

Chatsworth Settlement Trustees
Shires Lane Embsay
Transport Statement

Issue | 4 June 2015

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 243428-00

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1 Introduction

Ove Arup and Partners Ltd (Arup) has been commissioned by Chatsworth Settlement Trustees to prepare a Transport Statement for the development of land off Shires Lane, Embsay, North Yorkshire.

The Transport Statement identifies the transport impacts of the development and provides information to assist the local planning authority (Craven District Council) and local highway authority (North Yorkshire County Council) in determining the planning application.

Outline planning permission is being sought for a development consisting of 39 dwellings at the site.

1.1 Scope of Assessment

The scope of the assessment has been agreed in discussions with Highways Officers at North Yorkshire County Council (NYCC), and this Transport Statement has been produced in line with the Department for Transport (DfT) Guidance on Transport Assessments.

The purpose of this Transport Statement is to describe the existing transport conditions in the vicinity of the site and assess the accessibility of the proposed development by all available transport modes.

The structure of the report is as follows:

- **Section 2** provides context regarding the applicant, site and development;
- **Section 3** outlines the national and local planning policy context under which these proposals have been developed;
- **Section 4** discusses how the site is currently accessed and describes the site audit undertaken to assess the existing public transport services to and from the site, along with the pedestrian and cyclist infrastructure;
- **Section 5** describes the development and predicted transport impacts as well as identifying mitigation measures for the development; and
- **Section 6** draws a conclusion to the report.

2 Context

2.1 The Applicant

The Chatsworth Settlement Trustees (CST) is a business which owns and manages land on behalf of the Cavendish Family. It derives income from rents and admission charges to some of its assets (e.g. Chatsworth House, Bolton Priory). It owns the application site and other parcels of land in Craven, and indeed gifted land to Embsay Cricket Club in both 1983 and 1992.

CST therefore takes a responsible approach to architectural/environmental conservation and community development, but also has to be able to fund such activities accordingly.

2.2 Site Context

The application site is located on the south side of the settlement of Embsay at the junction of Shires Lane and Low Lane which, respectively, form the north and east boundary of the site. To the west the site has a boundary with a sports field defined by a dry stone wall.

To the south are open fields and some 250 metres further to the south is the Embsay Steam Railway line and the Skipton Rock Quarry which is prominent in views from the site. The western half of the south boundary is defined by a stone wall and tree belt. The eastern half of the south boundary is undefined.

The site is relatively flat with a slight gradient rising from south west to north east. There is a distinguishing mound on the east boundary. Green Bottom Beck runs across the site by way of a culvert from the north eastern corner to the southern boundary, and is known to cause localised flooding/drainage issues.

There are no significant off-site constraints. There is sufficient infrastructure capacity in the vicinity to support the application proposals.

2.3 Design Process

Liaison with Craven District Council (CDC) and North Yorkshire County Council (NYCC) has been integral to the design of the proposal and the submission of supporting information.

Pre-application meetings were held with CDC's planning officer on 23rd February 2015 and with affordable housing officers on the 9th April 2015. These meetings established no fundamental objections to the principle of development provided that a well-designed scheme with an acceptable component of affordable housing was prepared and localised traffic, flooding, ecological, arboricultural and landscape issues were assessed.

CDC stressed the importance of: good design (i.e. the need for the proposal to retain a rural character to fit with the surrounding area); the acceptability of a proposal with two points of access; and the need for improved pedestrian access to the village centre. These views were confirmed in subsequent telephone conversations and a letter from CDC dated 6th March 2015 providing its pre-application advice.

As such, CST revised its preliminary design proposal and decided against submitting a planning application until it had addressed all of CDC's points and could present a development proposal which takes a sympathetic approach to the predominantly rural character of the area for example by reinstatement of the beck across the site.

Pre-application discussions were also held with NYCC as the local highways authority. These established no fundamental objections to the principle of development but did identify a need to provide sufficient visibility splays for traffic leaving the site. This requirement has been built into the scheme design.

2.4 Development Proposal

This is an outline planning application for residential development in which all matters are reserved other than the principle of development and the proposed access. The indicative layout for the site is for a scheme of 39 dwellings served off two separate access points. Each access serves a cluster of 18-20 dwellings.

The existing dry stone walls along Shires Lane and Low Lane are retained except where it is necessary to create the two access points. Between and around the new junctions on Shires Lane the wall will have to be moved back from the highway edge to create the visibility splays required for highway safety. The existing access at the east end of the Shire Lane frontage will be closed and infilled with a drystone wall.

