



Land adj 198 Barnsley Road Denby Dale Highway Statement

September 2026

Project number 2553

Peach House West,
The Walled Garden,
Nostell Estate Yard
Wakefield WF4 1AB

01924 291536

mail@paragonhighways.com

paragonhighways.com



Quality Management

	First Issue	Revision 1	Revision 2	Revision 3
Remarks	Final Report	A		
Date	March 2026	September 2026		
Prepared by	PAH	JH		
Checked by	AH	LJO		

This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document should not be shown to other parties without consent from us and from the party which commissioned it.

Contents

1.0	Introduction	4
2.0	Existing Situation.....	6
3.0	Development Proposals.....	13
4.0	Traffic Impact	16
5.0	Conclusion	17

Appendices

Appendix A Development Proposals

Appendix B TRICS Output

Figures

Figure 1	Site location	4
Figure 2	Birds-eye view of site.....	6
Figure 3	Existing access to the application site.....	7
Figure 4	Kirklees Public Right of Way map extract.....	8
Figure 5	Pedestrian isochrone.....	9
Figure 6	Cycling isochrone	9
Figure 7	Bus services	10
Figure 8	Crashmap search area	11
Figure 9	Excerpt from KMC Parking Requirements.....	14
Figure 10	Proposed trip rate and traffic generations.....	16

1.0 Introduction

- 1.1 Paragon Highway Consultants has been appointed to prepare this Highway Statement in relation to the erection of 2no. detached dwellings on land adjacent to no. 198 Barnsley Road, Denby Dale in the district of Kirklees.
- 1.2 The application site is situated on the outskirts of the large village of Denby Dale with the main centre of the village being located to the north approximately 0.5km. It is located approximately 11.5 km south east of Huddersfield Town Centre and 8.7 km east of the large town of Holmfirth.
- 1.3 The plan in Figure 1 shows the site location in relation to the local highway network (denoted by the orange circle).

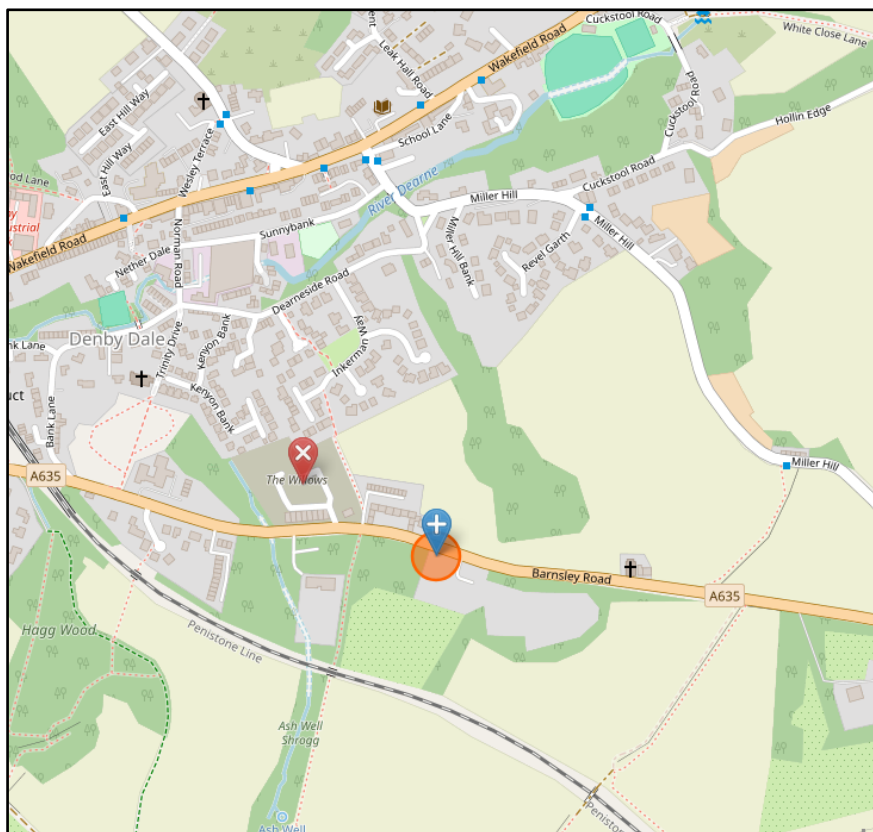


Figure 1 Site location

- 1.4 Presently, the application site forms part of the grounds of 198 Barnsley Road, Denby Dale.

