

BILLINGTON STRUCTURES LTD

Transport Statement

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Transport Statement
Version 2
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Document Status

Version	Purpose of document	Authored by	Reviewed by	Approved by	Review date
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1 INTRODUCTION

1.1 This Transport Statement (TS) has been prepared to support a planning application for Billington Structures Ltd, Shafton site, Engine Lane, Barnsley S72 8SP (“the Site”). **Figure 1.1** illustrates the location of the Site.

Figure 1.1: Site Location



1.2 The development proposal consists of a minor extension to existing southernmost shed/ loading bay 40 metres into the service yard. The development proposals will be detailed in **Chapter 4** of this TS.

Planning History

1.3 The site has been subject to a number of planning applications, the details of these can be found below:

- 15 August 2005 - B/05/0799/HR – Formation of loading bay to industrial unit – Approve with Conditions;
- 11 November 2003 – B/03/0718/HR – Change of use of general industrial factory unit/warehouse (B2 and B8) to battery recycling facility – Refused; and
- 11 November 2003 – B/03/1225/HR – Use of premises as a tyre recycling facility – Unknown.

Report Brief

- 1.4 This TS has been prepared to review the extent of any associated transport impacts that may arise from the development and assess the Site within the context of key national, regional, and local transport policy.
- 1.5 The trip generation study contained within **Section 5** of this TS considers the likely trip generation associated with the development proposals to help understand any potential off-site impacts.

Report Structure

- 1.6 This TS is broken down further into the following sections:
- **Section 2** – Existing site operation including details of staff, staff shifts, car parking spaces, cycle parking and vehicle access arrangements.
 - **Section 3** – Details of the proposed extension and information on staff numbers and production. In addition, any changes to car parking provision will be considered within this section.
 - **Section 4** – High level comparison between existing operation and proposed, this section will also arise any changes to trip generation due to staff or additional production vehicle movements.
 - **Section 5** – Summarises and concludes the TS in relation to the overall proposed development transport impacts and how the proposals aim to address them if any are identified.

2 EXISTING SITE OPERATIONS AND BASELINE CONDITION

Site Context

- 2.1 The site is located south of Shafton, a civil parish in the Metropolitan Borough of Barnsley in South Yorkshire. It is a subsidiary of Billington Holdings Plc and covers an area of approximately 10 hectares. The company provides fabrication, engineering, and manufacturing services.

Employee Information

- 2.2 The site has 80 employees, including all factory and office staff. It operates from 06:00 to 24:00, Monday to Thursday, and from 06:00. to 19:00 on Friday. There are two shifts: the main shift, which starts in the morning, and the afternoon shift. Most employees commence work in the morning, while the afternoon shift consists of 15 employees. Therefore, not all employees are on site at any one time.

Baseline Conditions & Accessibility

Active Travel

Pedestrian Infrastructure

- 2.3 Pedestrian access to the site is via Hodroyd Lane, which serves as the main entrance. Located on the southwestern edge of the site, Hodroyd Lane has pavements on both sides, providing connectivity to the A6195 Engine Lane. Engine Lane offers good pedestrian facilities, including crossing points, dropped kerbs, and tactile paving, largely due to its proximity to Outwood Academy. Additionally, Engine Lane Close, which connects with Hodroyd Lane, features a pedestrian bridge over the A628 Collier Road, leading north to Shafton.

Cyclist Infrastructure

- 2.4 A shared cyclist/ pedestrian route is available off-road on the eastern side of Engine Lane, running from the south near Grimethorpe to Engine Lane Close. Engine Lane Close is a quiet route that provides cyclists with access between the site and Shafton.
- 2.5 The National Cycle Route (NCR) 67 is located relatively close to the site and can be accessed via Weetshaw Lane and Shaw Lane to the west, approximately an 11-minute ride. The route includes a mix of off-road and on-road sections. NCR 67 is part of the National Cycle Network, running from Long Whatton near Loughborough to National Route 71 near Northallerton in Yorkshire. The section between Chesterfield and Leeds forms a key part of the Trans Pennine Trail.

