



Barncliffe Mills, Shelley Huddersfield

Highway Statement

February 2026

Project number 2440A rev 1

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Quality Management

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1.0 Introduction

1.1.1 Paragon Highways has been appointed to prepare this Highway Statement in relation to a proposed residential development on land to the west of Brook House Lane, Shelley, in Huddersfield.

1.2 The proposed development site is positioned approximately 636 metres to the south of Shelley village centre and around 1.07km to the east of Shepley rail station. The proposals are within the administrative boundary of Kirklees Council (KMBC).

1.3 The plan in Figure 1 shows the site location in relation to the local highway network.

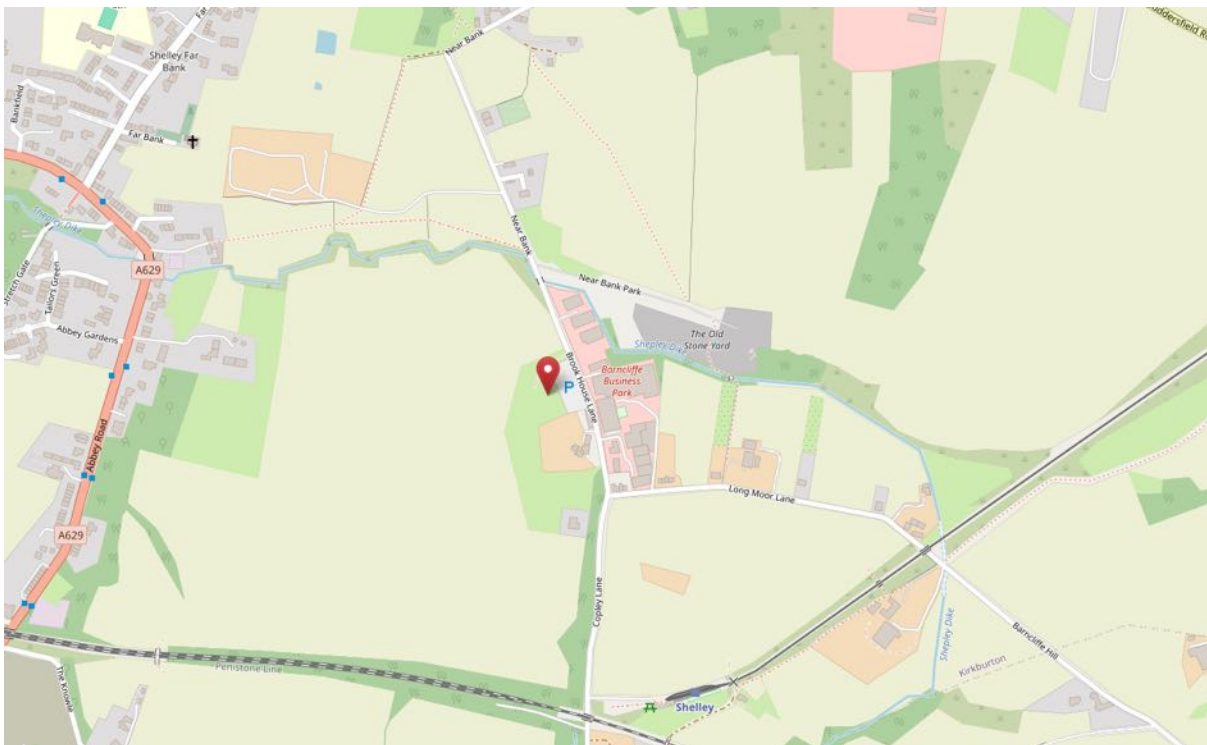


Figure 1 Site location

1.4 Presently, the site serves as an open storage yard area to the rear of a car park served off Brook House Lane. The site is bound by fields to the north, a car park and Brook House Lane to the east, a commercial unit to the south, and further fields to the west.

- 1.5 The proposals are to develop the land for residential purposes, comprising 5 detached dwellings, including access, parking, and servicing areas. The development proposals can be found within Appendix A.
- 1.6 This Highway Statement demonstrates that:
- The site is readily accessible via public transport, pedestrian paths, and cycle routes.
 - The highway network does not suffer from any defects that could contribute to an excessively high accident frequency.
 - Efficient and suitable access of the site can be established from Brook House Lane.
 - The trip generation of the proposals will not result in a significant residual impact on the local transport networks.
- 1.7 The purpose of this Highway Statement is to support 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 transport modes, and reviews the local safety records.
 - 3.0 Development Proposals: outlines the proposed layout, access, and servicing of the development site.
 - 4.0 Traffic Impact: analyses the potential influence of the development on local traffic patterns.
 - 5.0 Conclusion: a summary of the primary findings and conclusions drawn from the report.

