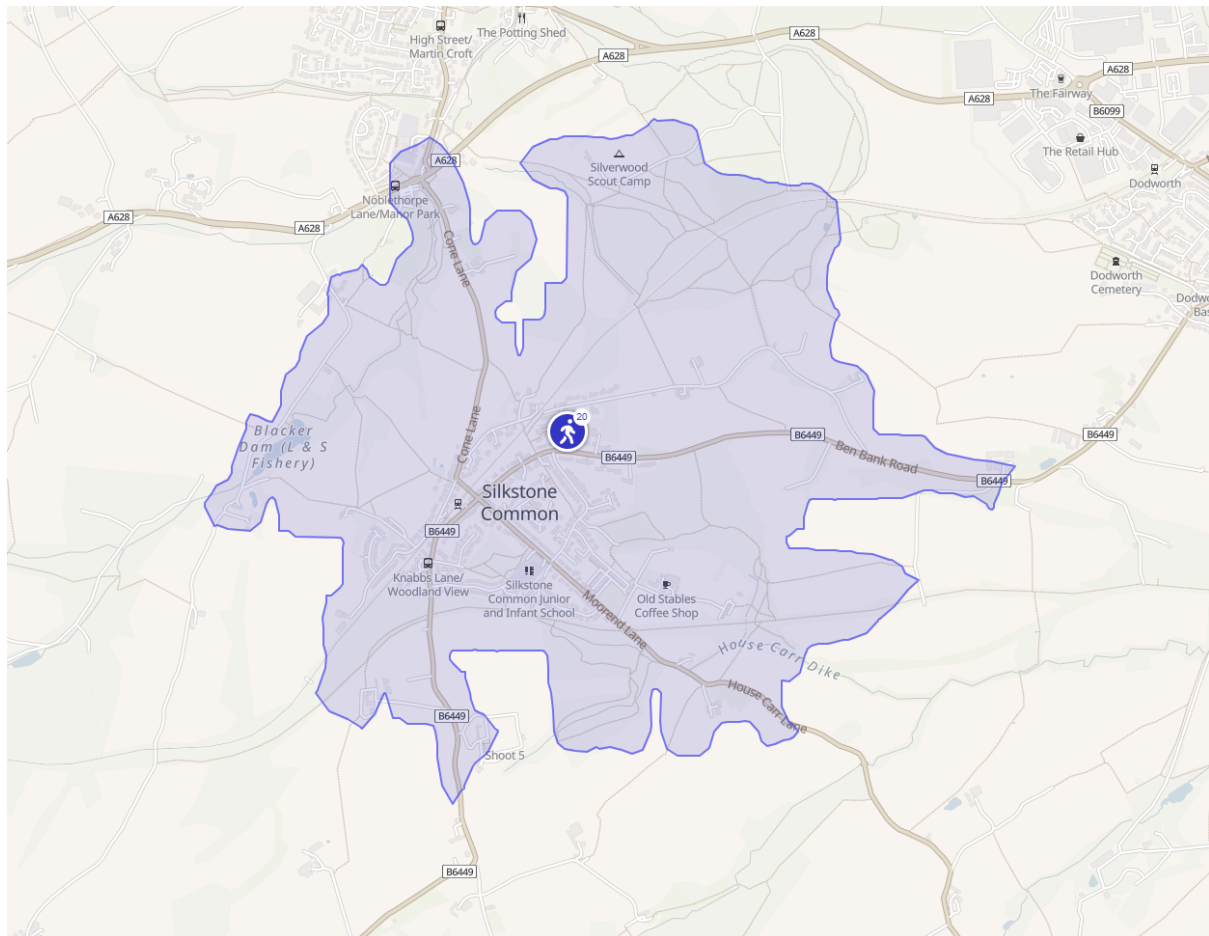


Figure 4 Pedestrian isochrone

- 4.3 Figure 4 demonstrates that the predominant areas of Silkstone Common are accessible within a 20-minute walking time from the proposed development site. This area includes the local bus stops and rail station, along with a mixture of residential, commercial, and leisure areas.
- 4.4 Figure 5 demonstrates that residents of the proposed development can reach an expansive catchment of the surrounding area for commuting, education, social, and leisure pursuits with a 20-minute cycling timeframe. This includes Barnsley and the settlements of Silkstone, Cawthorne, Hoylandswaine, Oxspring, Thurgoland, Crane Moor, Hood Green, Stainborough, Gilroyd, Dodworth, Higham, and Barugh Green.

