

| Document Control     |                                  |
|----------------------|----------------------------------|
| Document Type        | Transport Note                   |
| Site Location        | Midway, South Crosland, HD4 7DA  |
| Proposed Development | Class Q Application – Conversion |
| Client               | MR JLP Roberts                   |
| Council Reference    |                                  |
| Status               | Final                            |
| Date                 | 06/08/25                         |
| Written By           | CS                               |
| Checked By           | JA                               |

**Introduction**

Exigo Project Solutions Ltd (Exigo) are instructed by the Landowner at Fleece Farm, Midway, South Crosland, HD4 7DA, to assess the effect of a Class Q application on the highway network and test it against transport policy.

The local planning and highway authority is Kirklees Council (KC).

The existing farmstead consists of numerous buildings, one of which is a dwelling, the others are farm buildings.

There are 2 no. existing vehicle access points on to Midway, (maintainable at public expense) the other is close to Church Lane, off James Lane, which is not maintainable at public expense.



**Figure 1 – Existing Access points on to Midway (left north) and (right south) (Source Google Earth 2025)**

Planning advice has directed the application to be made under Class Q of the Town and Country Planning (General Permitted Development) (England) Order 2015, which permits;

*“(a) a change of use of a building and any land within its curtilage from a use as an agricultural building to a use falling within Class C3 (dwellinghouses) of the Schedule to the Use Classes Order; and*

*(b) building operations reasonably necessary to convert the building referred to in paragraph (a) to a use falling within Class C3 (dwellinghouses) of that Schedule.”*

This note addresses the condition set out below, from Class Q legislation;

*"Where the development proposed is development under Class Q(a) together with development under Class Q(b), development is permitted subject to the condition that before beginning the development, the developer must apply to the local planning authority for a determination as to whether the prior approval of the authority will be required as to—*

*(a) transport and highways impacts of the development,"*

This Transport Note has been prepared to assess the development in terms of transport and highways and focuses on any impact that the development may have in respect of this to ensure that the residual effect is known.

### **Existing Highway Situation**

There is a footway on the site side of Midway, this connects the site to local dwellings, the local church, the local Public House and bus stops.

Midway climbs slightly from Church Lane as it passes the site entrance, all local roads are subject to a 30-mph speed limit, although vehicles travel much slower due to the road width, built frontages and gradients on approach.

Buses travel regularly between South Crosland and Huddersfield, Services 354 and 355 calls every 2 hours in Marton Monday to Saturday. The bus stop is on the site frontage and named after the farm.

Midway travels north from Church Lane linking the B6108 to Blackmoorfoot Road, these routes link the local area to the wider highway network. These roads are the closest classified roads to the site, they provide access to the strategic road network.

Midway is wide enough for two vehicles to pass simultaneously. The local road network primarily serves residents for South Crosland; the B6108 and Blackmoorfoot Road travel east west linking Huddersfield to Meltham and Marsden respectively.

Midway has good visibility, it is lightly trafficked, observed vehicle speeds are low. Evidence confirms that the highway network is safe, there are no reported personal injury accidents recorded in the local area over the past 5 years. The closest report to the site was recorded on the B6108, west of the junction with Church Lane.

The existing farm operation generates regular trips by large and slow-moving vehicles, that does not have a negative effect on the highway network in terms of capacity and safety.

The existing farm operation uses both access points on to Midway. The junction to the south provides access to the larger farm outbuildings. The junction to the north provides access to a farmyard area, with four outbuildings and a residential dwelling.

The existing farm dwelling benefits from refuse collection provided by KC, bins can be placed close to the highway, and the refuse vehicle attends on Midway, it would not enter the farm to collect.

Application reference 2025/90570 allowed the demolition of 2 barns at this site behind the residential dwelling. This leaves a large concrete area between the existing dwelling and the subject site.

The existing site is accessible by all modes of travel, and the area supports residential development at present both at this site within the area. The increase in population within South Crosland is accepted.

The existing agricultural use influences the highway network, whilst there have been no recorded collisions, the propensity may be higher with larger slower vehicles using the existing access, when compared to light vehicle use.

The TRICS Database includes farms, however they are very bespoke, for example survey site SW-16-A-01 is a freestanding Farm and generates 138 two-way trips per day with 6 Ha of land.

