

## Highways Supporting Statement

### Proposed Residential Development at Dodworth Green Road, Barnsley

12<sup>th</sup> March 2024

#### Introduction

Andrew Moseley Associates (AMA) has been commissioned by Newett Homes to prepare a Highways Supporting Statement (HSS) to review the highway impacts associated with a planning application for the development of five residential dwellings at land off Dodworth Green Road, Barnsley.

This Statement sets out the following elements:

- ▶ Description of the Existing Site and Planning History;
- ▶ Details of the Local Highway Network;
- ▶ Road Safety;
- ▶ Access by Sustainable Modes;
- ▶ Proposed Development;
- ▶ Trip Generation and Highway Impact; and
- ▶ Conclusion.

The Statement is supported by the following Figures and Appendices:

- ▶ **Figure 1** – Site Location;
- ▶ **Appendix A** – Proposed Site Layout;
- ▶ **Appendix B** – Visibility Splays;
- ▶ **Appendix C** – Swept Path Analysis; and
- ▶ **Appendix D** – TRICS Outputs.

#### Existing Site and Planning History

The site comprises previously undeveloped land. The site is situated to the rear of a number of properties fronting on to Dodworth Green Road, in the village of Dodworth, approximately 3.4km southwest of Barnsley.

The site is bound to the north, east and west by residential development, and to the south undeveloped land. The site location is shown in **Figure 1**.

The Local Planning Authority (LPA) and Local Highway Authority (LHA) is Barnsley Metropolitan Borough Council (BMBC).

Outline planning permission at the site was granted in 2016 for the development of 51 dwellings, with access considered in detail (ref: 2016/0268). Whilst this permission has now lapsed, it confirms that the principle of residential development in this location has been accepted, along with the provision of a new access onto Dodworth Green Road.

A further application for the development of 51 dwellings was submitted in May 2022 (2022/0591) which was withdrawn by the applicant. The Highways Authority objected to this application on grounds of sustainability, due to inadequate footway widths in Dodworth. After lengthy negotiations, it was agreed with Highways Authority that if the proposals were significantly reduced in quantum to c. 5 dwellings, the additional trips on local footways would be immaterial and the objection could then be withdrawn.

It is considered that the current proposals address previous highways comments through the significant reduction in scale of the development proposed.

### **Details of the Local Highway Network**

Dodworth Green Road is a single carriageway, two-way road, which is subject to a 30mph speed limit. Adjacent to the site, the road is street lit and is provided with footways along both sides of the carriageway.

Dodworth Green Road routes in a general southwest / northeast alignment. To the west of the site, Dodworth Green Road becomes Ben Bank Road, which continues west to the neighbouring village of Silkstone Common. To the north of the site, Dodworth Green Road connects with High Street, Barnsley Road, and Station Road at a priority-controlled crossroads.

Approximately 750m north of the site, the A628 routes in a general east / west direction. To the east, this road connects with Junction 37 of the M1, before continuing into the centre of Barnsley. To the west, the A628, also known as Woodhead Pass, provides a route to Hollingworth, where it connects with the A57.

The M1 routes approximately 1.1km east of the site and is a strategic motorway connecting London and Leeds. Locally, it provides access to the M62 to the north, and Sheffield, Rotherham and the M18 to the south.

The site is considered to be well located for access to both local and regional highway networks.

### **Road Safety**

Personal Injury Collision (PIC) data for the local highway network has been obtained from CrashMap, for the latest five-year period. The study area includes Dodworth Green Road between St John's Close and its junction with High Street, Barnsley Road, and Station Road, as well as the junction itself.

The PIC data shows that a single incident occurred on Dodworth Green Road, to the south of the proposed site access. This incident was classified as 'slight' in severity and was a single vehicle collision involving a car.

Two 'slight' incidents were recorded at the priority crossroads to the north of the site. One was a collision between a car and a motorcycle, and one was a collision between two cars.

It is not considered that the existing safety record would be exacerbated by the development proposals.