The scheme design responds positively to the advice put forward by the Council by adopting an organic layout that controls the dominance of the car and creates clusters of development with stepped frontages; varied rooflines; and variety and interest in private spaces.

It should be noted that the layout shown is one way of addressing these comments and requirements. There will undoubtedly be other ways of doing so, which may be developed as the reserved matters proposals for the site are drawn up.

The application proposes that the problematic culvert relating to Green Bottom Beck is opened up and reinstated as a swale to help alleviate localised flooding incidents upstream of the site.

CST may seek to work up detailed designs and develop the site itself (with a view to retaining or selling it), or it may offer it for sale for others to work up detailed designs and build out the site.

2.5 Planning Policy

Planning legislation requires applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise. However, little weight can be attached to the saved policies of the Craven District Local Plan (CDLP) 1999, since the National Planning Policy Framework (NPPF) 2012 limits the weight to be attached to the policies of out-of-date Local Plans such as the CDLP and provides for NPPF policy to apply in such circumstances.

Moreover, the NPPF provides for planning permission for residential development in areas where a Council is failing to meet its 5 year housing supply. This issue is

addressed in more detail in the Planning Statement submitted with this application.

The Craven Draft Local Plan identifies the site as suitable for housing development because it is well-related to existing services and recreational opportunities and has no flood risk or known highway safety issues.

The Planning Statement demonstrates how the proposal accords with the NPPF and emerging Local Plan policy, and will help address the district's housing supply shortage. It will also have no adverse impact on the area or buildings. As such, it comprises sustainable development and should be granted planning permission accordingly.

2.6 Benefits

The Planning Statement submitted with the application identifies the main benefits of the development proposal as:

- Provision of a mix of residential dwellings that will widen the choice of housing in the locality and help to meet the Council's housing requirement;
- Provision of affordable housing for local residents;
- Development in keeping with the scale and amenity of the area, for example by the use of traditional materials;
- The reinstatement of the beck to replace the existing culvert crossing the site to help alleviate localised flooding issues;
- Supporting the viability of local services and community facilities; and
- Ecological benefits arising from the re-instatement of the beck and retention of the trees on the south-western corner of the site.

3 Planning Policy Framework

3.1 Introduction

The proposed development has been designed with regard to national and local transport and planning policies. A summary of the relevant key policies and how the proposed development fits with these policies is provided in this section.

3.2 National Planning Policy Context

The *National Planning Policy Framework (NPPF)* was produced by the Department for Communities and Local Government (DCLG) in March 2012. *NPPF* sets out the Government's planning policies for England and how these are expected to be applied.

Chapter 4 of *NPPF* discusses how development should promote sustainable transport. It states that 'all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment.' A Transport Statement has been produced for this application, although due to the limited size of the development, traffic generation is forecast to be relatively modest.

NPPF also states that plans and decisions should take account of whether:

- *The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *Safe and suitable access to the site can be achieved for all people; and*
- *Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.*

This Transport Statement details the opportunities for sustainable transport to/from the site. In addition proposals are designed with regard to safe access for all.

3.3 Local Planning Policy Context

Local planning policies have been reviewed at both a North Yorkshire County Council and Craven District Council level. Key relevant policies are described below.

3.3.1 North Yorkshire Local Transport Plan 2011-2016 (LTP3)

North Yorkshire LTP3 was published in April 2011 and sets out the vision and objectives for North Yorkshire in the short, medium and long term. The core objectives of *North Yorkshire LTP3* are as follows:

- *Supporting flourishing local economies by delivering reliable and efficient transport networks and services*

- *Reducing the impact of transport on the natural and built environment, and tackling climate change*
- *Improving transport safety and security and promoting healthier travel*
- *Promoting greater equality of opportunity for all by improving people's access to necessary services*
- *Ensuring transport helps improve quality of life for all*

3.3.2 Craven District Council Local Plan

The *Craven District Council Local Plan* sets out how land should be used in the future to achieve economic, environmental and social goals. Policies in the Local Plan are used to decide planning applications. Craven District Council's current Local Plan dates from 1999 and is due for replacement. The new Local Plan is currently in draft format and is being consulted on. Key objectives contained within the new Local Plan draft, relating to the development considered in this Transport Statement, are set out below:

- *Achieve patterns of development which make best use of the available resources, nurture high quality environments and community life and promote health, wellbeing and equality*
- *Conserve and enhance the high quality local environment including open spaces, ecological networks and cultural heritage*
- *Maintain a continuous supply of housing land to meet housing needs throughout the plan period*
- *Improve local housing choice in terms of house type, size, tenure, price and location*
- *Enhance the vitality of market towns and larger village centres, and improve the provision of local community services and facilities in smaller settlements*

The proposed development is largely in line with the above objectives, most notably the objectives intended to provide for the housing needs and improving local housing choice.