- 1.5 The development proposals comprise of the erection of 2no. detached dwellings served off an improved access arrangement. The development proposals can be found in full in Appendix A.
- 1.6 This Highway Statement demonstrates that:
- The site is accessible via public transport, pedestrian paths and cycling routes.
 - The highway network does not suffer from any defects that could contribute to an excessively high accident frequency.
 - Efficient and suitable access and egress to the site can be established from the A635.
 - The trip generations 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 the 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: analyses 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

- 2.1 The proposed development site, as shown in Figure 1, is located on the outskirts of Denby Dale a village in the district of Kirklees.
- 2.2 The site is currently forms part of the garden area of 198 Barnsley Road, Denby Dale. A birds-eye view of the site can be found in Figure 2 below.



Figure 2 Birds-eye view of site

- 2.3 The site is currently accessed via a wide dropped verge crossing arrangement as shown in the Google Earth image in Figure 3 immediately below.



Figure 3 Existing access to the application site

Local Highway Network

- 2.4 Barnsley Road is a class 1 highway, the A635 and at the point of access to the development site is a two-way single carriageway. Barnsley Road, locally runs from its priority junction with the A636 Wakefield Road in the west to Netherend and Cawthorne to the south east.
- 2.5 Barnsley Road is the subject of a 40-mph speed limit and is lit to main road standards.
- 2.6 Barnsley Road is a moderately trafficked route with a minor increase in vehicle movements at the recognised peak periods. Along the route there are numerous side road junctions, access points to individual properties and also access points to farmsteads, kennels, a caravan site and individual field accesses.

Active Travel (Walking and Cycling)

- 2.7 The site is situated within reach of the local fare stages within Denby Dale.
- 2.8 Facilities for pedestrians and cyclists exist within the vicinity of the development including footways, fare stages and connections to the Public Rights of Way (PROW) network.

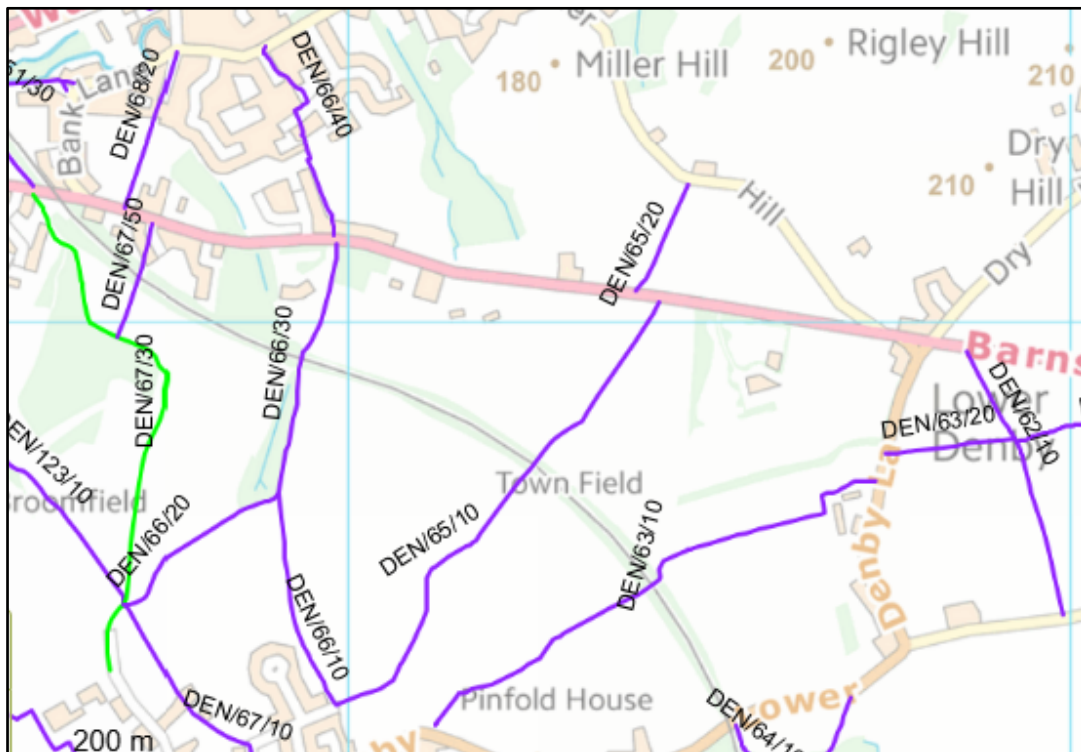


Figure 4 Kirklees Public Right of Way map extract

- 2.9 An extract of the KMC PROW map can be found within Figure 4 above.
- 2.10 Pedestrian and cycling isochrones are illustrated in Figures 5 and 6, respectively. Both isochrones are formulated on a maximum travel duration of 20 minutes.

