



**BEXSTONE HOUSE, BARNHAM,
EASTERGATE**

Residential Development

Transport Statement

**Prepared on behalf of
Ms C. Hewitt**

CRHW/18/4274s

June 2018

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Appendix B	ATC Survey Data
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Appendix E	TRICS Output

1 INTRODUCTION

- 1.1.1 This Transport Statement has been prepared by Russell Giles Partnership Ltd (RGP) on behalf of Ms C. Hewitt to support a planning application for a residential development at Bexstone House, Barnham. The application site is located on the southern side of the B2233 (Barnham Road), c.1km to the northwest of Barnham village centre. The site location is shown in **Plan 01** and **Figure 1.1**.

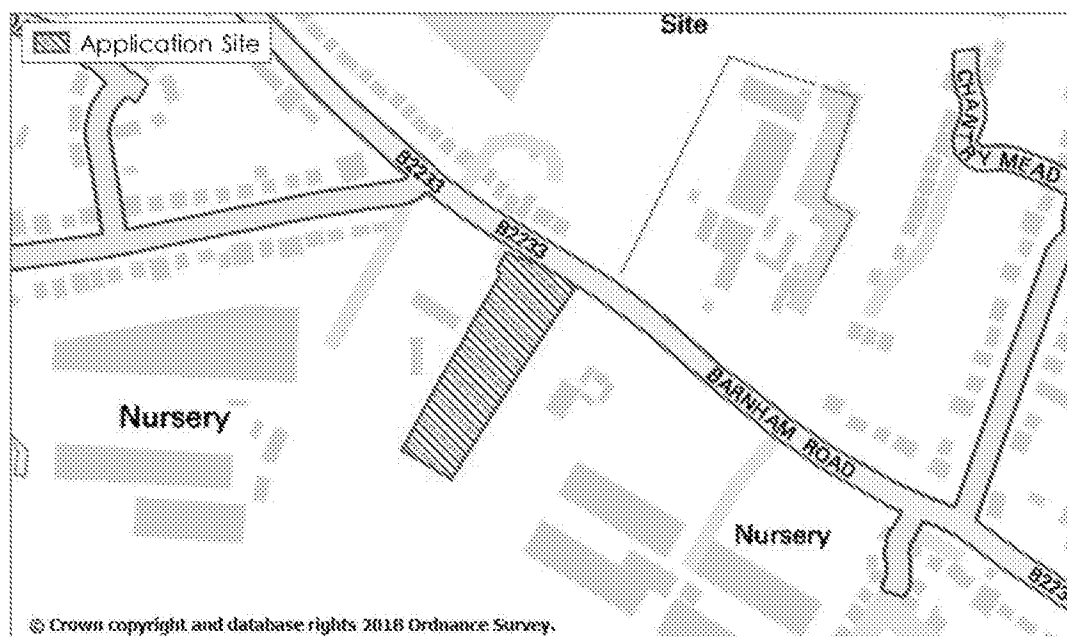


Figure 1.1: Application Site Location

- 1.1.2 The application site currently comprises a single residential property known as 'Bexstone House' and previously accommodated a horticultural nursery. The horticultural use remains a permitted site use and could be reverted to without the requirement to make a planning application.
- 1.1.3 The development proposals would involve the demolition of the existing property to be replaced by 10 dwellings and associated access adjoining the B2233 (Barnham Road).

Scope of Transport Statement

- 1.1.4 This Transport Statement (TS) outlines the key transport planning matters in accordance with national, regional and local planning guidance, reviewing the site's accessibility, relevant planning history, the proposed development layout, car and cycle parking requirements, access arrangements, servicing arrangements, and the proposed trip impact on the local road network.
- 1.1.5 The remainder of this report is comprised of the following:

- (i) **Section 2** sets out the baseline transport conditions in the local area and highway network, and provides a review of highway safety and convenience;
- (ii) **Section 3** provides an assessment of the proposed access and internal layout design considered against relevant design guidance;
- (iii) **Section 4** considers the anticipated traffic impact on the local highway network supported by trip generation assessment; and
- (iv) **Section 5** provides a summary of the TS conclusions.

2 BASELINE CONDITIONS

2.1 Site Location and Description

- 2.1.1 The application site covers an area of approximately 0.6ha on the southern side of the B2233 (Barnham Road), c.1km to the north-west of Banham village centre. The site is bordered by the B2233 (Barnham Road) to the north, residential properties to the east and west, and agricultural fields to the south. The site context is shown in **Figure 2.1**.



Figure 2.1: Aerial View of Site Location

- 2.1.2 Vehicle access to the site is currently served from a c.3m wide driveway access adjoining the southern side of the B2233 (Barnham Road). The access serves Bexstone House as well as an adjacent residential property. The existing vehicle access is shown in **Figure 2.2**.



