



Bar Lane, Mapplewell, Barnsley

Highway Statement

September 2026

2568A

Paragon Highway Consultants
Peach House West, The Rear Walled Garden,
Nostell Estate, Wakefield WF4 1AB

☎ 01924 291536

✉ mail@paragonhighways.com
paragonhighways.com



Quality Management

	First Issue	Revision 1	Revision 2	Revision 3
Remarks		A		
Date	April 2026	Sep 2026		
Prepared by	PAH	EM		
Checked by	LJO	LJO		

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 or used 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	Development Proposals	12
4.0	Traffic Impact	14
5.0	Conclusion	16

Appendices

Appendix A	Site Access Proposals
Appendix B	TRICs Data

Figures

Figure 1.1	Site Location Plan
Figure 2.1	Existing Site Access – Google Earth image
Figure 2.2	Pedestrian Isochrone
Figure 2.3	Cyclist Isochrone
Figure 2.4	Bus Services
Figure 2.5	Train services – Darton Station
Figure 2.6	CrashMap Search Area
Figure 2.7	Development Trip Rates / Traffic Generations

1.0 Introduction

- 1.1 Paragon Highway Consultants have been appointed to provide a Highway Statement in relation to a proposed residential development on land at 23 Bar Lane, Mapplewell in the district of Barnsley.
- 1.2 The site location can be found at Figure 1.1 below.

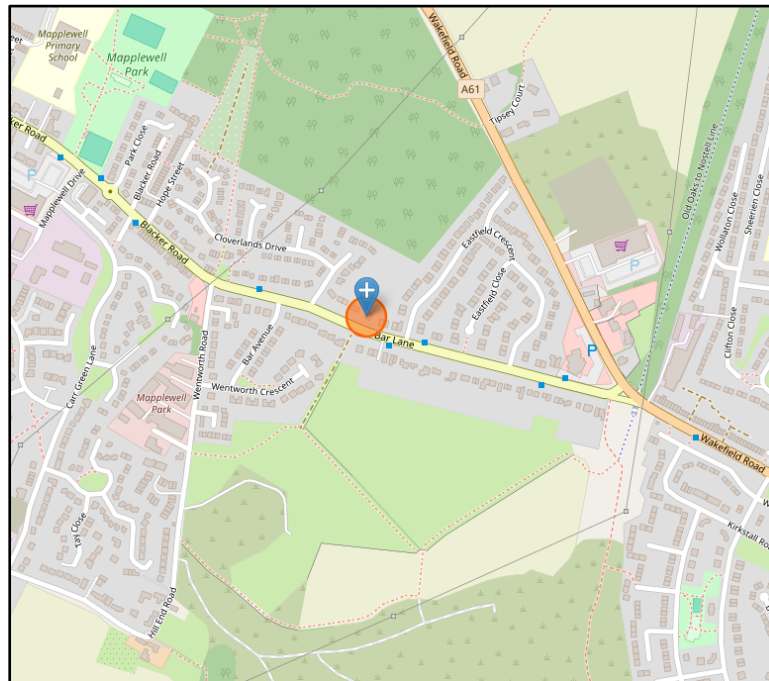


Figure 1.1 Site Location Plan

- 1.3 The site is located on the northern side of Bar Lane which forms part of the route of the B6131. The site is within the administrative boundary of the Barnsley Metropolitan Borough Council. The site is bound by Bar Lane to the south open land to the north and residential development to all other sides.
- 1.4 The development proposals comprise of the demolition of no. 23 Bar Lane and its replacement with 5 detached dwellings served via a new access road and private drive
- 1.5 This Highway Statement demonstrates that:
- The site is accessible via public transport and pedestrian 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 subject to minor improvements to visibility.
 - The trip generation from the proposed development will not result in a significant residual impact on the local transport network.