Public Transport

Bus

- 2.6 The closest bus stop to the site is located 300 metres from the site entrance on Engine Lane. The 28 bus, which runs between Barnsley and Pontefract via Ackworth, Fitzwilliam, Hemsworth, Grimethorpe, and Cudworth, serves this southbound stop. Additional services are available at bus stops located a 10-minute walk north on Brierley Road in Shafton. These stops are served by bus routes 27, 27a, 27b, and 37s, providing more frequent services to the site.

Rail

- 2.7 There is no local train station near to the site. The two nearest stations are Barnsley Interchange to the west and Moorthorpe train station to the east.
- 2.8 Barnsley Interchange operated by Northern Trains, offers direct services to Sheffield, Leeds, Huddersfield, and Wakefield, with trains to Manchester Piccadilly via the Hope Valley line, and connections to Huddersfield on the Penistone Line. This station can be accessed via a circa 30-minute bus journey via the 27, 27a and 27b. Taxi journeys between the site are approximately 15 minutes.
- 2.9 Moorthorpe railway station, also operated by Northern Trains, provides regular services to key destinations including Leeds, Sheffield, Doncaster, York, and Wakefield. It is situated on the Dearne Valley Line and Hallam Line, offering connections to Pontefract, Barnsley, and Rotherham. No direct bus services operate between the site and this station, taxi journeys would take approximately 13 minutes.

Local Highway Network

Access and Highways

- 2.10 The main site access is taken via Hodroyd Lane, there is a security gate which spans the length of the site access. The single carriageway route is approximately 8 metres wide and has a mixture of single and double yellow lines for the majority of the carriageway. This route connects with the A6195 Engine Lane which has a 30mph speed limit and street lighting. To the south of this junction the speed limit changes to 40mph. Engine Lane Roundabout is located circa 200m to the north of Engine Lane which connects with the A628. The A628 is a major road connecting Greater Manchester and South Yorkshire. It runs from Huddersfield and Barnsley to Manchester.
- 2.11 The site lies equidistant to both the M1 and the A1. The A1 and M1 are two of England's major north-south roads, serving as vital transportation arteries. The A1 runs from London to Edinburgh, passing through key cities such as Peterborough, Doncaster, and Newcastle. The M1 is a dedicated motorway, connects London to Leeds, running parallel to the A1 but further west, passing through Northampton, Leicester, Nottingham, and Sheffield. Both roads are essential for long-distance travel and freight transport and are accessible within less than 20 minutes from the site.

Parking

- 2.12 Parking is available for staff at the site, with 90 parking spaces located on the western edge. One disabled bay is situated nearest to the site entrance. Currently, the car park is underutilised with current utilisation at 70% most days. HGVs are permitted to park throughout the site where loading is required, and the existing layout accommodates HGV turning movements effectively.

Summary

- 2.13 The site employs 80 people and operates from 6 am to midnight, Monday to Thursday, and from 6 am to 7 pm on Friday. There are two shifts: a main morning shift and an afternoon shift with 15 employees, ensuring not all employees are on site simultaneously. The site is well connected to local pedestrian infrastructure due to its proximity to Outwood Academy, featuring good levels of pavements and crossing facilities. Some cycling infrastructure is also present, with a shared-use cycle route running along the eastern side of Engine Lane.
- 2.14 Bus services are available, and a bus stop is located near the Hodroyd Lane/Engine Lane junction. Additional services can be found a 10-minute walk to the north in Shafton. The nearest railway stations are located some distance away; Barnsley Interchange is the easiest to access via numerous bus services, with a journey time of approximately 30 minutes. Moorthorpe station also offers train services, but direct bus connections to this station are limited.
- 2.15 The local highway network provides easy access to the strategic road network, with the A1 and M1 located less than 20 minutes' drive to the east and west of the site, respectively.

