



Lumb Lane Nurseries Lumb Lane Almondbury

Highway Statement

August 2025

Project number 2470

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Quality Management

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Checked by	LJO			

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1.0 Introduction

1.1 Paragon Highway Consultants have been appointed to prepare this Highway Statement relating to a proposed residential development on land that formed the Lumb Lane Nurseries off the Lumb Lane, in Almondbury in the district of Kirklees. The plan at Figure 1 shows the site location in relation to the local highway network.

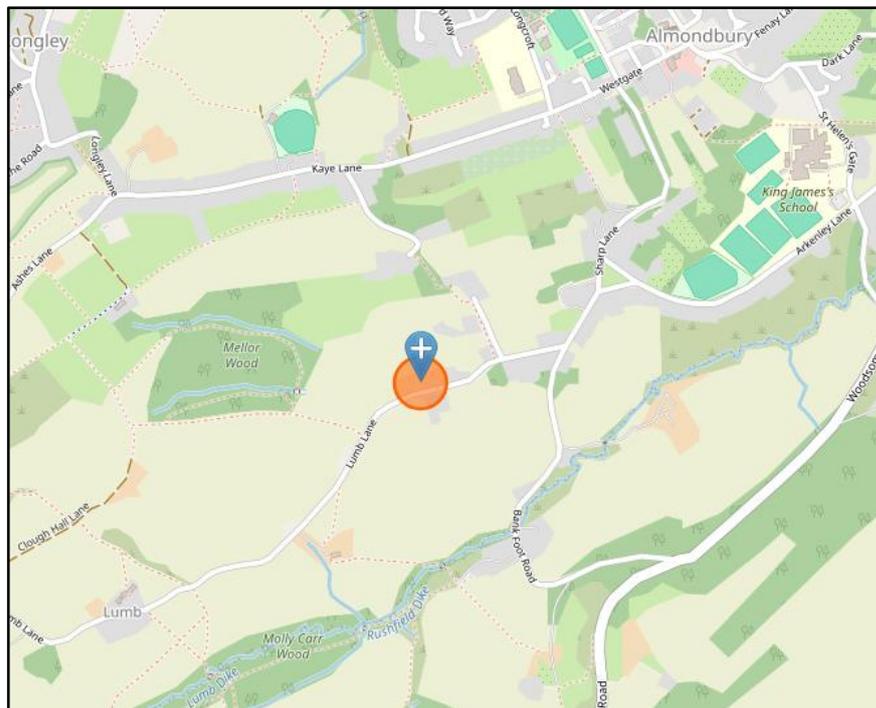


Figure 1 Site location

1.2 The site is located approximately 280 metres to the west of Lumb Lanes junction with Sharp Lane, and around 4km to the southeast of Huddersfield town centre. The site is within the administrative boundary of Kirklees Council. The site is bound by residential development to its east and west, open land to the north and Lumb Lane to the south.

1.3 The development proposals are for the removal of the existing buildings on site and the construction of five residential dwellings including associated access and parking in general accordance with current standards on land to the north of Lumb Lane, Almondbury.

1.4 The development proposals can be found at Appendix A.

- 1.5 This Highway Statement demonstrates that:
- The highway network does not suffer from any defects that could contribute to an excessively high accident frequency
 - The trip generation of the proposals will not result in a significant residual impact upon the local transport networks.
- 1.6 The purpose of the Highway Statement is to bolster the proposed 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 proposed access routes
 - 4.0 Traffic Impact conducts an analysis of the potential future influence of the development on local traffic patterns
 - 5.0 Conclusion contains a summary of the primary findings and conclusions drawn from the report.

2.0 Existing Situation

Site Description

- 2.1 The proposed development site, as shown in Figure 1, is located approximately 280 metres to the west of Lumb Lanes junction with Sharp Lane, and around 4km to the southeast of Huddersfield town centre.
- 2.2 The application sites last known use was a plant nursery with associated outbuildings and a small parking area.