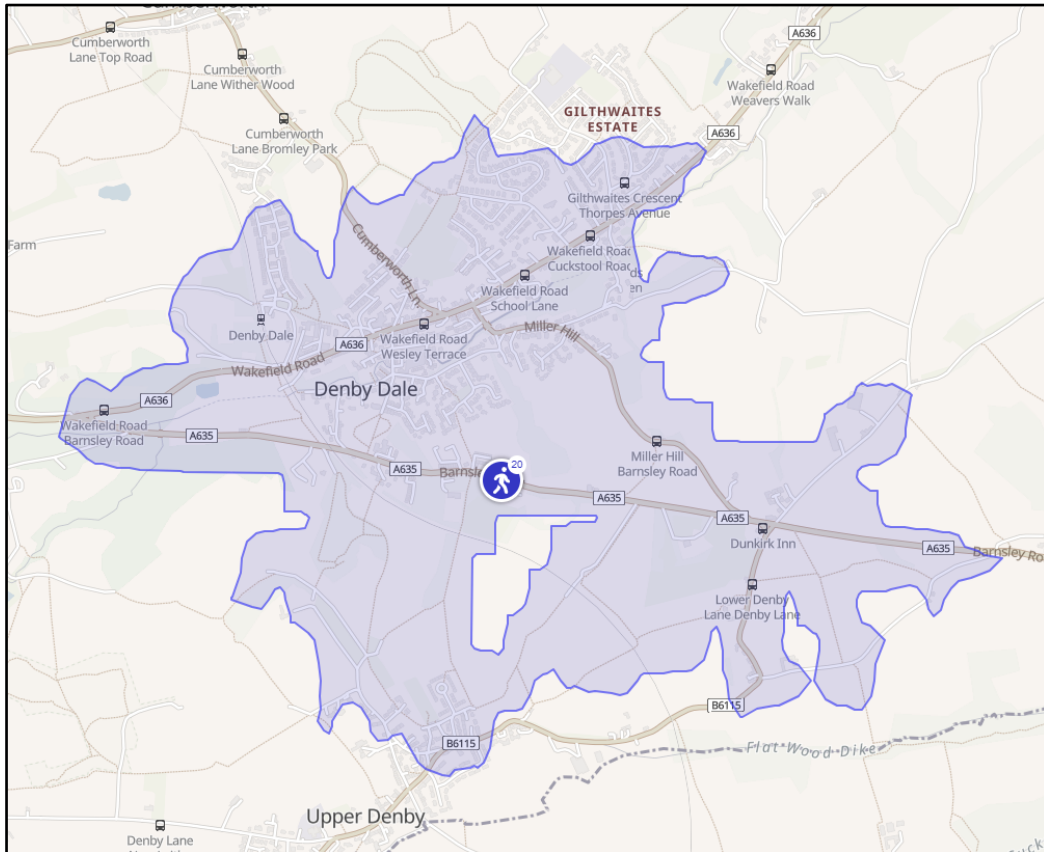


Figure 5 Pedestrian isochrone

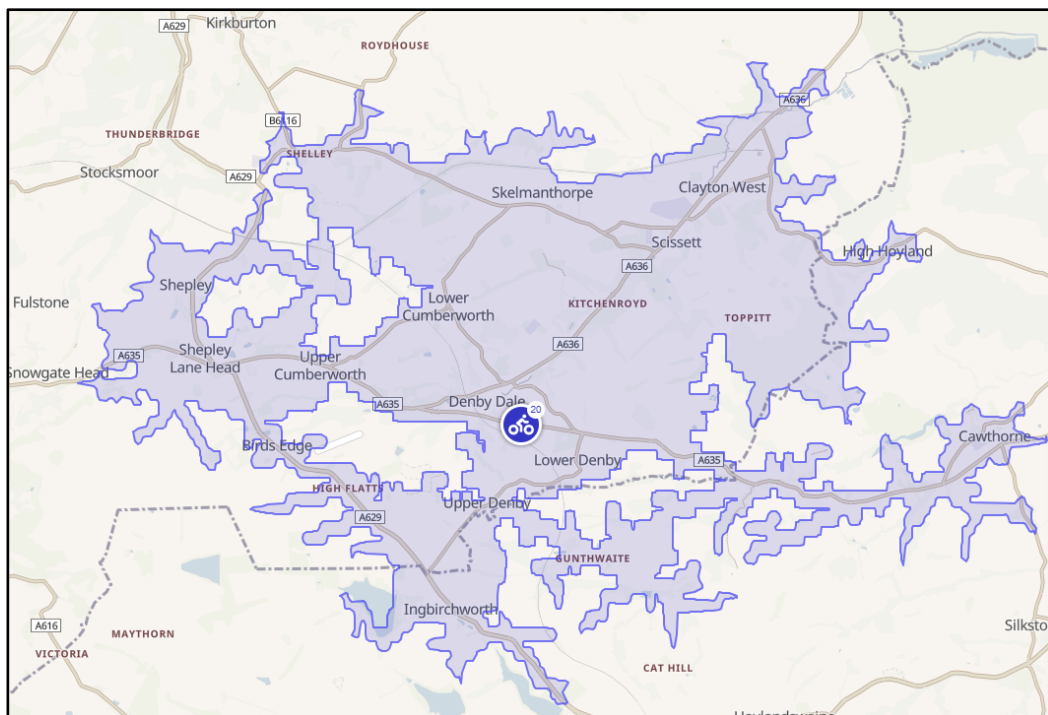


Figure 6 Cycling isochrone

- 2.11 Figure 5 demonstrates that the majority of Denby Dale is accessible within a 20-minute walking time frame from the proposed development site including the shopping area on the Wakefield Road and the commercial area around Norman Road.
- 2.12 Figure 6 highlights that residents of the development proposals can reach an expansive catchment of the surrounding area for commuting, education, social and leisure pursuits within a 20-minute cycling duration. It is acknowledged that some of the terrain is challenging, however, for the competent cyclist this should not present an issue. The local villages and towns within the catchment include Denby Dale (and its rail station), Scissett, Clayton West, Skelmanthorpe, Shepley and Shelley. The commercial areas at Clayton West, Skelmanthorpe and Shepley are within cycling distance of the application site.

Public Transport

- 2.13 The application site is well placed in terms of access to public transportation within Denby Dale village. Denby Dale rail station is within walking and cycling distance of the application site.
- 2.14 A summary of the bus services available from the village is provided within the table in Figure 7 below. The table includes information on service routes, frequencies and service providers.

Number	Route	Typical Frequency		Provider
		Mon – Sat	Sun / Evenings	
D2	Huddersfield – Lepton – Kirkburton – Lower Cumberworth – Upper Cumberworth – Denby Dale	60 mins	-	Team Pennine
D3	Huddersfield – Lepton – Shepley – Birdsedge – Upper Denby – Denby Dale	60 mins	-	Team Pennine
X1	Holmfirth – Shepley – Denby Dale – Skelmanthorpe – Clayton West - Wakefield	60 mins	120 mins	Team Pennine

Figure 7 Bus services

