

Reeves Transport Planning

POUND PLACE

ROUNDSTONE LANE, ANGMERING, LITTLEHAMPTON, BN16 4AL

TRANSPORT REPORT

Drafted

May 2014

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1. INTRODUCTION

1.1 Reeves Transport Planning has been appointed to provide a Transport Report in support of an outline planning application for the proposed development at Pound Place, Roundstone Lane, Angmering. The proposal is to construct 18 new residential dwellings and upgrade the existing access. There are two other development proposals adjacent to this site. To the north there is a current proposal for a 139 house development and a further proposal for 36 houses to the south. A site location plan is attached as Appendix 1.

1.2 This Report is drafted with reference to West Sussex's Transport Assessment Methodology (June 2007), which notes that development thresholds are based on national guidance 'Guidance on Transport Assessments (March 2017)'. This Guidance states that the transport impact of a development of less than 50 dwelling houses does not need assessment. However, given the proximity of the two other development proposals, it is considered necessary to undertake an assessment of the access and how the site links to other roads and pathways outside of the site. This is in line with the requirement of an outline planning application.

2. PLANNING POLICY FRAMEWORK

2.1 This section of the report details the relevant policies, at a national and local level, that this proposal will be judged against. The policies considered are the National Planning Policy Framework and saved policies of the Arun Local Plan 2003.

National Planning Policy Framework

2.2 The National Planning Policy Framework, published in March 2012, sets out the Government's planning policy. It is a material consideration for all planning decisions. Section 4 states the objectives with regard to promoting sustainable transport.

- Paragraph 30 notes that *‘encouragement should be given to solutions, which support reductions in greenhouse gas emissions and reduce congestion.’*
- Paragraph 32 notes that *‘all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. 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.’*
- Paragraph 37 states that *‘policies should aim for a balance of land uses so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other facilities.’*

2.3 The current adopted Local Plan does not include policies relating to transport development impacts. The Arun Local Plan 2003 is treated as a material consideration in the determination of planning applications and refers to advice in the National Planning Policy Framework. The general policies relevant to transport are highlighted as follows:

- Policy GEN7: The Form of New Development confirms that *‘development will be permitted provided it:*
 - (iii) *promotes sustainable development, including the effective use and conservation of energy and reducing the need to travel, particularly by private car;*

(vii) allows for the safe movement of pedestrians and vehicles, giving priority to pedestrians.'

- Policy GEN12: Parking in New Development confirms that provision of parking in excess of the District Council's Parking Standards will not be allowed. The Parking Standards are included in the Local Plan.
- Policy GEN14: Public Transport states that *'Where appropriate, new development will be required to make provision for public transport facilities. Where new development can only take place with improvements to public transport services, or such improvements would be likely to influence desirable travel patterns, the Local Planning Authority will seek contributions towards the cost of improvements.'*
- Policy GEN15: Cycling and Walking confirms that *'where appropriate, new development will be required to provide safe and attractive facilities for cyclists and pedestrians, both within the site and in the form of links to the surrounding area.'*

2.4 This Transport Report will show that the proposed development will comply with the requirements of the National Planning Policy Framework and the relevant saved policies of the Arun Local Plan 2003.

3. EXISTING CONDITIONS

3.1 The site lies to the east of the Roundstone Lane. The access is designed as a typical private gated access. The site itself has one dwelling house set in mature gardens.

3.2 At the junction of the site access with Roundstone Lane, the visibility splays are approximately 41 metres to the north and 63 metres to the south. Roundstone Lane is a 30mph road that benefits from traffic calming features, including speed cushions and narrowed sections of carriageway creating 'gateway' features. The current visibility splays at the access are shown in Figures 1 and 2 below.

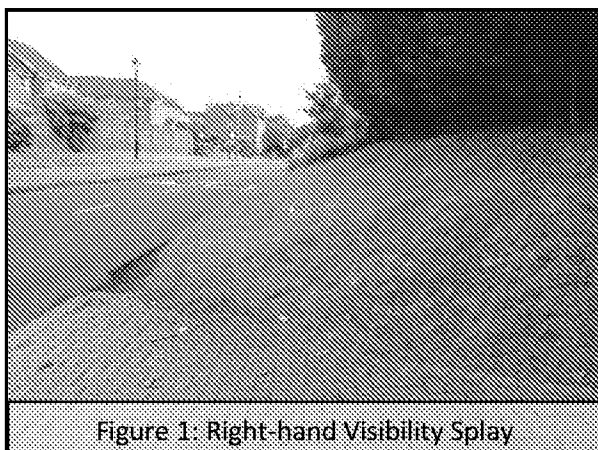


Figure 1: Right-hand Visibility Splay



Figure 2: Left-hand Visibility Splay

3.3 The carriageway is approximately five and a half metres wide and has a two metre wide footway on the opposite side of the road to the development site. There is an hourly bus service (Stagecoach route 9) that uses Roundstone Lane. It connects Holmbush Shopping Centre with Littlehampton via Shoreham-By-Sea, Lancing, Worthing, Angmering and Rustington. Angmering train station to the site is 1800 metres, which is a 23 minute walk.