Figure 2 Birds-eye view of site

Local Highway Network

- 2.3 Lumb Lane is a rural route with narrow footway provision on the development side of the highway from its junction with Sharp Lane almost up to the development site frontage. Lumb Lane provides a means of access to ribbon type layout of residential properties and farmsteads plus the development site. There are only two minor side road junctions along its length. Subsequently, Lumb Lane is subject to light traffic volumes throughout the day.
- 2.4 Lumb Lane is a rural narrow two-way single carriageway, which varies in width throughout its length. Lumb Lane does attract some on street parking most noticeably outside the properties situated immediately to the east of

the application site. However, the carriageway is slightly wider at this point to still allow through traffic movement.

- 2.5 Lumb Lane from its junction with Sharp Lane up to the application site is lit to rural road standards, however, the remainder of the route to the west and north is unlit. Lumb Lane is subject to a 60mph speed limit, however, speeds are estimated to be well below this due to the width and general layout of the local highway network.
- 2.6 Lumb Lane is a through route and runs from its simple priority junction with Sharp Lane in the east to become Castle Hill Side to the north west where it terminates at a simple priority junction with Ashes Lane.
- 2.7 The full length of the highway is generally bounded by dry stone walls and narrow verges.

Active Travel (Walking and Cycling)

- 2.8 Pedestrian and cyclist facilities in the vicinity of the development site are relatively limited, however there is a narrow footway linking the development site with Sharp Lane. Utilising the Sharp Lane footway system the centre of Almondbury can be reached, which has the benefit of a library, public houses, primary school, hairdressers, restaurants, pharmacy and a surgery plus numerous other retail outlets. King James School (Comprehensive) is also situated to the south of the village.
- 2.9 The proposed development site has links to the local Public Right of Way (PRoW) network as can be seen on the rights of way extract below (Figure 3). These links provide recreational access on foot to the local countryside and potentially the bus services along the Kaye Lane situated to the north of the application site.

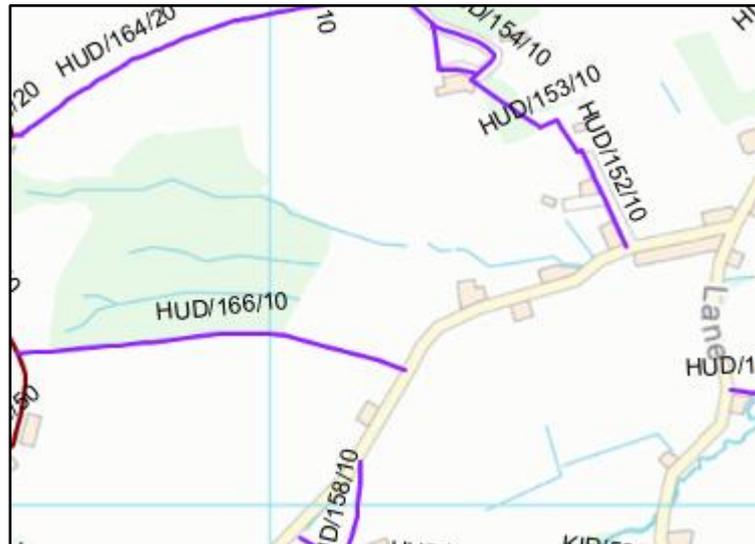


Figure 3 – Public Rights of Way

- 2.10 Pedestrian and cycling isochrones are illustrated within Figures 4 and 5 respectively. Both isochrones are formulated on a maximum travel duration of 20 minutes.
- 2.11 Figure 4 demonstrates the predominant area of Almondbury, and its facilities and bus services are accessible within a 20-minute walking radius from the proposed development site.
- 2.12 Figure 5 demonstrates that residents of the development proposals can reach a catchment of the surrounding area for commuting or leisure purposes within a 20-minute cycle timeframe. This generally includes, Almondbury, Highburton, Huddersfield, Fenay Bridge, Armitage Bridge and Fenay Bridge. There are several commercial / industrial estates within the catchment together with large retail areas all providing the opportunity for employment for residents of the development. It is acknowledged that some of the local terrain is challenging, however, to the regular and competent cyclist this should not present any significant issues.