2.0 Existing Situation

2.1 Site Description

2.1.1 The application site is located approximately 636 metres to the south of Shelley village centre and around 1.07km to the east of Shepley rail station.

2.1.2 The application site is presently utilised as an open storage yard to the west of a car park used by Barncliff Mills. The site is bound by fields to the north, a car park and Brook House Lane to the east, a commercial unit to the south, and further fields to the west. A birds-eye view of the site can be found in Figure 2.



Figure 2 Birds-eye view of site

2.1.3 The site is currently accessed via an access road to the north of the car park, which will be upgraded as part of the proposals. A photograph of the existing access can be found within Figure 3.



Figure 3 Existing access (development site)

2.2 Local Highway Network

Brook House Lane

- 2.2.1 The proposed development site is served by Brook House Lane. Brook House Lane is a short 475-metre stretch of road beginning in the north where it becomes known as Near Bank at its junction with the access to the Yorkshire Equine Crematorium and coming to an end in the south at its junction with Long Moor Lane, where it becomes known as Copley Lane. Near Bank provides access to the B6116 Huddersfield Road approximately 800 metres to the north of the proposed development site.
- 2.2.2 Towards the proposed development site frontage, Brook House Lane is constructed as a two-way single carriageway, with a kerb-to-kerb carriageway width of approximately 6.5 metres. A footway is also provided to the eastern edge of the carriageway, measuring around 1.8 – 2 metres in width with a grass verge to the western side. The road is subject to a 30-mph speed limit.
- 2.2.3 Brook House Lane generally provides access to commercial and industrial units, as well as some farms and residential dwellings.

B6116 Huddersfield Road

- 2.2.4 Huddersfield Road makes up a section of the B6116, which connects the village of Kirkburton in the northwest to the village of Skelmanthorpe in the east via Shelley.
- 2.2.5 Through the centre of Shelley, Huddersfield Road is constructed as a two-way single carriageway with a kerb-to-kerb carriageway width of around 6 metres, with footways measuring approximately 2 metres in width to either side. The road is subject to a 30-mph speed limit within Shelley; however, this increases to 40 mph leaving the village centre in either direction towards Kirkburton and Skelmanthorpe.
- 2.2.6 Within Shelley, Huddersfield Road generally provides access to a variety of shops, services, residential properties, and local bus stops.

2.3 Active Travel (Walking and Cycling)

- 2.3.1 The site is situated within easy reach of the nearby services and amenities, including local bus stops, convenience stores, a post office, and a school.
- 2.3.2 Footway provision is provided along the eastern edge of Brook House Lane and the routes to the local bus services.
- 2.3.3 The proposed development site is linked to the local Public Right of Way (PROW) network, with routes KIR/146/20 and KIR/146/10 connecting the site to Shelley Bank Bottom, with routes KIR/187/20 and KIR/187/10 then offering a further route into the village of Shepley to the southwest. An extract from Kirklees' PROW map can be found within Figure 4, showing the site in relation to the nearby footpaths (purple) and bridleways (green).

