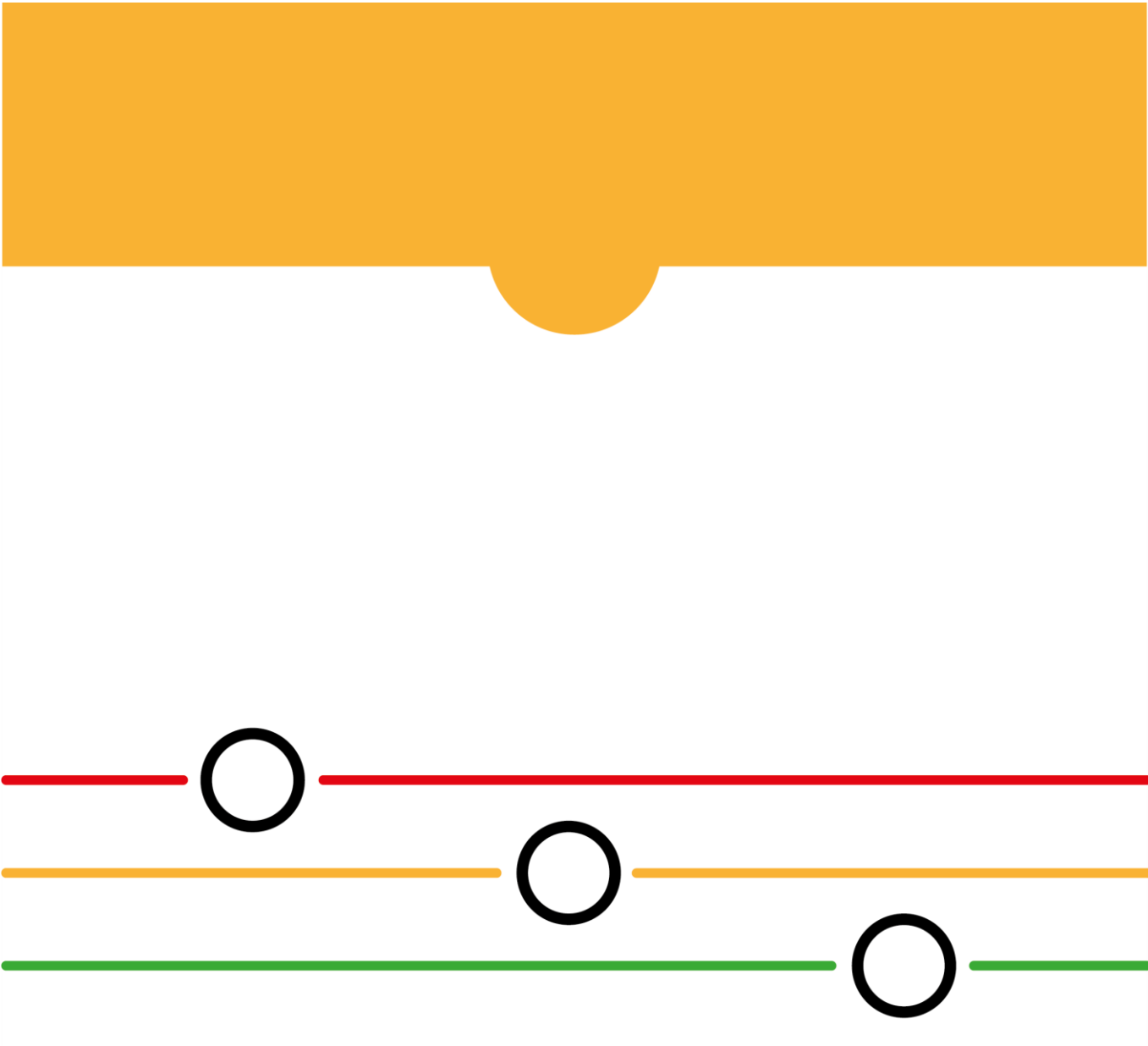




The Little Haven Hotel

Proposed Development,
Little Haven Hotel, B1344 River Drive, South Shields

Transport Statement

3710525



SEPTEMBER 2025

Report Details

Report Number: 3710525-TS

Report Title: Transport Statement, Proposed Development, Little Haven Hotel, B1344 River Drive, South Shields

Client: The Little Haven Hotel

Date: 23 September 2025

Status:



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1 Introduction

1.1 General

Dynamic Transport Planning Ltd is instructed by The Little Haven Hotel to report on the highways and transportation considerations related with a proposed extension of the existing Little Haven Hotel, and provision of a nursery facility, off the B1344 River Drive, South Shields.