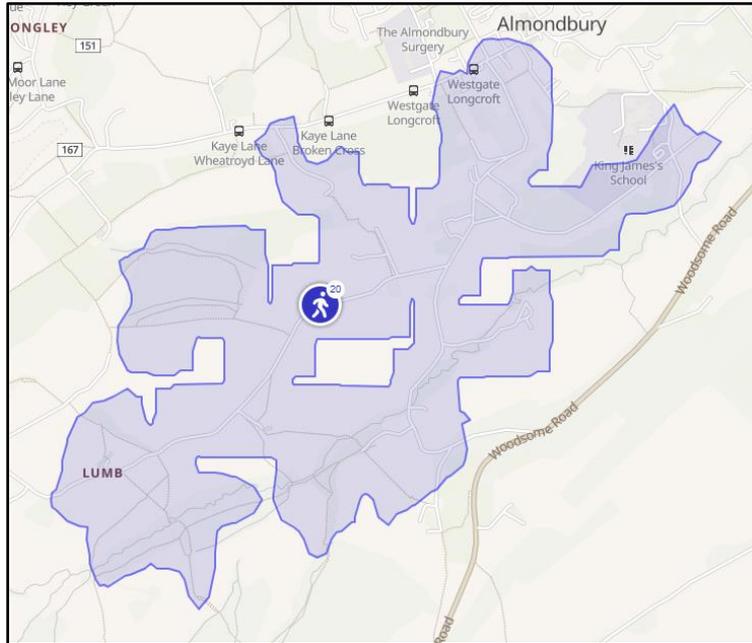


Figure 4 Pedestrian isochrone

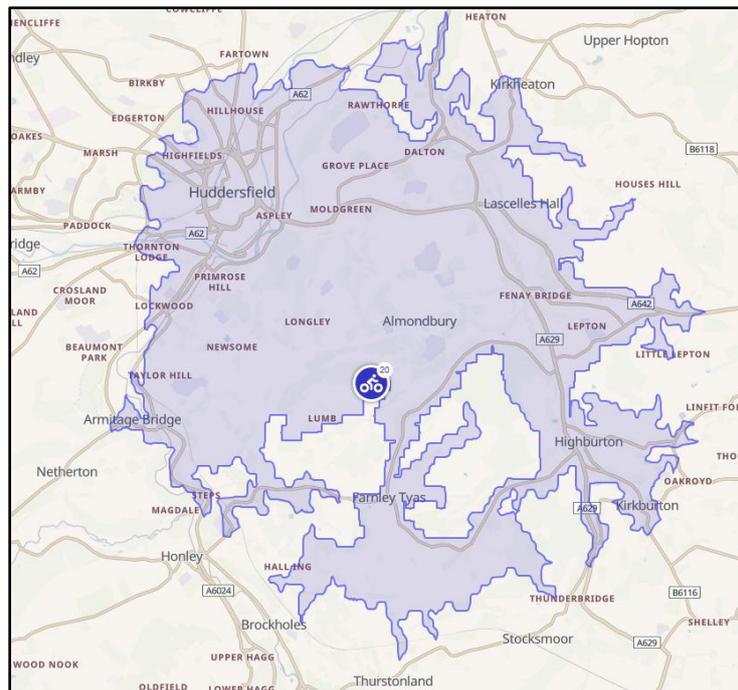


Figure 5 Cycling isochrone

Public Transport

- 2.13 Public Transport is available from Almondbury, within the centre and also along Kaye Lane. There is bus stops located on Kaye Lane close to its junction with Sharp Lane.
- 2.14 A summary of the services available from both Kaye Lane and the centre of the village are provided within the table at Figure 6. The table includes information on service route and frequency.
- 2.15 The bus services depicted within Figure 6 can simplify commuting opportunities for residents and visitors to the development, providing a means of access to Huddersfield bus and rail station.

Number	Route	Typical Frequency		
		Mon – Fri	Sat	Evenings and Sun
341 (Kaye Lane)	Huddersfield – Almondbury – Farnley Tyas – Thurstonland - Stocksmoor	120 mins	120 mins	-
342	Huddersfield - Almondbury	60 mins	60 mins	-
372	Huddersfield – Almondbury circular	15 mins	20 mins	30 mins

Figure 6 Bus services

- 2.16 Rail services are available from Huddersfield rail station, which is located within the cycle catchment area and is also accessible by bus, providing the opportunity for multi modal travel.