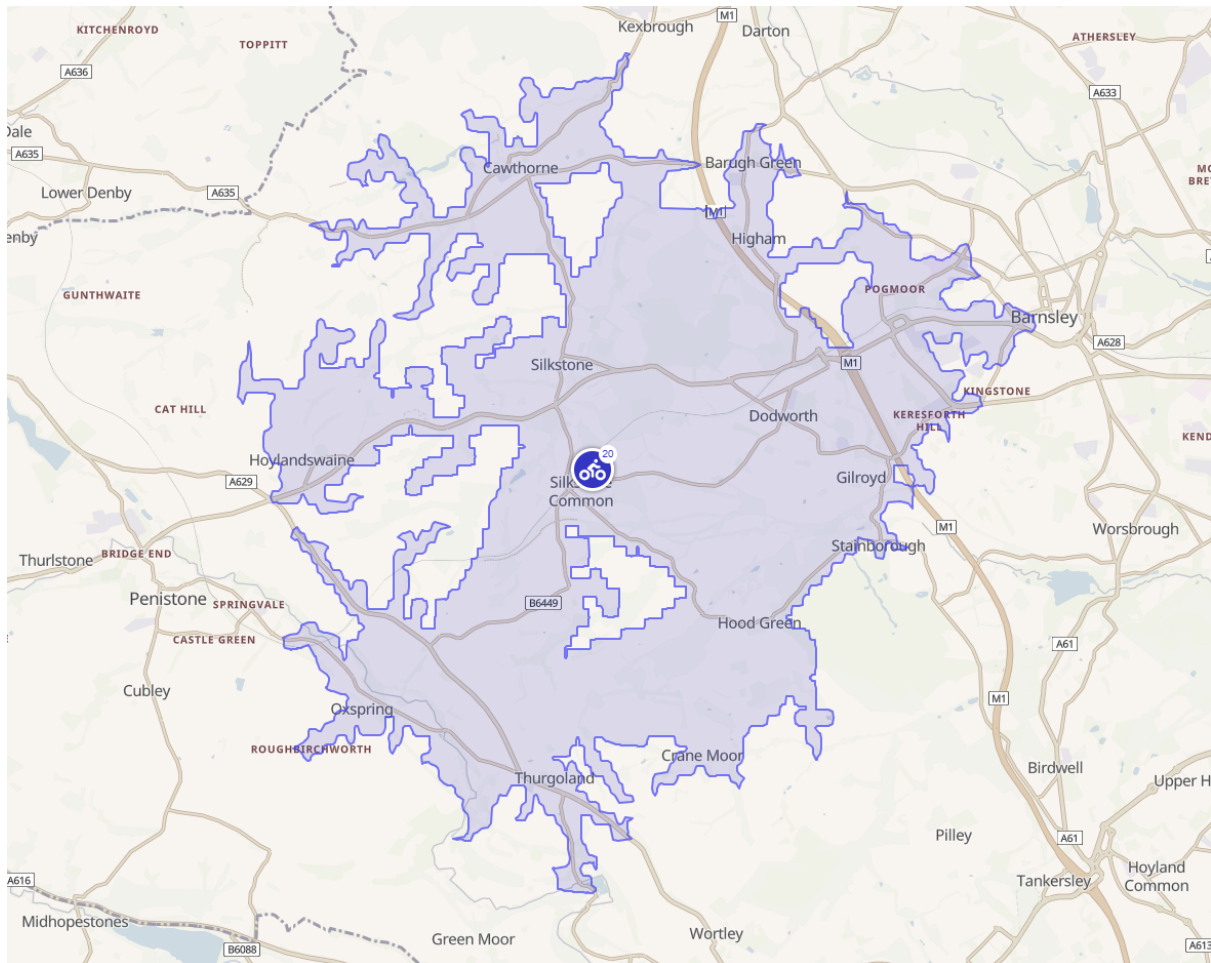


Figure 5 Cycling isochrone

- 4.5 As shown in Figure 6, the proposed development site is also situated within proximity to the National Cycle Network Link Route 62. National Cycle Route 62 runs from Fleetwood, Lancashire to Selby, North Yorkshire. It forms the west and central sections of the Trans Pennine Trail.