Figure 2.2: Existing Vehicle Access

2.2 Local Road Network

- 2.2.1 The A2233 (Barnham Road) runs northwest-southeast between the A27 and the A259, providing a route through Eastergate, Barnham and Yapton village centres. The road is a 2-way single carriageway and is subject to a 30mph speed limit in the vicinity of the site. The carriageway is c.7m wide, flanked by a c.1.5m wide footway on its northern side, and bordered by grass banks and vegetation on its southern side. The B2233 (Barnham Road) is shown in **Figure 2.3**.



Figure 2.3: The B2233 Barnham Road Heading Northwest

2.3 Wider Highway Network

- 2.3.1 The B2233 joins the A29 c.750m to the northwest of the site which provides a north-south route facilitating access to Bognor Regis, Pulborough and Billingshurst. The A29 joins the A27 by way of a roundabout at Fontwell and the B2233 joins the westbound running lane of the A27 c.3.5m to the north-west of the site. The A27 provides an east-west route along the south coast providing access locally to Portsmouth, Chichester, Worthing and Brighton.

- 2.3.2 Approximately 5.8m to the southeast of the site the B2233 joins the A259 which provides access to Bognor Regis and Littlehampton. The site's location in the context of the wider highway network is shown in **Figure 2.4**.

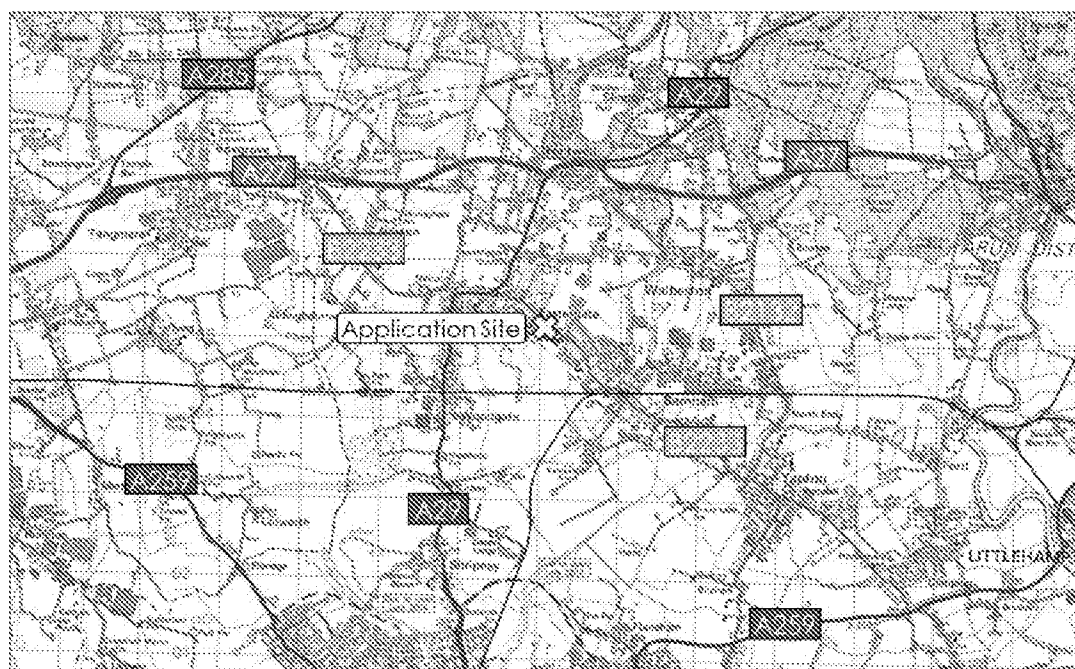


Figure 2.4: Wider Highway Network

2.4 A29 Realignment

- 2.4.1 The application site is situated within close proximity of the proposed A29 realignment and access route through the major strategic Barnham/Eastergate/Westergate site allocation. The proposed scheme would involve the construction of a new road providing access to strategic housing site.
- 2.4.2 The proposed road would run north-south between the A29 Fontwell Avenue and the A29 Lidsey Road and would include a new roundabout situated c.200m to the east of the site.

2.5 Accessibility Credentials

Pedestrian Accessibility

- 2.5.1 The B2233 is flanked by a c.1.5 wide pedestrian footway on its northern side. The footway provides a continuous link to Eastergate and Barnham village centres providing pedestrian access to a range of services and amenities. The footway is shown in **Figure 2.5**.