1.6 The purpose of this Highway Statement is to bolster the application. Following this 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 layout, parking and access provision.
- 4.0 Traffic Impact conducts an analysis of the potential 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

Local Highway Network

- 2.1 The site will be accessed off the Bar Lane. Bar Lane is a two-way single carriageway at this point that forms part of the route of the B6131 connecting the A637 Huddersfield Road to the west via a priority junction and to the A61 Wakefield Road to the south east via a signal-controlled junction. The existing property has the benefit of a simple dropped footway crossing arrangement onto the major road – see Figure 2.1 below.



Figure 2.1 Existing Site Access

- 2.2 On the nearside of the Bar Lane there is a footway with a verge to the rear, however, to the east of the site the verge terminates. On the far side of the major road there is a footway with a wide verge to the rear of same.
- 2.3 Bar Lane forms part of a bus route and the local footways form part of a signed cycle route. The B6131 is the subject of a 30-mph speed limit and is lit to an appropriate standard.

- 2.4 Locally along the B6131 there are numerous side road junctions and access points to individual properties.

Walking and Cycling

- 2.5 Facilities for pedestrians within the vicinity of the development site include footways along both sides of the B6131. Just to the west of the site there is a dropped pedestrian and cycle crossing arrangement with tactile paving providing a suitable crossing point for these more vulnerable road users. There are fares stages within 400 metres of the application site on both sides of the highway. The nearside fare stage has the benefit of a passenger shelter and raised boarding kerbs. The fare stage on the opposite side of the highway also has raised boarding kerbs. Further information on local bus services can be found in the section on Public Transport below.
- 2.6 Pedestrian and cyclist isochrones are illustrated within Figure 2.2 and 2.3 respectively. Both isochrones are formulated on a maximum travel duration of 20 minutes.

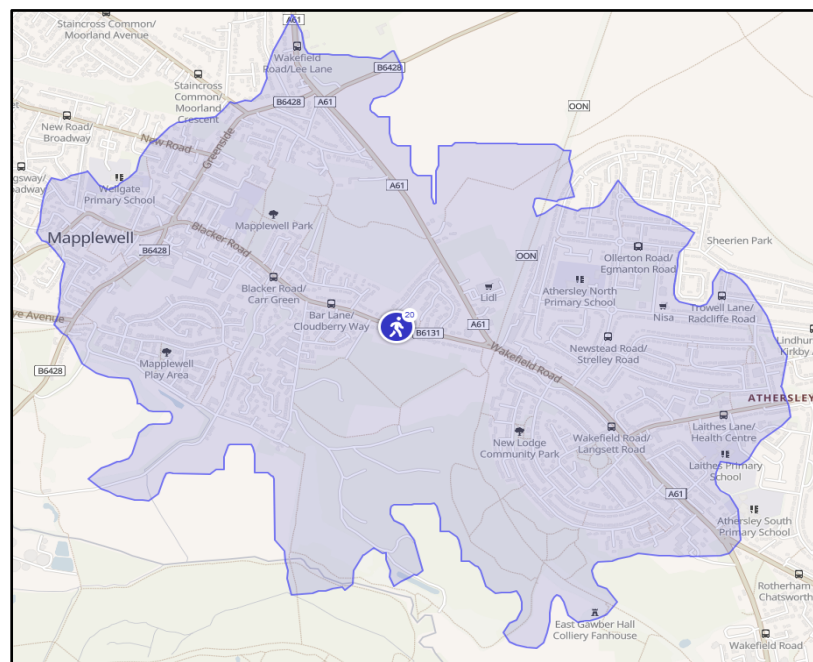


Figure 2.2 Pedestrian Isochrone

-
- 2.7 Figure 2.2 above demonstrates that both the majority of Mapplewell and parts of Athersley are accessible within a 20-minute walking radius from the application site. Within the relevant isochrone there is Mapplewell Primary School, several supermarkets, employment opportunities exist at Blacker Road, Towngate, The Courtyard and Wentworth Road. There is also a medical centre, library and a community centre within walking distance of the site.
- 2.8 Figure 2.3 below highlights below the area that residents of the new development can access by bicycle. The employment areas mentioned in para 2.7 can also be accessed by bicycle as can the large industrial / commercial sites off the Carlton Road and Industry Road east of Athersley South. Barnsley town centre and its many facilities is within the cycle catchment. The large Ardagh Glass Works complex is also within the accepted cycling distance of the site. Darton rail station is also within the catchment providing the opportunity for multi modal travel as the station has the benefit of cycle storage facilities.
- 2.9 The local footways are signed shared facilities with pedestrians.
- 2.10 It is acknowledged that some of the local terrain is challenging, however, for the competent cyclist it should not prevent this mode of transport being used as part of or the whole of their daily commute.