### **Access by Sustainable Modes**

Continuous, lit footways are provided between the site and the village centre, with dropped kerbs and tactile paving provided over the majority of crossing points.

Within an acceptable 2km walking catchment, the entirety of the village of Dodworth can be accessed. There are a range of services and amenities within 2km of the site, including a convenience store, medical centre, library, two primary schools and a number of restaurants. To the west of the village is Fall Bank Industrial Estate, which offers notable employment opportunities.

Under the previous application at the site, the LHA considered that the width of local footways was insufficient to accommodate the anticipated uplift in pedestrian trips associated with an additional 51 dwellings at the site. The current scheme has been significantly reduced in scale, and it is considered

that the number of pedestrian trips associated with five dwellings would be immaterial. It is therefore considered that the existing pedestrian infrastructure is suitable to accommodate the proposed level of development.

Within an acceptable 5km cycle of the site, destinations including Barnsley, Silkstone, Silkstone Common, Barugh Green and Worsbrough can be accessed. Additional facilities can be accessed in these areas including supermarkets, educational facilities and further employment.

There are no dedicated cycle facilities within proximity of the site, however, it is considered that the lightly trafficked nature of the local road network is conducive to on-carriageway cycling.

The nearest bus stops to the site are located on Dodworth Green Road, approximately 80m north of the proposed site access. These stops are provided as simple flag and post stops with timetable information. Additional stops can be accessed on High Street, approximately a 200m walk from the proposed site access. Both stops are provided with an on-carriageway bus cage and timetable information, and the westbound stop is also provided with sheltered seating.

Regular services between Penistone and Barnsley operate from these stops, every day of the week (albeit with a slightly reduced service on Sundays). In addition, a number of school services operate from the local bus stops, providing a sustainable mode of travel for pupils. As such, it is considered that the bus offers a viable mode of transport for the everyday journeys of future residents.

Dodworth Railway Station is a 500m walk from the proposed site access (7-minutes). From here, hourly services depart to Sheffield and Huddersfield. The station is provided with 10 cycle stands, providing the opportunity for cycling to and from the station.

In summary, it is considered that the existing pedestrian and public transport facilities within the vicinity of the site provide suitable access for residents to non-car based modes of transport and the local road network is considered suitable for on-carriageway cycling.

The site is therefore considered to be in sustainable location for travel by non-car modes and will minimise reliance on car-based trips in line with local and national planning policy.

### **Proposed Development**

The proposals comprise the development of five dwellings, with associated parking and access. The proposed site layout is included at **Appendix A**.

Access to the site will be achieved from Dodworth Green Road to the west of the site, via a new private drive. Visibility splays of 2.4m x 43m, in accordance with the posted 30mph speed limit and the design guidance set out in manual for streets, can be achieved.

Speed surveys were undertaken as part of the most recent planning application, which demonstrated that the 85<sup>th</sup> percentile vehicle speeds on Dodworth Green Road were 30mph northbound and 32mph southbound. Therefore, for robustness, visibility splays of 2.4m by 43m to the south and 2.4m by 47m to the north have been provided, in line with Manual for Streets 2. The visibility splays are shown at **Appendix B**.

The internal road will be provided as a shared surface and will measure 4.5m in width. A turning head is provided within the site which can accommodate a delivery vehicle and fire tender, as demonstrated in the swept path analysis drawings included at **Appendix C**.

A bin collection point will be provided within the site, with refuse to be collected from Dodworth Green Road, as per the existing situation for neighbouring residential dwellings.

Each dwelling will be provided with at least two parking spaces, which is considered appropriate to meet the needs of the site and accords with the local requirements. Cycle parking can be accommodated within the residential curtilage of each dwelling.

### **Traffic Generation and Expected Highway Impact**

A review of the TRICS trip rate database has been undertaken to demonstrate the likely trip generation of the proposed development. Sites under the category '03 Residential; A Houses Privately Owned' in England, Scotland, and Wales (excluding Greater London) have been considered. Only those sites in Suburban Area, Edge of Town and Neighbourhood Centre locations have been assessed and any surveys undertaken during Covid 19 have been removed. Only surveys of developments of between 1 and 30 dwellings have been assessed.