Road Traffic Accidents

- 2.17 The personal injury accident records for the last 5 years up until December 2023 within a large area surrounding the site have been obtained from Collision Plot. Figure 7 provides a map showing the location of any accidents which may have occurred within this search area as well as the severity of each incident (green = slight; blue = serious; red = fatal.)

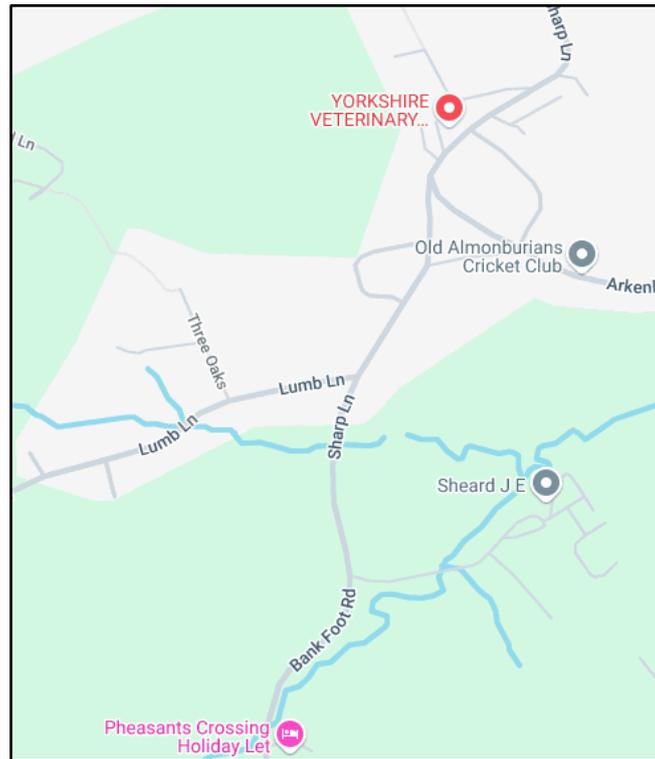


Figure 7 Collision Plot search area

- 2.18 Within this large search area above, there have been no recorded injury accidents along Lumb Lane from the site to its junction with Sharp Lane. There have also been no injury accidents along Sharp Lane or at its junction with Kaye Lane within the village.
- 2.19 Given the above it can only be assumed that the local highway network within the search area operates in a safe manner and the slight increase in traffic movements associated with the development proposals can be safely accommodated on the immediate network.

3.0 Development Proposals

Proposed Development

- 3.1 The development proposals are for the construction of five residential dwellings including associated access and parking generally in accordance with current standards on land to the north of Lumb Lane, Almondbury, in the district of Kirklees.
- 3.2 The development proposals can be seen at Appendix A.

Access and Parking Provision

- 3.3 Vehicular access to the site will be taken directly from Station Road almost central along the site frontage. The proposed junction will have an initial width of 9 metres to allow simultaneous two-way travel, as well as enable a fire tender to enter, turn within, and exit the site.
- 3.4 The development will be for a maximum of 5 dwellings; therefore, the internal arrangement will be laid out as a private drive.
- 3.5 Parking provision for each dwelling will generally meet Kirklees Council's parking standards, generally parking for three resident vehicles per dwelling. In addition, one visitor parking space will be provided within the site.

Pedestrian and Cycle Provision

- 3.6 Pedestrian access will be provided from Lumb Lane utilising the shared private drive arrangement. While there is no dedicated footway within the site, low traffic volumes and vehicle speeds will ensure a safe and walkable environment for residents.
- 3.7 Cycle storage will be provided for each dwelling within the garages where provided and dedicated sheds within the rear garden areas for those dwellings without garage facilities. The final design and location of which (for the sheds) will be agreed with the Local Planning Authority.

Servicing

- 3.8 The access arrangement has been designed to accommodate a fire tender. A bin collection point will be provided close to the junction with Lumb Lane to remove the need for a refuse vehicle to enter the development. The majority of properties fronting Lumb Lane have on street refuse collection.
- 3.9 A swept path analysis has been undertaken to demonstrate that the turning arrangements of a fire tender can be performed appropriately, this can be seen on plan at Appendix A.