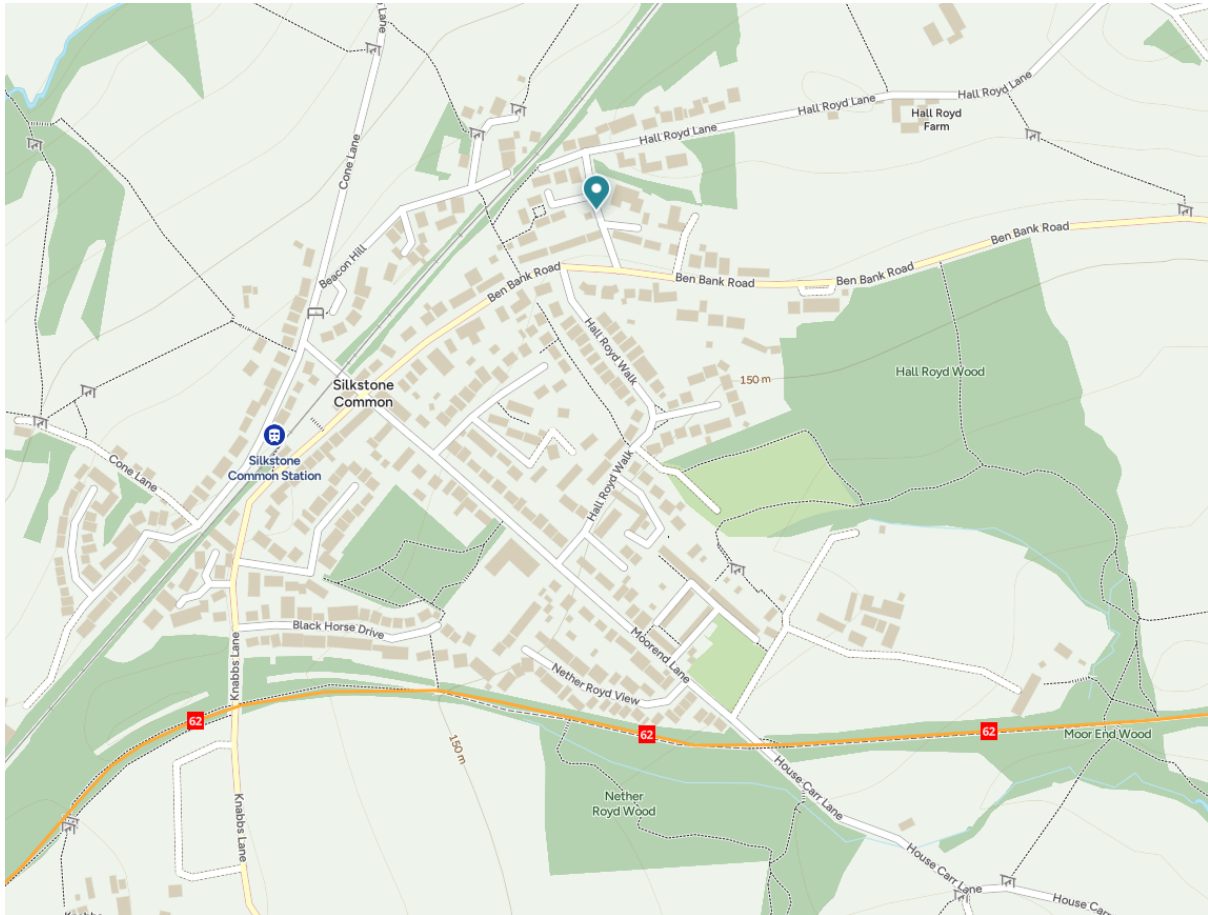


Figure 6 National Cycle Network routes

5.0 Public Transport

- 5.1 There are two sets of bus stops located close to the proposed development site.
- 5.2 The nearest is on Ben Bank Road, near Hall Royd Walk. The other set is located on Knabbs Lane, near Moorend Lane. The nearest being approximately 100 metres south of the development site.
- 5.3 Both sets of bus stops provide access to bus routes 21A, 408, 416, and 422, whilst the bus stops on Knabbs Lane also provides access to route 21.
- 5.4 A summary of the services available from these nearest bus stops are provided within the table at Figure 7. The table includes information on service routes, frequencies, and service providers.