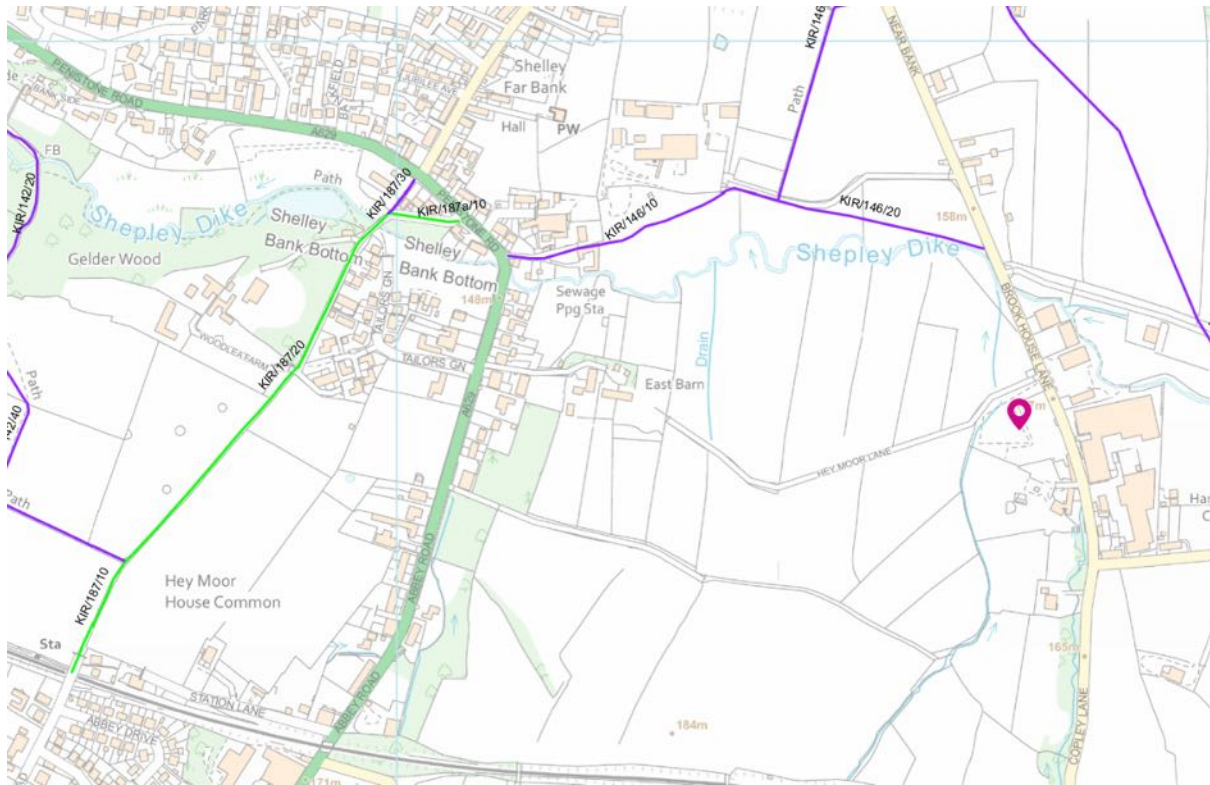


Figure 4 Kirklees PROW map extract

- 2.3.4 Pedestrian and cycling isochrones are illustrated in Figures 5 and 6, respectively. Both isochrones are formulated on a maximum travel duration of 20 minutes.
- 2.3.5 Figure 5 demonstrates that the predominant area of Shelley is accessible within a 20-minute walking time from the proposed development site. This area includes a mixture of residential, commercial, and industrial areas, along with local bus services.