Figure 2.5: Footway Flanking the A2233 Barnham Road

- 2.5.2 The Chartered Institute of Highways and Transportation (CIHT) publication 'Providing for Journeys on Foot' (2000) states that the average length of a journey on foot is 1km. It further recommends a preferred maximum walking distance of 2km for commuting journeys. As shown in the **Plan 01**, a range of local services and amenities including local bus stops, and Barnham railway station are all located within walking distance of the site.

Cycle Accessibility

- 2.5.3 The National Cycle Route No.2 and the South Coast Cycle Route are situated c.3.7km to the southeast of the site and provides cycle access to Chichester, Bognor Regis and Littlehampton. In addition, there are a number of local cycle routes in the vicinity of the site which provide more direct access to Chichester. The local cycle routes are shown in **Figure 2.6** and on **Plan 01**.

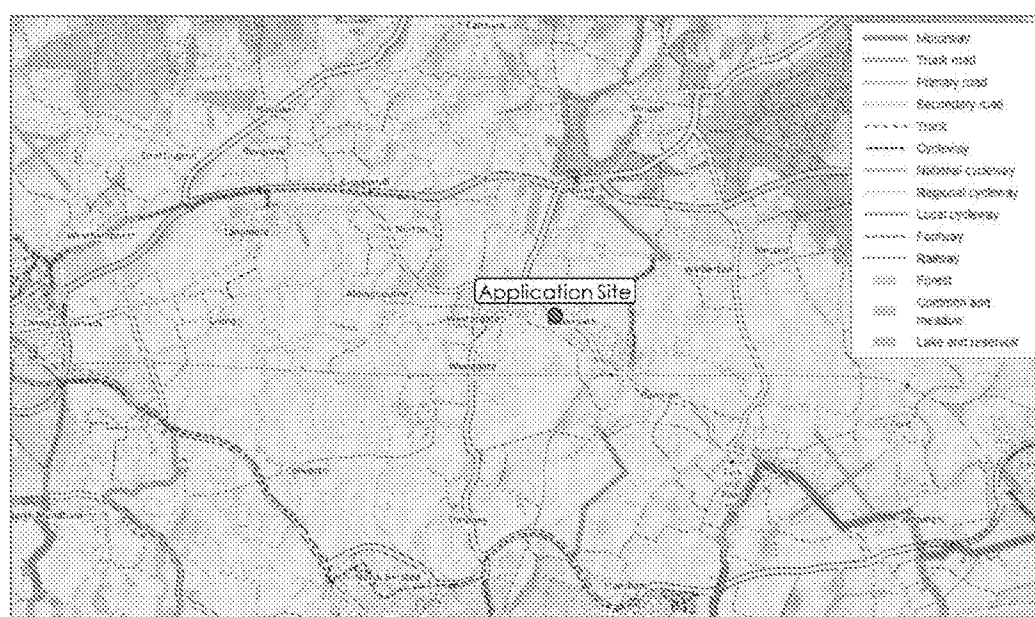


Figure 2.6: Local Cycle Routes

- 2.5.4 The CIHT's publication 'Cycle Friendly Infrastructure' (1996), suggests that reasonably fit individuals can comfortably cycle a distance of 8km to workplace destinations. Chichester and Bognor Regis are therefore accessible by bicycle from the site.

Accessibility by Bus

- 2.5.5 The 'Church Lane' bus stops (northbound and southbound) are located c.190m to the north of the site and serve the no. 66A, 66C and 85A services, providing access to Bognor Regis and Chichester. In addition, the 'Collin Close' bus stops are located c.750m to the north of the site providing additional services to Chichester. A summary of services available from local stops is provided in **Figure 2.6**.

Service No.	Route Summary	Typical Frequency	Operating Hours
66A/66C	Bognor Regis - Yapton - Bognor Regis	Mon-Sat: 1 every 2 hours	Mon-Sat: 07:55 – 16:52
85	Arundel - Fontwell - Chichester	Mon-Sat: 3 per day	Mon-Fri: 07:19 – 16:14 Sat: 08:19 – 16:14
85A	Arundel - Barnham - Chichester	Mon-Sat: 2 per day	Mon-Sat: 10:18 – 14:18
665	Chichester - Westergate College	Mon-Fri: 1 every school day	Mon-Fri: 07:51 – 14:52

Figure 2.6: Services Available from Local Bus Stops

Accessibility by Rail

- 2.5.6 Barnham railway station is located c.1.1km to the southeast of the site and is therefore accessible on foot or by cycle based on CIHT guidance. The station provides regular services to Bognor Regis, Portsmouth, Brighton and London Victoria. A summary of services available from Chichester railway station are provided in **Figure 2.7**.