Number	Route	Typical Frequency			Provider
		Mon – Fri	Sat	Sun	
Knabbs Lane					
21 / 21A	Barnsley – Millhouse Green Royd Lane	60 mins	30 mins	120 mins	Stagecoach
Ben Bank Road					
408	Barnsley - Penistone	Infrequent	—	—	Stagecoach
416	Barugh Green - Penistone	Infrequent	—	—	Stagecoach
422	Barnsley - Penistone	Infrequent	—	—	Stagecoach

Figure 7 Bus services

- 5.5 The bus services depicted within Figure 7 can simplify commuting, school travel, and leisure opportunities for residents of the proposed development. The bus services provide access to Barnsley and Barnsley Interchange, Millhouse Green, Barugh Green, Penistone, Springvale, Oxspring, Hoylandswaine, Higham, and Dodworth.
- 5.6 Silkstone Common rail station is within easy walking distance of the proposed development site. There is provision for cycles at the station, with 4 cycle stands, all sheltered and monitored by CCTV.
- 5.7 Rail services from Silkstone Common rail station are largely operated by Northern. Silkstone Common rail station provides connections to destinations such as Sheffield and Huddersfield, along with the numerous stops en route. A route plan for the Huddersfield to Sheffield (Penistone Line) can be found at Figure 8.

