

Summer Lane, Wombwell

Highways Transport Note

August 2025

AMA Project Number: 23498/HTN-001

INTRODUCTION

Andrew Moseley Associates (AMA) has been commissioned to prepare a Highways Transport Note (HTN) in response to comments received on a full planning application for a mixed-use development consisting of the 'consolidation of existing retail space at ground floor to create 3 retail units and addition of new storey to building to create 7 apartments' on land to the west of Summer Lane, Wombwell.

The proposed site layout plan is attached in [Appendix A](#).

This HTN has been produced in response to highways comments provided by Barnsley Metropolitan Borough Council (BMBC), which have been attached in [Appendix B](#).

This Statement is also supported by the following Appendices:

- ▶ [Appendix A](#) – Proposed Site Layout
- ▶ [Appendix B](#) – BMBC Highway Comments
- ▶ [Appendix C](#) – TRICS Output

BMBC Highways provided comments on the planning application within a planning consultation response dated 15th July 2025 (included in [Appendix B](#)). The comments are provided below:

'With reference to the additional information/queries from the applicant/agent, I would comment as follows:

The applicant has expressed their desire to avoid having to wait until September (after the school holidays) to be able to carry out the car parking surveys suggested in my previous response.

The parking surveys may not be deemed necessary if, for example, it was to be demonstrated that the proposals would generate few trips that are actually new to the local highway network. As such, an analysis of the trip generation of the proposed development could be provided, this should look at the intended operation of the site in terms of customer numbers and the likely percentage of trips that would be new, pass-by, diverted, and those that are existing trips which involve a visitor to current services/amenities within Wombwell whom then also visit the proposed development. Such customer trips would not result in an increase in demand for the limited on-street parking along Summer Lane nor within the nearby public car parks.

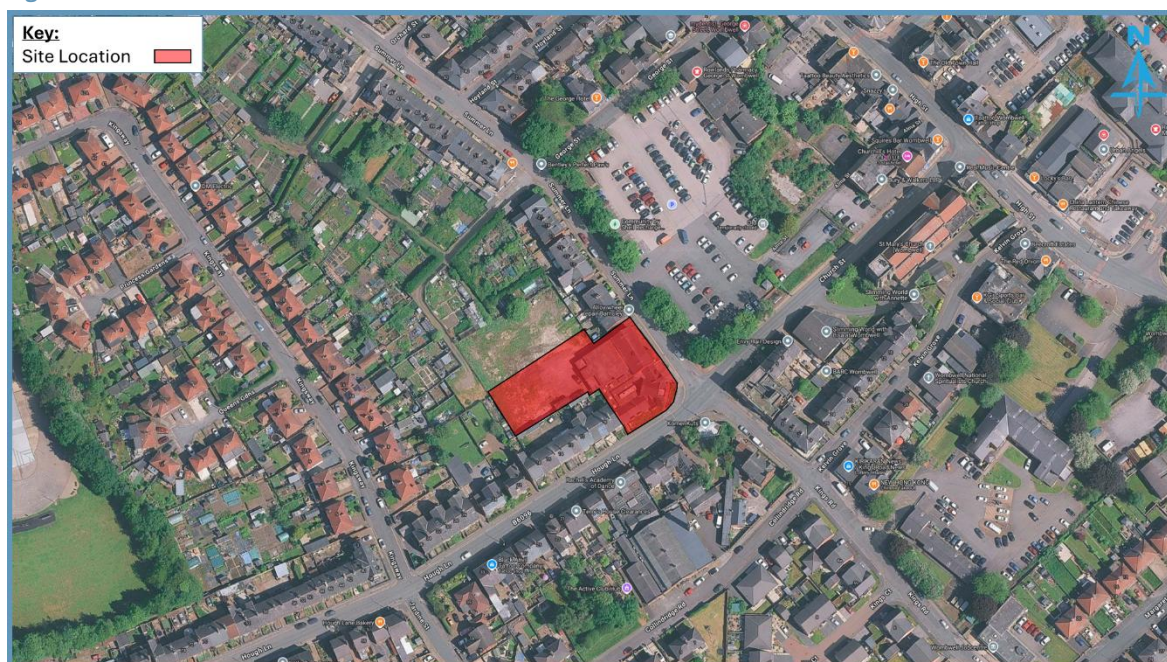
With regard to commercial waste, it is noted that the bin store is positioned within the site. Details should therefore be provided in terms of the proposed collection arrangements. Council refuse vehicles would not enter the private access; it should therefore be stated whether or not a private waste collection company is to be used. If so, the type and size of vehicle most likely to be used for collection should be stated. It should be demonstrated by swept path manoeuvres that the collection vehicle would be able to satisfactorily access and egress the site.

Should the applicant wish to provide the requested details, I shall be happy to provide further comments as necessary.'

This HTN provides a response to BMBC Highway's comments, with the aim of resolving all outstanding matters.

The location of the site is presented in [Figure 1](#).

Figure 1 **Site Location Plan**



DEVELOPMENT TRIP GENERATION

BMBC Highways stated that ‘an analysis of the trip generation of the proposed development could be provided, this should look at the intended operation of the site in terms of customer numbers and the likely percentage of trips that would be new, pass-by, diverted, and those that are existing trips which involve a visitor to current services/amenities within Wombwell whom then also visit the proposed development.’

AMA has reviewed the comments provided by BMBC and provided an analysis of the trip generation of the proposed development.

Trip Generation

The final use of the proposed units has not yet been confirmed, although all are currently anticipated to operate as convenience stores. Should there be a change in use class, the alternative would be office use or a similar use, which would result in fewer trips and thus support the worst-case scenario assessment outlined below.

The TRICS database has been interrogated to obtain the vehicle-based trip rates of the proposed development. The full TRICS trip rates are provided in [Appendix C](#). The following criteria was applied to the TRICS category “Retail – Convenience Store”.

- ▶ Sites in London and Ireland were excluded;
- ▶ Sites in Town Centre were included;
- ▶ Weekend surveys were excluded;
- ▶ Sites of less than 50m² and more than 500m² were excluded; and
- ▶ Sites surveyed during COVID have been excluded.

The time period of 08:00 to 09:00 has been selected for the AM peak period, whilst the time period of 17:00 to 18:00 has been selected for the PM peak period which is in line with the observed network peak periods.

The vehicle trip rates derived are summarised in [Table 1](#) and have been factored against the total units’ size of 678m² and individual unit breakdown.