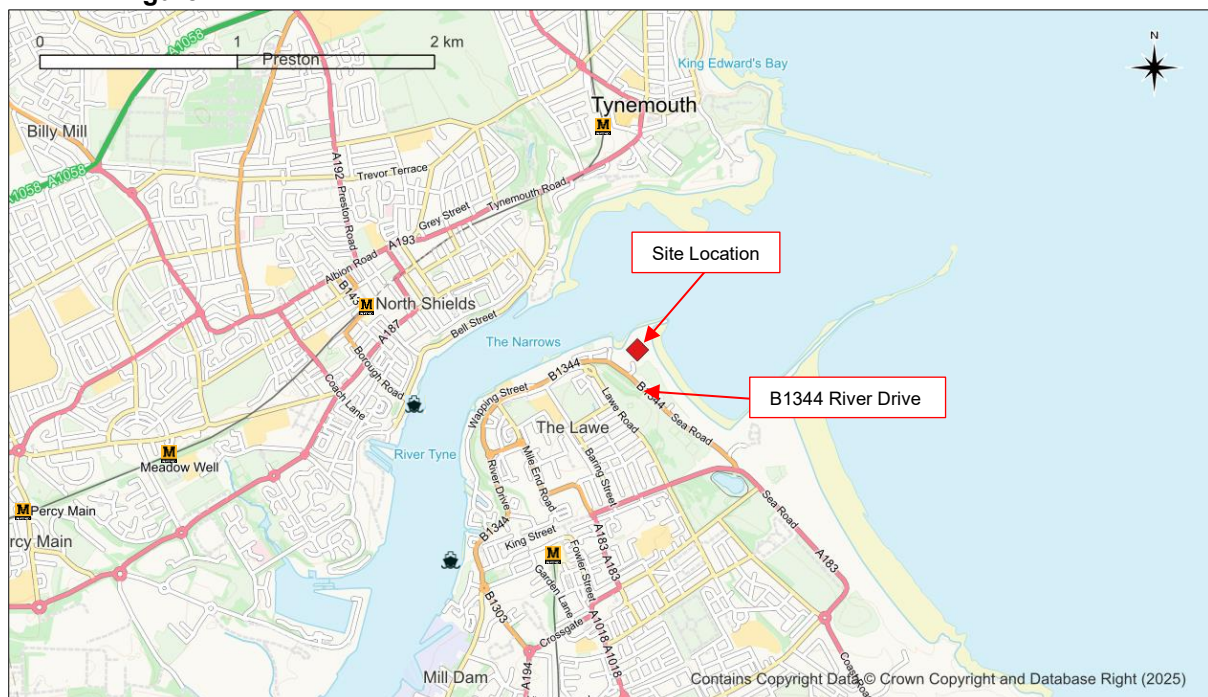
This Transport Statement (TS) has been produced to advise South Tyneside Council (STC) as the Local Planning Authority and Highway Authority on the transport planning considerations associated with the proposed development.

1.2 Site Location

The application site currently comprises a 62-bedroom hotel, with restaurant, and wedding/event space. The site is located to the south of the River Tyne, approximately 1km north of South Shields Town Centre, 1km south of Tynemouth Town Centre and 12km north-west of Sunderland City Centre.

The location of the site is illustrated at **Figure 1.1**:

Figure 1.1 – Site Location Plan



1.3 Site Context and History

A pre-application enquiry was submitted to STC, regarding the proposed extension of the existing Little Haven Hotel (Reference: ENQ000325). The proposals include the construction of a new external gym building, external nursery building, extensions to the existing restaurant and entrance area and the refurbishment of the existing outbuilding/storage sheds.

Highways comments were provided by the STC, with the comments relating to the highways aspects of the proposal summarised below:

- A Transport Statement would be required to support the proposals;
- The LHA confirmed that no accidents have been recorded at the junction with River Drive in the last five-years and no highway safety concerns are anticipated due to the development;
- Details of the proposed car/bus parking facilities and manoeuvring should be identified;
- Details of the proposed refuse storage and collection arrangements for any new areas of development within the site should be provided, ensuring no negative impacts on the highway network; and
- The LHA concluded that they have no objections to the principle of the proposed development, subject to satisfactory details being provided.

1.4 Purpose and Structure of Report

Therefore, this TS will examine the development proposals in the context of the application site and with regard to the LHA consultation comments, review the layout proposals including swept-path analysis, calculate the trip generating potential of the development and review the accessibility of the site.

In accordance with best practice, this Transport Statement (TS) has been prepared in reference to the Department for Transport (DfT) 'Guidance on Transport Assessment' document.

This report is structured as follows:

- Section 2 sets out the existing conditions of and around the application site;
- Section 3 provides a description of the proposed development;
- Section 4 assesses sustainable access options;
- Section 5 assesses the trip generating potential of the proposed development; and
- Section 6 presents the summary and conclusions.

2 Existing Conditions

2.1 General

The site currently comprises a 62-bedroom hotel, with restaurant and wedding/event space. The site is located approximately 1km north of South Shields Town Centre.

The site is bounded to the north by the mouth of the River Tyne, with Little Haven Beach running along its eastern aspect. River Drive is situated to the south of the site, with a public pay and display car park also located to the south. South Shields Sailing Club and its associated facilities are located to the western aspect of the site.

The wider area surrounding the site is largely residential in nature, with North Marine Park to the south.

Currently the site is supported by a dedicated car park, with around 117 parking spaces currently provided. The existing car park is subject to parking tariffs and ANPR camera, where users of the hotel and restaurant are required to record their vehicle registration upon entry.