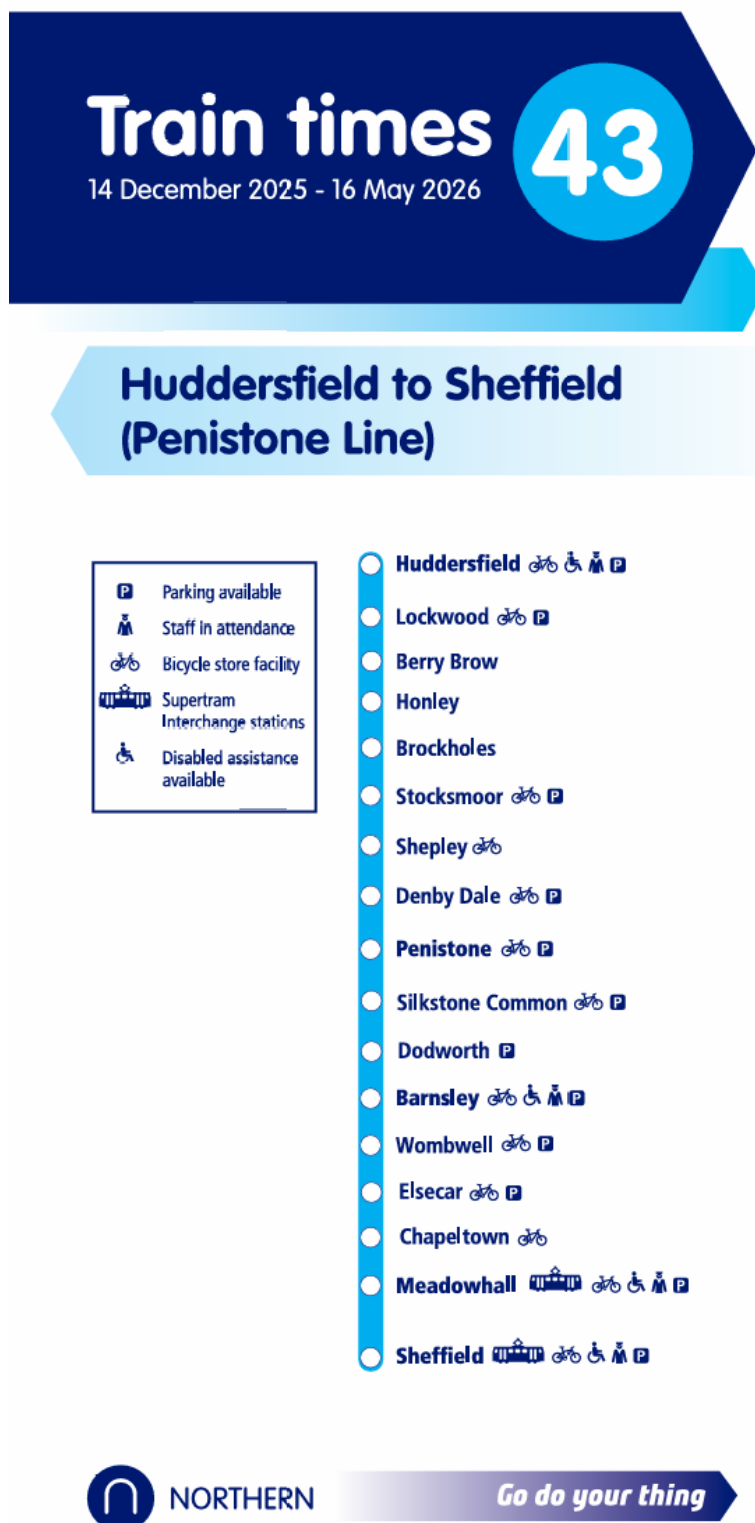


Figure 8 Silkstone Common rail station route plan

6.0 Road Traffic Accidents

- 6.1 The personal injury accident records for the 5-year period up to December 2024 within the vicinity of the proposed development site have been obtained from Crashmap. This data encompasses any incidents that may have occurred along Hall Royd Lane and at the Hall Royd Lane/Ben Bank Road junction. Figure 9 provides a map showing small dots representing the location of any accidents which may have occurred within this search area, as well as the severity of each incident (yellow = slight, red = serious, black = fatal).