Table 1 Peak Hour Trip Rates and Trip Generation

	AM Peak			PM Peak		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Unit 1 – 116m ²						
Trip Rate	3.481	2.963	6.444	3.037	3.111	6.148
Trip Generation	4	3	7	4	4	8
Unit 2 – 193m ²						
Trip Rate	3.481	2.963	6.444	3.037	3.111	6.148
Trip Generation	7	6	13	6	6	12
Unit 3 – 369m ²						
Trip Rate	3.481	2.963	6.444	3.037	3.111	6.148
Trip Generation	13	11	24	11	11	22
Overall Trip Generation						
Trip Rate	3.481	2.963	6.444	3.037	3.111	6.148
Trip Generation	24	20	44	21	21	42

Table 1 above shows there are expected to be an estimated 44 two-way vehicle trips in the AM peak hour and a total of 42 two-way vehicle trips in the PM peak hour associated with the total proposed development.

On this basis, the trip generation of the proposed scheme would equate to less than a trip per minute in the network peak hours.

Trip Distribution

Given the proximity of the site to Wombwell Summer Lane Car Park in the town centre, which is free with c.130 spaces, it is assumed the car park will be used by existing users who will also make a trip on foot to the proposed development. It is noted there are a range of shops and services within an acceptable 400m walking distance to the car park. The 400m walking distance catchment is shown below in **Figure 2**.

Figure 2 400m Walking Isochrone from Wombwell Summer Lane Car Park



Figure 2 shows that the Wombwell Summer Lane Car Park is located within the 400m walking distance of the majority of Wombwell town centre, including key streets with various amenities such as Summer Lane, High Street and B6096 Church Street. This demonstrates that there are a variety of amenities within the vicinity of the proposed site and therefore, the majority of trips generated by the proposed site will be shared trips made by users who currently park in the car park or on foot from local residential areas.

Furthermore, as part of the development, there are expected to be an increased total of sustainable trips generated by the proposed site. This is expected to come in the form of walking and cycling trips from residential areas and is demonstrated below in **Figure 3**.

Figure 3 800m Walking Isochrone to residential areas



As shown in **Figure 3**, there are various residential streets such as Jardine Street, B6096 Hough Lane and Park Street located within the 800m catchment, who it is reasonably expected could travel by non-car modes to the development.

Therefore, it is expected that the majority of trips associated with the proposed development will be existing trips, either shared trips already in the town centre made on foot or new trips made by local residents within walking distance.

REFUSE COLLECTION

BMBC Highways stated that *'With regard to commercial waste, it is noted that the bin store is positioned within the site. Details should therefore be provided in terms of the proposed collection arrangements. Council refuse vehicles would not enter the private access; it should therefore be stated whether or not a private waste collection company is to be used. If so, the type and size of vehicle most likely to be used for collection should be stated. It should be demonstrated by swept path manoeuvres that the collection vehicle would be able to satisfactorily access and egress the site'*.

Refuse collection for the commercial use of the development is expected to be undertaken by council refuse vehicles and be undertaken from Summer Lane opposite the site frontage as per existing arrangements for residential properties along Summer Lane which are collected from the kerbside.

The process will involve a management team taking the refuse bins out to the roadside and left adjacent to the secure bin store for residential waste. Therefore, the commercial refuse bins will taken at the same time as the residential waste collection from Summer Lane.