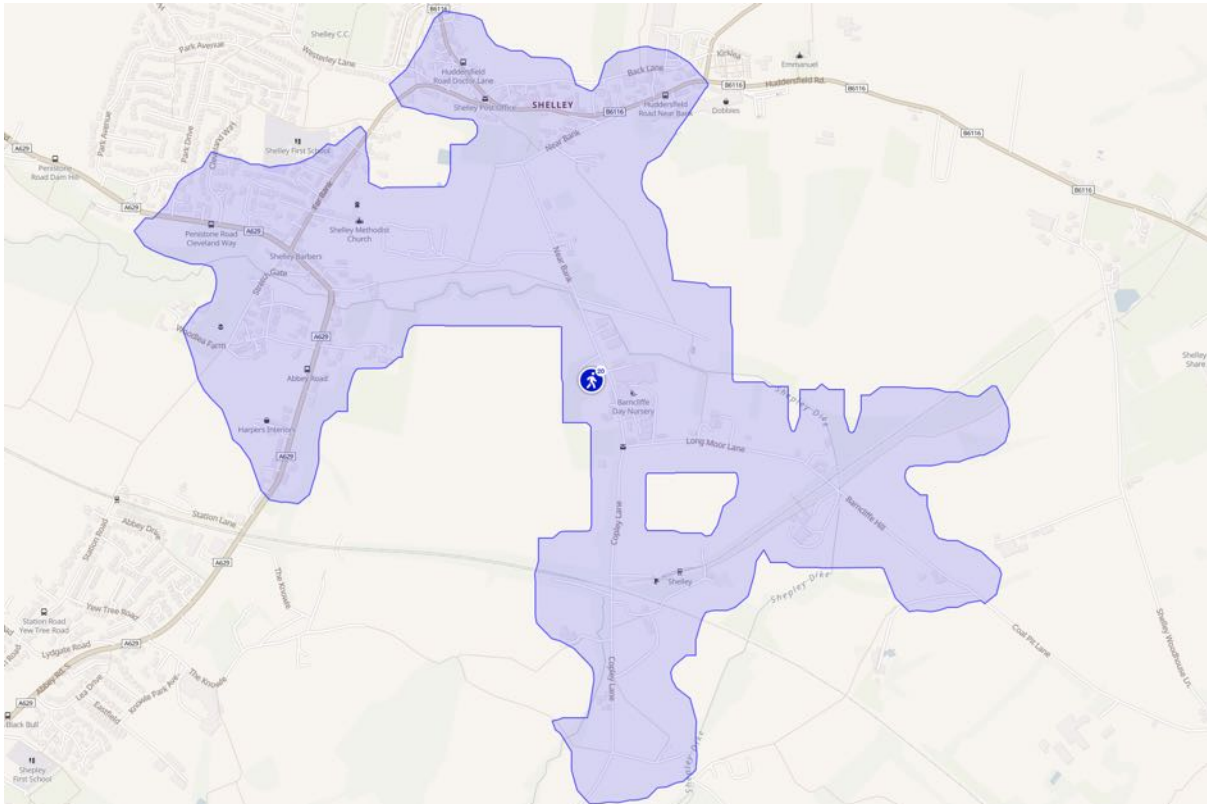


Figure 5 Pedestrian isochrone

2.3.6 Figure 6 highlights that residents of the proposed development can reach an expansive catchment of the surrounding area for commuting, education, social, and leisure pursuits within a 20-minute cycling duration, including Highburton, Kirkburton, Stocks Moor, Shepley, Upper Cumberworth, Lower Cumberworth, and Denby Dale.

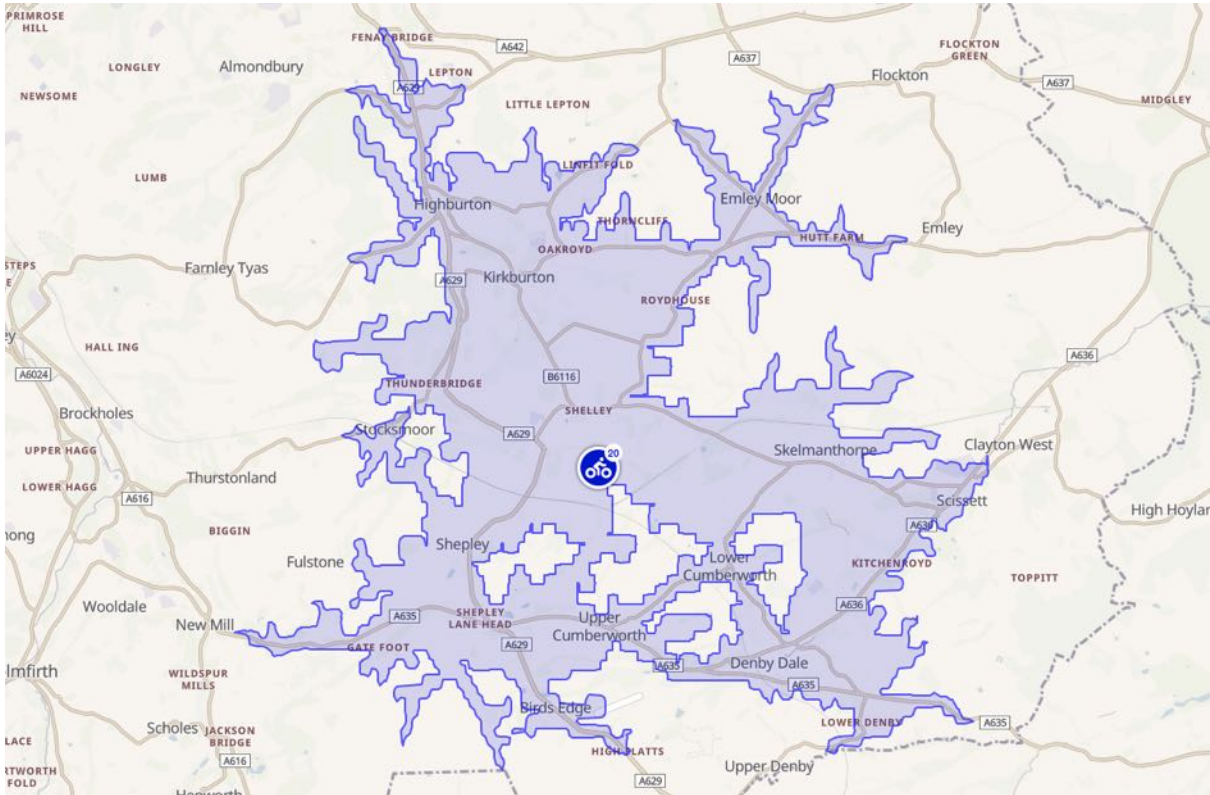


Figure 6 Cycling isochrone

2.4 Public Transport

- 2.4.1 The application site is well placed in terms of public transportation. There are bus stops located along the B6116 Huddersfield Road, approximately 800 metres from the proposed development site.
- 2.4.2 A summary of the services available from these nearest bus stops is provided within the table in Figure 7. The table includes information on service routes, typical frequencies, and service providers.
- 2.4.3 The bus services depicted within Figure 7 can simplify commuting, school travel, and leisure opportunities for residents of the proposed development, providing access to Huddersfield, Highburton, Kirkburton, Skelmanthorpe, Scissett, Clayton West, Denby Dale, as well Shelley College and Kirkburton Middle School.