Access to the development site is taken via a priority-controlled junction off the B1344 River Drive. The subsequent access road is shared by the adjacent South Shields Sailing Club to the west of the site and the public car park to the south.

2.2 Surrounding Highway Network

2.2.1 B1344 River Drive

The B1344 River Drive is formed of a single carriageway, which within the vicinity of the site, runs in a north-west/south-east direction. To the west of the site the road meets Harton Quay / Coronation Street / Station Road and Commercial Road at a five-armed priority roundabout. To the south of the site the road meets the A183 at a three-armed priority roundabout.

The B1344 River Drive is approximately 7m in width, subject to a 20mph speed limit and supported by streetlighting. Within the vicinity of the site double-yellow line parking restrictions are in place along both sides of the carriageway.

Pedestrian footways are provided along both sides of the road, supported by dropped kerb crossing points with tactile paving at the site access junction.

2.3 Road Safety

Accident statistics have been obtained for the local highway network in the vicinity of the application site for the latest available three years data covering 2021 to 2023 from the Department for Transport (DfT).

During this period, no recorded accidents were reported within the vicinity of the site access arrangements or along the B1344 River Drive.

Due to the absence of any recorded accidents, it is clear that there are no pre-existing patterns or trends of incidents in the vicinity of the proposed development. It is noted that during pre-application discussions the LHA stated that there are “*no highway safety concerns are envisaged due to the development*”.

2.4 Existing Parking Provision

A site visit was undertaken on Tuesday 5th August 2025, between 14:00 and 15:00. During the site visit it was observed that there were around 117 car parking spaces provided at the hotel site, controlled by ANPR parking cameras.

It is also noted that Harbour View North public car park is located to the south of the site, accessed off the shared site access road off River Drive. The public car park is open from 08:00 – 22:00, providing 204 additional paid parking spaces.

3 Proposed Development

3.1 General

The development proposals include the refurbishment of existing external storage areas to the west of the site, alongside the extension of the current conservatory area, restaurant and lounge/entrance areas, which form part of the main hotel building. It is also proposed that a separate gym building, and children's nursery building are constructed on land within the site, situated to the south of the main hotel.

As part of the development, the proposed extensions and buildings will have the following Gross Floor Area's (GFA) (the floor area refurbished storage areas will remain unchanged):

- Restaurant extension – 308m²;
- Conservatory extension – 66m²;
- Lounge/entrance extension – 152m²;
- Gym building – 306m²; and
- Nursey building – 938m²:

It is noted that as part of the proposals the capacity of the hotel (62 bedrooms) will be retained.

It is proposed that the existing site access arrangements will be retained as part of the proposed development. The proposed layout of the site can be found at **Appendix 1** of this report.

3.2 Site Access Arrangements

As part of the proposals, the access arrangements will remain unchanged, with all vehicles accessing the site to the south via the B1344 River Drive.

3.3 Delivery and Servicing Arrangements

It is anticipated that the operation of the existing servicing arrangements at the site will be retained and that the new external gym and nursey buildings will also make use of the existing hotel refuse storage area. Therefore, the location, frequency and type of refuse vehicle will remain unchanged.

As part of the proposals the nature of the existing hotel deliveries will also remain unchanged, where deliveries associated with the gym building will be made to the main hotel building. Typically, deliveries associated with the nursey building would be anticipated to be undertaken by a 7.5t box van or similar. Nursey deliveries will be undertaken to the south of the site, within the vicinity of the nursery building.

A swept path analysis has been undertaken for the anticipated delivery vehicles and locations at the proposed development site, as shown on the plan included in **Appendix 2**.

3.4 Parking Provision

As part of the development proposals, the existing parking provision will be retained, where a total of 117 parking spaces is provided.

Information provided by the applicant indicates the nurse facility will operate as an ancillary facility to existing sites, also under the ownership of the applicant. As such the proposed site will not operate as a typical children's nursery, information provided by the applicant indicates that children will be transported to the site via mini bus with a small number of children dropped off/collected by car. Therefore, only a small number of staff vehicles will be required to use the existing parking provision at the site.

Further information provided by the applicant states that the proposed gym facility will be solely for the use of residents staying at the hotel and staff members, therefore, no additional parking provision is required to support the development of the gym facility.

STC provide local parking standards in SPD 6 'Parking Standards', where the table shows the required level of additional parking for the land uses resulting from the proposed development.

Table 3.1 – Local Parking Standards

Land Use	Local Parking Standard	Required Provision
A3: Restaurant	1 space per 10m ²	31
C1: Function Room	1 space per 5m ² function/conference space	14

The above standards show that the proposed development would require around 45 additional parking spaces at the site. The current site has capacity for around 117 parking spaces, which would allow for the standards plus one space per bedroom for the hotel.

However, it is noted that given the nature of the site and the proposed development, that the peak use of the conference/function space would typically occur during the day, with vehicles associated with the restaurant / hotel likely arriving at the site in the late afternoon / early evening. Therefore, it is not anticipated that the peak use of the function room and restaurant spaces overlaps.

It is also noted that a public car park (Harbour Drive North) is located to the south of the site, accessed via the wider shared access road off River Drive. A total of 204 spaces is provided in the public car park which is open from 08:00 – 22:00.