- 2.15 The bus services depicted within Figure 7 above can simplify commuting, the school-run and leisure opportunities for residents of the proposed development, providing access to the nearby large towns of Huddersfield and Clayton West and the city of Wakefield. Opportunities for multi-modal travel are available via the rail station mentioned above.
- 2.16 Denby Dale rail station is within the MCard Zone 5 and is on the Penistone Line. There is an hourly service during the week and on a Sunday. The route includes that stations at Huddersfield, Berry Brow, Honley, Brockholes, Shepley, Penistone, Barnsley, Meadowhall and Sheffield. The station also benefits from cctv coverage, 10 parking spaces and 8 cycle stands also covered by cctv.
- 2.17 The proposed development site should be seen as being within a reasonably sustainable location, given its semi-rural location, due to its proximity to the local fare stages within the village and access to the local rail station, both within 20-minute walk of the application site. The site, therefore, generally conforms to current Government directives for ensuring developments are located in a sustainable location.

Road Traffic Accidents

- 2.18 The personal injury accident records for the 5 years up until December 2025 within the vicinity of the proposed development site have been obtained from Crashmap. This data encompasses any incidents that may have occurred within this large search area. Figure 8 provides a map showing the location of any accidents which have occurred within this search area.

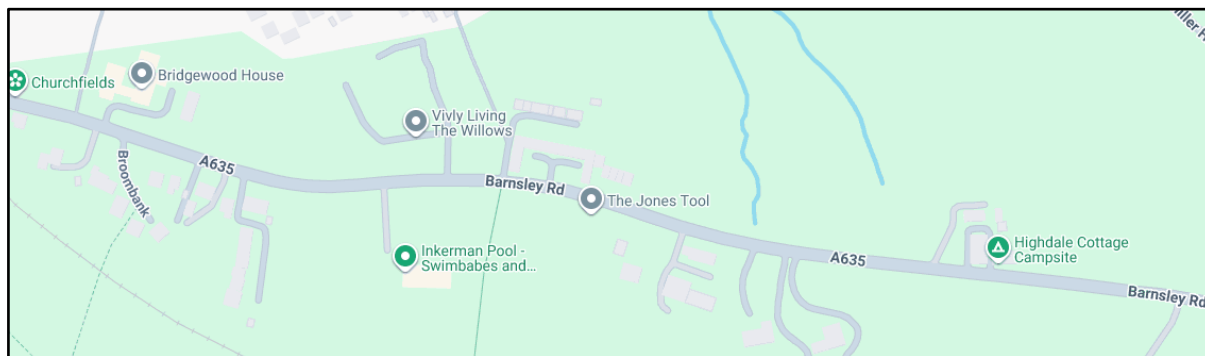


Figure 8 Crashmap search area

- 2.19 As can be seen from Figure 8, there has been no accidents within this large search area. The accident data therefore, does not indicate a road safety problem or any trends of significance which would warrant treatment or be a cause for concern due to a slight change in flows as a result of the development proposals.