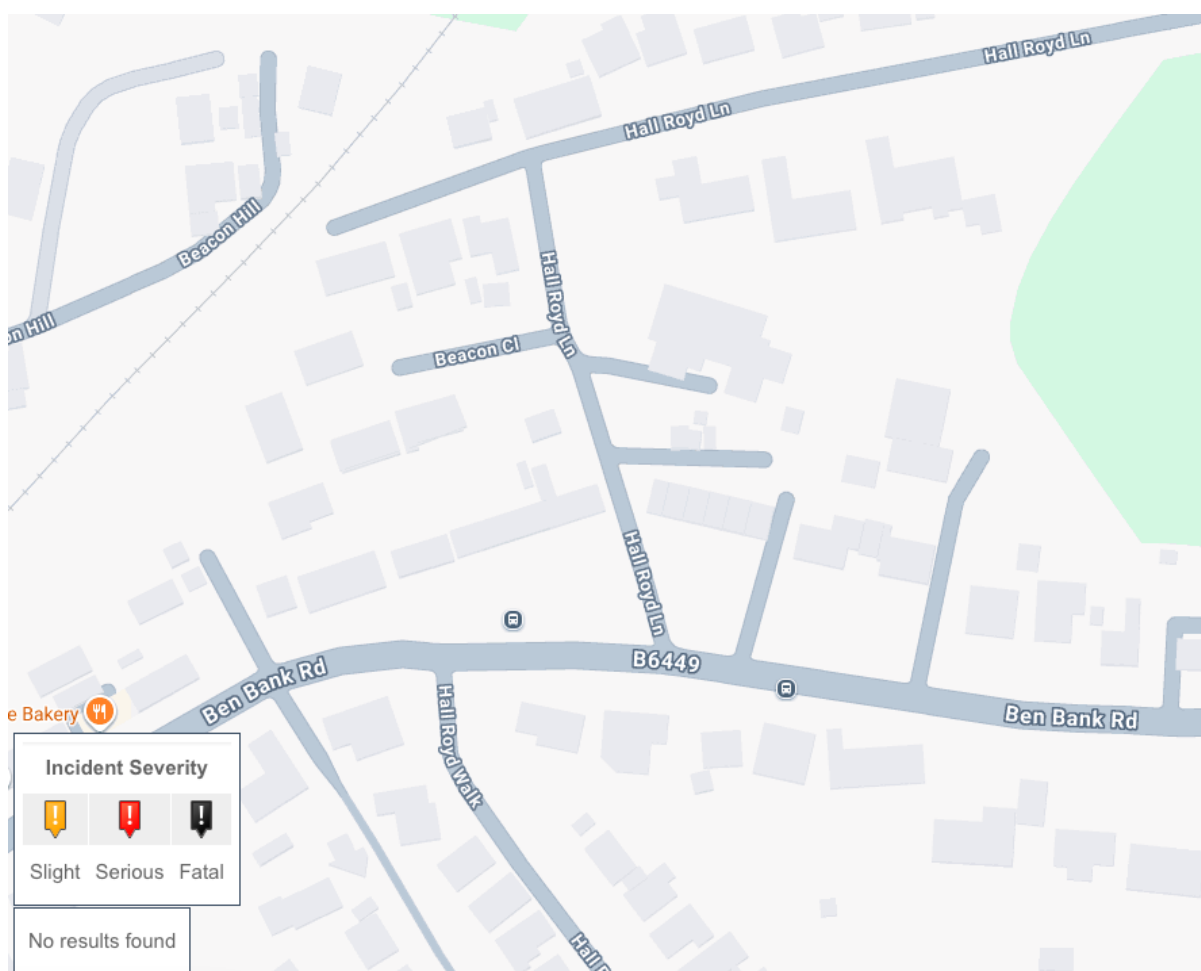


Figure 9 Crashmap search area

- 6.2 As can be seen from Figure 9, there have been no recorded injury collisions within the study area. The absence of recorded accidents indicates that the local highway network currently operates safely and does not exhibit any existing highway safety concerns or identifiable collision trends.

- 6.3 On this basis, the accident record does not suggest the presence of any inherent highway safety issue that would be materially affected by the development proposals.

7.0 Development Proposals

- 7.1 The proposals comprise the demolition of the existing dwelling and the construction of 4no detached residential dwellings, each with associated private amenity space, garage provision and off street parking.
- 7.2 The development proposals can be found in Appendix A.

Access and Parking Provision

- 7.3 Plot 1 will take direct vehicular access from Hall Royd Lane via a new private access arrangement. Plots 2, 3 and 4 will be served from a separate shared private drive arrangement located to the south of Plot 1.
- 7.4 The shared private drive will have a carriageway width of approximately 4.8 metres, which is suitable to accommodate two-way private vehicle movements associated with the scale of development proposed. A turning head is also incorporated within the site to allow vehicles, including fire appliances, to manoeuvre within the site and exit in a forward gear.
- 7.5 Each dwelling will benefit from a minimum of 2no off street parking spaces, ensuring compliance with the current parking standards. The proposed site layout has been designed to provide safe and suitable access arrangements whilst maintaining appropriate internal manoeuvring space for residents and visitors.
- 7.6 In addition to the private parking provision associated with each dwelling, 1no visitor parking space is proposed within the shared drive arrangement, in accordance with the generally accepted guidance of 1 visitor space per 4 dwellings.
- 7.7 Visibility splays of 2.4m x 21m to the north and 2.4m x 19m to the south can be achieved at both proposed access points. A speed survey undertaken in the vicinity of the site recorded 85th percentile vehicle speeds of approximately 16mph northbound and 17mph southbound. As such, the proposed visibility splays have been assessed in accordance with the Stopping Sight Distance guidance contained within Manual for Streets, which is considered appropriate given the low speed residential nature of Hall Royd Lane.

- 7.8 Any proposed boundary walls, fences or landscaping adjacent to the access points will be positioned outside of the visibility splays to ensure suitable intervisibility is maintained between drivers and other highway users.

Pedestrian and Cycle Provision

- 7.9 Pedestrian access to the dwellings will be taken via the proposed shared surface private drive arrangement and associated footway connections within the site. The proposals will maintain connectivity with the existing footway network along Hall Royd Lane, allowing convenient pedestrian access to surrounding residential areas and local facilities.
- 7.10 Secure cycle storage will be provided within the garages associated with each dwelling, encouraging opportunities for sustainable travel. Electric vehicle charging infrastructure will also be installed at each dwelling in accordance with current guidance and standards.

Servicing

- 7.11 The proposed layout has been designed to accommodate emergency vehicle access within the site. A turning facility suitable for a fire tender is provided within the shared private drive serving Plots 2, 3 and 4. Plot 1, which takes direct access from Hall Royd Lane, is located within the 45 metre pump distance. Fire tender tracking can be found at Appendix A.
- 7.12 Refuse collection arrangements have also been considered as part of the proposals. Bin collection points will be provided adjacent to both access points, allowing refuse vehicles to remain on Hall Royd Lane during collection. This arrangement matches the arrangements currently seen along Hall Royd Lane.