4 Access by Non-Car Modes

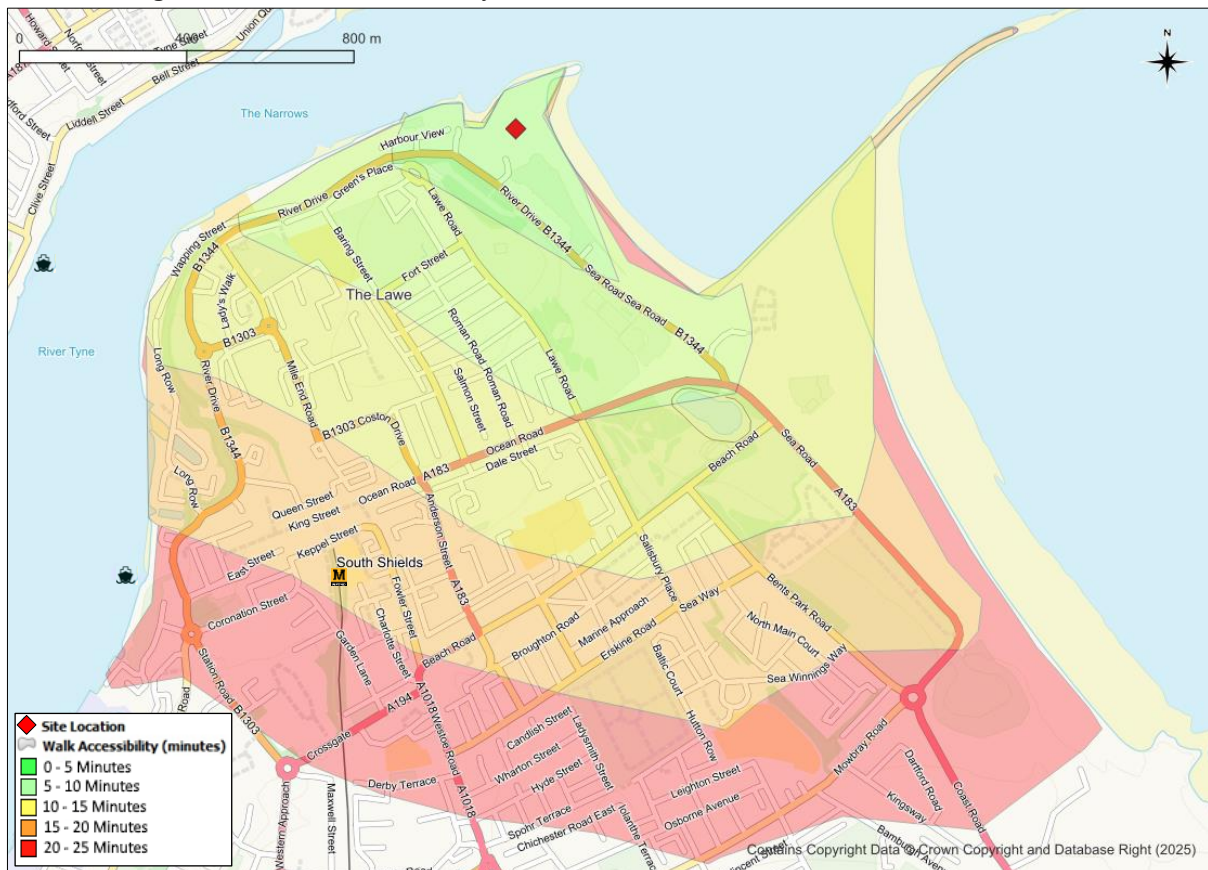
4.1 General

In accordance with planning policy a review of access by all modes of travel has been undertaken. The options for accessing the site by sustainable modes are discussed in more detail below.

4.2 Pedestrian Access

Relevant guidance provided in Manual for Streets (MfS) states that walking offers the greatest potential to replace short car trips, particularly those under 2km. A walk accessibility plan provided at **Figure 4.1** highlights the accessible walking area within a 2km catchment of the site, equivalent to 25 minutes.