4. PROPOSED DEVELOPMENT

4.1 The proposal is to provide an additional 18 dwelling houses that are a mix of private sale and affordable units. A breakdown of the current proposal is:

Affordable

Two 2-bedroom units

Four 1-bedroom unit

Market

Three 5-bedroom units

Two 4-bedroom units

Seven 3-bedroom units

4.2 The current house will remain on the site. This will create a total of 19 residential units that will be served by the existing access. The access road will be five metres wide with a single two metre wide footway. The dwellings are grouped around three 'courtyard' areas that will provide access to the dedicated car parking facilities. Currently the proposal includes 39 car parking spaces, which is average of two spaces

per unit. Cycle parking and garage size will be provided in line with the prevailing standards at the time of construction.

- 4.3 The TRICS database version 7.1.1, attached as Appendix 2, suggests that each proposed dwelling will generate 6.187 vehicle movements per day. This equates to an increase in vehicle movements of 112 per day (6.187×18) for the development as a whole. Therefore there is no reasonable basis to require the main access to be reconfigured, as typically 300 two-way turning movements per day would trigger the need to assess the operational performance of the junction. This proposal's traffic impact falls well below this threshold.
- 4.4 The street design guidance, Manual for Streets (DfT 2007), notes that visibility splays for a 30mph road should be 43 metres. This is achieved to the south but visibility to the north falls just short of this requirement due to the height of the vegetation on the verge. A formal speed survey was not undertaken but vehicle speeds were observed. It was noted that the Roundstone Lane traffic calming measures successfully reduce vehicle speeds to considerably less than 30mph, which indicates that the north visibility splay is acceptable. However, this visibility splay can be achieved, if required, within land under the control of the applicant or the Highway Authority.
- 4.5 The proximity of this site's access to the site access that will serve the proposed development at Pound Nursery (A/135/12) is 43 metres to the south. This is in line with the visibility splays required for a 30mph road.
- 4.6 Furthermore, extensive research for Manual for Streets 2 (CIHT 2010) has shown that *'there appears to be little evidence that [junction] spacing based on [sight stopping distance] SSD are justified on safety or other grounds'*. This would suggest that there is no safety implication associated with having two junctions within, or near, to the maximum required sight stopping distance, which is the basis for calculating visibility splays. If a full planning application, for this development, is submitted then the detailed design will be accompanied by a Road Safety Audit.

5. COLLISION STATISTICS

- 5.1 Data published by the Sussex Safer Roads Partnership, attached as Appendix 3, shows that in three years, from 1st January 2009 to the 31st December 2013, there have been no collisions in the vicinity of the site on Roundstone Lane. As stated previously, the traffic impact and access design will not adversely influence Roundstone Lane; as a result there are no reasons to assume that this safety record would be affected by the proposed development.

6. CONCLUSION AND RECOMMENDATION

- 6.1 The outline planning application proposes to use the existing site access for 18 new residential units. The current access layout and design can accommodate the additional traffic impact without the need for significant highway works.
- 6.2 It is recommend that this outline planning application is approved and that conditions regarding the details of the access construction are secured as part of the full planning application.

APPENDIX 1 – Site Location Plan

APPENDIX 1: SITE LOCATION PLAN



APPENDIX 2 – TRICS DATA

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLESSelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
03	SOUTH WEST	
	CW CORNWALL	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WO WORCESTERSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days
08	NORTH WEST	
	CH CHESHIRE	3 days
09	NORTH	
	CB CUMBRIA	1 days
10	WALES	
	CM CARMARTHENSHIRE	1 days
	CP CAERPHILLY	1 days
11	SCOTLAND	
	AG ANGUS	1 days
	EA EAST AYRSHIRE	1 days
	FA FALKIRK	1 days
	PK PERTH & KINROSS	1 days
12	CONNAUGHT	
	CS SLIGO	1 days
	GA GALWAY	1 days
	RO ROSCOMMON	1 days
13	MUNSTER	
	CR CORK	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	CV CAVAN	1 days
	DN DONEGAL	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: 7 to 48 (units:)
 Range Selected by User: 4 to 50 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 07/10/13