4 Site Information

4.1 Site Location and Accessibility

The proposed site is located in Embsay, approximately 2 miles east of the market town of Skipton in North Yorkshire. The site is bounded by Shires Lane to the north, Low Lane to the east, Embsay Cricket Ground to the west and open fields to the south. The site location is shown in **Figure 1**.

Figure 1 Site Location



Shires Lane is a quiet two way rural street with a 30 mph speed limit and grass verges. A number of residential dwellings and Embsay Cricket and Football Clubs are accessed off Shires Lane. There are no pedestrian footways or crossings on Shires Lane, however the road is lightly trafficked. Street lighting is provided.

Shires Lane meets East Lane in the form of a priority junction approximately 350 metres to the west of the site. East Lane provides a connecting route through Embsay, for access towards Skipton to the south-west. The local post office and shop are located at the junction. East Lane is a two way rural route with a 30mph speed limit. It provides access to residential dwellings with on street parking provision at locations along its length. A footway is generally provided on the northbound carriageway with street lighting also provided.

East Lane continues as Elm Tree Square and Main Street to the north of its junction with Shires Lane, providing access to local amenities such as a village hall, primary school and public house.

Bus stops exist on East Lane and Main Street, each located approximately 500 metres from the site. The bus stops are served by a daytime hourly bus service to Skipton on weekdays (number 14 service) and an infrequent bus service towards Skipton and Ilkley (number 873) on Saturdays.

To the east of the site, Shires Lane meets Low Lane at a priority junction. Low Lane provides access to the village of Halton East and the A59 to the east of Embsay. Low Lane is a narrow, lightly trafficked road, through rural areas. There are no pedestrian or public transport facilities on Low Lane.

5 Development Proposals

The proposals consist of the development of 39 dwellings on the site to the south of Shires Lane, Embস্য. Indicative development proposals are provided at Appendix A.

5.1 Access Proposals

The proposed development includes two access points into the site, both from Shires Lane. The access junctions will form priority junctions with Shires Lane, as shown on Drawing SK-001 provided at Appendix B.

Given the low speeds on Shires Lane, the visibility required at the access junctions have been discussed with North Yorkshire County Council as the local highway authority. It has been agreed that 45 metres of visibility is required looking east from the access junctions and 60 metres looking west. The visibility splay assessment is shown on the drawing provided at Appendix B.

In order to achieve the required junction visibility the existing stone wall is to be set back from its current location. A pedestrian footway is proposed in front of the relocated wall to provide pedestrian access along the site boundary and into the site.

5.2 Trip Generation and Highway Impact

In line with DfT guidance, multimodal trip rates have been derived, using the TRICS database (version 7.1.1), in order to determine the likely arrivals and departures from the development during the peak periods.

The indicative layout at Appendix A shows the proposed development comprising of 39 dwellings. This number of dwellings has been used in the forecast of predicted trips generated by the proposed development.

5.3 Trip Generation

The methodology employed for site selection within the TRICS database was to use the 'total person' trip rates. The traditional highway peak hours of 08:00-9:00 and 17:00-18:00 were used as assessment periods in this exercise.

In order to reflect the location of the proposed development, representative sites within the TRICS database were chosen. The resultant total person trips rates and predicted trips for the proposed development are as set out in the table below (further details of the trip rates used are provided in Appendix C).

Table 1 Trips Generated by Development

	Arrivals	Departures	Total
AM Peak Hour (0800-0900)			
Trip Rate (per dwelling)	0.250	0.809	n/a
Trips	10	32	42
PM Peak Hour (1700-1800)			
Trip Rate (per dwelling)	0.560	0.317	n/a
Trips	22	12	34

*Total trips derived by multiplying trip rates by number of dwellings

As demonstrated in **Table 1**, there are forecast to be 42 trips arriving / departing the site during the AM peak hour, and 34 trips arriving / departing during the PM peak hour.

It is acknowledged that due to the location of the development and limited public transport availability in Embsay, the majority of peak hour trips will be made by car. Given this level of trips, the development will have a relatively minor impact on the surrounding highway network.

However, it is noted that some of the predicted trips could be made by sustainable modes. Trips made within the village to local amenities including the primary school may be made on foot or by bicycle. In addition, trips by bus and bicycle are feasible to access Skipton, located approximately 2 miles from the site.