Figure 4.1 – Walk Accessibility Plan

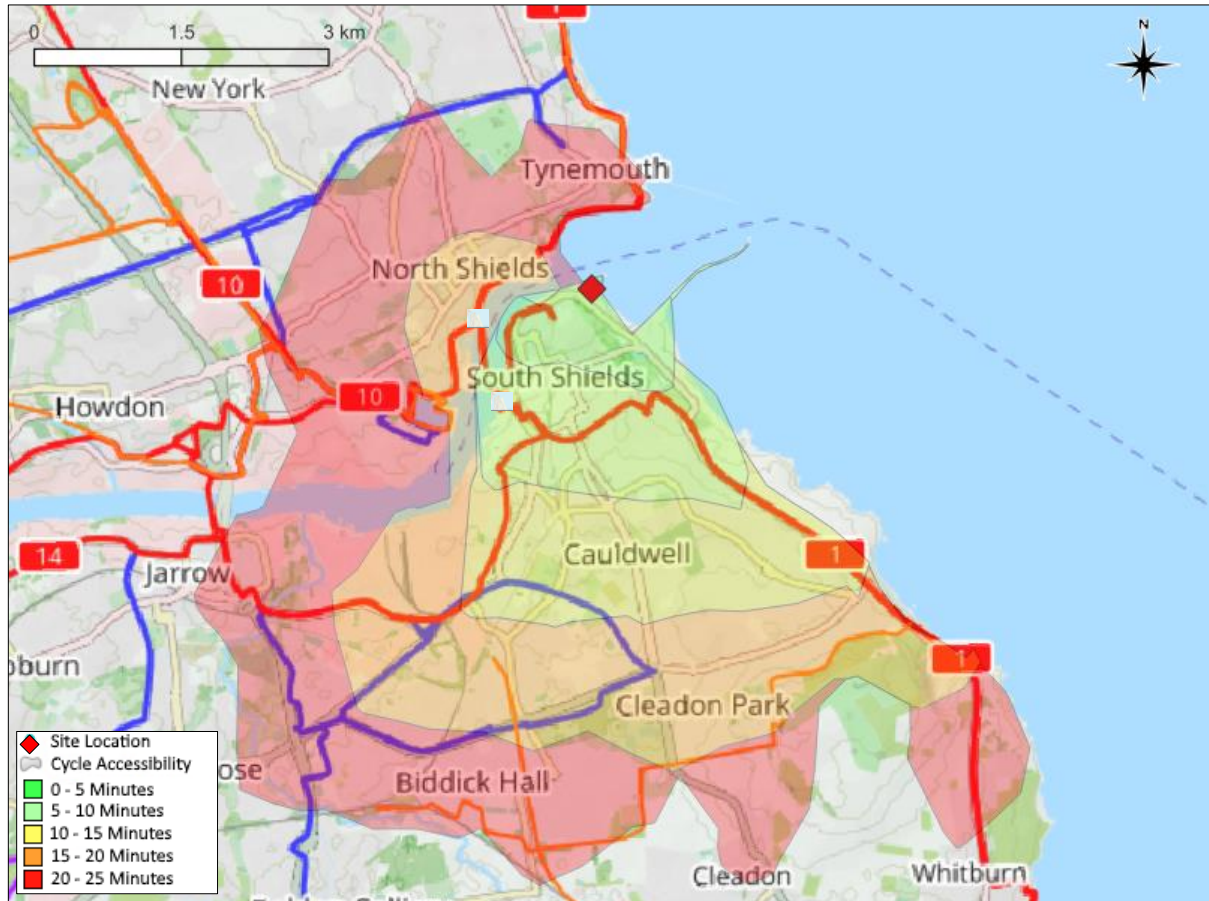


The above plan indicates the application site is located within a 20-minute walking journey of the town, South Shields Tyne and Wear Metro stop and the Ferry Terminal.

4.3 Cycle Access

It is widely recognised that cycling has the potential to substitute shorter car journeys for work purposes. The areas reachable within a 25-minute cycle journey are identified within **Figure 4.2**:

Figure 4.2 – Cycle Accessibility Plan



Source: OpenStreetMap (2025)

The plans indicates that the entirety of South Shields is accessible within a 25-minute cycling journey of the site. The cycle catchment also indicates that North Shields is accessible via a 20-25-minute journey, including the use of the 'Sheilds Ferry'.

National Cycle Network (NCN) Route 1 runs to the south of the site, accessible within a five-minute journey. Route 1 is long distance route running in sections from Dover to the Highlands of Scotland. Locally the route connects to Sunderland City Centre to the south and Tynemouth and Whitley Bay to the north.

NCN Route 14 also runs within the vicinity of the site, accessible within a five-minute journey to the south of the site. Route 14 runs form Darlington to Hartlepool, routing north-west via Durham and Consett, before running north-east to South Shields. Locally the route runs through Gateshead, along the south of the River Tyne.

4.4 Public Transport Access

4.4.1 Bus

The nearest bus stop to the site is located along the B1344 River Drive, approximately 250m to the south of the site, equivalent to a five-minute walking journey. An additional stop is accessible around 200m to the west of the site, equivalent to a seven-minute walking journey, which provides access to the 12 and 13 services.

A summary of the main bus routes which serve these stops are provided in **Table 4.1**:

Table 4.1 – Bus Service Summary

Service	Route Description	Core Weekday Frequency
50	Durham – South Shields	Every 30-minutes
12	South Shields – Cleadon	Hourly
13	South Shields – Cleadon	Hourly

Source: Traveline

4.4.2 Light Rail

South Shields metro station is the nearest metro station to the site, located approximately 1km to the south-west of the site, equivalent a 21-minute walking or a seven-minute cycling journey.

South Shields metro station is the terminus of the 'Yellow Line', with services running every 12-minutes to St James via Newcastle and Whitley Bay.

4.4.3 Train

It is noted that the nearest railway station to the site will be Northumberland Park, located approximately 6.5km to the north-west of the site.