3.0 Development Proposals

- 3.1 The proposed development is for the erection of 2no. detached dwellings, served via an improved existing access off Barnsley Road.
- 3.2 The existing access currently serves a single dwelling and will be improved as part of the development proposals. The two proposed dwellings will also utilise the improved access, resulting in a total of three dwellings being served by the shared driveway arrangement.
- 3.3 The development proposals can be found in Appendix A.

Access and Parking Provision

- 3.4 Vehicular access to the site will be provided via the existing access off Barnsley Road, which currently serves a single dwelling. The access will be realigned and improved to accommodate the two proposed dwellings, resulting in a total of three dwellings being served by the shared access.
- 3.5 Shortly after entering the site, the proposed private drive will branch westwards and provide access to the two proposed dwellings and their respective parking and turning areas. The existing dwelling will continue to be served from the shared access via a gated entrance, broadly reflecting the existing arrangement but set back from the initial shared driveway so that vehicles can fully manoeuvre off the adjacent highway. The shared driveway will be at least 5m wide and allows for a private car to align 90 degrees to Barnsley Road.
- 3.6 The access improvements will include the realignment of the internal drive and the setting back of the existing boundary wall on the western side of the access behind the proposed visibility splay.
- 3.7 Under the existing arrangement, visibility of 2.4m x 46m can be achieved to the east. However, visibility to the west is restricted by the existing boundary wall and is limited to approximately 2.4m x 22m.
- 3.8 The proposed works will enable visibility splays of 2.4m x 46m to be provided in both directions from the improved access. The available visibility to the west will therefore be more than doubled, from approximately 22m to 46m.

- 3.9 It is particularly relevant that the recently approved development on the adjacent site, comprising four dwellings under planning application reference 2022/60/91024/E, was accepted with visibility splays of 2.4m x 46m. The proposed development will provide visibility splays consistent with those approved by the Local Highway Authority immediately adjacent to the site, establishing a clear and directly relevant precedent for the proposed arrangement.
- 3.10 The proposals will therefore deliver a substantial betterment over the existing access, particularly in respect of visibility to the west. This improvement will benefit not only the two proposed dwellings but also the existing dwelling, which is currently served by the substandard arrangement. The modest increase in the number of dwellings using the access will consequently be accompanied by a significant improvement in its overall layout and visibility.
- 3.11 Kirklees Council's Local Design Guide sets out the parking requirements for residential developments as shown in the extract below. Figure 9 contains an excerpt from the guidance.

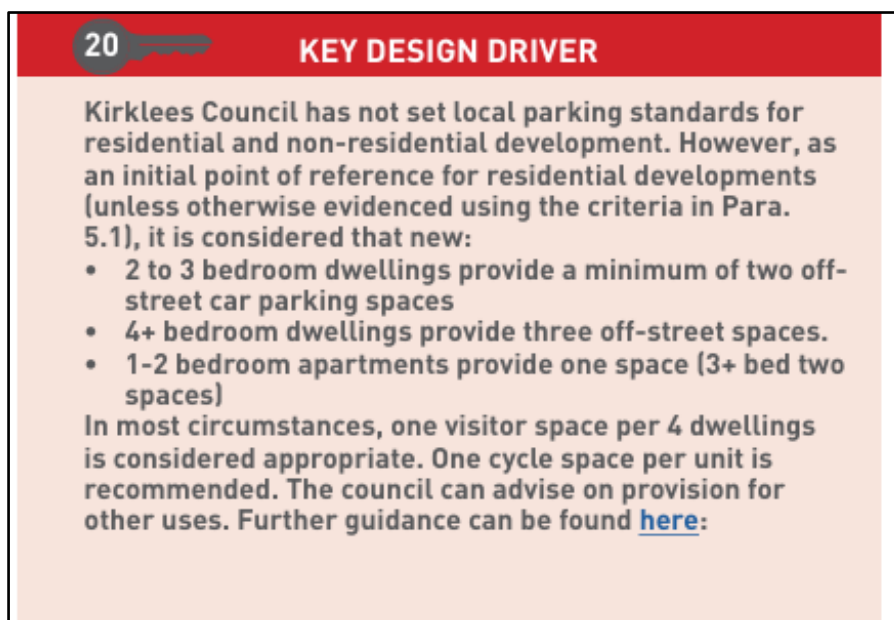


Figure 9 Excerpt from KMC Parking Requirements

- 3.12 Each proposed dwelling will have the capacity to accommodate three vehicles within the site, meeting Kirklees Council's Local Design Guide requirements for a four-bedroom dwelling.
- 3.13 A visitor parking space will also be provided at a location to be agreed with the Local Planning Authority.
- 3.14 An electric vehicle charging point will be provided for each dwelling in accordance with current guidance, promoting sustainable travel through the use of low carbon and ultra low emission vehicles.