3 DEVELOPMENT PROPOSALS

- 3.1 The proposals entail an extension to the current factory. This extension will be an addition to the existing building located to the south nearest to the site access. The proposed extension is approximately 882m², the existing factory spanning over two separate main buildings has an area of approximately 16,194m², therefore the extension is providing an uplift of circa 5% in overall factory area. Detailed plans are available in **Appendix 1**.

Access

Pedestrian and Cycles

- 3.2 Pedestrian and cycle access to the Site will remain as currently exists from Hodroyd Lane through the security gates to the southwest of the Site.

Parking

Cycle

- 3.3 Billington Structural Steelwork has advised that a maximum of 6 employees currently cycle to work. These cycles are securely accommodated within the factory in close proximity to the canteen and changing rooms.

Car

- 3.4 As stated previously there are 90 parking spaces located adjacent to the western perimeter of the site. The parking is current underutilised, as stated there are 80 employees, this is not the total number of staff on site at any one time, there are two shifts of which the afternoon shift only had 15 employees on site. One disabled parking space is provided at the site near to the site building entrance.

Waste Strategy

- 3.5 The refuse collection will stay as existing, the site uses their own private company to collect the waste. Due to the site being designed to accommodate HGV's the refuse vehicles used at the site are able easily navigate throughout.

Deliveries and Servicing

- 3.6 Deliveries and servicing will take place as existing from Hodroyd Lane into the site using the internal road network to navigate through the Site. Total deliveries to the site, including part and full HGV loads, flatbeds, and vans, would range between 10 and 15 per day. Full HGV loads of steel leaving the site average between 2 and 3 per day. The extension will increase the operational efficiency of the steel services but is not anticipated to increase output. However, the extension may result in the occasional abnormal load accessing the site.

Summary

- 3.7 This section of the report has detailed the development proposals, which comprise:
- The extension will have the same use as the existing, with a proposed GFA of approximately 882m². This is an uplift of circa 5% of the current overall floor space;
 - The Site will operate with the same number of car parking spaces as existing as the current car park is underutilised. One disabled parking space will be retained as existing; and
 - The refuse collection, deliveries and services will continue as existing.

4 TRANSPORT IMPACT

Introduction

- 4.1 This section of the TS sets out the likely trip generation associated with the development proposals and considers the potential impact of these trips on the local highway and transport networks.
- 4.2 There will be no uplift in employee numbers at the Site due to the proposed extension of the factory. As a worse-case scenario we have used Trip Rate Information Computer System (TRICS) to understand what the uplift in vehicle movements could be for the proposed extension. The trip generation for the proposed development has been based on the TRICS database for other similar industrial developments.
- 4.3 A copy of the TRICS output is provided at **Appendix 2**.

Proposed Vehicle Trip Generation

- 4.4 **Table 5.1** provides trip rates associated with the proposed 882m² industrial use.

Table 4.1: Vehicle Trip Rates (per 100sqm)

Mode of Travel	Existing Trip Rates					
	AM Peak			PM Peak		
	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way
Vehicle	0.507	0.135	0.642	0.182	0.531	0.703

- 4.5 The trip rates in **Table 5.1** have been applied to the proposed industrial use area of 882m², to establish the trip generation for the proposed extension of the factory. **Table 4.2** summarises the proposed trips.

Table 4.2: Proposed Vehicle Trips (882m²)

Mode of Travel	Existing Multi Modal Trip Generation (persons)					
	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
Vehicle	4	1	5	2	5	7

- 4.6 **Table 4.2** demonstrates that the proposed extension to the would result in worse-case scenario of 5 total trips in the morning peak and 7 total trips in the evening peak. The additional daily traffic will be imperceptible to other road users and no junction assessment is considered necessary.

5 SUMMARY & CONCLUSION

Summary

- 5.1 The TS has been prepared for Billington Structural Steelwork to support a planning application for Shafton Steel Services at Engine Lane, Shafton, Barnsley. The proposal includes a minor extension of the southernmost shed/loading bay by 40 meters into the service yard. The site, located south of Shafton in Barnsley, South Yorkshire, covers about 10 hectares and is a subsidiary of Billington Holdings Plc, providing fabrication, engineering, and manufacturing services.