Northumberland Park currently provides Tyne And Wear Metro services, however, the station sits on the newly reopened Northumberland Line, where it is anticipated that the station will be connected to the current service in early 2026. Providing frequent services to Newcastle Central Station to the west and Ashington to the north-east.

4.4.4 Ferry

The 'Shields Ferry' South Shields terminal is located around 1km to the south-west of the site, equivalent to around 24-minute walking distance. The service is operated by Nexus, where tickets are integrated into the Tyne and Wear Metro network.

The ferry service operates at around a 30-minute frequency, with crossings taking around seven-minutes.

4.5 Accessibility Summary

Overall, it can be summarised that the site offers good potential for journeys to be undertaken by users of the site by sustainable modes of travel.

5 Development Trip Generation

5.1 General

This chapter provides an estimation of the likely levels of trip generation resulting from the proposed industrial unit on the adjacent local highway network.

It is noted that the below assessment makes no allowance for the existing lawful use of the site. It is also noted that the proposed gym unit will be for hotel guests and staff use only, therefore, the proposed gym will not result in an increase in the number of vehicle trips to the site.

5.2 Trip Generation

5.2.1 First Principles

Information provided by the applicant, indicates that the proposed nursery unit will not operate as a typical children's nursery, rather provide an additional facility for existing nurseries in the area under the ownership of the applicant. Therefore, the proposed unit will be ancillary to existing facilities, with children arriving at the site via mini bus for planned sessions.

Information provided by the applicant indicates that the proposed unit would result in a small number of daily vehicle trips associated with nursery staff.

5.2.2 TRICS Trip Generation

The TRICS Database has been used to estimate the likely numbers of trips expected to be generated by the proposed extensions at the site, by using the most similar appropriate category within the database. The selection criteria applied to derive the comparative sites are listed below:

- Land use – 'Hotel, Food and Drink', sub-category – 'Restaurants';
- All London and Ireland sites excluded;
- Weekday surveys only (as appropriate);
- Town Centre, Neighbourhood Centre and Free-Standing surveys removed; and
- Selection by GFA.

Although function room trips are included within the sub land use category of 'Hotels', given that the proposed number of bedrooms will not change as a result of the development, it is considered that this land use was not appropriate. Therefore, to provide a robust assessment the total GFA of the proposed restaurant and function room extension has been assessed below.

A summary of the peak-hour trip rates is shown below in **Table 6.1** with the full TRICS output provided at **Appendix 4**:

Table 6.1: TRICS Trip Rates – Restaurant

Time Range	Arrivals	Departures	Total
07:00-08:00	0.000	0.000	0.000
08:00-09:00	0.000	0.000	0.000
09:00-10:00	0.515	0.000	0.515
10:00-11:00	0.770	0.506	1.276
11:00-12:00	1.222	0.733	1.955
12:00-13:00	2.847	1.093	3.940
13:00-14:00	2.056	2.186	4.242
14:00-15:00	1.165	2.042	3.207
15:00-16:00	0.719	1.323	2.042
16:00-17:00	1.086	0.768	1.854
17:00-18:00	1.827	0.808	2.635
18:00-19:00	2.754	2.052	4.806
19:00-20:00	2.502	2.264	4.766
20:00-21:00	1.350	2.476	3.826
21:00-22:00	0.887	1.602	2.489
22:00-23:00	0.622	1.337	1.959
23:00-00:00	0.252	0.781	1.033
Daily Trip Rates	20.785	20.182	40.967

The above trip rates have been applied to the total GFA of the proposed extension at the site (460m²) to provide the anticipated vehicle movements, as shown in **Table 6.2**. The below also includes a parking accumulation assessment to determine the anticipated level of additional parking provision required as part of the development.

Table 6.2: Estimated Trip Generation – Restaurant (460m² GFA)

Time Range	Arrivals	Departures	Total
07:00-08:00	0	0	0
08:00-09:00	0	0	0
09:00-10:00	2	0	2
10:00-11:00	4	2	6
11:00-12:00	6	3	9
12:00-13:00	13	5	18
13:00-14:00	9	10	20
14:00-15:00	5	9	15
15:00-16:00	3	6	9
16:00-17:00	5	4	9
17:00-18:00	8	4	12
18:00-19:00	13	9	22
19:00-20:00	12	10	22
20:00-21:00	6	11	18
21:00-22:00	4	7	11
22:00-23:00	3	6	9
23:00-00:00	1	4	5
Daily Trip Rate	96	93	188

The results show that during the traditional highway weekday PM peak hour period the proposed extension would result in around 12 two-way trips. It is noted that the peak use of the site would be outside of the highway peak hour, with 22 two-way trips anticipated between 19:00 – 20:00. Equating to much around one vehicle either arriving at or departing the site every three minutes, during the busiest hour at the site.

It is noted that the trip generation assessment includes the proposed extension of the function/conference space and the restaurant, where the typical peak use of the conference space would be during the day and the peak use of the restaurant would be in the late PM/evening period. Therefore, the above additional parking demand would not occur at the same time.

It is also noted that further car parking is provided to the south of the site, in the form of public car parking, with an additional 204 spaces.

5.3 Summary

Overall, based on the above trip generation estimate, it is considered that the proposed development would not have a material impact on the operation of the local highway network.