Number	Route	Typical Frequency			Provider
		Mon – Fri	Sat	Sun	
D1 Denby Darts	Huddersfield – Highburton – Kirkburton – Skelmanthorpe – Scissett – Clayton West – Denby Dale	30 mins	30 mins	60 mins	Team Pennine
80	Shelley College – Waterloo	School times only	-	-	First West Yorkshire Ltd
K85	Almondbury – Shelley College	School times only	-	-	Team Pennine
KM1	Shelley – Kirkburton Middle School	School times only	-	-	Team Pennine
SC1	Emley – Shelley College	School times only	-	-	Team Pennine

Figure 7 Bus services

- 2.4.4 Rail stations located at Stocksmoor, Shepley, and Denby Dale are all within the 20-minute cycling isochrone of the proposed development, as shown in Figure 8. The rail station shown at Skelmanthorpe is part of the Whistlestop Valley visitor attraction.
- 2.4.5 Shepley rail station is the closest station to the proposed development site, located approximately 1km to the west. Shepley rail station benefits from 10 cycle parking spaces in the form of cycle stands monitored by CCTV and covered by a shelter. Rail services from Shepley are primarily operated by Northern and provide connections to destinations such as Sheffield and Huddersfield, as well as the stops en route.
- 2.4.6 Both Stocksmoor and Denby Dale rail stations are on the same line as Shepley rail station, providing access to Sheffield and Huddersfield.

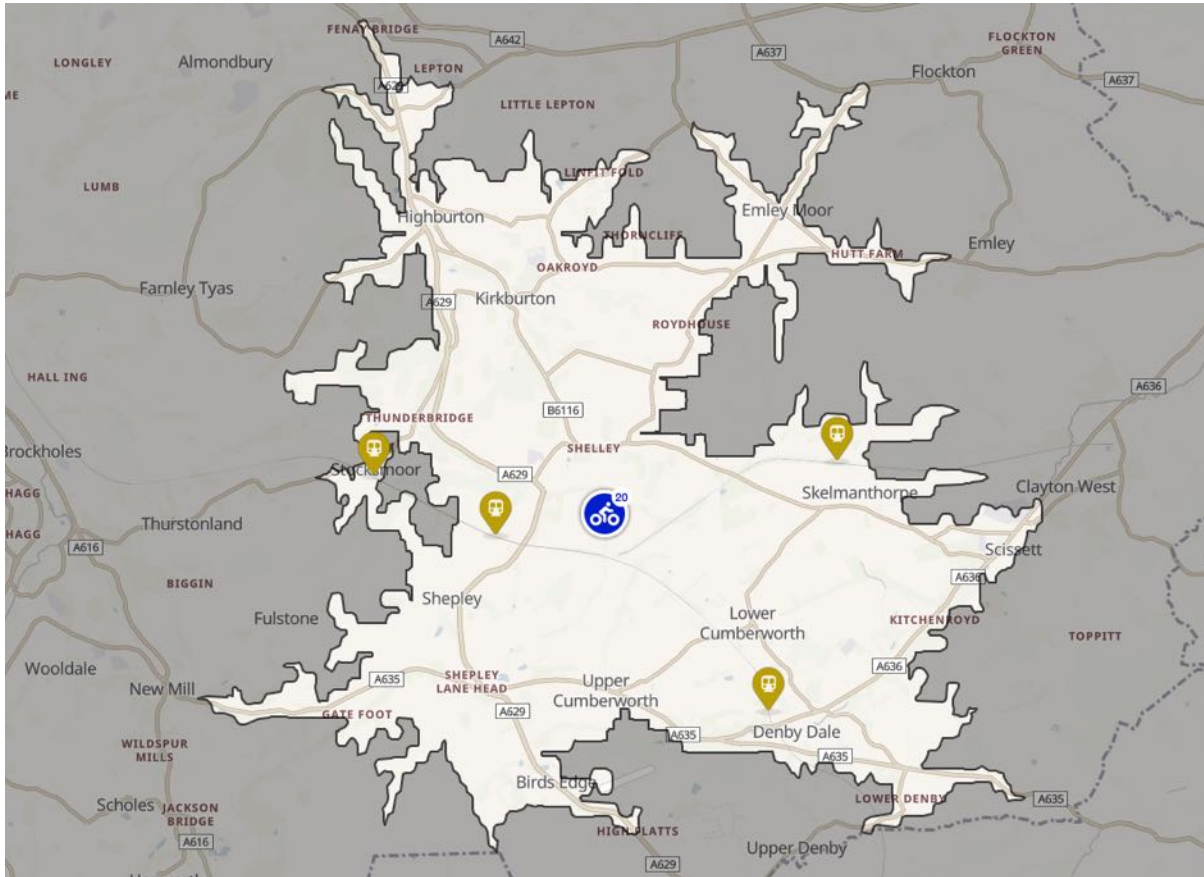


Figure 8 Cycling isochrone showing the location of local rail stations

2.4.7 The proposed development site should be seen as being within a generally sustainable location due to its proximity to the local bus stops and the ease of access to the local rail stations. The site is also within walking distance of a variety of shops and services in Shelley. The site generally conforms to current Government directives for ensuring developments are located in a sustainable location.