8.0 Traffic Impact

- 8.1 The development proposals comprise the construction of 4no. detached dwellings, including associated accesses and parking in generally accordance with current BMBC standards.
- 8.2 The table within Figure 10 provides the likely trip generations of the proposed residential development 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	1.008	1.68	2.688	1.144	0.908	2.052

Figure 10 Proposed trip rate and traffic generations

- 8.3 The table within Figure 10 identifies that the proposed development has the potential to generate on average just 3no. trips in the AM peak and 2.no in the PM peak. 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.
- 8.4 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 geometry and layout. Furthermore, the site is located in an area where there has been no recorded injury accident within the relevant 5-year search period.
- 8.5 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.

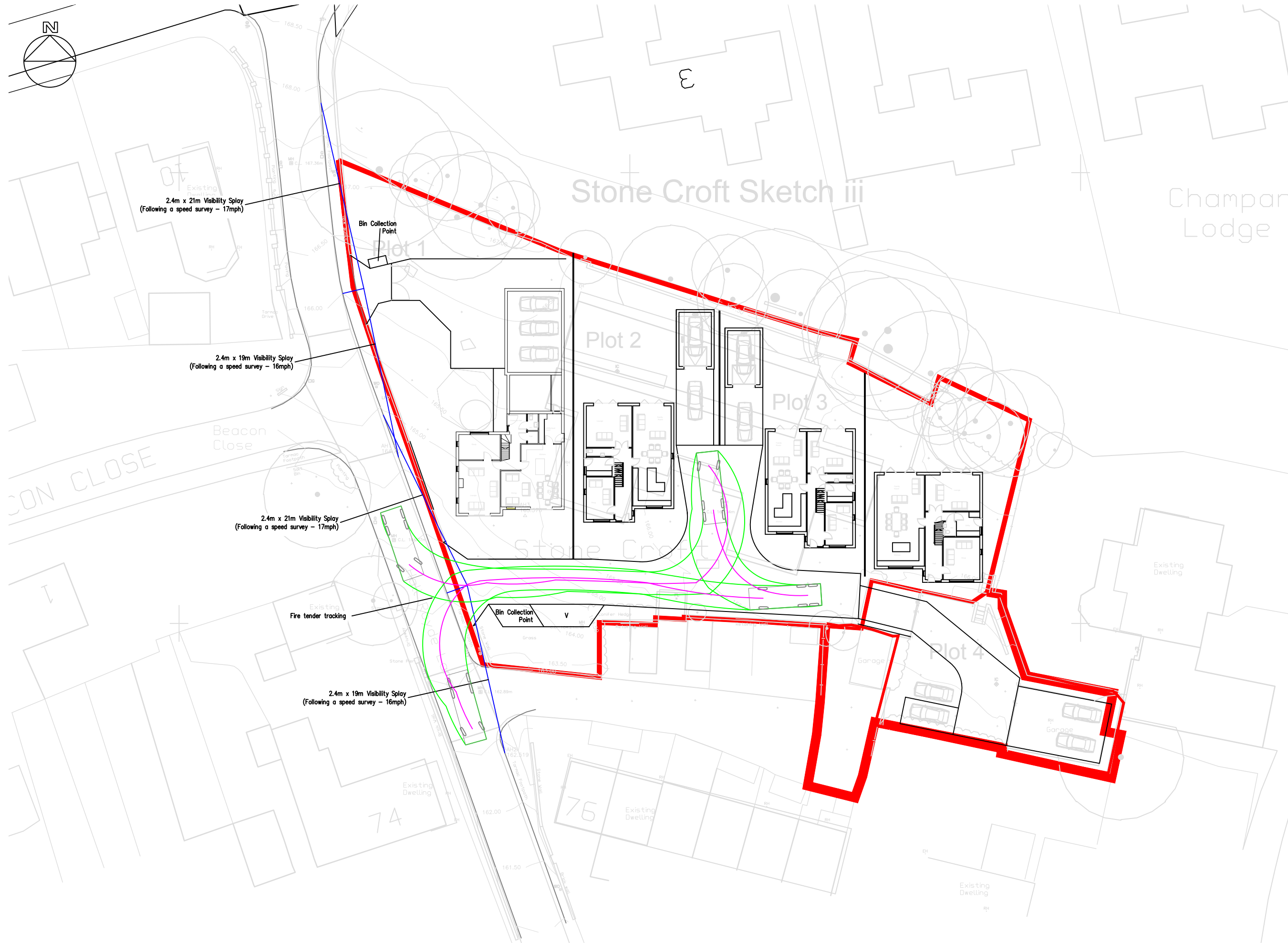
9.0 Conclusion

- 9.1 This Highway Statement presents the existing characteristics and infrastructure in the vicinity of the proposed development site on Hall Royd Lane, Silkstone Common. The development proposals have been outlined and the implications of the development in terms of highway safety, access, parking and servicing have been assessed in the context of the existing highway environment.
- 9.2 The development proposals comprise the demolition of the existing dwelling and the construction of 4no detached residential dwellings, including associated private access arrangements, parking provision and servicing facilities. The proposals have been designed in general accordance with current BMBC guidance and standards.
- 9.3 The site is located within an established residential area of Silkstone Common and benefits from connectivity to the surrounding highway and pedestrian network via Hall Royd Lane and Ben Bank Road (B6449). Whilst semi-rural in character, the site is considered to represent a reasonably sustainable location for the scale and nature of development proposed.
- 9.4 The proposed access and parking arrangements have been designed to allow safe and suitable access and egress for all vehicles likely to regularly use the site. Visibility splays appropriate to the recorded vehicle speeds can be achieved at both proposed access points in accordance with Manual for Streets guidance. The local highway network also operates at low vehicle speeds, with recorded 85th percentile speeds significantly below the posted 30mph speed limit.
- 9.5 A review of the most recent five-year personal injury accident data identified no recorded injury collisions within the study area. The local highway network therefore does not exhibit any existing highway safety concerns that would be materially affected by the development proposals.