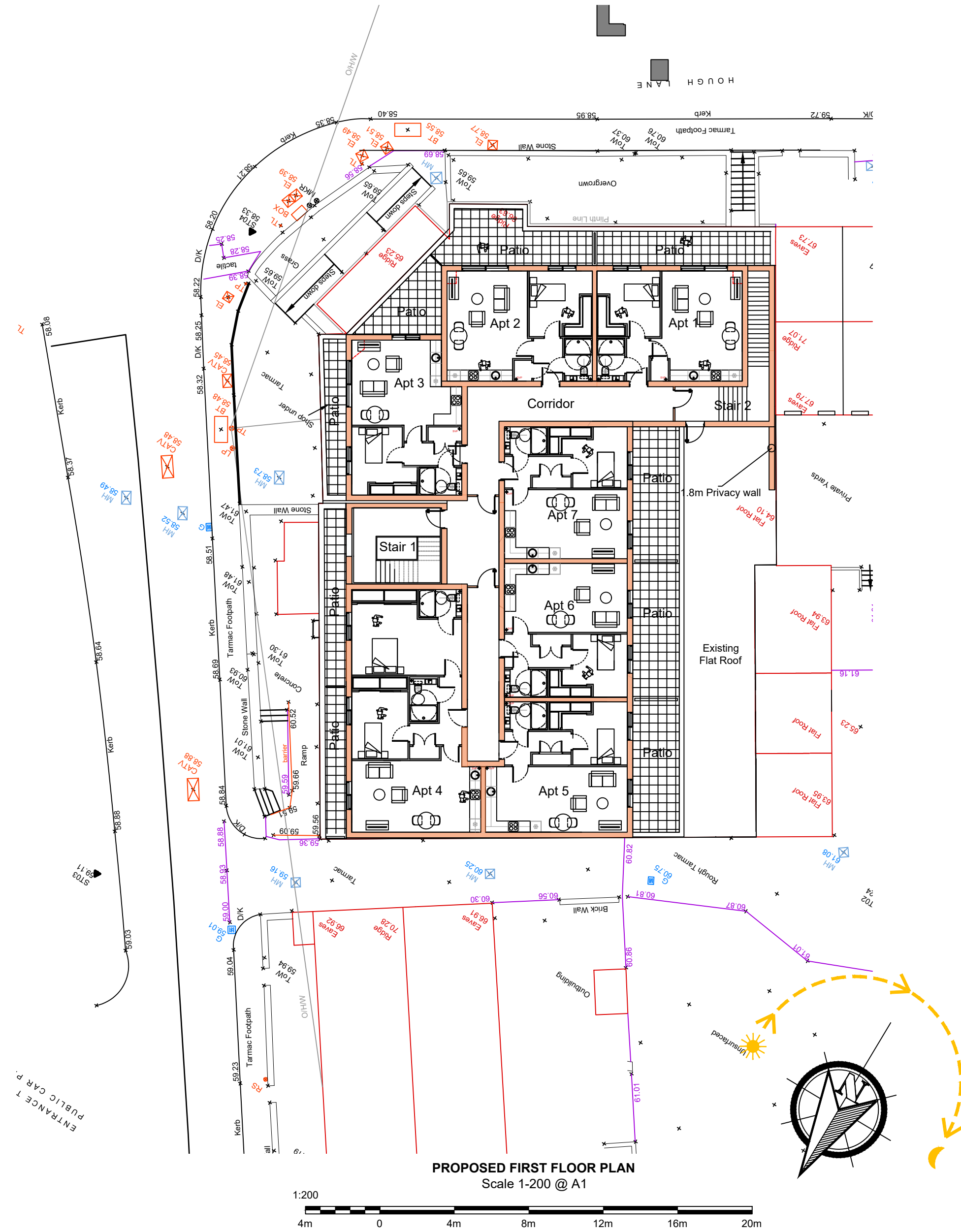
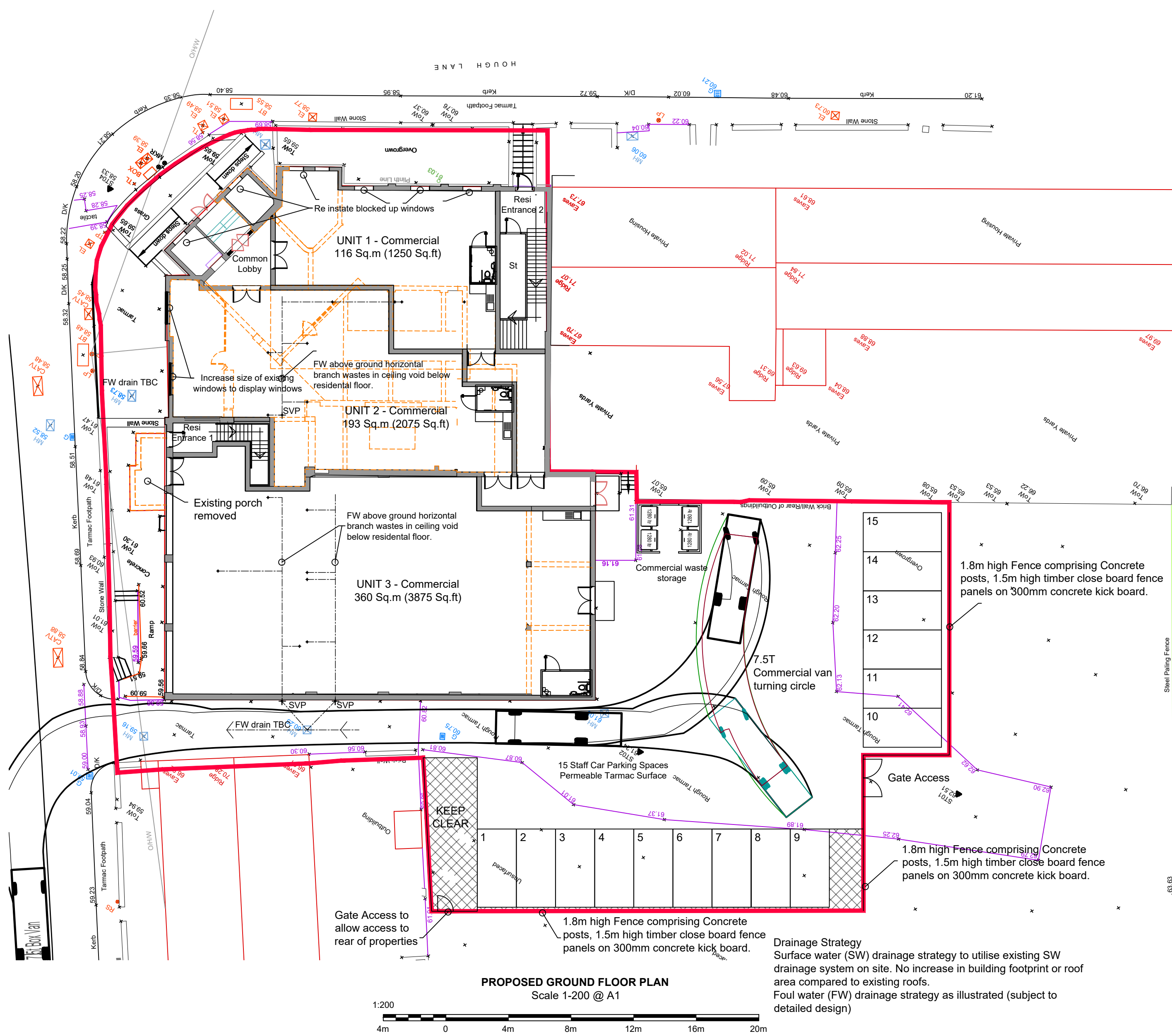
APPENDICES

Appendix A Proposed Site Layout

Appendix B BMBC Highway Comments

Appendix C TRICS Output

Appendix A
Proposed Site Layout



AREA SCHEDULE				
	Sq.m	Sq.ft	STORAGE Sq.m	ACCOMODATION
Overall built in storage reduced by 0.38sq.m for Built in Wdrbe allowance for single bedrooms and 0.72 for double bedrooms in NDSS standards				
FIRST FLOOR				
APT 01	46.22	405	3.03 - 0.36 = 2.67	1B1P
APT 02	46.22	405	3.03 - 0.36 = 2.67	1B1P
APT 03	46.51	432	2.90 - 0.36 = 2.54	1B1P
APT 04	80.69	752	5.62 - 1.08 = 4.54	2B3P
APT 05	49.79	462	3.15 - 0.36 = 2.79	1B1P
APT 06	47.41	462	3.15 - 0.36 = 2.79	1B1P
APT 07	46.72	401	3.15 - 0.36 = 2.79	1B1P

Waste Strategy
Prior to first occupation of the flats, the applicant shall submit for approval to the local planning authority, a scheme for the management and storage of waste at the flats, including details of bin store location and design, maintenance of the area and means of placing of bins for collection and their return and a collection schedule.

All such requirements of the approved scheme shall be implemented prior to occupation and subsequently complied with.

Sound Separation
Prior to first occupation of the flats, the applicant shall submit for approval to the local planning authority, a report demonstrating the acoustic assessment and specified design criteria required to achieve the following standards.

A maximum noise level in the following locations of:

Living room/dining area - 35 dB LAeq, 16hr (07.00 - 23.00hrs) due to representative external ambient noise;

Bedroom (daytime resting) - 35 dB LAeq, 16hr (07.00-23.00hrs) due to representative external ambient noise;

Bedroom - 30 dB LAeq, 8hr (23.00 - 07.00hrs) and individual noise events not normally exceeding 45dB max (F time weighting) due to representative external ambient noise;

Bedrooms - 47 dB (Leq, 5 minutes), in the 63 Hertz and 41 dB (Leq, 5 minutes) in the 125 Hertz octave centre frequency bands, between the hours of 23:00 and 07:00, during times of typical amplified sound from the nearby licensed premises.