2.5 Road Traffic Accidents

2.5.1 The personal injury accident records for the 5 years up until December 2023 within the vicinity of the site have been obtained from CollisionPlot. This data encompasses any incidents that may have occurred within 500 metres of the proposed development site. Figure 9 provides a map showing the location of any accidents which have occurred within this search area, as well as the severity of each incident (green = slight, blue = serious, red = fatal).

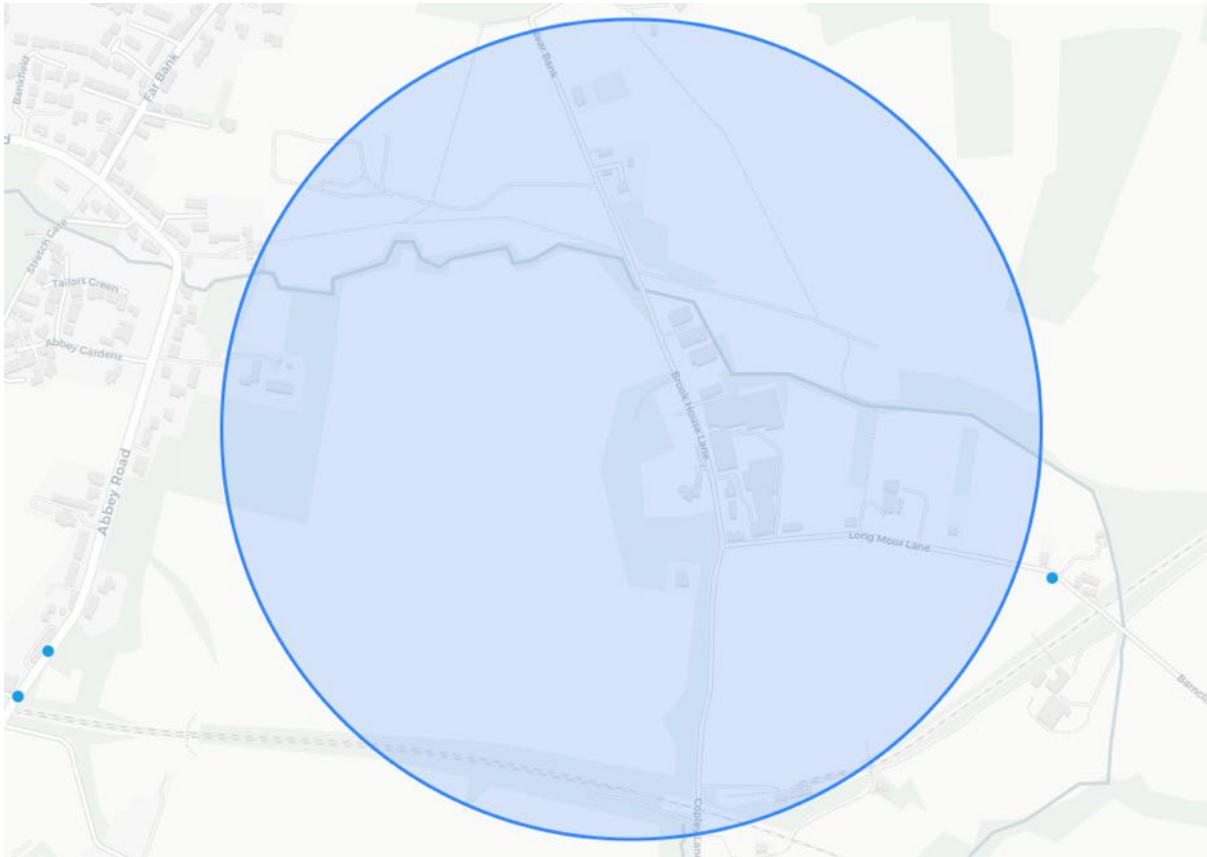


Figure 9 CollisionPlot search area

- 2.6 As can be seen from Figure 9, there have been no recorded accidents within the aforementioned search area. As such, the data does not indicate a road safety problem or any trends of significance which would warrant treatment or be a cause for concern due to the development proposals.

3.0 Development Proposals

3.1 Proposed Development

3.1.1 The proposals are to develop the land for residential purposes, comprising 5 detached dwellings, including access, parking, and servicing areas to KMC standards. The site will be accessed via upgraded access arrangements. The access will also provide a turning circle usable by all, including a KMC specification refuse vehicle.