Pedestrian and Cycle Provision

- 3.15 Pedestrian and cycle access to the proposed dwellings will be provided via the improved existing access off Barnsley Road and the internal private drive.
- 3.16 One cycle parking space per dwelling will be provided, either within the dwelling, garage or a separate cycle store. It is initially proposed that cycle parking will be accommodated within the garages, subject to Local Authority approval.

Servicing

- 3.17 Refuse collection for the site will be undertaken on-street as per the majority of the local properties close to the site, with a refuse collection point provided at the point of access to the development.
- 3.18 Swept path analysis has been undertaken for a fire tender and demonstrates that the vehicle can enter the site, turn within the internal access arrangement and exit onto Barnsley Road in a forward gear. The proposals therefore provide suitable access and manoeuvring facilities for emergency service vehicles. This can be seen on plan at Appendix A.

4.0 Traffic Impact

- 4.1 The development proposals comprise the construction of 2no. detached dwellings, including associated access and parking in generally accordance with current KMC standards.
- 4.2 The table within Figure 11 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 can be viewed in full at Appendix B.

Calc factor: 1 Dwelling	AM Peak			PM Peak		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate	0.252	0.420	0.672	0.286	0.227	0.513
Traffic Generations	0.504	0.84	1.344	0.572	0.454	1.026

Figure 10 Proposed trip rate and traffic generations

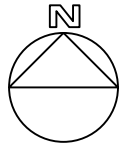
- 4.3 The table within Figure 10 identifies that the proposed development has the potential to generate on average just 1no. trips in both the AM and PM peaks. This minor level of additional trips could be easily accommodated and will have no material impact on the local network and will not add to any perceived local congestion at peak times.
- 4.4 The internal parking and access arrangements of the site are proposed to allow safe access and egress for all vehicles likely to regularly use the site. The development proposals offer suitable access and egress arrangements with respect to the geometry and layout. Furthermore, the site is located in an area where there has been no recorded injury accident within the relevant 5-year search period.
- 4.5 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 network and can be easily offset by the access improvements proposed.