- 9.6 It is considered that the level of traffic generated by the proposed development would be minimal and would not be materially discernible from the daily fluctuations in traffic flows on the surrounding highway network. The local highway network is considered capable of accommodating the

- development proposals without resulting in a severe impact on highway safety or operation.
- 9.7 It is therefore concluded that the proposed development is acceptable from a highway and transportation perspective and there are no highway safety or capacity reasons why planning permission should not be granted.

Appendix A

Development Proposals



- 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.



PROJECT TITLE						
STONECROFT, SILKSTONE COMMON						
DRAWING TITLE						
DEVELOPMENT PROPOSALS						
DRAWING NUMBER						
ORIGINATOR	PROJECT	VOL.	TYPE	ROLE	NUMBER	
PRGN -	2525 -	HGN -	DR -	CH -	0001	
CLIENT						
MARK BROTHERTON						
SCALE						
1:400	A3	DRAWN	CHECKED	AUTHORISED	DATE	
		J.H.	L.J.O	L.J.O	MAY 26	

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Appendix B

TRICS Data

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:

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

1	DL-03-A-11	SEMI-DETACHED HOUSES	DUBLIN
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
2	DN-03-A-06	DETACHED HOUSING	DONEGAL
GLENFIN ROAD BALLYBOFEY Edge of Town Residential Zone Site area: 1.02 hect Survey date: Wednesday 10/10/2018			
			Survey Type: Manual
3	HF-03-A-05	TERRACED HOUSES	HERTFORDSHIRE
HOLMSIDE RISE WATFORD SOUTH OXHEY Edge of Town Residential Zone Site area: 0.19 hect Survey date: Monday 05/06/2023			
			Survey Type: Manual
4	KC-03-A-09	MIXED HOUSES & FLATS	KENT
WESTERN LINK FAVERSHAM DAVINGTON Edge of Town Residential Zone Site area: 1.11 hect Survey date: Wednesday 09/06/2021			
			Survey Type: Manual
5	MW-03-A-02	MIXED HOUSES	MEDWAY
OTTERHAM QUAY LANE RAINHAM Edge of Town Residential Zone Site area: 0.7 hect Survey date: Monday 06/06/2022			
			Survey Type: Manual
6	NF-03-A-10	MIXED HOUSES & FLATS	NORFOLK
HUNSTANTON ROAD HUNSTANTON Edge of Town Residential Zone Site area: 0.7 hect Survey date: Wednesday 12/09/2018			
			Survey Type: Manual
7	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
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
8	VG-03-A-01	SEMI-DETACHED & TERRACED	VALE OF GLAMORGAN
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					
Total Rates:			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.

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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.