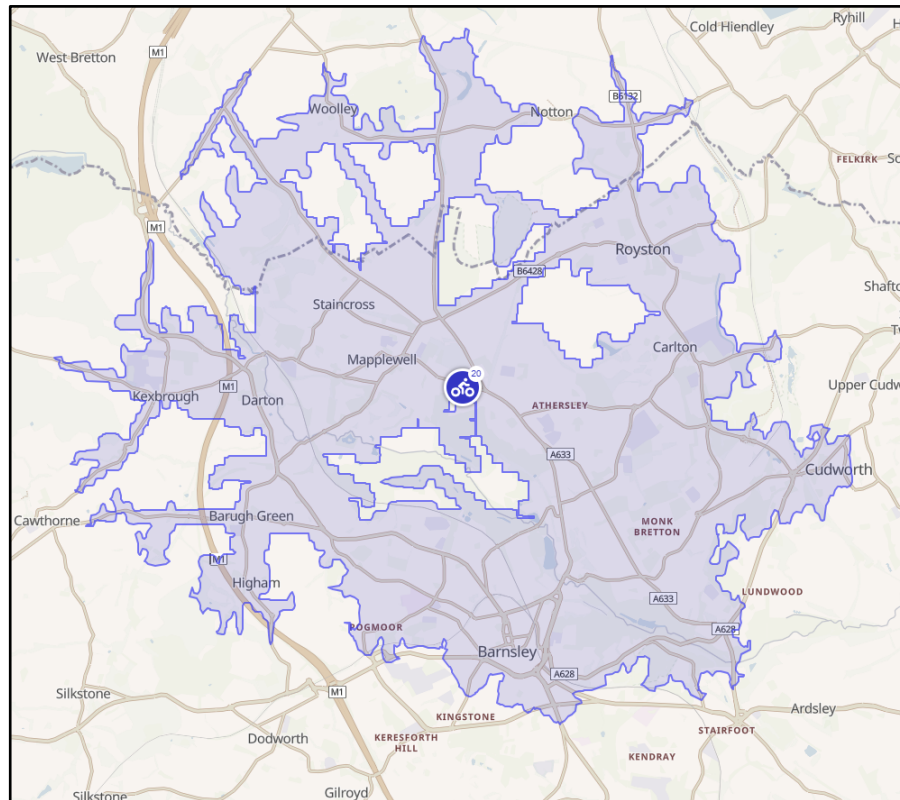


Figure 2.3 Cyclist Isochrone

Public Transport

- 2.11 The application site is conveniently situated with respect to access to public transport. The nearest bus stops are located on Bar Lane with the fare stages on both sides of the highway being within 400 metres of the application site.
- 2.12 A summary of the services available from these fare stages is provided within Figure 2.4 below. The table includes information of service routes, frequencies and the bus provider offering the service.

Number	Route	Typical Frequency			Provider
		Mon – Fri	Sat	Sun & late evenings	
1	Barnsley – Smithies – New Lodge – Mapplewell - Staincross	20 mins	20 mins	Sun 60 mins Eves 30 mins	Stagecoach

Figure 2.4 Bus Services

- 2.13 The service depicted in Figure 2.4 can provide potential commuting and leisure travel. They provide access to several local villages / towns within the local area and also the large town of Barnsley.
- 2.14 With regard to rail travel, Darton railway station is located within the accepted cycling distance of the application site and has the benefit of cycle storage facilities. The route is shown in Fig 2.5 below. Barnsley rail station is also accessible by the bus service shown in Fig 2.4 above.