Existing Accessibility

- 5.2 The site is well-connected with good pedestrian and cycling infrastructure, including pavements, crossing facilities, and a shared-use cycle route along Engine Lane.
- 5.3 Bus services are available nearby, with the closest stop at Hodroyd Lane/Engine Lane junction and additional services a 10-minute walk away in Shafton.
- 5.4 The nearest railway stations are Barnsley Interchange, accessible via a 30-minute bus ride, and Moorthorpe, which has limited direct bus connections.
- 5.5 The main access is via Hodroyd Lane, an 8-meter-wide single carriageway with a security gate, connecting to the A6195 Engine Lane. The site is about 20 minutes from both the M1 and A1, key routes for long-distance travel and freight transport.

Development Proposals

Land Use

- 5.6 The land use will remain, only an extension to the current factory is proposed, this equates to 882m², which is approximately 5% of the overall area of the current factory.

Access

- 5.7 Access for pedestrians, cyclists and vehicles will remain as existing from Hodroyd Lane to the west of the site.

Deliveries, Servicing and Waste.

- 5.8 Deliveries, servicing and waste management will continue to operate as existing using the Hodroyd Lane access.

Parking

- 5.9 The existing car park is underutilised which provides 90 parking spaces for the 80 staff. The site operates on shift patterns meaning that the 80 employees are split over two shifts. One disabled parking bay is provided within this total located close to the building entrance. Therefore, no additional vehicle parking is proposed as part of the development proposal.

Trip Generation and Transport Impacts

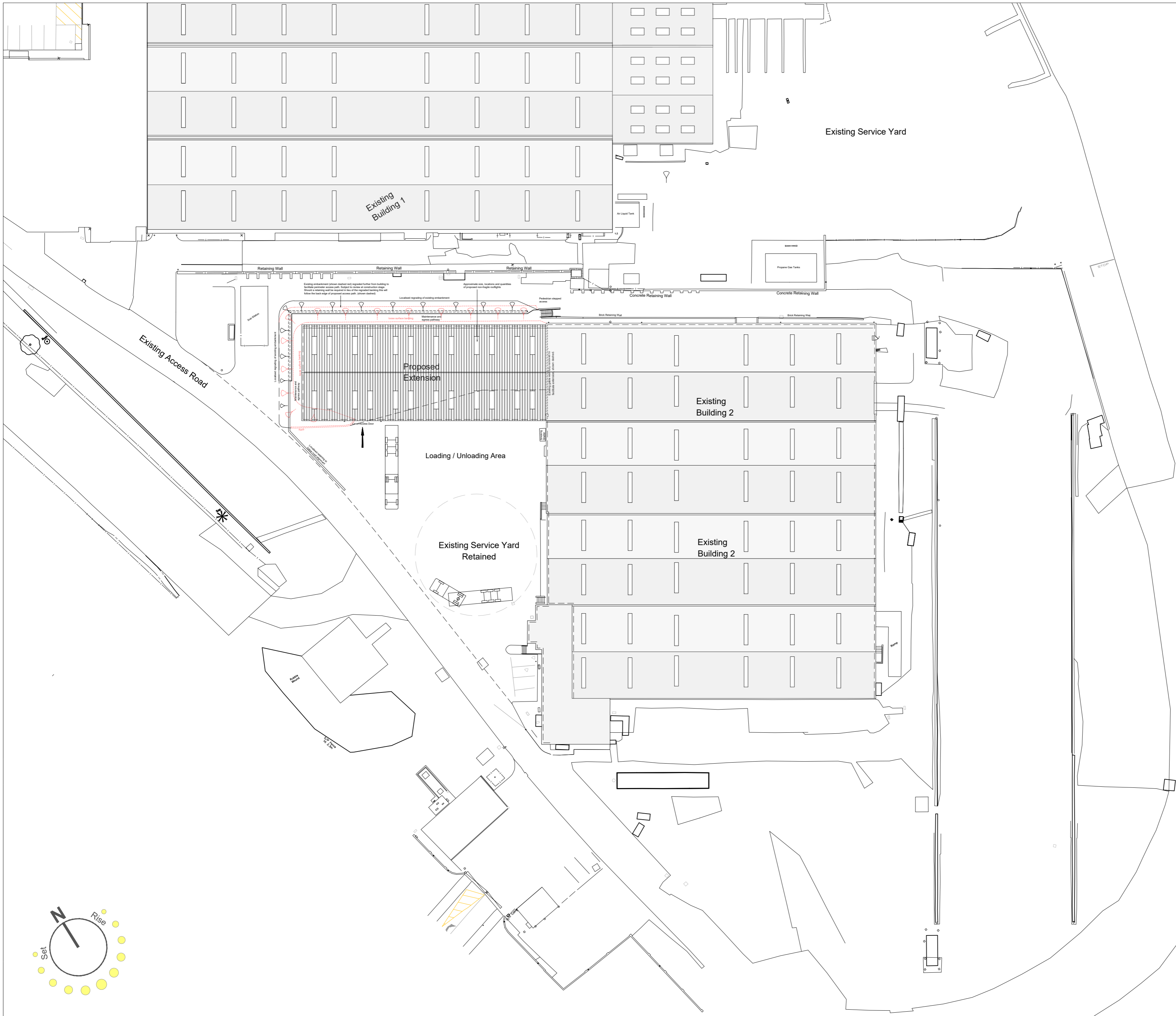
- 5.10 A trip generation exercise using TRICS shows that the development could generate 5 and 7 two-way trips during morning and evening peak hours, respectively. The local transport network can accommodate these trips without severe impact or adverse effects on highway safety, according to NPPF standards.