### **Proposed Application – 6 no. Dwellings**

It is proposed to convert existing farm buildings/storage tank (not consented to be demolished) into 6 no. 2-bed residential dwellings, with 14 no. spaces in a parking court and turning area.

The site is accessible by all modes of travel, buses call on the site frontage and there is a footway on the site side of the road.

Access for all modes of travel would be taken from the existing northern access. The farm operation would generate a number of trips at present, the alteration from farm to residential use will result in fewer trips being generated and those trips could be on foot, rather than reliant on car use.

A refuse collection point will be provided at the access, which is within the minimum carry distance required by KC. It will be on the property line, but not in the highway or in the existing visibility splay. Space is provided inside the site for delivery vehicles to enter and exit the proposed layout in a forward gear, this accommodates removal vehicles, delivery vehicles, etc. The servicing arrangement has been supported by a swept path analysis using the largest vehicle with drawing appended.

Parking is provided within the site in accordance with the KC Highway Design Guide. All bays are within 50m of the entrance to properties, this makes all bays accessible to all, as set out in paragraph 5.21. Electric Vehicle Charging will be provided in line with Building regulation requirements.

Paragraph 5.4 states that 2 no. bedroom properties should have 2 no. allocated spaces and every 4 no. dwellings should have a visitor space. This equates to 12 no. allocated spaces and 2 no. visitor bays, a total of 14 bays are provided, which achieves the local policy requirements.

A review of trip rates and generation confirms that each dwelling would generate 4.266 two-way trips per day. Based on 6 no. new dwellings and one existing dwelling, the access would need to accommodate 26 two – way trips per day, which is below the recognised 100 no. two way daily trips per day that would not trigger an assessment, therefore would not be material.

### **Proposed Application – Policy Requirement**

As stated in the introduction, advice from the planning consultant set out that this development meets the permitted development requirements set out in Class Q of the TCPO (2015). A condition of this is to ensure that there are no negative residual effects on the highway network.

Kirklees Council Local Plan 2013-2031 (adopted 27/02/2019) sets out the policy tests for planning applications, Chapter 10 focuses on Transport and Infrastructure.

Policy LP20: sustainable transport is achieved as the effect of the development is minimal on the network, the site is within the settlement boundary and measures will be included for cycle storage as well as EV charging in line with building regulations.

Policy LP21: The access point currently accommodates all modes of travel associated with the farm operation, with no PIA history. At present, all types of farm machinery can utilise each access point daily numerous times. The removal of agricultural machinery movements and dedicating the northern access to residential use (6 no. new dwellings + 1 existing) would be considered an improvement and would result in, at worst, nil detriment to highway safety and capacity. The existing access has no history of accidents and is considered safe, the proposed change of use would not influence the intensification in use and would result in lighter and smaller vehicles using the access, taking up less road space and having a lower gap acceptance. As such, the proposal is likely to have a positive on the highway network.

Policy LP22: Parking is provided in line with the Highway Design Guide paragraph 5.4. Cycle parking is provided within the dwellings proposed. Vehicle parking is provided in a courtyard with access restricted to residents and visitors only.

Policy LP23: There are footway connections from the site to local amenities, with a bus stop on the site frontage with Midway, all day-to-day needs can be met without relying on a private car. Cycling is carried out on street as existing.

As demonstrated, the proposed development meets all key transport policies included in the adopted KC Local Plan.

### **Conclusion**

The existing farm is located within the development boundary of South Crosland and accessed from Midway which provides a direct link to the village and the surrounding area providing key amenities and facilities to meet some of the day-to-day needs of local residents. Additional residential development in South Crosland has met local



policy requirements, confirming that the location is suitable to accommodate additional residents.

The site access with Midway exists, it has no history of accidents. The proposal would generate a similar number of trips at peak times to the proposed residential use, as discussed in the existing site section, therefore it would have no effect on highway safety, concluding that there are no residual highway matters to resolve.

The proposal has been assessed against adopted transport policy and all requirements can be fully achieved because of the key considerations being included within the proposed layout. Overall, the highway related condition is met, and this development should be permitted under TCPO 2015 Class Q.