3.1.2 The development proposals can be found within Appendix A.

3.2 Access and Parking Provision

3.2.1 The site is currently accessed via an access road to the north of the Barncliffe Mills car park which will be upgraded as part of the proposals.

3.2.2 Visibility splays with an X-distance of 2.4 metres and a Y-distance of 43 metres, commensurate with a 30-mph speed limit road can be provided in both directions along Brook House Lane from the proposed access location. This visibility is shown on the plan found in Appendix A.

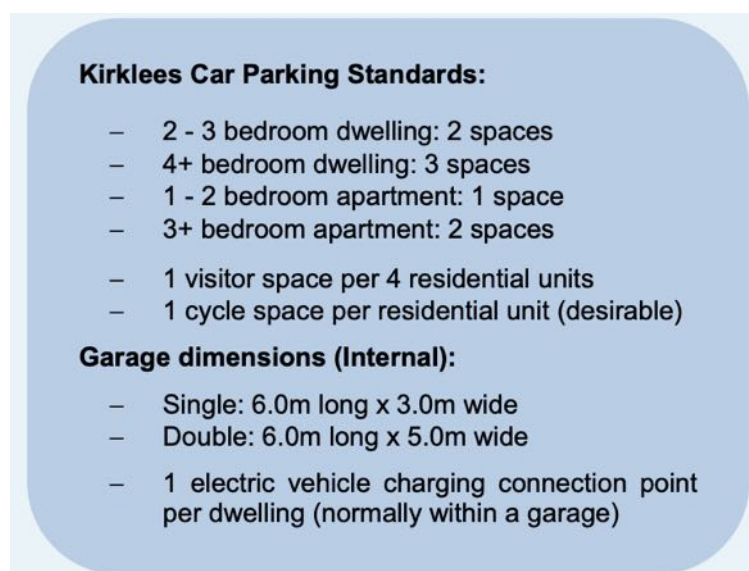


Figure 10 Kirklees car parking standards

3.2.3 Each dwelling will have the benefit of parking to at least what is set out within the Kirklees Council Development Delivery Planning Pre-Application

and Application Advice Note. These parking standards are shown in Figure 10.

- 3.2.4 The site as a whole will also benefit from 2 visitor parking spaces as required within Figure 10.

3.3 Pedestrian and Cycle Provision

- 3.3.1 Pedestrians will gain access to the development site via the shared access arrangements.

- 3.3.2 Secure cycle storage facilities will be provided within the proposals, the type and location to be agreed with KMC.

3.4 Servicing

- 3.4.1 Servicing for the site will be undertaken via the turning circle being provided within the proposed development site, which will allow a Kirklees specification refuse vehicle access and egress the site in a forward gear.

4.0 Traffic Impact

4.1.1 The proposals are to develop the land for residential purposes, comprising 5 detached dwellings, including access, parking, and servicing areas to KMC standards. The site will be accessed via upgraded access arrangements. The access will also provide a turning circle usable by all, including a KMC specification refuse vehicle.

4.1.2 The table in Figure 11 provides the likely trip rates and traffic generations of the proposed residential development during the morning and evening peak hours of 08:00 – 09:00 and 17:00 – 18:00. The TRICS data can be found in full at Appendix B.

Trip rate value per 1 dwells	AM Peak			PM Peak		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate	0.165	0.434	0.599	0.331	0.163	0.494
Traffic Generations	0.825	2.17	2.995	1.655	0.815	2.47

Figure 11 Proposed trip rate and traffic generations

4.1.3 Figure 11 identifies that the development has the potential to generate around 3 trips in the AM peak and between 2-3 trips in the PM peak. This minor level of additional trips could easily be accommodated and will have no material impact on the local highway network and will not add to any perceived congestion at peak times.

4.1.4 The internal parking and access arrangements of the site is proposed to allow safe access and egress for all vehicles likely to use the site. The development proposals offer suitable access arrangements with respect to the geometry and layout, along with the provision of a turning circle usable by all, including a KMC specification refuse vehicle. Furthermore, the site is located in an area where there have been zero recorded injury accidents within the most recent 5-year period.

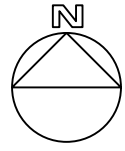
4.1.5 It is considered that the anticipated level of traffic generated by the proposed development, based upon TRICS data, would have no material impact upon the safe operation of the local highway.