Conclusion

- 5.11 In conclusion, this Transport Statement establishes that extension of the Billington Structural Services would not have a severe residual impact on the local highway network, in accordance with the requirements of the NPPF. Furthermore, the development will provide a safe means of access to the Site. As such, there is no transport reasons why the development should not be permitted.

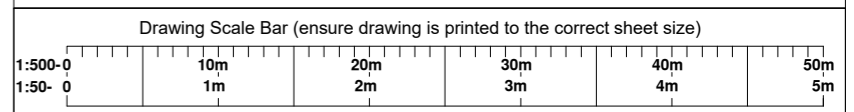
Appendices

Appendix 1 – Proposed Site Layouts



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Key:

Demolition (shown in red dashed lines)

P04	Rooflight layout updated	AJT	JC	13.12.24
P03	Prepared for planning	AJT	JC	20.11.24
P02	Potential retaining wall and pedestrian stepped access added. Regrading to existing embankment to allow for addition of perimeter pedestrian path to proposed extension.	AJT	JC	17.09.24
P01	First Issue	AJT	JC	06.08.24
Rev	Description	By	Ckd	Date



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Project **Billington Structural Services Warehouse Extension**

Title **Proposed Site Layout**

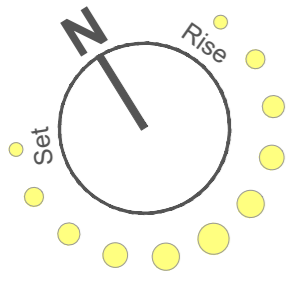
Status	Scale	Date Created
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Appendix 2 – TRICS Outputs

RPS 1st Floor West London

Licence No: 705125

Calculation Reference: AUDIT-705125-240930-0905

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
TOTAL VEHICLES

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KS KIRKLEES	1 days
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	BP BLACKPOOL	1 days
	EC CHESHIRE EAST	1 days
	LC LANCASHIRE	2 days
09	NORTH	
	CU CUMBERLAND	1 days

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

RPS 1st Floor West London

Licence No: 705125

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: Gross floor area
Actual Range: 150 to 6658 (units: sqm)
Range Selected by User: 150 to 34581 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 29/06/23