6 Summary and Conclusions

Dynamic Transport Planning is instructed by The Little Haven Hotel to report on the highways and transportation considerations related with a proposed extension of the existing Little Haven Hotel, off the B1344 River Drive, South Shields.

The site currently comprises a 62-bedroom hotel, with restaurant and wedding/event space. The site is located approximately 1km north of South Shields Town Centre.

The development proposals include the refurbishment of existing external storage areas to the west of the site, alongside the extension of the current conservatory area, restaurant and lounge/entrance areas, which form part of the main hotel building. It is also proposed that a separate gym building, and children's nursery building are constructed on land within the site, situated to the south of the main hotel.

The highway accident data has been reviewed for the most recently available three-year road safety record for the area surrounding the site. The data does not demonstrate any pre-existing patterns or trends of incidents that could be affected by the development proposals.

As part of the development proposals, the existing parking provision will be retained, where a total of 117 parking spaces is provided. It is also noted that Harbour View North public car park is located to the south of the site, accessed off the shared site access road off River Drive. The public car park is open from 08:00 – 22:00, providing 204 additional parking spaces.

A swept-path assessment has been undertaken which demonstrates that the largest anticipated delivery vehicles can be accommodated within the wider site.

A review of the wider site's accessibility has identified that the site provides good potential for access by sustainable modes of travel.

It is also noted that the proposed gym unit will be for hotel guests and staff use only, therefore, the proposed gym will not result in an increase in the number of vehicle trips to the site. Additionally, given the proposed nature of the children's nurse, as an ancillary facility to existing nurseries under the ownership of the applicant. Information provided by the applicant indicates that the proposed unit would result in a small number of daily vehicle trips associated with nurse staff.

The TRICS Database has been used to assess the trip generating potential of the proposed restaurant and function room extension. The trip generation assessment demonstrates that the proposals would generate around 12 two-way movements during the traditional highway PM peak hour. The peak use of the site was recorded between 19:00 – 20:00 with a total of 22 two-way trips. This equates to less than one vehicle arrival or departure every minute during the busiest hour at the site.

Overall, on the basis of the above assessment it is concluded that there are no outstanding reasons why the proposed redevelopment of the site should not be granted planning permission on highways grounds.