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	1 days
Tuesday	11 days
Wednesday	2 days
Thursday	9 days
Friday	2 days
Saturday	1 days
Sunday	4 days

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

Selected survey types:

Manual count	30 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:

Suburban Area (PPS6 Out of Centre)	16
Edge of Town	14

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	22
Built-Up Zone	1
No Sub Category	7

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:**

C3	29 days
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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	9 days
5,001 to 10,000	3 days
10,001 to 15,000	11 days
15,001 to 20,000	6 days
20,001 to 25,000	1 days

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

Population within 5 miles:

5,000 or Less	2 days
5,001 to 25,000	8 days
25,001 to 50,000	4 days
50,001 to 75,000	2 days
75,001 to 100,000	7 days
100,001 to 125,000	5 days
125,001 to 250,000	2 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	11 days
1.1 to 1.5	18 days
1.6 to 2.0	1 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	1 days
No	29 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.

LIST OF SITES relevant to selection parameters

1	AG-03-A-01	BUNGALOWS/ DET.		ANGUS
	KEPTIE ROAD			
	ARBROATH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	7		
	Survey date: TUESDAY	22/05/12		Survey Type: MANUAL
2	CA-03-A-03	SEMI -DET.		CAMBRI DGESHI RE
	SUGAR WAY			
	WOODSTON			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	28		
	Survey date: SUNDAY	11/05/08		Survey Type: MANUAL
3	CA-03-A-04	DETACHED		CAMBRI DGESHI RE
	THORPE PARK ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	9		
	Survey date: TUESDAY	18/10/11		Survey Type: MANUAL
4	CB-03-A-03	SEMI DETACHED		CUMBRIA
	HAWKSHEAD AVENUE			
	WORKINGTON			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	40		
	Survey date: THURSDAY	20/11/08		Survey Type: MANUAL
5	CH-03-A-04	DETACHED/ SEMI -DET.		CHESHI RE
	LIME TREE AVENUE			
	CREWE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	25		
	Survey date: SUNDAY	19/10/08		Survey Type: MANUAL
6	CH-03-A-05	DETACHED		CHESHI RE
	SYDNEY ROAD			
	SYDNEY			
	CREWE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	17		
	Survey date: TUESDAY	14/10/08		Survey Type: MANUAL
7	CH-03-A-08	DETACHED		CHESHI RE
	WHITCHURCH ROAD			
	BOUGHTON HEATH			
	CHESTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	11		
	Survey date: TUESDAY	22/05/12		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	CM-03-A-01	DETAT./ BG'LOWS		CARMARTHENSHIRE
	TREVAUGHAN ROAD			
	TREVAUGHAN			
	CARMARTHEN			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	17		
	Survey date: SATURDAY	13/09/08		Survey Type: MANUAL
9	CP-03-A-02	SEMI DETACHED		CAERPHILLY
	THE RISE			
	PENGAM			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	41		
	Survey date: MONDAY	05/09/05		Survey Type: MANUAL
10	CR-03-A-01	BUNGALOWS		CORK
	CURRAGH ROAD			
	TURNER'S CROSS			
	CORK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	48		
	Survey date: THURSDAY	08/12/05		Survey Type: MANUAL
11	CS-03-A-02	DETACHED		SLIGO
	CHURCH HILL			
	SLIGO			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	35		
	Survey date: THURSDAY	14/06/07		Survey Type: MANUAL
12	CV-03-A-01	DETACHED		CAVAN
	DUBLIN ROAD			
	CAVAN			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	37		
	Survey date: TUESDAY	18/12/12		Survey Type: MANUAL
13	CW-03-A-01	TERRACED		CORNWALL
	ALVERTON ROAD			
	PENZANCE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	13		
	Survey date: THURSDAY	30/06/05		Survey Type: MANUAL
14	DN-03-A-02	DETACHED		DONEGAL
	GLENFIN ROAD			
	BALLYBOFEY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	7		
	Survey date: THURSDAY	05/09/13		Survey Type: MANUAL
15	EA-03-A-01	DETACHED		EAST AYRSHIRE
	TALISKER AVENUE			
	KILMARNOCK			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	39		
	Survey date: THURSDAY	05/06/08		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16	ES-03-A-02	PRIVATE HOUSING	EAST SUSSEX
	SOUTH COAST ROAD		
	PEACEHAVEN		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	37	
	Survey date: FRIDAY	18/11/11	Survey Type: MANUAL
17	FA-03-A-01	SEMI-DETACHED/ TERRACED	FALKIRK
	MANDELA AVENUE		
	FALKIRK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	37	
	Survey date: THURSDAY	30/05/13	Survey Type: MANUAL
18	GA-03-A-03	SEMI DET./ TERRACED	GALWAY
	MONEENEISHA ROAD		
	WELLPARK		
	GALWAY		
	Suburban Area (PPS6 Out of Centre)		
	Built-Up Zone		
	Total Number of dwellings:	24	
	Survey date: WEDNESDAY	20/09/06	Survey Type: MANUAL
19	LE-03-A-01	DETACHED	LEICESTERSHIRE
	REDWOOD AVENUE		
	MELTON MOWBRAY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	11	
	Survey date: TUESDAY	03/05/05	Survey Type: MANUAL
20	LN-03-A-03	SEMI DETACHED	LINCOLNSHIRE
	ROOKERY LANE		
	BOULTHAM		
	LINCOLN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	22	
	Survey date: TUESDAY	18/09/12	Survey Type: MANUAL
21	NF-03-A-01	SEMI DET. & BUNGALOWS	NORFOLK
	YARMOUTH ROAD		
	CAISTER-ON-SEA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	27	
	Survey date: TUESDAY	16/10/12	Survey Type: MANUAL
22	NY-03-A-02	DETACHED	NORTH YORKSHIRE
	CLOTHERHOLME ROAD		
	RIPON		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	22	
	Survey date: SUNDAY	21/09/08	Survey Type: MANUAL
23	NY-03-A-04	PRIVATE HOUSING	NORTH YORKSHIRE
	HORSEFAIR		
	BOROUGHBRIDGE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	23	
	Survey date: SUNDAY	14/09/08	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