5.0 Conclusion

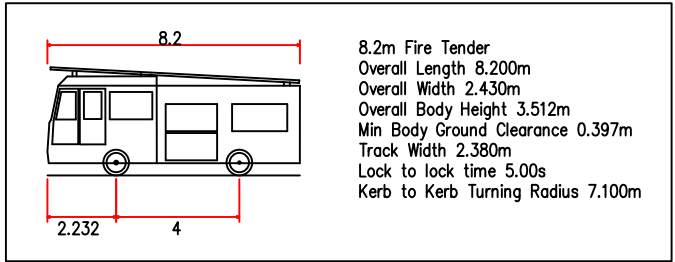
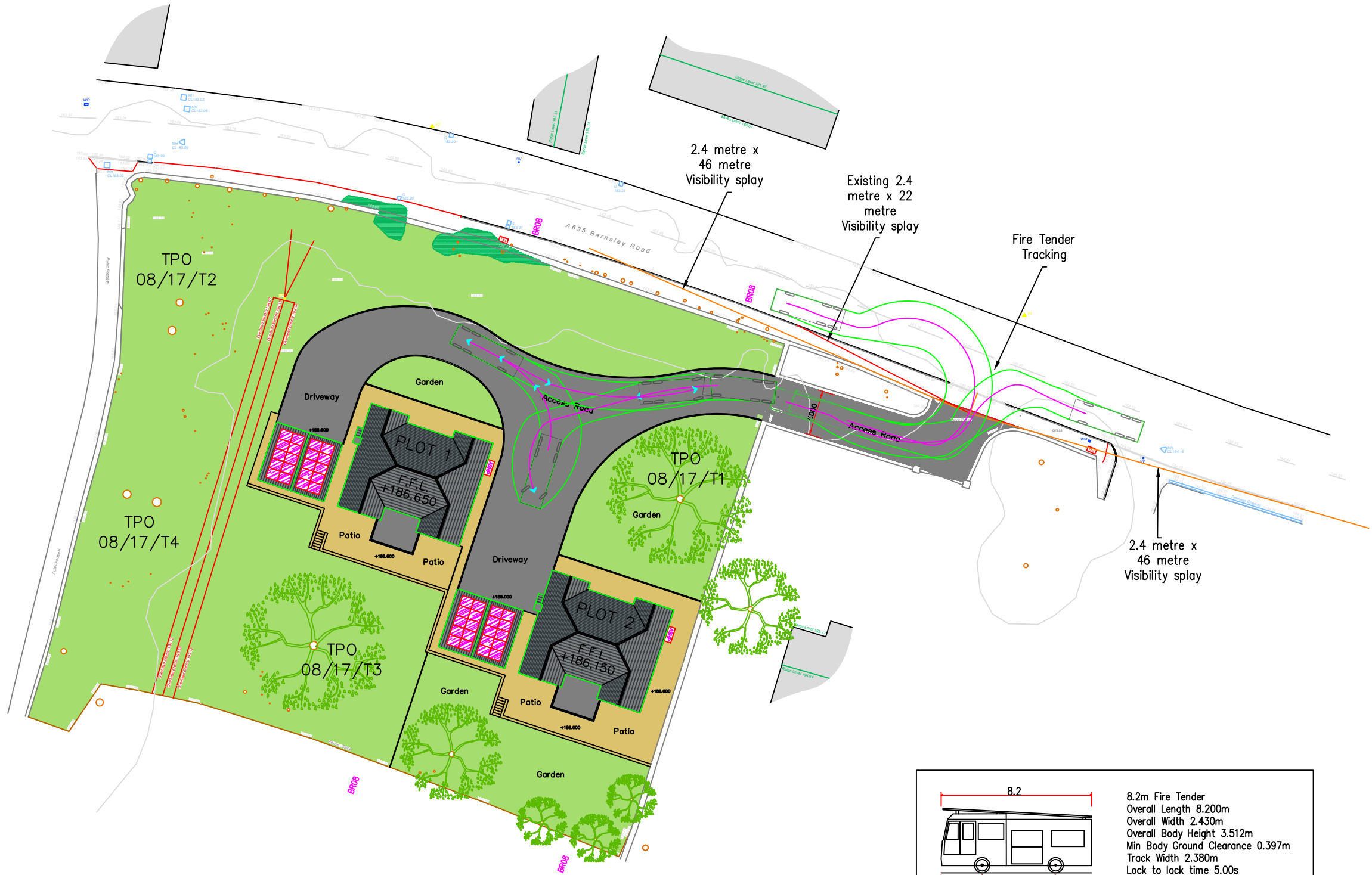
- 5.1 This Highway Statement considers the existing highway conditions surrounding the site and assesses the proposed development in respect of access, parking, traffic generation, highway safety and sustainable travel.
- 5.2 The proposals comprise the construction of 2no. detached residential dwellings, together with associated access, parking and turning facilities. Each dwelling will be provided with three parking spaces in accordance with Kirklees Council's standards for a four-bedroom dwelling.
- 5.3 The two proposed dwellings will be served via an improved existing access off Barnsley Road, which currently serves one dwelling. The proposals will enable visibility splays of 2.4m x 46m to be provided in both directions, substantially improving the existing visibility to the west from approximately 2.4m x 22m. The improvements will therefore benefit the existing dwelling as well as the proposed development.
- 5.4 The proposed visibility splays are consistent with those accepted by the Local Highway Authority for the recently approved four-dwelling development on the adjacent site under planning application reference 2022/60/91024/E. The internal access, parking and turning arrangements will also allow vehicles likely to regularly use the site to enter and leave in a safe and suitable manner.
- 5.5 The traffic associated with two additional dwellings would be minimal and would not be discernible from the normal daily fluctuations in traffic on the local highway network. Furthermore, there have been no recorded injury accidents within the relevant study area during the assessed five-year period.
- 5.6 It is therefore concluded that the proposals will provide a substantial betterment over the existing access arrangement and can be safely accommodated without having a material impact on the operation of the local highway network. Accordingly, 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
LAND ADJ 198 BARNSELY ROAD, HUDDERSFIELD

DRAWING TITLE
PRELIMINARY ACCESS PROPOSAL

DRAWING NUMBER	PROJECT	VOL.	TYPE	ROLE	NUMBER
ORDINATOR - PRGN	2553	HGN	DR	CH	0001C

CLIENT
TIM JONES

SCALE	SIZE	DRAWN	CHECKED	AUTHORISED	DATE
1:500	A3	JHJ	LJO	LJO	SEPT 26

PARAGON HIGHWAYS
PEACH HOUSE WEST, THE WALLED GARDEN
NOSTELL ESTATE YARD
WAKEFIELD WF4 1AB

01924 291536
MAIL@PARAGONHIGHWAYS.COM

COPYRIGHT © 2024 PAUL HOWARTH HIGHWAY CONSULTANTS LTD T/A PARAGON HIGHWAYS

Appendix B

TRICS Output

Audit Code: f9083437-0d37-4d43-a945-c6a705c043fe

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 day
	KC	KENT	1 day
	MW	MEDWAY	1 day
04	EAST ANGLIA		
	NF	NORFOLK	1 day
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 day
10	WALES		
	VG	VALE OF GLAMORGAN	1 day
15	GREATER DUBLIN		
	DL	DUBLIN	1 day
16	ULSTER (REPUBLIC OF IRELAND)		
	DN	DONEGAL	1 day