Parameters:

Site Reference: SW-16-A-01 VEHICLES Site  
 Latitude/Longitude: 51.65485, -4.02493  
 Land Use Type: 16 - MIXED/A - MISCELLANEOUS  
 Region/Area: /SWANSEA

Description: FARM  
 Street:  
 District: GORSEINON  
 Town: NEAR SWANSEA  
 Post Code: SA4 4LN  
 Planning Authority:

Location: Free Standing  
 Location Sub Category: Out of Town  
 Use Class: N/A

Population within 500m: 4  
 Population within 1 Mile: 1,001 to 5,000  
 Population within 5 Miles: 125,001 to 250,000  
 Car ownership within 5 Miles: 1.1 to 1.5  
 Buses/Trains per day (both directions):

Public Transport Provision Summary

| Day           | Period    | Total buses/trams within 400m | Total Trains within 1000m | Total Services |
|---------------|-----------|-------------------------------|---------------------------|----------------|
| Monday-Friday | 0700-1900 |                               |                           |                |
| Monday-Friday | 0700-1000 |                               |                           |                |
| Monday-Friday | 1600-1900 |                               |                           |                |
| Saturday      | 0700-1900 |                               |                           |                |
| Sunday        | 0700-1900 |                               |                           |                |

Is site associated with a travel plan: No  
 If not, are there any plans to implement a Travel Plan in the future:  
 Is survey data available before the implementation of the Travel Plan:  
 Is the location of the site hilly or flat: Flat  
 Urban Regeneration:  
 Covid-19 Restrictions:

Local Traffic Calming Features

Speed limit (mph): N/A  
 Speed bumps: No  
 Speed cameras: No  
 Give way restrictions: No  
 Stopping restrictions: No  
 Bus lanes: No  
 20 mph roads: No

Parking Spaces: 20

No. of developments for this Site: 1  
 No. of survey Days for this Site: 1

Comments:

This site is located a short distance to the west of Swansea, off the A484, which heads east towards Swansea and west towards Llanelli via Loughor.  
 The site is mainly surrounded by open land, with sewage works to the west and a small garden village to the north.

Bus (or tram) site accessibility:

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : No

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

There is no local public transport available.

Design features encouraging non-car modes

12. Pedestrians

None

13. Pedal cycles

None

14. Public transport

None

Design features encouraging non-car modes

| Road Network Distance to Local Developments |            |
|---|------------|
| Year of Analysis                            |            |
| Nearest Primary School                      | kilometres |
| Nearest Secondary School                    | kilometres |
| Nearest Local Shop/Corner Shop              | kilometres |
| Nearest Main Supermarket                    | kilometres |
| Nearest Doctors Surgery                     | kilometres |
| Nearest Hospital with Minor Injuries/A & E  | kilometres |
| Nearest Sports/Leisure Centre               | kilometres |

| Census Data   |  |
|---|--|
| Year of Census  |  |
| Census Output Area/Data Zone                                  |  |
| Number of people employed within Census Output Area/Data Zone |  |
| Number of households within Census Output Area/Data Zone      |  |
| Number of people living within Census Output Area/Data Zone   |  |
| Area of Census Output Area (hectares)                         |  |
| Population density within Census Output Area (per hectare)    |  |

|  |         |
|--|---------|
| Total no. of parking spaces:   | 20      |
| Number of spaces   |         |
| Employee   | 0       |
| Disabled   | 0       |
| Visitor/Customer   | 20      |
| OGV parking bays   | 0       |
| OGV loading bays   | 0       |
| Cycle racks  | 0       |
| Parent & Toddler   | 0       |
| Motorcycle spaces  | 0       |
| Electric Vehicle Charging Bays   |         |
| Parking charges  | No      |
| Site parking surface or non-surface (multi-storey/underground)           | Surface |
| Types of servicing vehicle parking taking place                          |         |
| on-site (internal, within specified bays or otherwise)                   | No      |
| off-site (on-street, in designated loading/servicing bays)               | No      |
| off-site (in restricted areas e.g. double yellow lines)                  |         |
| Off-Site parking details   |         |
| Is there off-site parking available                                      | No      |
| Off-Site parking included in the counts                                  | No      |
| Free On-Street parking available nearby                                  | Yes     |
| If prepared to pay, easy to find somewhere to park off-site all day      | Yes     |
| Parking restrictions   |         |
| Area subject to parking restrictions (controlled parking zone - CPZ)     | No      |
| Off-Street parking   |         |
| Off-Street parking available   | No      |
| Park & Ride  |         |
| Park & Ride Type Facility providing relevant means of accessing the site | No      |
| On-Site parking  |         |