5.4 Mitigation Measures

As identified above, the highway impact associated with the development is predicted to be relatively minor.

It is acknowledged that pedestrian infrastructure within the village is limited given its rural nature. There is currently no footway provision along Shires Lane. As part of the development proposals pedestrian footways are proposed on Shires Lane along the site frontage.

6 Conclusions

This report presents an assessment of the transport impact of the proposed residential development off Shires Lane, Embস্য, based on discussions with NYCC Highways Officer.

The indicative proposals consists of the development of 39 dwellings on existing agricultural land, with access provided at two access junctions with Shires Lane. This Transport Statement, has been developed to outline the likely impact of the development on the surrounding network.

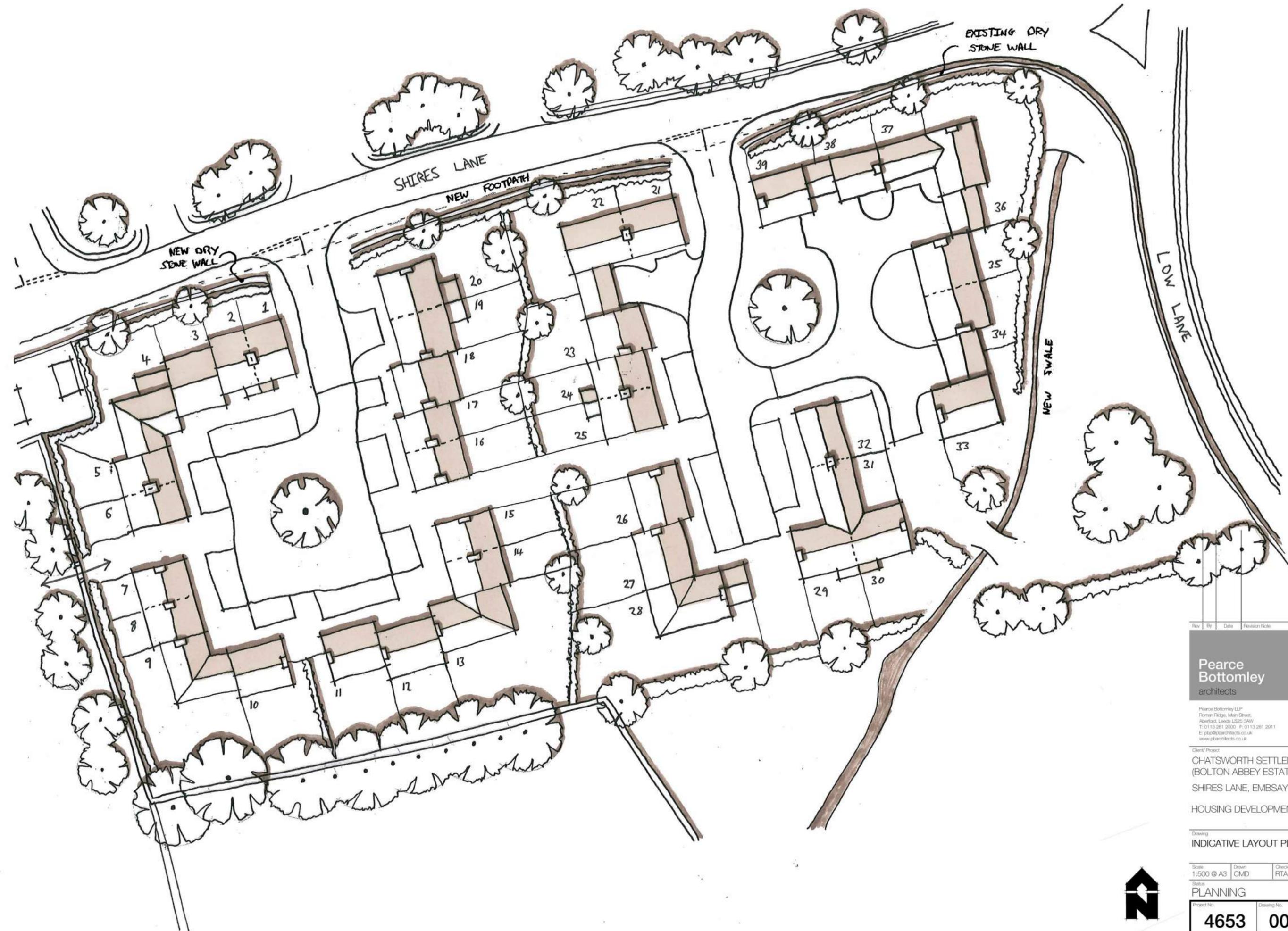
The proposed development is predicted to generate 42 two way trips in the AM peak hour and 34 two way trips in the PM peak hour. The majority of these trips are expected to be by car, however this represents a relatively small number of trips and is not expected to have a material impact on operation of the local highway network. There is also potential that local trips within the village and to nearby Skipton could be undertaken by sustainable modes of travel.