Destination	Route Summary	Typical Journey Time	Typical Frequency
Bognor Regis	Barnham – Bognor Regis	6 – 7min	4 per hour
Littlehampton	Barnham – Littlehampton	11 min	2 per hour
Worthing	Barnham – Worthing	17 – 24min	2 per hour
Portsmouth	Barnham – Chichester – Havant – Portsmouth	32 – 46min	4 per hour
Brighton	Barnham – Worthing – Lancing – Shoreham-by-Sea – Hove – Brighton	42 – 50min	2 per hour
Southampton	Barnham – Chichester – Havant – Fareham – Southampton	1hr – 1hr 4min	4 per hour
London Victoria	Barnham – Horsham – Crawley – Gatwick Airport – Clapham Junction – London Victoria	1hr 24min – 1hr 38min	4 per hour

Figure 2.7: Services Available from Barnham Railway Station

- 2.6.5 Incident B occurred at 3:20:00 PM on Friday 13th December 2013 and involved a collision between a car and a child pedestrian crossing the B2233 (Barnham Road). The incident was likely related to a journey from Eastergate Primary School. This incident does not suggest an issue for future residents of the proposed development who would be able to utilise the well-trodden route on the grass bank on the southern side of the B2233 (Barnham Road).
- 2.6.6 It is concluded that the incidents do not raise any highway safety concerns that could be exacerbated by the proposed development.

2.7 Traffic Survey Data

- 2.7.1 To establish the speeds of vehicles and the volume of traffic in the vicinity of the site, a 7-day Auto Traffic Count (ATC) survey was undertaken by Modal Data between 19th and 27th May 2018 on the B2233 (Barnham Road). The results of the survey are summarised in **Figure 2.9**. The full ATC data output is attached at **Appendix B**.

Direction	Average Speed	85th Percentile Design Speed	Annual Average Daily Traffic (AADT)	HGV Percentage
Eastbound	31.5mph	35.6mph	5902	0.9%
Westbound	31.9mph	36.4mph	6159	0.6%

Figure 2.9: Summary of ATC Survey

3 PROPOSED DEVELOPMENT

- 3.1.1 The proposed development would involve the demolition of an existing residential property to be replaced by 10 new dwellings. The development would also include the construction of a reformed access adjoining the southern side of the B2233 (Barnham Road). The proposed site layout is attached at **Appendix C** and the proposed accommodation schedule is shown in **Figure 3.1**.

Unit Type		Number of Units
Affordable	2 Bed House	2
	3 Bed House	1
Private	4 Bed House	7
Total		10

Figure 3.1: Accommodation Schedule

3.2 Vehicle Access

- 3.2.1 Vehicle access to the site would be served from a new access, replacing the existing driveway access. The access would serve the proposed dwellings as well as the adjacent property to the west of the site.
- 3.2.2 The proposed access would take the form of a T-junction with a simple priority arrangement flanked by a footway on its eastern side. The access would be 5.5m wide and would be supported by 6.0m bellmouth radii. The proposed access geometries would allow concurrent car movements and can accommodate access/egress by large emergency and service vehicles. A vehicle tracking exercise demonstrating these manoeuvres has been undertaken in **Drawing 2018/4274/001**.

Visibility

- 3.2.3 Visibility requirements from the access have been based on the 85th percentile design speeds as identified in the 7-day ATC survey on The B2233 (Barnham Road). The surveys identified an eastbound design speed of 35.6mph, and a westbound design speed of 36.4mph.
- 3.2.4 Using the calculation coefficients set out in 'Manual for Streets' (MfS) guidance, stopping site distance (adjusted for bonnet length) of 56.8m would be required in the primary direction (looking east), and 55.0m in the secondary direction (looking west). Accordingly, visibility from the access achieves the necessary sightlines in both directions as demonstrated in **Drawing 2018/4274/001**.

3.3 Pedestrian Access

- 3.3.1 The proposed vehicle access would be flanked by a 1.8m wide footway on its eastern side. The footway would connect with the existing footway on the northern side of the B2233 (Barnham Road) by way of a pedestrian crossing in the form of dropped kerbs and tactile paving.

3.4 Emergency Access

- 3.4.1 The geometric design of the access would allow fire tenders (the largest emergency vehicle) to comfortably negotiate the proposed access. A vehicle tracking exercise has been undertaken demonstrating a larger and less manoeuvrable refuse vehicle negotiating the site access in **Drawing 2018/4274/001**.
- 3.4.2 The proposed development would provide access within 45m of all buildings, in accordance with Building Regulation requirements for emergency vehicles. A minimum carriageway width of 3.7m is maintained throughout the site in accordance with Building Regulation requirements.

3.5 Servicing Arrangements

- 3.5.1 The site's internal layout is such that large refuse collection vehicles can perform turning manoeuvres within the site, allowing refuse vehicles to safely enter and exit the site in a forward gear. A vehicle swept path analysis demonstrating a refuse vehicle negotiating the site access and performing turning manoeuvres has been undertaken in **Drawing 2018/4274/001**.
- 3.5.2 Bin carry distances for residents and collectors would be within the maximum thresholds set out in MfS (25m for collectors and 30m for residents).