24	NY-03-A-07	DETACHED & SEMI DET.	NORTH YORKSHIRE
	CRAVEN WAY		
	BOROUGHBRIDGE		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	23	
	Survey date: TUESDAY	18/10/11	Survey Type: MANUAL
25	PK-03-A-01	DETAC. & BUNGALOWS	PERTH & KINROSS
	TULLYLUMB TERRACE		
	GORNHILL		
	PERTH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	36	
	Survey date: WEDNESDAY	11/05/11	Survey Type: MANUAL
26	RO-03-A-02	SEMI DET. & BUNGALOWS	ROSCOMMON
	SLIGO ROAD		
	BALLAGHADERREEN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	31	
	Survey date: THURSDAY	14/07/11	Survey Type: MANUAL
27	SF-03-A-04	DETACHED & BUNGALOWS	SUFFOLK
	NORMANSTON DRIVE		
	LOWESTOFT		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	7	
	Survey date: TUESDAY	23/10/12	Survey Type: MANUAL
28	SH-03-A-03	DETACHED	SHROPSHIRE
	SOMERBY DRIVE		
	BICTON HEATH		
	SHREWSBURY		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	10	
	Survey date: FRIDAY	26/06/09	Survey Type: MANUAL
29	WO-03-A-01	DETACHED	WORCESTERSHIRE
	MARLBOROUGH AVENUE		
	ASTON FIELDS		
	BROMSGROVE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	10	
	Survey date: THURSDAY	23/06/05	Survey Type: MANUAL
30	WO-03-A-02	SEMI DETACHED	WORCESTERSHIRE
	MEADOWHILL ROAD		
	REDDITCH		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	48	
	Survey date: TUESDAY	02/05/06	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	30	25	0.071	30	25	0.232	30	25	0.303
08:00 - 09:00	30	25	0.206	30	25	0.396	30	25	0.602
09:00 - 10:00	30	25	0.191	30	25	0.268	30	25	0.459
10:00 - 11:00	30	25	0.186	30	25	0.224	30	25	0.410
11:00 - 12:00	30	25	0.195	30	25	0.218	30	25	0.413
12:00 - 13:00	30	25	0.237	30	25	0.221	30	25	0.458
13:00 - 14:00	30	25	0.271	30	25	0.245	30	25	0.516
14:00 - 15:00	30	25	0.274	30	25	0.298	30	25	0.572
15:00 - 16:00	30	25	0.278	30	25	0.222	30	25	0.500
16:00 - 17:00	30	25	0.404	30	25	0.267	30	25	0.671
17:00 - 18:00	30	25	0.441	30	25	0.280	30	25	0.721
18:00 - 19:00	30	25	0.334	30	25	0.228	30	25	0.562
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.088			3.099			6.187

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 7 - 48 (units:)
 Survey date date range: 01/01/05 - 07/10/13
 Number of weekdays (Monday-Friday): 25
 Number of Saturdays: 1
 Number of Sundays: 4
 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.

APPENDIX 3 – Collision Statistics

APPENDIX 3: COLLISION DATA