The full TRICS outputs are included at **Appendix D**, and the results for the network peak hours are summarised in **Table 2**.

**Table 1 - Development Trip Generation**

	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Trip Rates	0.207	0.391	0.304	0.188
Trip Generation	1	2	2	1

The proposed development is expected to generate three two-way vehicle trips in each of the peak hours. This level of trip generation would be negligible and would not result in any significant impacts on the local highway network.

### **Conclusion**

It is considered that the information contained in this Statement should provide sufficient detail for the Local Highway Authority to be able to make a positive recommendation on the development proposals.

The site has been demonstrated to be sustainable and residents will have a choice of sustainable travel modes to undertake everyday journeys.

The proposed access and servicing arrangements comply with national guidance and the level of parking proposed is considered suitable to adequately meet the needs of the proposed development.

The proposals would be expected to generate no more than three two-way trips in any peak hour and would therefore not lead to any noticeable impacts on the operation of the local highway network.

In conclusion, it is not considered that there are any traffic or transportation reasons why planning permission could not be granted for the proposed development.

**Appended Documents**

**Figure 1 – Site Location**

**Appendix A – Proposed Site Layout**

**Appendix B – Visibility Splays**

**Appendix C – Swept Path Analysis**

**Appendix D – TRICS Output**

## Figure 1 – Site Location

**Key:**  
Site Location



Title:  
Indicative Site Location  
Dodworth Green Road,  
Barnsley

Figure No:  
Figure 1

## Appendix A – Proposed Site Layout

- Key
-  Site Location
  -  Proposed dwelling
  -  Category A Tree to be retained\*
  -  Category B Tree to be retained\*
  -  Category C Tree to be retained\*
  -  Root Protection Area\*
  -  Proposed Landscaping\*
  -  Existing Building to be retained
  -  Listed Building
  -  Surface water sewer (3.5m easement)

\*Details on trees and landscaping shown on this layout are indicative. Please refer to Arboricultural Impact Assessment and Landscape Masterplan submitted with this application for full detail.



ACCOMMODATION SCHEDULE

Market Units							
Housetype	Beds	ND	Storey Height	SQFT	Number	Total SQFT	4 Bed %
BRA	Bramham	4	Detached Integral	2	1498	1	1498
COL	Collingham	4	Detached	2	1510	1	1510
KEY	Keyingham	4	Detached	2	1553	1	1553
<b>Total</b>					<b>3</b>	<b>4561</b>	<b>60%</b>
Housetype	Beds	Arrangement	Storey Height	SQFT	Number	Total SQFT	5 Bed %
DOD	Dodworth	6	Detached	2.5	2232	2	4464
<b>Total</b>					<b>2</b>	<b>4464</b>	<b>40%</b>
<b>Sub-total</b>					<b>5</b>	<b>9025</b>	<b>100%</b>
<b>GRAND TOTAL:</b>					<b>Number</b>	<b>Total SQFT</b>	
					<b>5</b>	<b>9025</b>	