These standards would need to be met with windows closed. Post-completion testing, once satisfied that the proposals would meet these standards, would be required.

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Site boundaries taken from ordnance survey plan and are not to be used for legal purposes.
THE PARTY WALL etc. ACT 1996
Where work is to take place either on or adjacent to a boundary and adjoining building then notice must be served on the adjacent owner in accordance with the above act. 2 months prior to the commencement of works. The notice should include the following details:-
Your name and address together with the building address.
A clear statement that the notice is served under the act.
Full details of the proposal including plans where appropriate.
The proposed start date.

PLANNING STATUS

F - Car parking amended	27-06-25 SM
E - Storage amended to suit client's requirements	26-03-25 AT
D - Amended to SYRDR internal space standards	26-02-25 AT
C - Amended	24-09-24 SM
B - Re drawn following receipt of measured survey	12-09-24 SM
A - Updated to planning status	08-08-24 AT

client

WOM1 LTD

project
**PROPOSED APARTMENTS AT
SUMMER LANE
WOMBWELL
S73 8HD**

drawing

PROPOSED PLANS

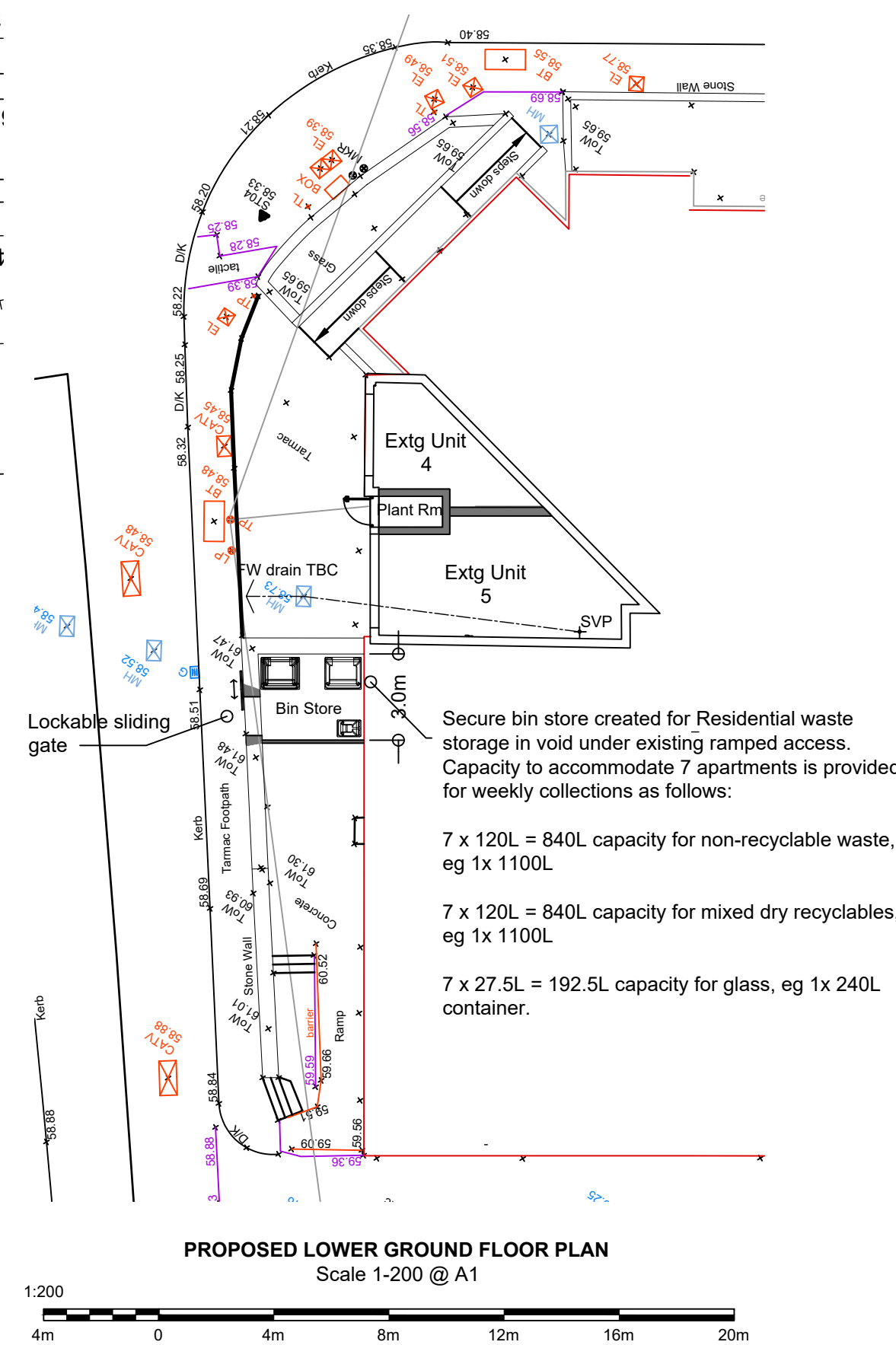
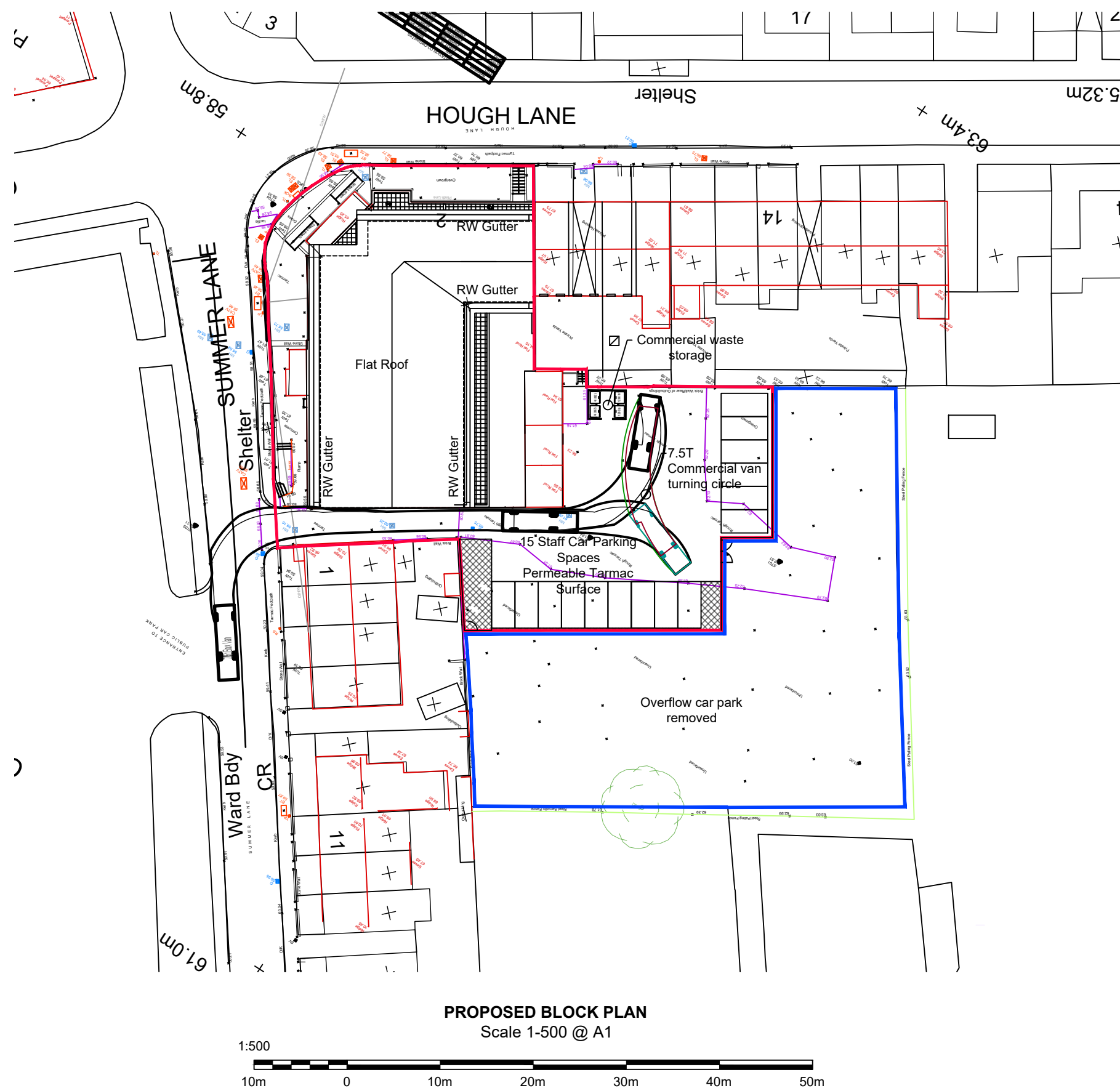
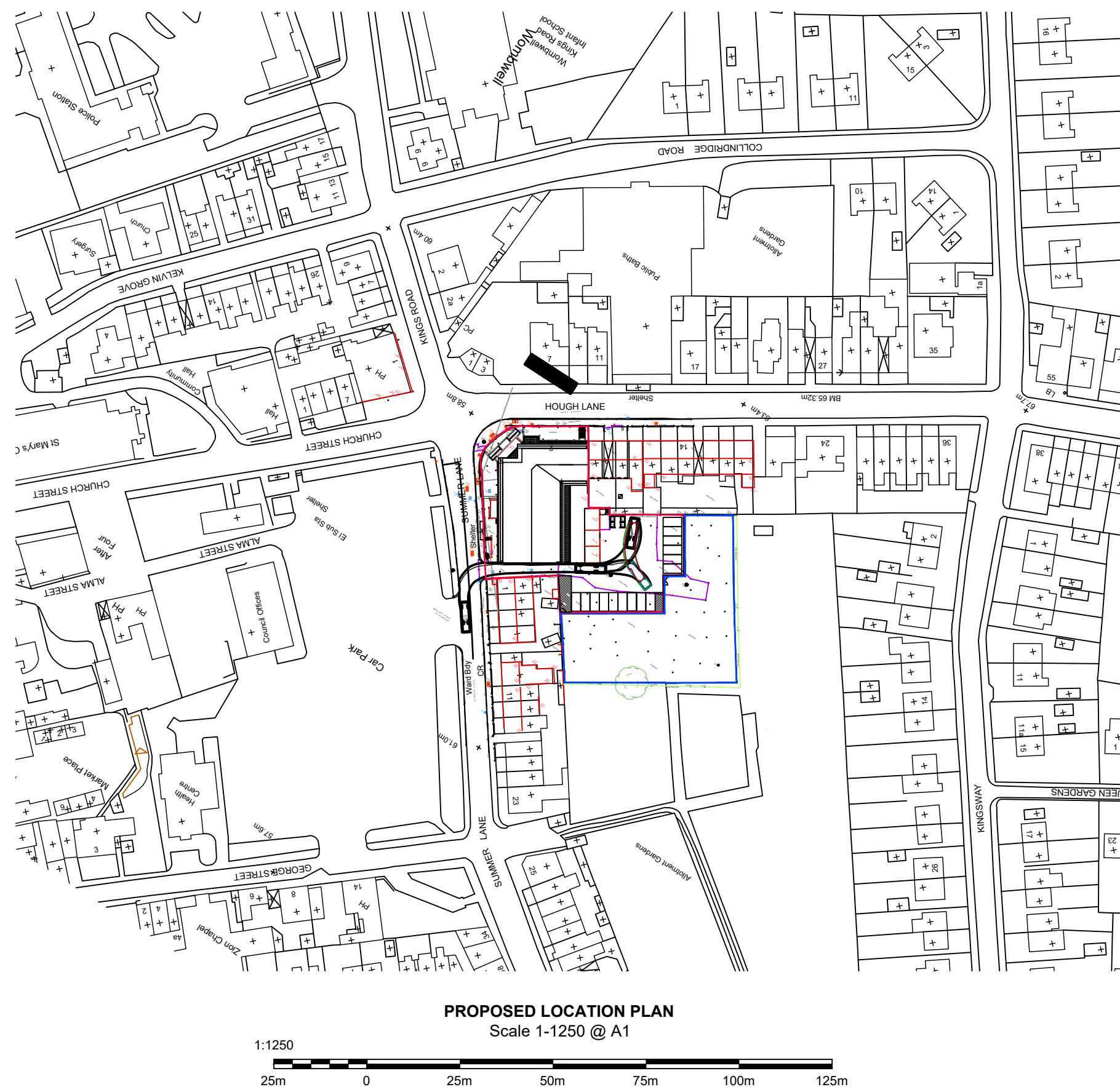
date 03-24 drawn SM checked
scale as noted drawer no dwg no 4003-05F

buildinglinkdesign

15 Thorne Road, Doncaster, DN1 2HG
Tel: (01302) 321199 Fax: (01302) 730166
Email: info@buildinglinkdesign.co.uk
www.buildinglinkdesign.co.uk