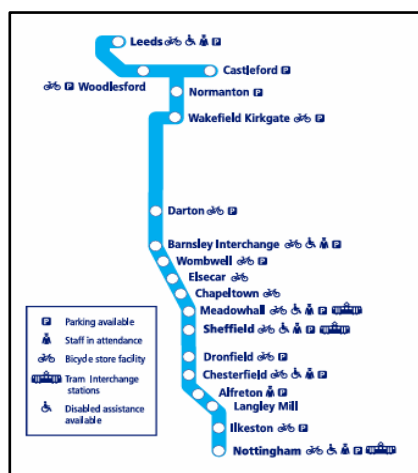


Figure 2.5 Train services available from Darton Rail Station.

Road Traffic Accidents

- 2.15 The personal injury accident data for the previous 5-year period, ending December 2025, has been sourced from Crashmap. This data encompasses any incidents that have occurred within the development site's vicinity along the B6131. Figure 2.6 identifies the search area and any accidents that may have occurred and the severity of each incident. As can be seen there has been no injury accidents within the search area parameters.

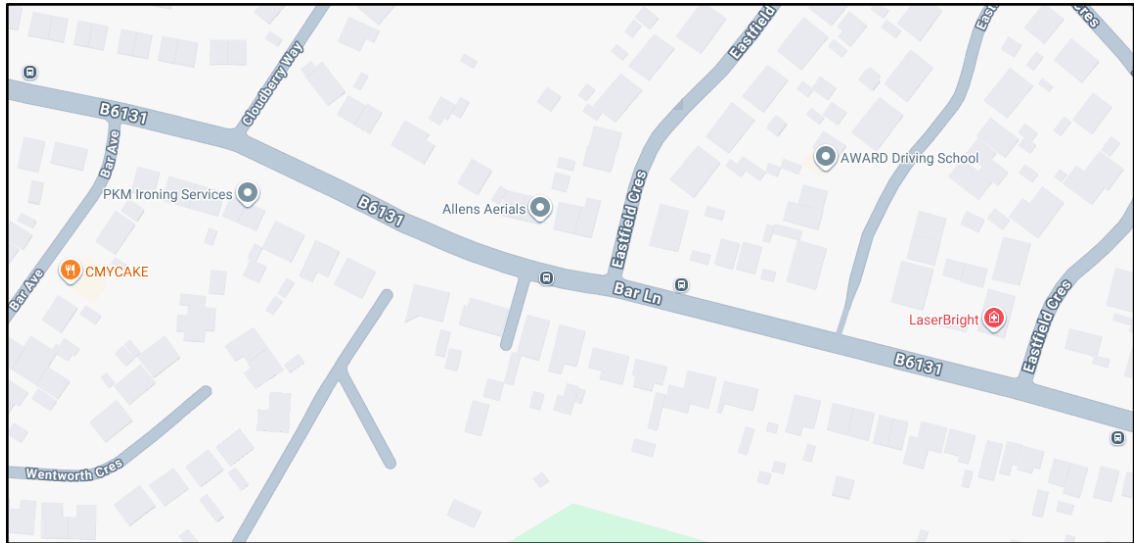


Figure 2.6 Collision Plot Search Area

- 2.16 The overall available accident data does not suggest any inherent road safety issues in the area surrounding the proposed development site. Given the low number of traffic movements associated with the proposed development this situation is unlikely to change.

3.0 Development Proposals

Proposed Development

- 3.1 The development proposals comprise of the erection of 5no detached dwellings. 4no of the dwellings will be served from a new informal access road linking to the B6131 located on the east side of the site frontage, with a single dwelling served from an individual driveway direct from the B6131, which is located on the west side of the site frontage.
- 3.2 The development proposals can be seen in full at Appendix A.