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

Audit Code: f9083437-0d37-4d43-a945-c6a705c043fe

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:	4 to 4334 (units:DWELLS)
Range Selected by User:	4 to 20 (units:DWELLS)
Parking Spaces Range:	6 - 2696

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 17/09/24

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	3 days
Wednesday	6 days

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

Selected survey types:

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

Selected Locations:

Edge of Town	6 days
Suburban Area (PPS6 Out of Centre)	3 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:

Residential Zone	9 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	6 days
Servicing vehicles Included	3 days

Audit Code: f9083437-0d37-4d43-a945-c6a705c043fe

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:

750 - 5250

Population within 1 mile:

1,001 to 5,000	2 surveys
10,001 to 15,000	2 surveys
15,001 to 20,000	2 surveys
20,001 to 25,000	2 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:

125,001 to 250,000	3 surveys
25,001 to 50,000	1 surveys
250,001 to 500,000	1 surveys
5,000 or Less	1 surveys
5,001 to 25,000	1 surveys
50,001 to 75,000	1 surveys
500,001 or More	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	2 surveys
1.1 to 1.5	6 surveys
1.6 to 2.0	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: f9083437-0d37-4d43-a945-c6a705c043fe

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	6 surveys
Yes	3 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

Audit Code: f9083437-0d37-4d43-a945-c6a705c043fe

1	DL-03-A-11	SEMI-DETACHED HOUSES	DUBLIN
GRACE PARK ROAD DUBLIN WHITEHALL Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 0.39 hect Survey date: Wednesday 19/05/2021			
			Survey Type: Manual
2	DN-03-A-06	DETACHED HOUSING	DONEGAL
GLENFIN ROAD BALLYBOFEY Edge of Town Residential Zone Site area: 1.02 hect Survey date: Wednesday 10/10/2018			
			Survey Type: Manual
3	HF-03-A-05	TERRACED HOUSES	HERTFORDSHIRE
HOLMSIDE RISE WATFORD SOUTH OXHEY Edge of Town Residential Zone Site area: 0.19 hect Survey date: Monday 05/06/2023			
			Survey Type: Manual
4	KC-03-A-09	MIXED HOUSES & FLATS	KENT
WESTERN LINK FAVERSHAM DAVINGTON Edge of Town Residential Zone Site area: 1.11 hect Survey date: Wednesday 09/06/2021			
			Survey Type: Manual
5	MW-03-A-02	MIXED HOUSES	MEDWAY
OTTERHAM QUAY LANE RAINHAM Edge of Town Residential Zone Site area: 0.7 hect Survey date: Monday 06/06/2022			
			Survey Type: Manual
6	NF-03-A-10	MIXED HOUSES & FLATS	NORFOLK
HUNSTANTON ROAD HUNSTANTON Edge of Town Residential Zone Site area: 0.7 hect Survey date: Wednesday 12/09/2018			
			Survey Type: Manual
7	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 0.3 hect Survey date: Wednesday 10/05/2017			
			Survey Type: Manual
8	VG-03-A-01	SEMI-DETACHED & TERRACED	VALE OF GLAMORGAN
ARTHUR STREET BARRY			

Audit Code: f9083437-0d37-4d43-a945-c6a705c043fe

Edge of Town
Residential Zone
Site area: 0.21 hect
Survey date: Monday 08/05/2017

Survey Type: Manual

9 WM-03-A-07 DETACHED HOUSES WEST MIDLANDS
EVESON ROAD
STOURBRIDGE
NORTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Site area: 0.78 hect
Survey date: Wednesday 18/09/2024

Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
EN-03-A-02	14-09-2022	London

Audit Code: f9083437-0d37-4d43-a945-c6a705c043fe

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	13	0.101	0.261	0.362
08:00-09:00	9	13	0.252	0.420	0.672
09:00-10:00	9	13	0.109	0.118	0.227
10:00-11:00	9	13	0.151	0.193	0.344
11:00-12:00	9	13	0.210	0.176	0.386
12:00-13:00	9	13	0.227	0.252	0.479
13:00-14:00	9	13	0.269	0.252	0.521
14:00-15:00	9	13	0.193	0.227	0.420
15:00-16:00	9	13	0.252	0.202	0.454
16:00-17:00	9	13	0.286	0.227	0.513
17:00-18:00	9	13	0.286	0.227	0.513
18:00-19:00	9	13	0.244	0.176	0.420
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.580	2.731	5.311

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: f9083437-0d37-4d43-a945-c6a705c043fe

Parameter Summary:

Trip rate parameter range selected:	4 - 20 (units: DWELLS)
Survey date date range:	08/05/2017 - 18/09/2024
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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.