Building Link Design Limited
Company reg. 4377549

bld
ARCHITECTS



Appendix B
BMBC Highway Comments



PLANNING CONSULTATION RESPONSE

Application No	2024/0879
Proposal	Consolidation of existing retail space at ground floor to create 3 retail units and addition of new storey to building to create 7 apartments
Address	Nu Well Shopping Mall, Summer Lane, Wombwell, Barnsley, S73 0DR
Date of Consultation Reply	15 th July 2025
Consultee	Highways DC

Consultation Assessment and Justification

[3rd response]

With reference to the additional information/queries from the applicant/agent, I would comment as follows:

The applicant has expressed their desire to avoid having to wait until September (after the school holidays) to be able to carry out the car parking surveys suggested in my previous response. The parking surveys may not be deemed necessary if, for example, it was to be demonstrated that the proposals would generate few trips that are actually new to the local highway network. As such, an analysis of the trip generation of the proposed development could be provided, this should look at the intended operation of the site in terms of customer numbers and the likely percentage of trips that would be new, pass-by, diverted, and those that are existing trips which involve a visitor to current services/amenities within Wombwell whom then also visit the proposed development. Such customer trips would not result in an increase in demand for the limited on-street parking along Summer Lane nor within the nearby public car parks.

With regard to commercial waste, it is noted that the bin store is positioned within the site. Details should therefore be provided in terms of the proposed collection arrangements. Council refuse vehicles would not enter the private access; it should therefore be stated whether or not a private waste collection company is to be used. If so, the type and size of vehicle most likely to be used for collection should be stated. It should be demonstrated by swept path manoeuvres that the collection vehicle would be able to satisfactorily access *and* egress the site.

Should the applicant wish to provide the requested details, I shall be happy to provide further comments as necessary.

	Defer for amends/further information	
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Consultation Suggested Conditions:

Consultation Informative(s):

Planning Obligations required:

Appendix C
TRICS Output

Audit Code: 766d8334-cc58-402b-a079-9055fefb018f

Filtering Summary:

Land Use: 01/O RETAIL/CONVENIENCE STORE

Selected Trip Rate Calculation Parameter Range: 50 - 500 sqm GFA

Actual Trip Rate Calculation Parameter Range: N/A sqm GFA

Date Range: Minimum: 1/1/2021 Maximum: 6/28/2024

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: 1992 4350

Days of the week selected:

Thursday	3
Tuesday	1

Main Location Types selected:

Town Centre	4
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Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	3
Servicing Vehicles Included	1

Population <1 Mile ranges selected:

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

Audit Code: 766d8334-cc58-402b-a079-9055fefb018f

Population <5 Mile ranges selected:

125,001 to 250,000	1
25,001 to 50,000	1
500,001 or More	1
75,001 to 100,000	1

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	3
1.1 to 1.5	1

PTAL Rating:

No PTAL Present	4
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Audit Code: 766d8334-cc58-402b-a079-9055fefb018f

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 01 - RETAIL
Category: O - CONVENIENCE STORE
Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 day
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 day
08	NORTH WEST		
	MS	MERSEYSIDE	1 day
11	SCOTLAND		
	HI	HIGHLAND	1 day

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

Audit Code: 766d8334-cc58-402b-a079-9055fefb018f

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:	GFA
Actual Range:	266 to 400 (units:sqm)
Range Selected by User:	50 to 500 (units:sqm)
Parking Spaces Range:	0 - 127

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/21 to 28/06/24

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:	
Thursday	3 days
Tuesday	1 days

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

Selected survey types:	
Manual count	4
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:	
Town Centre	4 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:	
Built-Up Zone	1 days
High Street	3 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	3 days
Servicing vehicles Included	1 days

Audit Code: 766d8334-cc58-402b-a079-9055fefb018f

Secondary Filtering Selection:

Use Class:

E(a)	3 surveys
F2(a)	1 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:

297 - 15679

Population within 1 mile:

15,001 to 20,000	1 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	1 surveys
5,001 to 10,000	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	1 surveys
25,001 to 50,000	1 surveys
500,001 or More	1 surveys
75,001 to 100,000	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	3 surveys
1.1 to 1.5	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: 766d8334-cc58-402b-a079-9055fefb018f

Petrol filling station:

Unknown

4 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.

Travel Plan:

No

4 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

4 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:

No

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.

Audit Code: 766d8334-cc58-402b-a079-9055fefb018f

LIST OF SITES relevant to selection parameters:

Site 1:	HF-01-O-02	Gross floor area (sqm):	334
Development Name:	CO-OP	Retail floor area (sqm):	210
Location:	POTTERS BAR	No of Employees:	22
Postcode:	EN6 5AS	Survey Date:	3/14/2024
Main Location Type:	Town Centre	Survey Day:	Thursday
Sub Location Type:	High Street		
PTAL:	N/A		
Site 2:	HI-01-O-01	Gross floor area (sqm):	350
Development Name:	CO-OP	Retail floor area (sqm):	223
Location:	NAIRN	No of Employees:	16
Postcode:	IV12 4AG	Survey Date:	4/18/2023
Main Location Type:	Town Centre	Survey Day:	Tuesday
Sub Location Type:	High Street		
PTAL:	N/A		
Site 3:	MS-01-O-02	Gross floor area (sqm):	400
Development Name:	TESCO EXPRESS	Retail floor area (sqm):	300
Location:	LIVERPOOL	No of Employees:	0
Postcode:	L3 5GH	Survey Date:	4/7/2022
Main Location Type:	Town Centre	Survey Day:	Thursday
Sub Location Type:	Built-Up Zone		
PTAL:	N/A		
Site 4:	SH-01-O-01	Gross floor area (sqm):	266
Development Name:	TESCO EXPRESS	Retail floor area (sqm):	213
Location:	SHREWSBURY	No of Employees:	19
Postcode:	SY1 1DP	Survey Date:	6/15/2023
Main Location Type:	Town Centre	Survey Day:	Thursday
Sub Location Type:	High Street		
PTAL:	N/A		