4.0 Traffic Impact

Proposed Traffic

- 4.1 The development proposals are for the construction of five residential dwellings including associated access and parking in general accordance with current standards. The development will utilise a new access arrangement in the form of a simple dropped crossing arrangement onto Lumb Lane.
- 4.2 The table at Figure 8 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 for the proposed use class can be found in full at Appendix B.

Per 1 Dwelling	AM Peak			PM Peak		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate	0.135	0.298	0.433	0.218	0.144	0.362
Traffic Generations	0.675	1.49	2.165	1.09	0.72	1.81

Figure 8 Proposed trip rate and traffic generations

- 4.3 The table in Figure 8 shows that the proposed development has the potential to generate up to 3 trips during the AM peak and up to 2 trips during the PM peak. This minor level of additional traffic can be easily accommodated and will have no material impact on the local highway network, nor will it contribute to any perceived local congestion during peak times.
- 4.4 The development has the potential to generate 22 daily two-way trips.
- 4.5 It should also be recognised that the nursery would have generated daily vehicle trips in its own right including delivery vehicles.
- 4.6 The internal parking and access arrangements are designed to allow safe access and egress for all vehicles likely to use the site. The development proposals provide suitable access in terms of geometry and layout. The access generally meets current standards for visibility and width and Lumb Lane has a very good injury accident record.

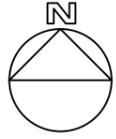
- 4.7 It is considered that the anticipated level of traffic generated by the proposed development based upon TRICS data would have no material impact on the safe operation of the local highway.

5.0 Conclusion

- 5.1 This Highway Statement presents the existing characteristics, infrastructure and highway safety in the surrounding area of the proposed development. The development proposals are then presented. The traffic impact of the development is then assessed.
- 5.2 The development proposals are for the construction of five residential dwellings including associated access and parking in general accordance with current standards.
- 5.3 It is considered that any potential level of traffic generated by the proposed development based upon TRICS data would have no material impact upon the safe operation of the local highway.
- 5.4 It is therefore concluded that the development should be considered acceptable, and that there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted.