3.6 Internal Layout

- 3.6.1 The site's access road would continue into the site providing direct access to all dwellings. The road would retain a width of 5.5m and would be flanked by a footway on its southern/western side for the initial 120m. The footway would connect with the footway at the access by way of a pedestrian crossing.
- 3.6.2 The remaining 65m of carriageway would use a shared surface arrangement in accordance with MfS design guidance which suggests that shared surfaces are appropriate where carriageways form cul-de-sacs, where the volume of traffic movements are below 100 per hour, and where parking is controlled or it takes place in designated areas.

- 3.6.3 A turning head would be located at the southern end of the access road enabling large emergency and service vehicles to turn within the site, allowing vehicles to enter and exit the site in a forward gear.

3.7 Parking Provision

Car Parking

- 3.7.1 The proposed car parking provision has been provided in line with the anticipated parking demand as determined by WSCC's Residential Car Parking Demand Calculator tool. A summary of the anticipated demand and proposed provision is shown in **Figure 3.2** and the full calculator output is attached at **Appendix D**.

	WSCC Residential Car Parking Demand	Proposed Provision
Allocated	25	30
Unallocated	3	2
Total	28	27

Figure 3.2: Proposed Car Parking Provision

- 3.7.2 Allocated car parking would take place within garages, driveways, and a small parking court. Visitor parking would comprise perpendicular bays located to the north of the site. All spaces would use MfS standard bay dimensions of 2.4m x 4.8m with 6.0m+ reversing distances allowing vehicles to comfortably manoeuvre to and from spaces. A vehicle swept path analysis demonstrating parking manoeuvres is provided in **Drawing 2018/4274/002**.

Cycle Parking

- 3.7.3 Cycle parking would be provided in accordance with the minimum cycle parking standards identified in WSCC's 'Guidance for Parking in New Residential Developments' (September 2010). A summary of the required and proposed cycle parking provision is shown in **Figure 3.3**.

Unit Type	WSCC Minimum Cycle Parking Standard	Proposed Provision
1 – 2 Bed House	1 space	1 space
3+ Bed House	2 spaces	2 spaces

Figure 3.3: Cycle Parking Provision

- 3.7.4 Cycle parking would take place within the curtilage of the proposed dwellings within garages or cycle stores located in the rear gardens of properties.

4 TRIP GENERATION AND TRAFFIC IMPACT

4.1.1 To assess the traffic impact of the proposals, the TRICS database (version 7.5.1) has been interrogated to anticipate the likely traffic volumes that would be generated by the proposed dwellings. The development would result in a net increase of 9 dwellings at the site and as such, the trip assessment is based on 9 units.

4.1.2 To establish the number of the trips generated by the proposed development, the following parameters have been used to filter the TRICS database:

- (i) Land Use: Residential (Houses, Privately Owned)
- (ii) Regions: England (excluding Greater London)
- (iii) Number of Dwellings: 6 – 30 Units
- (iv) Date Range: 01/01/10 – 22/09/17
- (v) Count Type: Manual
- (vi) Selected Days: Weekdays
- (vii) Selected Locations: Suburban Area, Edge of Town

4.1.3 The TRICS output is provided at **Appendix E**, whilst a summary of the weekday peak hour and daily trip rates, along with the subsequent vehicle movements associated with the development is provided in **Figure 4.1**.

TRICS Trip Rate per Dwelling (9 Dwellings)			
	Arrivals	Departures	Two-way Total
AM Peak Hour	0.178	0.400	0.578
PM Peak Hour	0.400	0.144	0.544
Daily Traffic	2.713	2.565	5.278
TRICS Vehicle Trip Generation			
AM Peak Hour	2	4	5
PM Peak Hour	4	1	5
Daily Traffic	24	23	48

Figure 4.1: Anticipated Trip Generation

4.1.4 The TRICS assessment suggests that the development would generate an additional 48 daily 2-way vehicle movements of which 5 would occur in each of the networks AM and PM peak traffic hours (08:00- 09:00 and 17:00-18:00).

4.2 Traffic Impact

- 4.2.1 The number of daily vehicle trips generated by the proposed development and the low number of movements during the local road network AM and PM peak traffic hours would have a negligible impact upon local road network in terms of highway capacity and safety.
- 4.2.2 It should be recognised that the assessment does not account for the previous horticultural site use, which if applied to this assessment would likely put the impact into the negative.