Access and Parking Provision

- 3.3 Access to the 4no dwellings will be via a vehicular footway crossing with the B6131, sight lines at the junction with the major road will be provided to comply with the posted speed limit with splays of 2.4m x 43m provided on both sides of the access. The internal road/ shared driveway will at least meet the Councils shared driveway standards.
- 3.4 The access for the single dwelling (plot 1) will be in the form of a vehicular footway crossing and will meet the Council's driveway geometry standards. Visibility at the access shall meet the requirements of Manual for Streets for 30mph speed limit roads with splays of 2.4m x 43m provided on both sides.
- 3.5 Based on BMBC parking guidance, the development will provide 2 off-street parking spaces per dwelling. This will be provided by each dwelling's garage and associated driveway space.
- 3.6 1 visitor parking space and electric vehicle charging points will also be provided for the shared driveway in accordance with BMBC guidance.

Pedestrian and Cycle Provision

- 3.7 Pedestrians will utilise the carriageway of the shared driveway/ single driveway, along with other road users, to access their properties.

-
- 3.8 In addition, the proposals shall incorporate the inclusion of secure cycle storage facilities within garages or sheds to be located within the rear gardens. These facilities can only promote cycling as a means of transport to and from the site for residents. This approach ensures that the facilities are appropriately integrated into the site design and meet any specific requirements or guidelines set out by the LPA.

Servicing

- 3.9 In terms of servicing, the proposals allow for access by a Barnsley Council specification refuse collection vehicle. The turning arrangement at the head of the cul-de-sac will allow this large vehicle to turn within the site and re-enter the major road in a forward gear.
- 3.10 Access for the fire service will be available via the new access road and the proposed turning arrangement will also accommodate a large fire tender.

4.0 Traffic Impact

Potential Traffic Generations

- 4.1 Currently the site generates the typical trips associated with a detached dwelling i.e 1 trip at the recognised peak periods and 4-5 total trips per day.
- 4.2 The current development proposals include the construction of 5 detached dwellings, including associated access and parking in general accordance with current Barnsley MBC standards. This provides a net increase of 4 dwellings when considering the existing dwelling at the site.
- 4.3 The table within Figure 2.7 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	1.26	2.1	3.36	1.43	1.14	2.57

Figure 2.7 Proposed trip rate and traffic generations

- 4.4 The table within Figure 2.7 above identifies that the proposed development has the potential to generate on average just 3 trips at the AM and PM peaks. This minor level of 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.
- 4.5 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 accidents within the relevant 5-year search period.
- 4.6 Based on the low trip rates mentioned above, it is considered that no assessments of local junctions are considered necessary as the number of trips predicted are well below the required threshold.

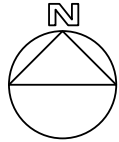
- 4.7 The proposed development based on the above should, therefore, have no impact on the local network and the proposed development should be considered acceptable in highway terms to the Local Highway Authority.

5.0 Conclusion

- 5.1 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.
- 5.2 The development proposals include the erection of 5no detached dwellings with suitable access, junction visibility, and turning facilities.
- 5.3 The site is situated within a reasonably sustainable location, given its proximity to local bus stops along with pedestrian and cycle provision. The site will generally conform to current Government directives for developments that are located in an urban location.
- 5.4 As part of the development proposals the development will provide off street parking facilities to current Barnsley MBC requirements.
- 5.5 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 traffic generated by the proposals can easily be accommodated and will not add to any congestion at the peak times on the local highway network.
- 5.6 It is therefore 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