Indicative general arrangement drawings show the highway access proposals with suitable visibility provided to enable safe access. Additional measures to provide pedestrian footways along the site frontage improve accessibility and safety on the local highway.

On the basis of the assessment provided within this Transport Statement, it is considered that the development proposals are acceptable in transport terms.

Appendix A

Indicative Development Proposals



Rev	By	Date	Revision Note

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Drawing
INDICATIVE LAYOUT PLAN

Scale	Drawn	Checked	Date
1:500 @ A3	CMD	RTA	JUN-15

Status
PLANNING

Project No.	Drawing No.	Rev.
4653	00-03	/

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Appendix B

Access Junction Proposals and Visibility Splays Assessment



- Notes:**
- Existing stone boundary wall to be realigned, and set back to outside of junction visibility splays.
 - Footway to be provided along site frontage in front of wall. Details to be agreed.

Key:

	2.4m x 60m visibility splay
	2.4m x 45m visibility splay
	Existing stone wall

04	04/06/15	GC	CW	AG
For Planning				
03	02/06/15	GC	CW	AG
Junction layout alteration				
Issue	Date	By	Chkd	Appd

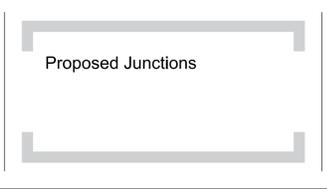
02	26/05/15	GC	CW	AG
Revised visibility splays				
01	22/05/15	SM	CW	AG
Draft				
Issue	Date	By	Chkd	Appd

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Client
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Job Title
Shires Lane, Embsay



Scale at A1 1:250

Discipline Civil

Job No 243428	Drawing Status For Planning
Drawing No SK-001	Issue 04

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Appendix C

TRICS Outputs

Calculation Reference: AUDIT-701005-150520-0526

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	EX ESSEX	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	3 days
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	GM GREATER MANCHESTER	1 days
09	NORTH	
	CB CUMBRIA	2 days
10	WALES	
	CF CARDIFF	1 days

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

Filtering Stage 2 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: Number of dwellings
 Actual Range: 10 to 432 (units:)
 Range Selected by User: 6 to 491 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 11/12/14

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
Tuesday	4 days
Wednesday	2 days
Thursday	7 days
Friday	4 days

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

Selected survey types:

Manual count	20 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	20
--------------	----

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	16
No Sub Category	4

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.

Filtering Stage 3 selection:

Use Class:

C1	1 days
C3	19 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	6 days
10,001 to 15,000	4 days
15,001 to 20,000	5 days
20,001 to 25,000	2 days
25,001 to 50,000	1 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	3 days
50,001 to 75,000	1 days
75,001 to 100,000	6 days
100,001 to 125,000	3 days
125,001 to 250,000	3 days
250,001 to 500,000	2 days
500,001 or More	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	5 days
1.1 to 1.5	15 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	18 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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL TOTAL PEOPLE
 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	20	99	0.121	20	99	0.438	20	99	0.559
08:00 - 09:00	20	99	0.250	20	99	0.809	20	99	1.059
09:00 - 10:00	20	99	0.231	20	99	0.315	20	99	0.546
10:00 - 11:00	20	99	0.206	20	99	0.286	20	99	0.492
11:00 - 12:00	20	99	0.257	20	99	0.246	20	99	0.503
12:00 - 13:00	20	99	0.264	20	99	0.226	20	99	0.490
13:00 - 14:00	20	99	0.255	20	99	0.237	20	99	0.492
14:00 - 15:00	20	99	0.291	20	99	0.284	20	99	0.575
15:00 - 16:00	20	99	0.689	20	99	0.390	20	99	1.079
16:00 - 17:00	20	99	0.548	20	99	0.327	20	99	0.875
17:00 - 18:00	20	99	0.560	20	99	0.317	20	99	0.877
18:00 - 19:00	20	99	0.420	20	99	0.323	20	99	0.743
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.092			4.198			8.290

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.

Parameter summary

Trip rate parameter range selected: 10 - 432 (units:)
 Survey date date range: 01/01/07 - 11/12/14
 Number of weekdays (Monday-Friday): 20
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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.