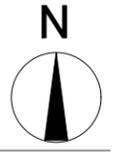
Drawing Title  
Site Layout

Site  
Dodworth Green Lane, Dodworth

Scale @ A3 1:500 Date 19/02/24

Drawn MC/VB Checked MC/BB

Drawing No. Z087.102 Rev. -

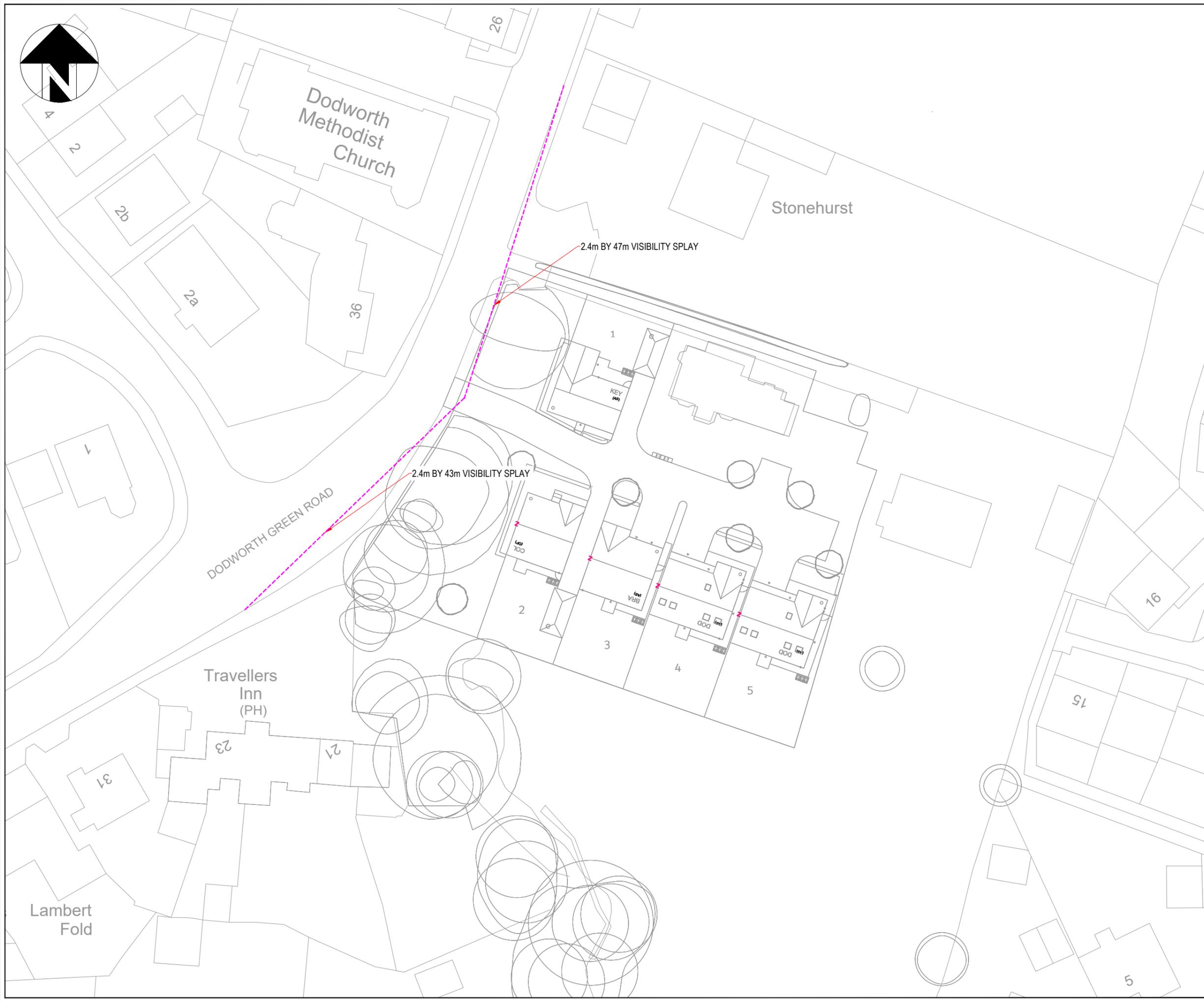


Thorpe Arch Grange  
Walton Road  
Thorp Arch  
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www.newetthomes.co.uk



## Appendix B – Visibility Splays



P01	Preliminary Issue	29.02.24	SA
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Project:  
**DODWORTH GREEN ROAD,  
BARNLEY**

Client:  
**NEWETT HOMES**

Drawing:  
**VISIBILITY SPLAYS**

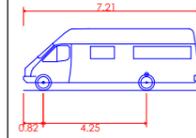
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Checked: <b>RID</b>	Scale: <b>1:500</b>	Paper: <b>A3</b>
Drawing No. <b>AMA- 21123-SK001</b>		Rev. <b>P01</b>