5 SUMMARY AND CONCLUSION

5.1.1 This TS has been prepared by RGP on behalf of Ms C. Hewitt to support a planning application for a residential development at Bexstone House, Barnham. The development would involve the construction of 10 residential dwellings and associated vehicle access. The findings from this report are as follows:

- (i) The site is located approximately 1km to the northwest of Barnham village centre. A range of services and amenities including local bus stops and Barnham railway station are accessible on foot from the site. The site therefore has good non-car sustainability.
- (ii) A study of PIA incidents in the vicinity of the site found no pattern in terms of location, frequency and severity that would be of concern to highway safety in a post development context.
- (iii) The development would be served from a reformed access adjoining the southern side of the B2233 Barnham Road, flanked by a footway on its eastern side. The access would serve the development site as well as the adjacent residential property as shown in **Drawing 2018/4274/001**.
- (iv) Visibility from the access achieves the necessary sight lines in both the primary and secondary directions in accordance with the recorded 85th percentile design speeds using the calculation coefficients set out in MfS.
- (v) The proposal would not compromise the major road proposals in the vicinity of the site.
- (vi) The site's internal carriageway geometries are such that large service vehicles can negotiate internal roads and perform turning manoeuvres within the site, allowing service vehicles to enter and exit the site in a forward gear. Bin carry distances between properties and collectors would be within the maximum thresholds set out in MfS from all properties.
- (vii) The proposed development's parking provision has been provided in line with both WSCC's Residential Parking Demand Calculator tool. Cycle parking has been provided in accordance with WSCC residential cycle parking standards.
- (viii) The TRICS database has been interrogated to assess the likely traffic volumes that will be generated by the proposed development. The TRICS assessment suggests that the development will generate an additional 48 daily vehicle trips, with an additional 5 trips in the network AM / PM peak traffic hours.

- (ix) The number of daily vehicle trips generated by the proposed development and the movements during the AM and PM peak traffic hours would have a negligible impact upon local road network in terms of highway capacity and safety. If the proposal is compared against the site's horticultural history, then the traffic impact would likely be in the negative.

PLANS

BUS SERVICE - Local Bus Stops			
Service	Route Summary	Typical frequency	Operating Hours
66A/66C	Bognor Regis - Yapton - Bognor Regis	Mon-Sat: 1 every 2 hours	Mon-Sat: 07:55 – 16:52
85	Arundel - Fontwell - Chichester	Mon-Sat: 3 per day	Mon-Fri: 07:19 – 16:14 Sat: 08:19 – 16:14
85A	Arundel - Barnham - Chichester	Mon-Sat: 2 per day	Mon-Sat: 10:18 – 14:18
665	Chichester - Westergate College	Mon-Fri: 1 every school day	Mon-Fri: 07:51 – 14:52

RAIL - 11 Miles to Barnham Railway Station			
Destination	Route Summary	Typical Journey time	Typical frequency
Bognor Regis	Barnham – Bognor Regis	6 – 7min	4 per hour
Littlehampton	Barnham – Littlehampton	11 min	2 per hour
Worthing	Barnham – Worthing	17 – 24min	2 per hour
Portsmouth	Barnham – Chichester – Havant – Portsmouth	32 – 46min	4 per hour
Brighton	Barnham – Worthing – Lancing – Shoreham-by-Sea – Hove – Brighton	42 – 50min	2 per hour
Southampton	Barnham – Chichester – Havant – Fareham – Southampton	1hr – 1hr 4min	4 per hour
London Victoria	Barnham – Horsham – Crawley – Gatwick Airport – Clapham Junction – London Victoria	1hr 24min – 1hr 38min	4 per hour
Bognor Regis	Barnham – Bognor Regis	6 – 7min	4 per hour