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
Tuesday	1 days
Wednesday	1 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	7 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:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	5
Neighbourhood Centre (PPS6 Local Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	5
Development Zone	1
Village	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	9 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	7 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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	4 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

50,001 to 75,000	2 days
75,001 to 100,000	2 days
125,001 to 250,000	3 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	5 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	7 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	7 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	BP-02-C-01 CHORLEY ROAD BLACKPOOL LITTLE CARLETON Edge of Town Industrial Zone Total Gross floor area: 1010 sqm Survey date: THURSDAY 20/06/19	POWDER COATINGS BLACKPOOL	Survey Type: MANUAL
2	CU-02-C-01 BLACKDYKE ROAD CARLISLE KINGSTOWN IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: 715 sqm Survey date: FRIDAY 15/10/21	STEEL FABRICATION CUMBERLAND	Survey Type: MANUAL
3	EC-02-C-01 BRUNEL ROAD MACCLESFIELD LYME GREEN BUS. PARK Edge of Town Development Zone Total Gross floor area: 6658 sqm Survey date: MONDAY 19/09/16	OFFICE FURNITURE CHESHIRE EAST	Survey Type: MANUAL
4	KS-02-C-01 INMOOR ROAD NEAR BRADFORD BIRKENSHAW Neighbourhood Centre (PPS6 Local Centre) Village Total Gross floor area: 1890 sqm Survey date: WEDNESDAY 10/10/18	COMPUTER MANUFACTURER KIRKLEES	Survey Type: MANUAL
5	LC-02-C-03 GOLDEN HILL LANE LEYLAND Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 150 sqm Survey date: TUESDAY 06/11/18	TIMBER SUPPLIES LANCASHIRE	Survey Type: MANUAL
6	LC-02-C-06 TOLLGATE ROAD BURSCOUGH Edge of Town Industrial Zone Total Gross floor area: 700 sqm Survey date: THURSDAY 21/04/22	STEEL FABRICATION LANCASHIRE	Survey Type: MANUAL
7	NY-02-C-03 WETHERBY ROAD KNARESBOROUGH Edge of Town Industrial Zone Total Gross floor area: 1500 sqm Survey date: THURSDAY 29/06/23	WORKWEAR MANUFACTURER NORTH YORKSHIRE	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
EC-02-C-02	07/05/21	COVID
LC-02-C-05	30/06/21	COVID
TV-02-C-02	04/09/20	COVID

RPS 1st Floor West London

Licence No: 705125

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	700	0.000	1	700	0.000	1	700	0.000
06:00 - 07:00	1	700	0.429	1	700	0.143	1	700	0.572
07:00 - 08:00	6	1789	0.382	6	1789	0.093	6	1789	0.475
08:00 - 09:00	7	1803	0.507	7	1803	0.135	7	1803	0.642
09:00 - 10:00	7	1803	0.349	7	1803	0.246	7	1803	0.595
10:00 - 11:00	7	1803	0.356	7	1803	0.309	7	1803	0.665
11:00 - 12:00	7	1803	0.238	7	1803	0.254	7	1803	0.492
12:00 - 13:00	7	1803	0.349	7	1803	0.412	7	1803	0.761
13:00 - 14:00	7	1803	0.277	7	1803	0.285	7	1803	0.562
14:00 - 15:00	7	1803	0.412	7	1803	0.333	7	1803	0.745
15:00 - 16:00	7	1803	0.269	7	1803	0.364	7	1803	0.633
16:00 - 17:00	7	1803	0.269	7	1803	0.475	7	1803	0.744
17:00 - 18:00	7	1803	0.182	7	1803	0.531	7	1803	0.713
18:00 - 19:00	7	1803	0.024	7	1803	0.158	7	1803	0.182
19:00 - 20:00	1	700	0.000	1	700	0.143	1	700	0.143
20:00 - 21:00	1	700	0.000	1	700	0.000	1	700	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.043			3.881			7.924

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:	150 - 6658 (units: sqm)
Survey date date range:	01/01/16 - 29/06/23
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
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.