Site Access Proposals



4374508

CLODBERRY WAY

2

3

Existing Dwelling

Existing Dwelling

Existing Dwelling

Existing Dwelling

Existing Dwelling

Existing Dwelling

Existing Dwelling

Existing Dwelling

Existing Dwelling

Existing Dwelling

Existing Dwelling

Existing Dwelling

Existing Dwelling

Existing Dwelling

Existing Dwelling

Existing Dwelling

Existing Dwelling

Existing Dwelling

Existing Dwelling

Existing Dwelling

Existing Dwelling

Existing Dwelling

Existing Dwelling

Existing Dwelling

Existing Dwelling

Existing Dwelling

Existing Dwelling

Existing Dwelling

Existing Dwelling

Existing Dwelling

Existing Dwelling

Existing Dwelling

Existing Dwelling

Existing Dwelling

Existing Dwelling

Existing Dwelling

Existing Dwelling

Existing Dwelling

Existing Dwelling

Existing Dwelling

Existing Dwelling

Existing Dwelling

Existing Dwelling

2.4m x 43.0m
(to wheel track)
Visibility Splay

2.4m x 43.0m
(to wheel track)
Visibility Splay

409750N

409800N

409850N

409900N

409950N

410000N

410050N

410100N

410150N

410200N

410250N

410300N

410350N

410400N

410450N

410500N

410550N

410600N

410650N

410700N

410750N

410800N

410850N

410900N

410950N

411000N

411050N

411100N

411150N

411200N

411250N

411300N

411350N

411400N

411450N

411500N

411550N

411600N

411650N

411700N

411750N

411800N

411850N

411900N

411950N

412000N

412050N

412100N

412150N

412200N

412250N

412300N

412350N

412400N

412450N

412500N

412550N

412600N

412650N

412700N

412750N

412800N

412850N

412900N

412950N

413000N

413050N

413100N

413150N

413200N

413250N

413300N

413350N

413400N

413450N

413500N

413550N

413600N

413650N

413700N

413750N

413800N

413850N

413900N

413950N

414000N

414050N

414100N

414150N

414200N

414250N

414300N

414350N

414400N

414450N

414500N

414550N

414600N

414650N

414700N

414750N

414800N

414850N

414900N

414950N

415000N

415050N

415100N

415150N

415200N

415250N

415300N

415350N

415400N

415450N

415500N

415550N

415600N

415650N

415700N

415750N

415800N

415850N

415900N

415950N

416000N

416050N

416100N

416150N

416200N

416250N

416300N

416350N

416400N

416450N

416500N

416550N

416600N

416650N

416700N

416750N

416800N

416850N

416900N

416950N

417000N

417050N

417100N

417150N

417200N

417250N

417300N

417350N

417400N

417450N

417500N

417550N

417600N

417650N

417700N

417750N

417800N

417850N

417900N

417950N

418000N

418050N

418100N

418150N

418200N

418250N

418300N

418350N

418400N

418450N

418500N

418550N

418600N

418650N

418700N

418750N

418800N

418850N

418900N

418950N

419000N

419050N

419100N

419150N

419200N

419250N

419300N

419350N

419400N

419450N

419500N

419550N

419600N

419650N

419700N

419750N

419800N

419850N

419900N

419950N

420000N

420050N

420100N

420150N

420200N

420250N

420300N

420350N

420400N

420450N

420500N

420550N

420600N

420650N

420700N

420750N

420800N

420850N

420900N

420950N

421000N

421050N

421100N

421150N

421200N

421250N

421300N

421350N

421400N

421450N

421500N

421550N

421600N

421650N

421700N

421750N

421800N

421850N

421900N

421950N

422000N

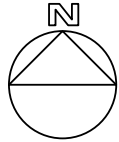
422050N

422100N

422150N

422200N

422250N



CLODBERRY Way

2.4m x 43.0m
Visibility Splay

2.4m x 43.0m
(to wheel track)
Visibility Splay

Plot 5

Plot 4

Plot 3

Plot 2

Plot 1

Plot 1

Private Car

Width : 1700
Track : 1700
Lock to Lock Time : 6.0
Steering Angle : 32.6

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
BAR LANE, MAPPLEWELL

DRAWING TITLE
SWEEP PATH ANALYSIS

ORIGINATOR	PROJECT	VOL.	TYPE	ROLE	NUMBER
PRGN	2568	HGN	DR	CH	0002

CLIENT
DEAN MASON

SCALE	SIZE	DRAWN	CHECKED	AUTHORISED	DATE
1:500	A3	EM	LJO	LJO	SEP 26

PARAGON HIGHWAYS
PEACH HOUSE WEST, THE WALLED GARDEN
NOSTELL ESTATE YARD
WAKEFIELD WF4 1AB

01924 291536
MAIL@PARAGONHIGHWAYS.COM

COPYRIGHT © 2024 PAUL HOWARTH HIGHWAY CONSULTANTS LTD T/A PARAGON HIGHWAYS

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.

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.