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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

|    |   |                        |        |
|----|---|------------------------|--------|
| 02 | <b>SOUTH EAST</b>                         |                        |        |
|    | MW  | MEDWAY                 | 1 day  |
|    | SC  | SURREY                 | 1 day  |
| 03 | <b>SOUTH WEST</b>                         |                        |        |
|    | GS  | GLOUCESTERSHIRE        | 1 day  |
|    | SM  | SOMERSET               | 2 days |
| 05 | <b>EAST MIDLANDS</b>                      |                        |        |
|    | NM  | WEST NORTHAMPTONSHIRE  | 1 day  |
|    | NN  | NORTH NORTHAMPTONSHIRE | 1 day  |
| 07 | <b>YORKSHIRE &amp; NORTH LINCOLNSHIRE</b> |                        |        |
|    | BY  | BARNSELY               | 1 day  |
|    | LS  | LEEDS                  | 1 day  |

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

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**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:              | DWELLS                 |
| Actual Range:           | 6 to 10 (units:DWELLS) |
| Range Selected by User: | 6 to 50 (units:DWELLS) |
| Parking Spaces Range:   | 6 - 2696               |

|                                    |                      |
|------------------------------------|----------------------|
| <b>Public Transport Provision:</b> |                      |
| Selection by:                      | All Surveys Included |
| Date Range:                        | 05/05/87 to 30/06/25 |

*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.*

|                              |        |
|------------------------------|--------|
| <b>Selected survey days:</b> |        |
| Friday                       | 2 days |
| Tuesday                      | 4 days |
| Wednesday                    | 3 days |

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

|                               |   |
|-------------------------------|---|
| <b>Selected survey types:</b> |   |
| Manual count                  | 9 |
| 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*

|                            |        |
|----------------------------|--------|
| <b>Selected Locations:</b> |        |
| Neighbourhood Centre       | 9 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.*

|  |        |
|--|--------|
| <b>Selected Location Sub Categories:</b> |        |
| Residential Zone                         | 1 days |
| Village                                  | 8 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.*

|   |        |
|---|--------|
| <b>Inclusion of Servicing Vehicle Counts:</b> |        |
| Servicing vehicles Included                   | 3 days |
| Servicing vehicles Unknown                    | 6 days |

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Secondary Filtering Selection:

Use Class:

C3 9 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:

435 - 2350

Population within 1 mile:

|                  |           |
|------------------|-----------|
| 1,000 or Less    | 1 surveys |
| 1,001 to 5,000   | 6 surveys |
| 10,001 to 15,000 | 1 surveys |
| 25,001 to 50,000 | 1 surveys |

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

Population within 5 miles:

|                    |           |
|--------------------|-----------|
| 100,001 to 125,000 | 1 surveys |
| 125,001 to 250,000 | 6 surveys |
| 75,001 to 100,000  | 2 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 | 2 surveys |
| 1.1 to 1.5 | 5 surveys |
| 1.6 to 2.0 | 2 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.*

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**Petrol filling station:**

*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  | 8 surveys |
| Yes | 1 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 | 9 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:**

**Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions**

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|  |            |                          |                        |
|--|------------|--------------------------|------------------------|
| 1  | BY-03-A-01 | BUNGALOWS & DETACHED     | BARNSELY               |
| CHURCH LANE<br>NEAR BARNSELY<br>WORSBROUGH<br>Neighbourhood Centre<br>Village<br>Site area: 1.1690000295639038 hect<br>Survey date: Wednesday 09/09/2020           |            |                          |                        |
|  |            | Survey Type: Manual      |                        |
| 2  | GS-03-A-02 | DETACHED HOUSES          | GLOUCESTERSHIRE        |
| OAKRIDGE<br>NEAR GLOUCESTER<br>HIGHNAM<br>Neighbourhood Centre<br>Village<br>Site area: 1.600000023841858 hect<br>Survey date: Friday 23/04/2021                   |            |                          |                        |
|  |            | Survey Type: Manual      |                        |
| 3  | LS-03-A-01 | MIXED HOUSING            | LEEDS                  |
| SPRING VALLEY CRESCENT<br>LEEDS<br>BRAMLEY<br>Neighbourhood Centre<br>Residential Zone<br>Site area: 1.3799999952316284 hect<br>Survey date: Wednesday 21/09/2016  |            |                          |                        |
|  |            | Survey Type: Manual      |                        |
| 4  | MW-03-A-01 | DETACHED & SEMI-DETACHED | MEDWAY                 |
| ROCHESTER ROAD<br>NEAR CHATHAM<br>BURHAM<br>Neighbourhood Centre<br>Village<br>Site area: 0.20000000298023224 hect<br>Survey date: Friday 22/09/2017               |            |                          |                        |
|  |            | Survey Type: Manual      |                        |
| 5  | NM-03-A-02 | DETACHED & SEMI-DETACHED | WEST NORTHAMPTONSHIRE  |
| HARLESTONE ROAD<br>NEAR NORTHAMPTON<br>CHAPEL BRAMPTON<br>Neighbourhood Centre<br>Village<br>Site area: 2.4059998989105225 hect<br>Survey date: Tuesday 20/10/2020 |            |                          |                        |
|  |            | Survey Type: Manual      |                        |
| 6  | NN-03-A-01 | MIXED HOUSES & FLATS     | NORTH NORTHAMPTONSHIRE |
| MAIN STREET<br>NEAR WELLINGBOROUGH<br>LITTLE HARROWDEN<br>Neighbourhood Centre<br>Village<br>Site area: 1.5133999586105347 hect<br>Survey date: Tuesday 20/10/2020 |            |                          |                        |
|  |            | Survey Type: Manual      |                        |
| 7  | SC-03-A-10 | MIXED HOUSES             | SURREY                 |
| GUILDFORD ROAD<br>ASH<br>Neighbourhood Centre<br>Village<br>Site area: 1.4199999570846558 hect<br>Survey date: Wednesday 14/09/2022                                |            |                          |                        |
|  |            | Survey Type: Manual      |                        |
| 8  | SM-03-A-02 | MIXED HOUSES             | SOMERSET               |

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HYDE LANE  
NEAR TAUNTON  
CREECH SAINT MICHAEL  
Neighbourhood Centre  
Village  
Site area: 2.869999885559082 hect  
Survey date: Tuesday 25/09/2018

Survey Type: Manual

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9 SM-03-A-03

MIXED HOUSES

SOMERSET

HYDE LANE  
NEAR TAUNTON  
CREECH ST MICHAEL  
Neighbourhood Centre  
Village  
Site area: 2.6500000953674316 hect  
Survey date: Tuesday 25/09/2018

Survey Type: Manual

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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          | No. Days | Ave. DWELLS | 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         |          |             |          |            |        |
| 06:00-07:00         |          |             |          |            |        |
| 07:00-08:00         | 9        | 35          | 0.075    | 0.207      | 0.282  |
| 08:00-09:00         | 9        | 35          | 0.160    | 0.263      | 0.423  |
| 09:00-10:00         | 9        | 35          | 0.179    | 0.219      | 0.398  |
| 10:00-11:00         | 9        | 35          | 0.154    | 0.154      | 0.308  |
| 11:00-12:00         | 9        | 35          | 0.182    | 0.207      | 0.389  |
| 12:00-13:00         | 9        | 35          | 0.138    | 0.147      | 0.285  |
| 13:00-14:00         | 9        | 35          | 0.185    | 0.182      | 0.367  |
| 14:00-15:00         | 9        | 35          | 0.172    | 0.169      | 0.341  |
| 15:00-16:00         | 9        | 35          | 0.201    | 0.179      | 0.380  |
| 16:00-17:00         | 9        | 35          | 0.223    | 0.160      | 0.383  |
| 17:00-18:00         | 9        | 35          | 0.251    | 0.129      | 0.380  |
| 18:00-19:00         | 9        | 35          | 0.201    | 0.129      | 0.330  |
| 19:00-20:00         |          |             |          |            |        |
| 20:00-21:00         |          |             |          |            |        |
| 21:00-22:00         |          |             |          |            |        |
| 22:00-23:00         |          |             |          |            |        |
| 23:00-00:00         |          |             |          |            |        |
| <b>Total Rates:</b> |          |             | 2.121    | 2.145      | 4.266  |

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:           | 6 - 50 (units: DWELLS)  |
| Survey date range:                            | 21/09/2016 - 14/09/2022 |
| Number of weekdays (Monday-Friday):           | 9                       |
| 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*