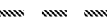
LEGEND



SITE LOCATION



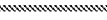
RAIL STATION



RAILWAY



BUS STOPS



CYCLE ROUTES



1KM ISOCHRONE



2KM ISOCHRONE



RETAIL



EDUCATION



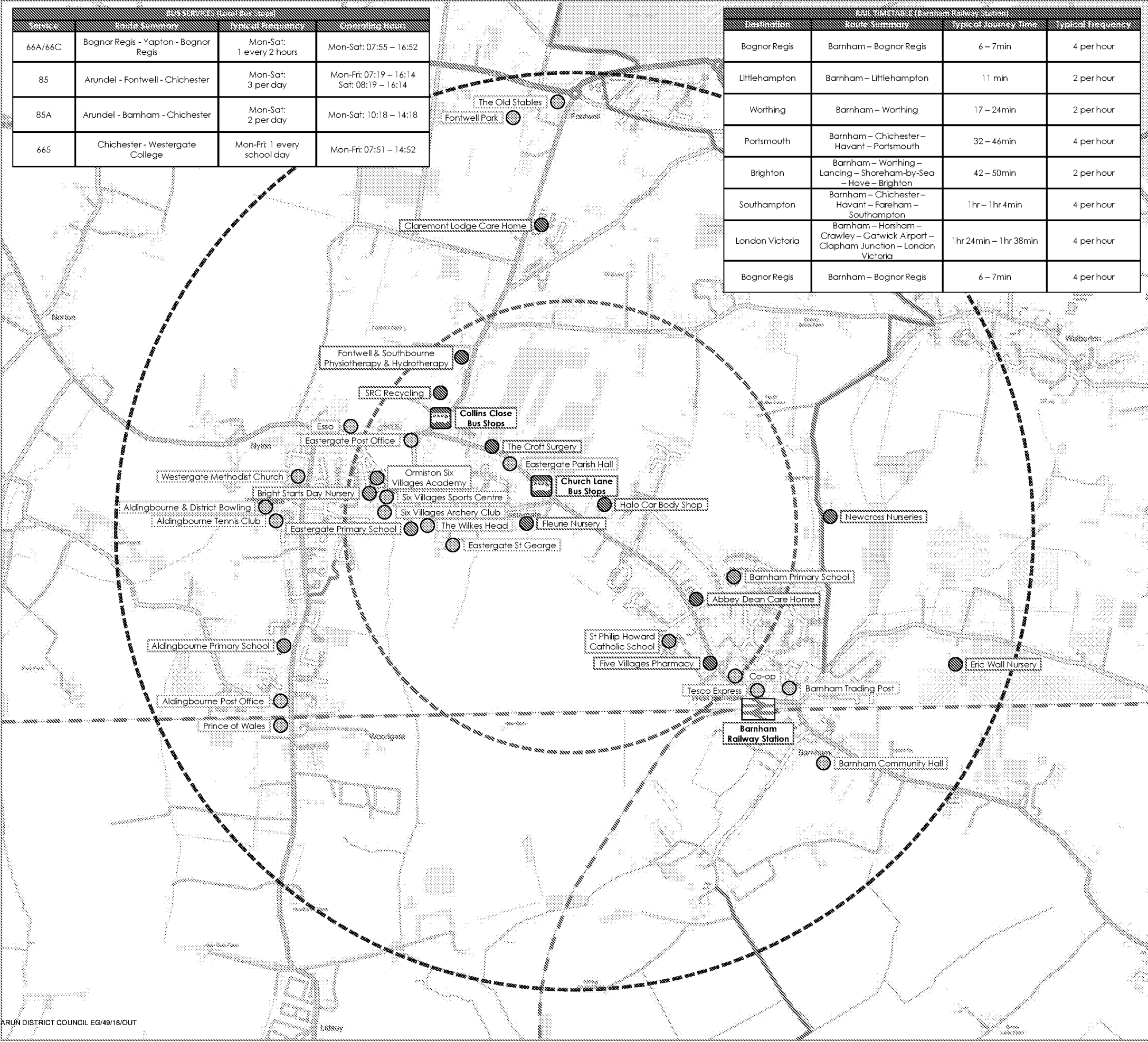
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HEALTH CARE



INDUSTRIAL



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Client: Christine Hewitt

Project: Bexstone House

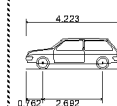
Title: Site Location & Accessibility Plan

Plan No:	Job No:	Date:	Scale:
Plan 01	4274	May 2018	NTS

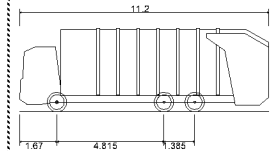
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EJD	ALB	ALB	-

DRAWINGS

Data Box	
Vehicle Movements	53 Site Vehicle Movements Per Day
AADT Eastbound	5902
AADT Westbound	6159
AM Peak Hour	2 Arrivals, 4 Departures
PM Peak Hour	4 Arrivals, 1 Departures
Speed Eastbound	35.6 mph
Speed Westbound	36.4 mph
Posted Speed Limit	30mph



DB32 Private Car	
Overall Length	4.223m
Overall Width	1.715m
Overall Body Height	1.392m
Min Body Ground Clearance	0.233m
Max Track Width	1.629m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.780m



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)	
Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, note the following:

- Buried services
- Overhead cable
- Working in live carriageway
- Public being struck by moving plant
- Excavations close to existing structures

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement

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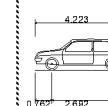
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Christine Hewitt

Bexstone House, Barnham Road,
Eastergate

Proposed Access Visibility Splays Realignment

Starts	Drawn By	Checked By	Approved By
1:200	SMO	ALB	PMR
Date	Drawing No.	Rev.	
May 2018	2018-4274-001	-	