Audit Code: 766d8334-cc58-402b-a079-9055fefb018f

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	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	1	400	0.500	0.000	0.500
06:00-07:00	4	338	0.963	0.593	1.556
07:00-08:00	4	338	3.704	3.111	6.815
08:00-09:00	4	338	3.481	2.963	6.444
09:00-10:00	4	338	3.704	3.778	7.482
10:00-11:00	4	338	4.296	4.519	8.815
11:00-12:00	4	338	4.889	4.593	9.482
12:00-13:00	4	338	6.148	5.926	12.074
13:00-14:00	4	338	4.074	3.778	7.852
14:00-15:00	4	338	3.704	3.704	7.408
15:00-16:00	4	338	4.444	4.074	8.518
16:00-17:00	4	338	3.333	3.630	6.963
17:00-18:00	4	338	3.037	3.111	6.148
18:00-19:00	4	338	3.333	3.704	7.037
19:00-20:00	4	338	2.296	2.593	4.889
20:00-21:00	4	338	1.852	2.148	4.000
21:00-22:00	4	338	0.963	1.259	2.222
22:00-23:00	4	338	0.593	1.111	1.704
23:00-00:00	2	367	0.272	0.545	0.817
Total Rates:			55.586	55.140	110.726

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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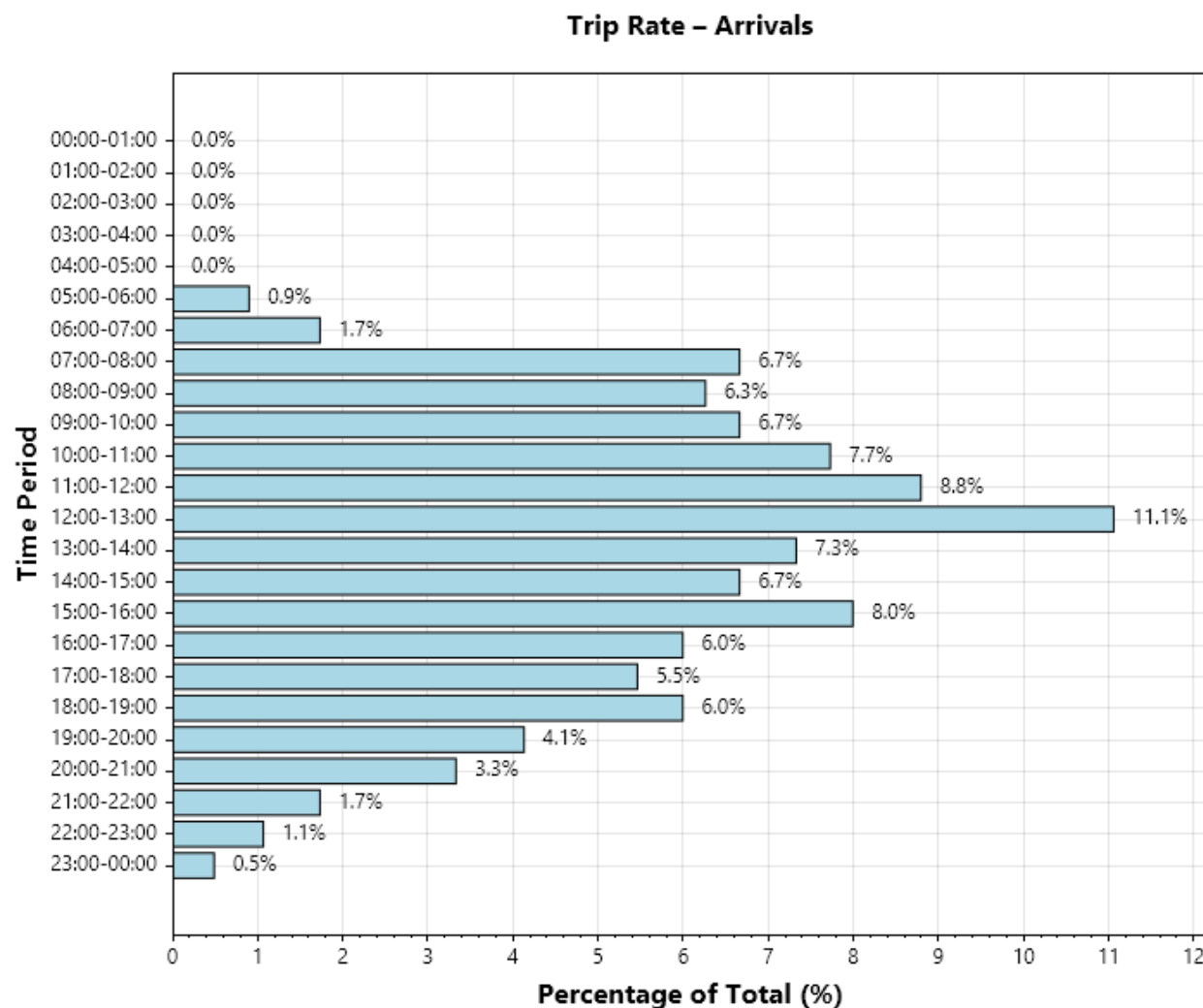
Parameter Summary:

Trip rate parameter range selected:	50 - 500 (units: sqm)
Survey date date range:	07/04/2022 - 14/03/2024
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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.