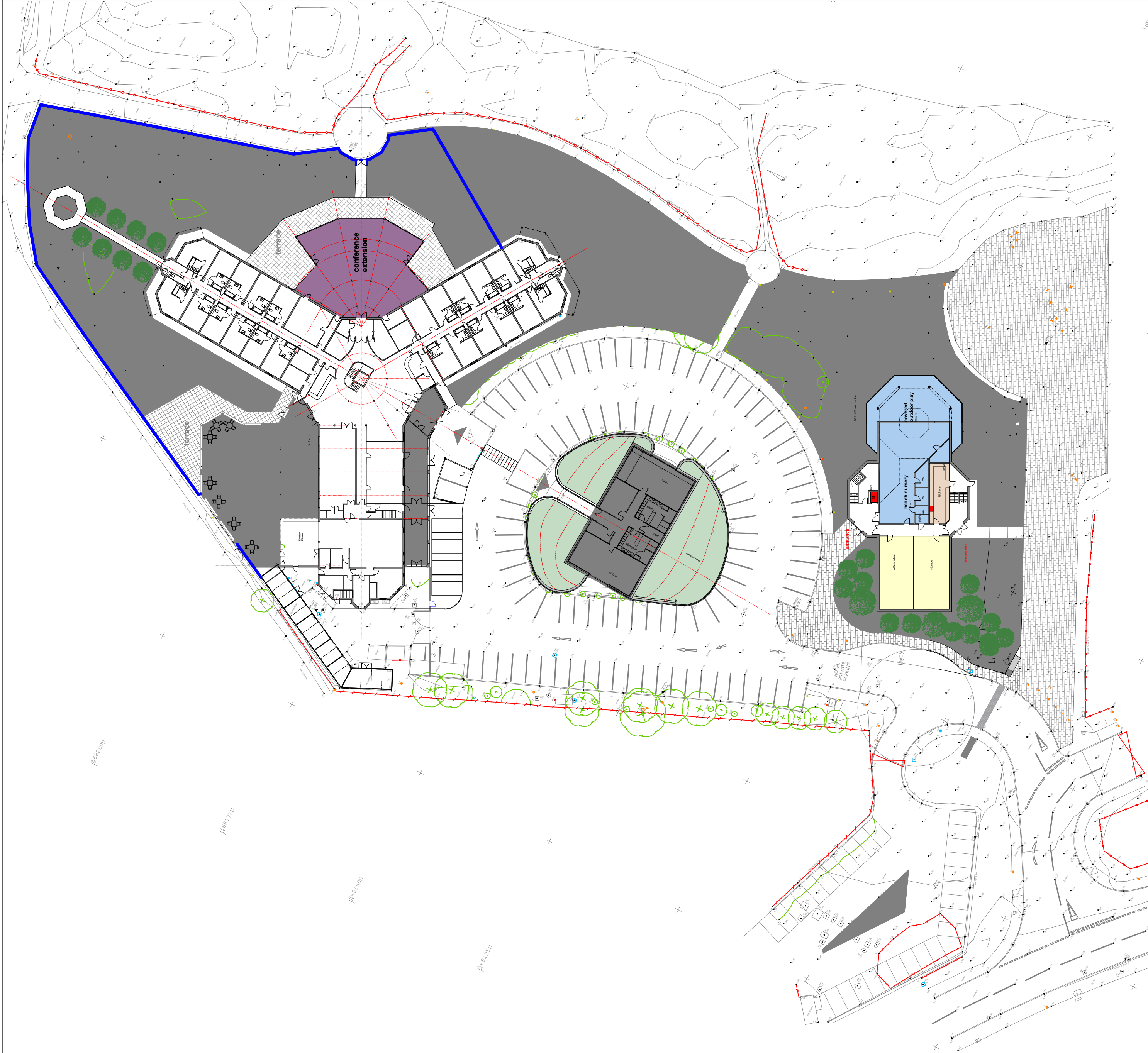
Appendix 1

Proposed Site Layout



Appendix 2

Swept Path Assessment



Proposed Site Layout - Scale 1/500

Swept Path Analysis - Minibus - Scale 1/500



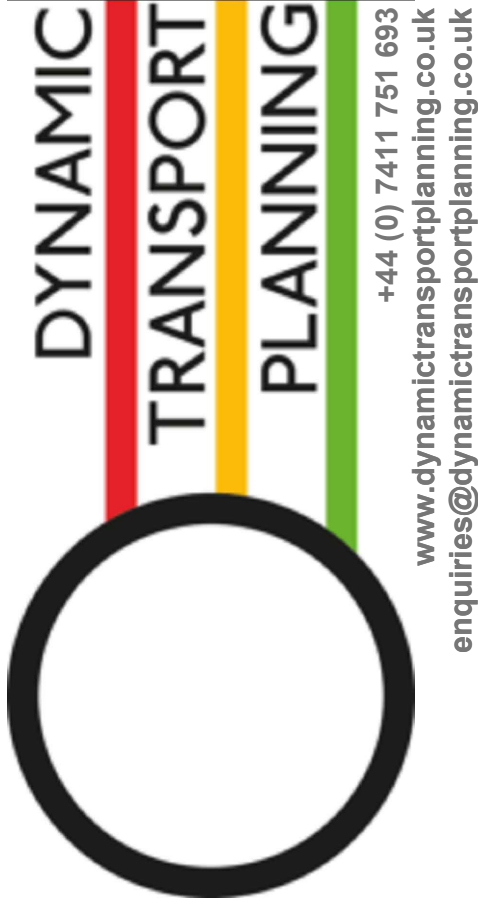
NTS

Mini Bus
Overall Length 6.53m
Overall Width 2.37m
Overall Height 2.65m
Overall Body Height 2.35m
Track Width 1.8m
Kerb to Kerb Turning Radius 6.45m

Notes

All levels are stated in metres.
This drawing is to be read in colour.
All dimensions are stated in millimetres unless noted otherwise.
Drawing provided for technical approval, NOT to be used for construction purposes.
DTP are not responsible for the accuracy of data provided by clients or third parties.

Rev.	Date	Revisions	Drawn
-	28/10/25	First Issue	SA



Client

The Little Haven Hotel

Project

Proposed Extension of The Little Haven Hotel,
B1344 River Drive, South Shields

Drawing Title

Proposed Site Layout
Swept Path Analysis
Minibus

Date	October 2025	Scale	1/500 @ A1
Drawn	SA	Approved	GS
Drawing Number	DTP/3710525/ATR001		
Rev.	-		

Appendix 3

TRICS Output Report

Audit Code: 4d2b7920-5585-46c8-bd37-70cc1ebcdd05

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00	1	950	0.211	0.211	0.422
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	1	194	0.000	0.000	0.000
08:00-09:00	1	194	0.000	0.000	0.000
09:00-10:00	1	194	0.515	0.000	0.515
10:00-11:00	8	568	0.770	0.506	1.276
11:00-12:00	11	632	1.222	0.733	1.955
12:00-13:00	11	632	2.847	1.093	3.940
13:00-14:00	11	632	2.056	2.186	4.242
14:00-15:00	11	632	1.165	2.042	3.207
15:00-16:00	11	632	0.719	1.323	2.042
16:00-17:00	12	630	1.086	0.768	1.854
17:00-18:00	12	630	1.827	0.808	2.635
18:00-19:00	12	630	2.754	2.052	4.806
19:00-20:00	12	630	2.502	2.264	4.766
20:00-21:00	12	630	1.350	2.476	3.826
21:00-22:00	12	630	0.887	1.602	2.489
22:00-23:00	12	630	0.622	1.337	1.959
23:00-00:00	12	630	0.252	0.781	1.033
Totals Rates:			20.785	20.182	40.967

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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Audit Code: 4d2b7920-5585-46c8-bd37-70cc1ebcdd05

Parameter Summary:

Trip rate parameter range selected:	110 - 2400 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
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.