Lambert Fold

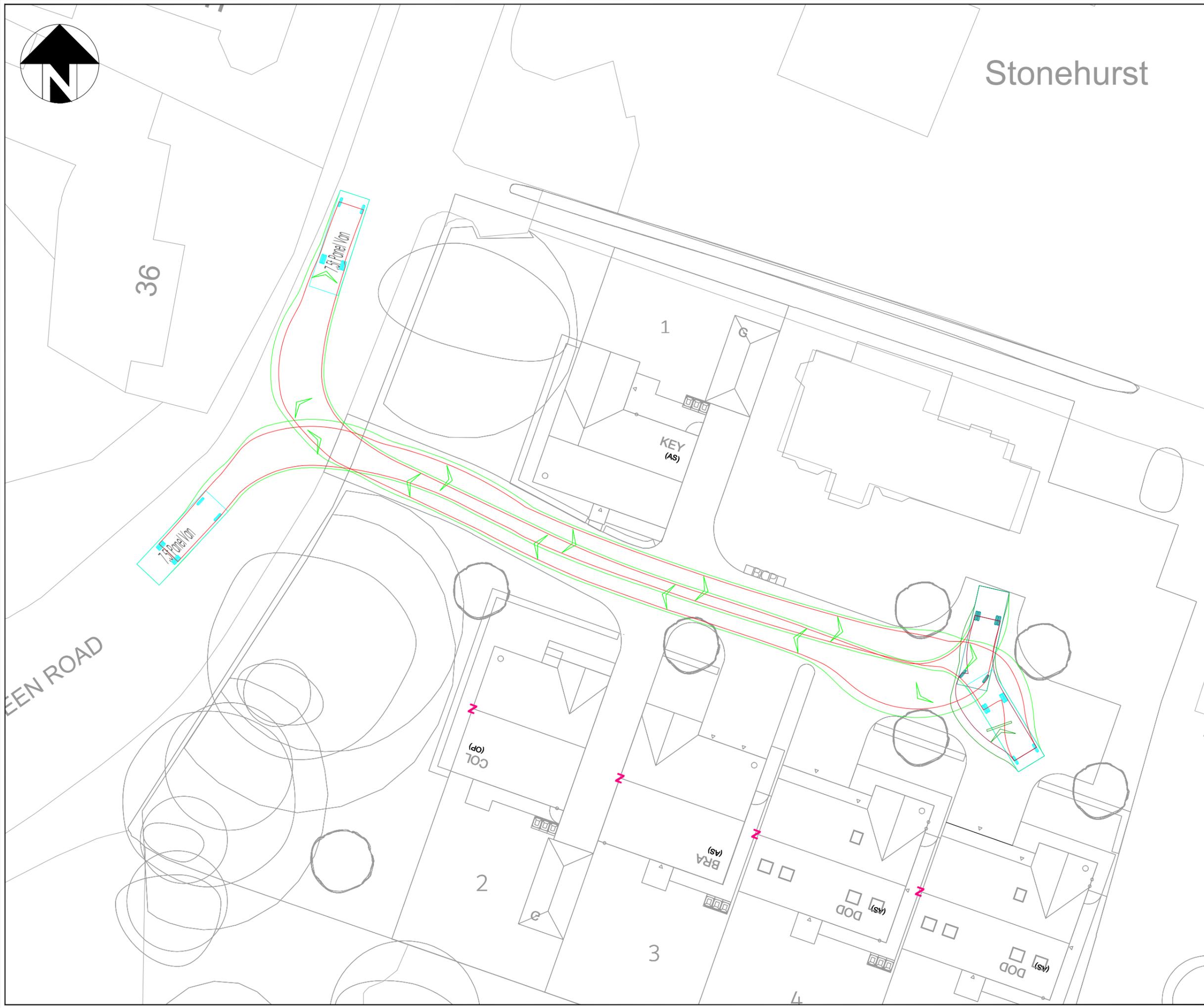
## Appendix C – Swept Path Analysis



Stonehurst



7.5t Panel Van  
 Overall Length 7.210m  
 Overall Width 2.192m  
 Overall Body Height 2.544m  
 Min Body Ground Clearance 0.316m  
 Track Width 1.865m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 7.400m