Audit Code: 766d8334-cc58-402b-a079-9055fefb018f

Trip Rate Total Vehicles - Arrivals

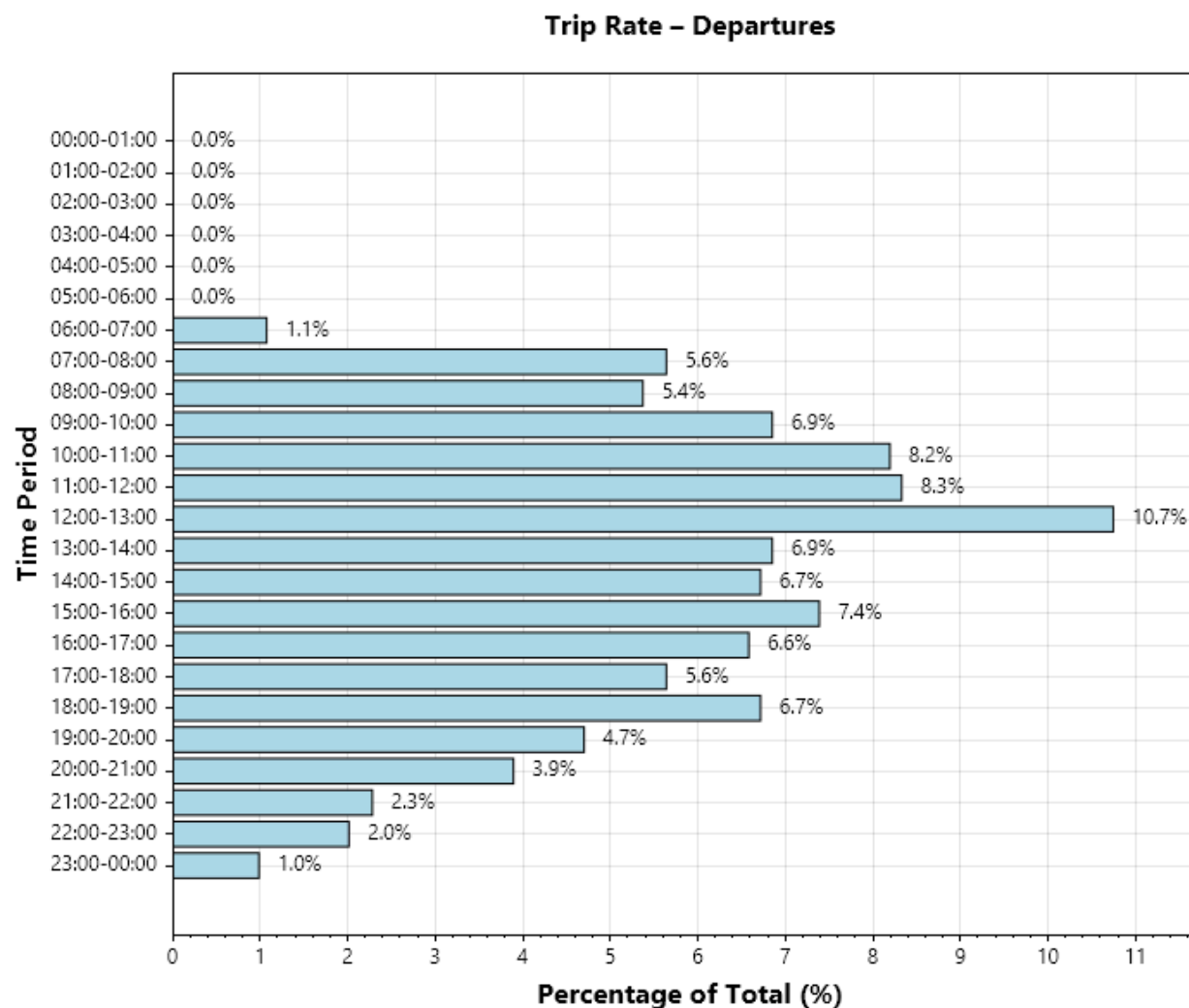


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Generated on: 2025-08-04 09:01

Audit Code: 766d8334-cc58-402b-a079-9055fefb018f

Trip Rate Total Vehicles - Departures

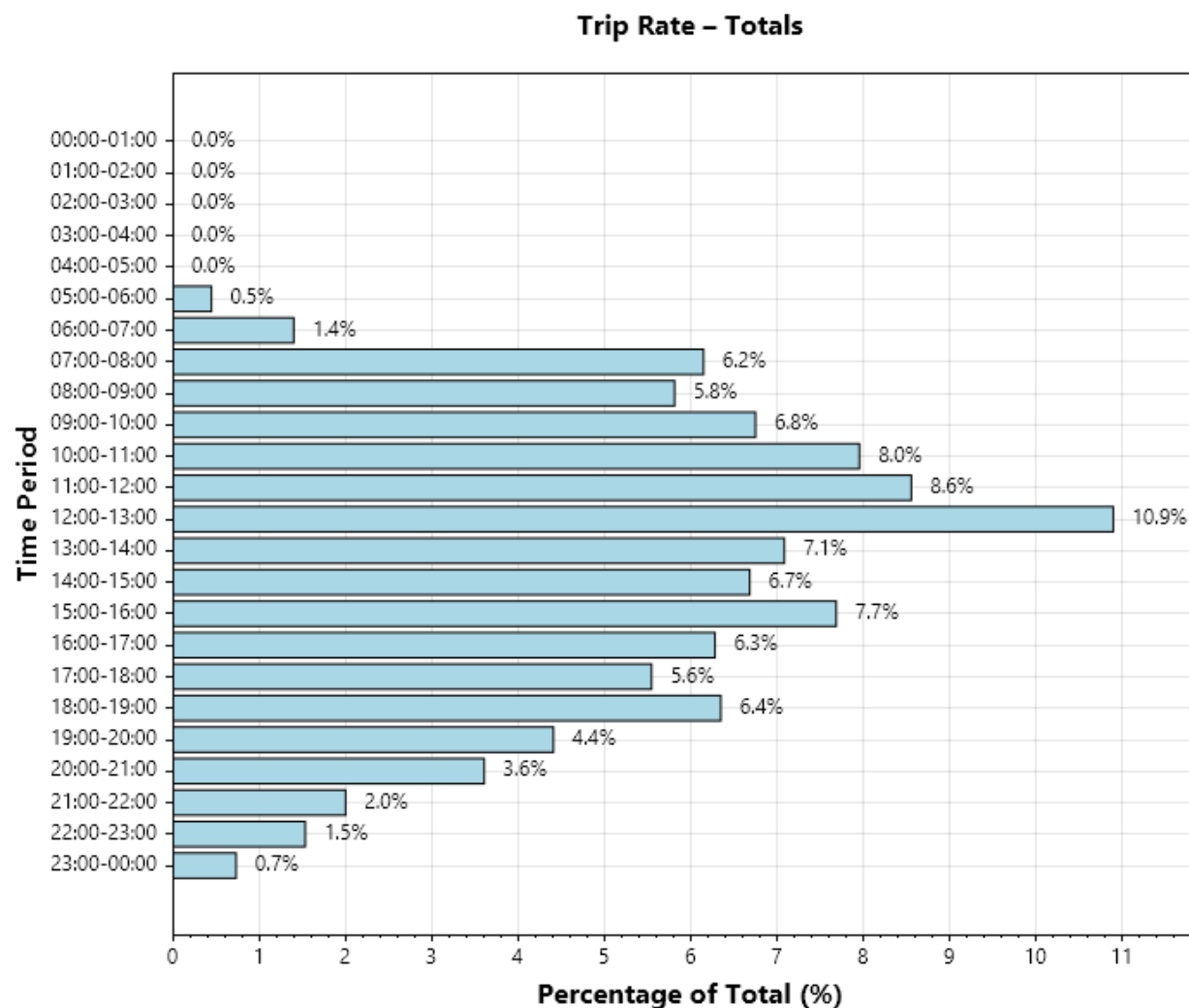


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Generated on: 2025-08-04 09:01

Audit Code: 766d8334-cc58-402b-a079-9055fefb018f

Trip Rate Total Vehicles - Totals



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Generated on: 2025-08-04 09:01