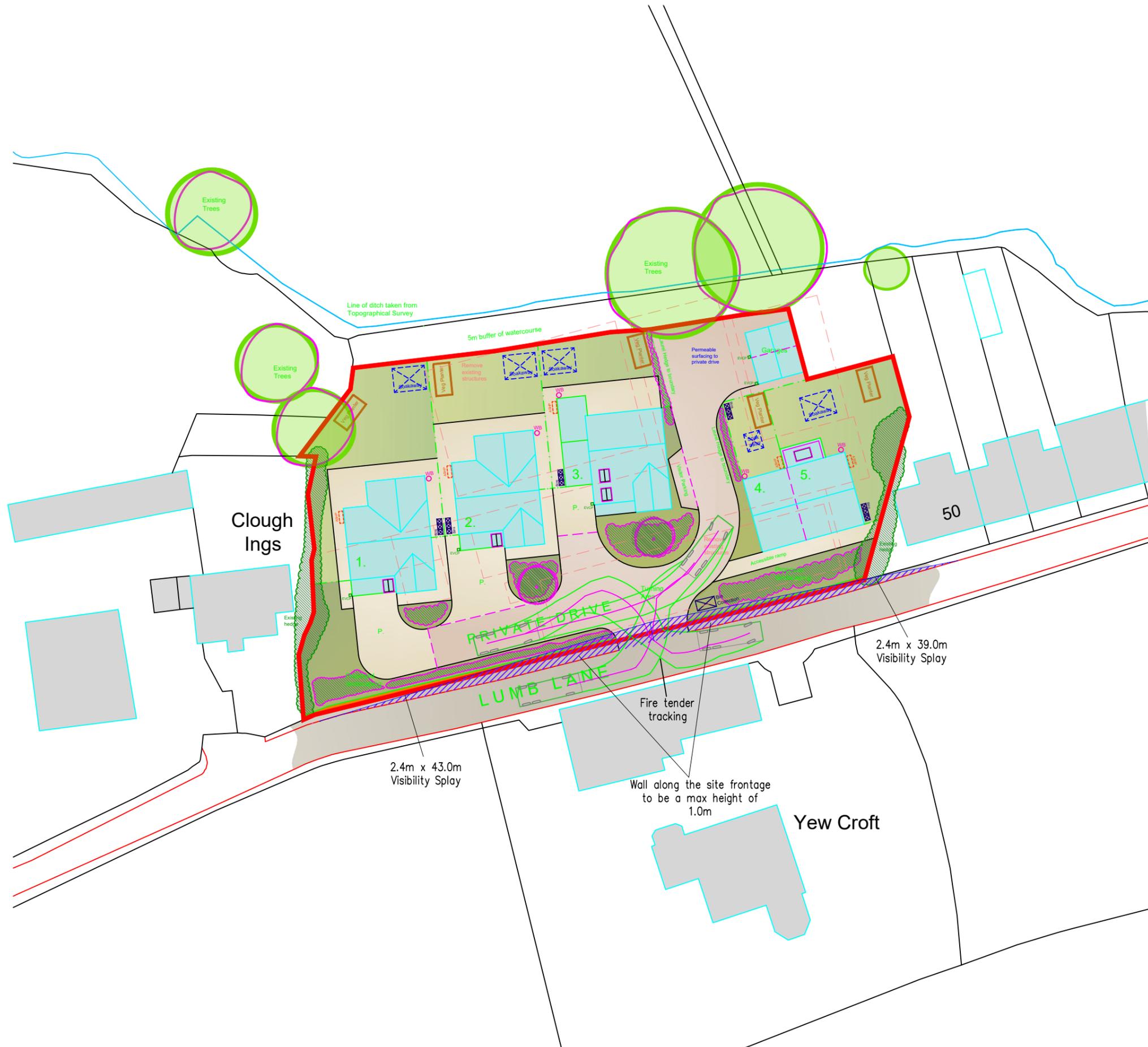
Appendix A

Development Proposals & Swept Path Analysis



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
LUMB LANE NURSERIES, LUMB LANE, ALMONDBURY

DRAWING TITLE
TRACKING AND VISIBILITY DRAWING

ORIGINATOR	PROJECT	VOL.	TYPE	ROLE	NUMBER
PRGN	2470	HGN	DR	CH	0001

CLIENT
BEN MARSDEN

SCALE	SIZE	DRAWN	CHECKED	AUTHORISED	DATE
1:500	A3	JJH	LJO	JJH	AUG 25

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Appendix B

TRICs Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	NM WEST NORTHAMPTONSHIRE	1 days
	NN NORTH NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	BY BARNSELY	1 days
	LS LEEDS	1 days
	SE SHEFFIELD	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
	GM GREATER MANCHESTER	1 days
09	NORTH	
	IM ISLE OF MAN	2 days

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

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: 19 to 47 (units:)
Range Selected by User: 6 to 50 (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: 01/01/16 to 18/09/24

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	2 days
Tuesday	3 days
Wednesday	3 days
Thursday	3 days
Friday	2 days

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

Selected survey types:

Manual count	13 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:

Neighbourhood Centre (PPS6 Local Centre)	13
--	----

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	3
Village	10

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	2 days - Selected
Servicing vehicles Excluded	12 days - Selected

Secondary Filtering selection:

Use Class:

C3	13 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:

1,000 or Less	2 days
1,001 to 5,000	7 days
5,001 to 10,000	1 days
25,001 to 50,000	2 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 75,000	2 days
125,001 to 250,000	4 days
250,001 to 500,000	1 days
500,001 or More	2 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	6 days
1.1 to 1.5	4 days
1.6 to 2.0	3 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	2 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	13 days
-----------------	---------