P01	Preliminary Issue	29.02.24	SA
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Project:  
**DODWORTH GREEN ROAD,  
 BARNSELY**

Client:  
**NEWETT HOMES**

Drawing:  
**7.5t PANEL VAN SWEEP PATH  
 ANALYSIS**

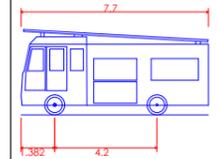
Drawn By: <b>SA</b>	Date: <b>29.02.2024</b>
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Checked: <b>RID</b>	Scale: <b>1:250</b>	Paper: <b>A3</b>
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Drawing No. <b>AMA- 21123-ATR001</b>	Rev. <b>P01</b>
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Stonehurst



Dennis Sabre Fire Tender (LWB)	7.700m
Overall Length	2.430m
Overall Width	3.512m
Min Body Height	0.397m
Track Width	2.380m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	7.400m



P01	Preliminary Issue	29.02.24	SA
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**AMA**  
ANDREW MOSELEY ASSOCIATES

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Project:  
**DODWORTH GREEN ROAD,  
BARNSELY**

Client:  
**NEWETT HOMES**

Drawing:  
**FIRE TENDER SWEEP PATH  
ANALYSIS**

Drawn By: <b>SA</b>	Date: <b>04.03.2024</b>
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Checked: <b>RID</b>	Scale: <b>1:250</b>	Paper: <b>A3</b>
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Drawing No. <b>AMA- 21123-ATR002</b>	Rev. <b>P01</b>
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## Appendix D – TRICS Outputs

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	MW MEDWAY	2 days
03	SOUTH WEST	
	DC DORSET	1 days
	SD SWINDON	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
	PB PETERBOROUGH	1 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
10	WALES	
	PS POWYS	1 days
	VG VALE OF GLAMORGAN	1 days

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

AMA - Leeds

Licence No: 710001

## Primary Filtering selection:

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

Parameter: No of Dwellings  
Actual Range: 8 to 30 (units: )  
Range Selected by User: 5 to 30 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 09/11/22

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

Selected survey days:

Monday	4 days
Wednesday	7 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	13 days
Directional ATC Count	1 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)	6
Edge of Town	7
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:

Residential Zone	13
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	3 days - Selected
Servicing vehicles Excluded	17 days - Selected

## Secondary Filtering selection:

Use Class:

C3 14 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.*

Population within 500m Range:

All Surveys Included

## Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	4 days
10,001 to 15,000	3 days
15,001 to 20,000	2 days
20,001 to 25,000	2 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:

5,001 to 25,000	2 days
25,001 to 50,000	2 days
50,001 to 75,000	3 days
75,001 to 100,000	1 days
125,001 to 250,000	5 days
250,001 to 500,000	1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	9 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	3 days
No	11 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	14 days
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*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