5.0 Conclusion

- 5.1 This Highway Statement presents the existing characteristics and infrastructure in the surrounding area of the proposed development. The development proposals are then presented. The traffic impact of the development is assessed together with highway safety and access proposals within the existing situation.
- 5.2 The proposals are to develop the land for residential purposes, comprising 5 detached dwellings, including access, parking, and servicing areas to KMC standards. The site will be accessed via upgraded access arrangements. The access will also provide a turning circle usable by all, including a KMC specification refuse vehicle.
- 5.3 The site is situated within a sustainable location given its proximity to local bus stops and easy access to local rail stations, along with good quality pedestrian and cycle provision with access to local footpaths and bridleways. The site will generally conform to current Government directives for ensuring developments are in a sustainable location.
- 5.4 The internal parking and access arrangements of the site is proposed to allow safe access and egress for all vehicles likely to use the site. The development proposals offer suitable access arrangements with respect to the geometry and layout, along with the provision of a turning circle usable by all, including a KMC specification refuse vehicle. Furthermore, the site is located in an area where there have been zero recorded injury accidents within the most recent 5-year period.
- 5.5 It is considered that the anticipated level of traffic generated by the proposed development would not be significantly discernible from the daily fluctuations in flows that could be expected on the local highway network. The level of the traffic generated by the proposals can be accommodated and, as such, will not significantly add to any congestion at the peak times on the local highway network.
- 5.6 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



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
BARNCIFFE MILLS, BROOK HOUSE LANE, SHELLEY

DRAWING TITLE
ACCESS PROPOSALS

DRAWING NUMBER	PROJECT	VEL.	TYPE	ROLE	NUMBER
PRGN - 2440A-	HGN	-	DR	-	CH - 0001 A

CLIENT
G & R ESTATES LTD

SCALE	SIZE	DRAWN	CHECKED	AUTHORISED	DATE
1:500	A3	AH	LO	AH	MAR 26

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Appendix B

TRICS Data

Calculation Reference: AUDIT-742101-250704-0755

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	SP SOUTHAMPTON	1 days
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days

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

Paragon Highways The Nostell Estate Wakefield

Licence No: 742101

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: 80 to 514 (units:)
Range Selected by User: 6 to 4334 (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:

Tuesday 2 days
Wednesday 1 days
Thursday 1 days

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

Selected survey types:

Manual count 4 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:

Edge of Town 4

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:

Village 1
Out of Town 3

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 X days - Selected
Servicing vehicles Excluded 12 days - Selected

Secondary Filtering selection:

Use Class:

C3 4 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:

5,001 to 10,000	2 days
10,001 to 15,000	2 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	1 days
25,001 to 50,000	1 days
75,001 to 100,000	1 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	1 days
1.1 to 1.5	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	4 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	4 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	NF-03-A-23 SILFIELD ROAD WYMONDHAM	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Out of Town		
	Total No of Dwellings:	514	
	Survey date: WEDNESDAY	22/09/21	Survey Type: MANUAL
2	NF-03-A-34 NORWICH ROAD SWAFFHAM	MIXED HOUSES	NORFOLK
	Edge of Town Out of Town		
	Total No of Dwellings:	80	
	Survey date: TUESDAY	27/09/22	Survey Type: MANUAL
3	SP-03-A-02 BARNFIELD WAY NEAR SOUTHAMPTON HEDGE END	MIXED HOUSES & FLATS	SOUTHAMPTON
	Edge of Town Out of Town		
	Total No of Dwellings:	250	
	Survey date: TUESDAY	12/10/21	Survey Type: MANUAL
4	WS-03-A-24 MADGWICK LANE CHICHESTER WESTHAMPNETT	MIXED HOUSES	WEST SUSSEX
	Edge of Town Village		
	Total No of Dwellings:	300	
	Survey date: THURSDAY	23/05/24	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
HC-03-A-26	24/06/21	Covid

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	4	286	0.103	4	286	0.327	4	286	0.430
08:00 - 09:00	4	286	0.165	4	286	0.434	4	286	0.599
09:00 - 10:00	4	286	0.137	4	286	0.147	4	286	0.284
10:00 - 11:00	4	286	0.128	4	286	0.140	4	286	0.268
11:00 - 12:00	4	286	0.115	4	286	0.167	4	286	0.282
12:00 - 13:00	4	286	0.135	4	286	0.155	4	286	0.290
13:00 - 14:00	4	286	0.160	4	286	0.141	4	286	0.301
14:00 - 15:00	4	286	0.135	4	286	0.161	4	286	0.296
15:00 - 16:00	4	286	0.271	4	286	0.184	4	286	0.455
16:00 - 17:00	4	286	0.330	4	286	0.182	4	286	0.512
17:00 - 18:00	4	286	0.331	4	286	0.163	4	286	0.494
18:00 - 19:00	4	286	0.270	4	286	0.137	4	286	0.407
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.280			2.338			4.618

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:	80 - 514 (units:)
Survey date range:	01/01/16 - 18/09/24
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
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.