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	AC-03-A-05 MEADOW DRIVE NORTHWICH BARNTON Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 40 <i>Survey date: FRIDAY 30/04/21</i>	SEMI -DETACHED & TERRACED	CHESHIRE WEST & CHESTER	<i>Survey Type: MANUAL</i>
2	BY-03-A-01 CHURCH LANE NEAR BARNESLEY WORSBROUGH Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 19 <i>Survey date: WEDNESDAY 09/09/20</i>	BUNGALOWS & DETACHED	BARNESLEY	<i>Survey Type: MANUAL</i>
3	CA-03-A-07 FIELD END NEAR ELY WITCHFORD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 32 <i>Survey date: THURSDAY 27/05/21</i>	MIXED HOUSES	CAMBRIDGESHIRE	<i>Survey Type: MANUAL</i>
4	GM-03-A-11 RUSHFORD STREET MANCHESTER LEVENSHULME Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 37 <i>Survey date: MONDAY 26/09/16</i>	TERRACED & SEMI -DETACHED	GREATER MANCHESTER	<i>Survey Type: MANUAL</i>
5	IM-03-A-01 BALLAKILLOWEY ROAD COLBY BALLAKILLOWEY Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 31 <i>Survey date: TUESDAY 21/05/24</i>	MIXED HOUSES	ISLE OF MAN	<i>Survey Type: MANUAL</i>
6	IM-03-A-02 SHORE ROAD KIRK MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 27 <i>Survey date: THURSDAY 23/05/24</i>	MIXED HOUSES	ISLE OF MAN	<i>Survey Type: MANUAL</i>
7	LS-03-A-01 SPRING VALLEY CRESCENT LEEDS BRAMLEY Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 46 <i>Survey date: WEDNESDAY 21/09/16</i>	MIXED HOUSING	LEEDS	<i>Survey Type: MANUAL</i>
8	NM-03-A-02 HARLESTONE ROAD NEAR NORTHAMPTON CHAPEL BRAMPTON Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 47 <i>Survey date: TUESDAY 20/10/20</i>	DETACHED & SEMI -DETACHED	WEST NORTHAMPTONSHIRE	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	NN-03-A-01	MIXED HOUSES & FLATS	NORTH NORTHAMPTONSHIRE
	MAIN STREET NEAR WELLINGBOROUGH LITTLE HARROWDEN Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 44 <i>Survey date: TUESDAY 20/10/20</i>		
	<i>Survey Type: MANUAL</i>		
10	SE-03-A-01	DETACHED & BUNGALOWS	SHEFFIELD
	MANOR ROAD NEAR SHEFFIELD WALES Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 25 <i>Survey date: THURSDAY 10/09/20</i>		
	<i>Survey Type: MANUAL</i>		
11	SF-03-A-06	DETACHED & SEMI -DETACHED	SUFFOLK
	BURY ROAD KENTFORD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 38 <i>Survey date: FRIDAY 22/09/17</i>		
	<i>Survey Type: MANUAL</i>		
12	SF-03-A-08	MIXED HOUSES	SUFFOLK
	STANNINGFIELD ROAD NEAR BURY ST EDMUNDS GREAT WHELNETHAM Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 34 <i>Survey date: WEDNESDAY 16/09/20</i>		
	<i>Survey Type: MANUAL</i>		
13	WM-03-A-04	TERRACED HOUSES	WEST MIDLANDS
	OSBORNE ROAD COVENTRY EARLSDON Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 39 <i>Survey date: MONDAY 21/11/16</i>		
	<i>Survey Type: MANUAL</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.

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	13	35	0.061	13	35	0.209	13	35	0.270
08:00 - 09:00	13	35	0.135	13	35	0.298	13	35	0.433
09:00 - 10:00	13	35	0.148	13	35	0.200	13	35	0.348
10:00 - 11:00	13	35	0.142	13	35	0.157	13	35	0.299
11:00 - 12:00	13	35	0.216	13	35	0.190	13	35	0.406
12:00 - 13:00	13	35	0.131	13	35	0.161	13	35	0.292
13:00 - 14:00	13	35	0.176	13	35	0.170	13	35	0.346
14:00 - 15:00	13	35	0.170	13	35	0.159	13	35	0.329
15:00 - 16:00	13	35	0.237	13	35	0.185	13	35	0.422
16:00 - 17:00	13	35	0.253	13	35	0.157	13	35	0.410
17:00 - 18:00	13	35	0.218	13	35	0.144	13	35	0.362
18:00 - 19:00	13	35	0.224	13	35	0.122	13	35	0.346
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.111			2.152			4.263

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: 19 - 47 (units:)
 Survey date range: 01/01/16 - 18/09/24
 Number of weekdays (Monday-Friday): 13
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 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.