1	AC-03-A-04	TOWN HOUSES		CHESHIRE WEST & CHESTER
	LONDON ROAD			
	NORTHWICH			
	LEFTWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	24		
	Survey date: THURSDAY	06/06/19		Survey Type: MANUAL
2	DC-03-A-10	MIXED HOUSES		DORSET
	ADDISON CLOSE			
	GILLINGHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	26		
	Survey date: WEDNESDAY	09/11/22		Survey Type: MANUAL
3	MW-03-A-01	DETACHED & SEMI -DETACHED		MEDWAY
	ROCHESTER ROAD			
	NEAR CHATHAM			
	BURHAM			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total No of Dwellings:	8		
	Survey date: FRIDAY	22/09/17		Survey Type: MANUAL
4	MW-03-A-02	MIXED HOUSES		MEDWAY
	OTTERHAM QUAY LANE			
	RAINHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	19		
	Survey date: MONDAY	06/06/22		Survey Type: MANUAL
5	NF-03-A-03	DETACHED HOUSES		NORFOLK
	HALING WAY			
	THETFORD			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	10		
	Survey date: WEDNESDAY	16/09/15		Survey Type: MANUAL
6	NF-03-A-10	MIXED HOUSES & FLATS		NORFOLK
	HUNSTANTON ROAD			
	HUNSTANTON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	17		
	Survey date: WEDNESDAY	12/09/18		Survey Type: DIRECTIONAL ATC COUNT
7	NY-03-A-13	TERRACED HOUSES		NORTH YORKSHIRE
	CATTERICK ROAD			
	CATTERICK GARRISON			
	OLD HOSPITAL COMPOUND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	10		
	Survey date: WEDNESDAY	10/05/17		Survey Type: MANUAL
8	PB-03-A-04	DETACHED HOUSES		PETERBOROUGH
	EASTFIELD ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	28		
	Survey date: MONDAY	17/10/16		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	PS-03-A-02 GUNROG ROAD WELSHPOOL	DETACHED/SEMI-DETACHED	POWYS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 28 <i>Survey date: MONDAY 11/05/15</i>		
10	SD-03-A-01 HEADLANDS GROVE SWINDON	SEMI DETACHED	SWINDON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 27 <i>Survey date: THURSDAY 22/09/16</i>		
11	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES	SUFFOLK
	Edge of Town Residential Zone Total No of Dwellings: 18 <i>Survey date: WEDNESDAY 09/09/15</i>		
12	ST-03-A-08 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK	DETACHED HOUSES	STAFFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 26 <i>Survey date: WEDNESDAY 22/11/17</i>		
13	VG-03-A-01 ARTHUR STREET BARRY	SEMI-DETACHED & TERRACED	VALE OF GLAMORGAN
	Edge of Town Residential Zone Total No of Dwellings: 12 <i>Survey date: MONDAY 08/05/17</i>		
14	WK-03-A-03 BRESE AVENUE WARWICK GUYS CLIFFE	DETACHED HOUSES	WARWICKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 23 <i>Survey date: WEDNESDAY 25/09/19</i>		

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
BO-03-A-01	15/10/20	Undertaken during Covid 19
BY-03-A-01	09/09/20	Undertaken during Covid 19
ES-03-A-06	16/06/21	Undertaken during Covid 19
HF-03-A-04	08/06/21	Undertaken during Covid 19
KC-03-A-09	09/06/21	Undertaken during Covid 19
SE-03-A-01	10/09/20	Undertaken during Covid 19

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	20	0.076	14	20	0.239	14	20	0.315
08:00 - 09:00	14	20	0.207	14	20	0.391	14	20	0.598
09:00 - 10:00	14	20	0.127	14	20	0.192	14	20	0.319
10:00 - 11:00	14	20	0.159	14	20	0.174	14	20	0.333
11:00 - 12:00	14	20	0.181	14	20	0.167	14	20	0.348
12:00 - 13:00	14	20	0.196	14	20	0.217	14	20	0.413
13:00 - 14:00	14	20	0.178	14	20	0.174	14	20	0.352
14:00 - 15:00	14	20	0.196	14	20	0.221	14	20	0.417
15:00 - 16:00	14	20	0.337	14	20	0.272	14	20	0.609
16:00 - 17:00	14	20	0.304	14	20	0.178	14	20	0.482
17:00 - 18:00	14	20	0.304	14	20	0.188	14	20	0.492
18:00 - 19:00	14	20	0.232	14	20	0.152	14	20	0.384
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.497			2.565			5.062

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:	8 - 30 (units: )
Survey date range:	01/01/15 - 09/11/22
Number of weekdays (Monday-Friday):	20
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.