DB32 Private Car	
Overall Length	4.223m
Overall Width	1.715m
Overall Body Height	1.392m
Min Body Ground Clearance	0.233m
Max Track Width	1.629m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.780m

RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, note the following:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement

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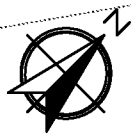
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Bexstone House, Barnham Road,
Eastergate

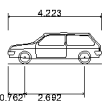
Internal Swept Path Analysis Parking Manoeuvres

Series	Accession by	Checked By	Registered By
1:200	SMO	ALB	PMR
Date	Inventory no.	Rev.	
May 2018	2018-4274-002	-	

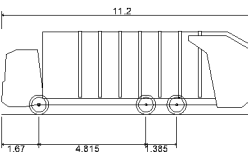


-LEGEND-

Site Boundary
Existing Road
Markings



DB32 Private Car
Overall Length 4.223m
Overall Width 1.715m
Overall Body Height 1.392m
Min Body Ground Clearance 0.235m
Max Track Width 1.628m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.780m



Phoenix 2 Duo (F2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 2.530m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, note the following:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

This map is based on representations from Clearance Survey material with the permission of Clearance Survey on behalf of the contractor of the Highway's Stationary Office, Ltd.
Drawn: Christine Hewitt, Date: 10/10/2018, ALB/2018/128
This drawing is based upon Clearance Survey mapping. RGP accepts no liability for any inaccuracies with the data.



Roadway Planning and Infrastructure Design Consultants
Units 2, West Farm, Horncastle, Lincolnshire, England, LN12 8JF
Tel: 01522 5141418
www.rgp.co.uk

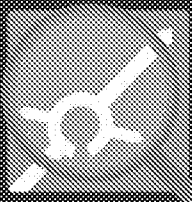
Christine Hewitt

Project: Bexstone House, Barnham Road, Eastergate

Project Title: Internal Swept Path Analysis and Concurrent Car Movement

Scale: 1:200	Drawn by: SMO	Checked by: ALB	Approved by: PMR
Date: May 2018	Drawing No: 2018-4274-003	Rev: -	

APPENDIX A



crashmap.co.uk

Crash Date: Saturday, October 10, 2015 **Time of Crash:** 10:29:00 AM **Crash Reference:** 2015471505944

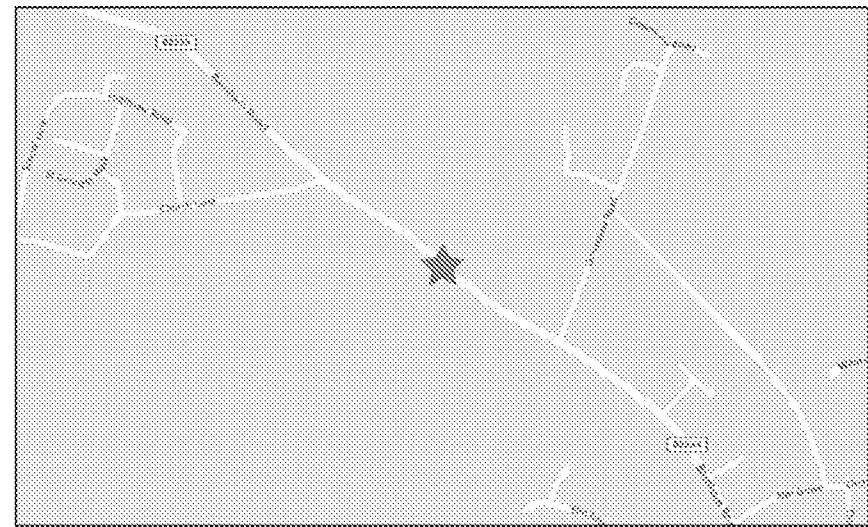
Highest Injury Severity: Slight
Highway Authority: West Sussex
Local Authority: Arun District
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Using private drive or entrance
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: B2233

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 495148 105164

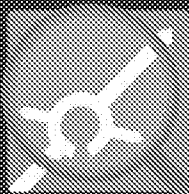


For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions

Page 1 of 2 5/30/2018 1:44:44 PM



INSIGHTwarehouse



Vehicles involved

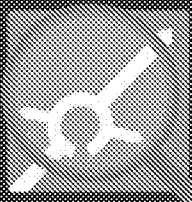
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	13	Female	21 - 25	Vehicle is in the act of turning right	Back	Other	None	None
2	Motorcycle over 500cc	-1	Male	56 - 65	Vehicle is passing another moving vehicle on its offside	Did not impact	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions





crashmap.co.uk

Crash Date: Friday, December 13, 2013 **Time of Crash:** 3:20:00 PM **Crash Reference:** 2013471306783

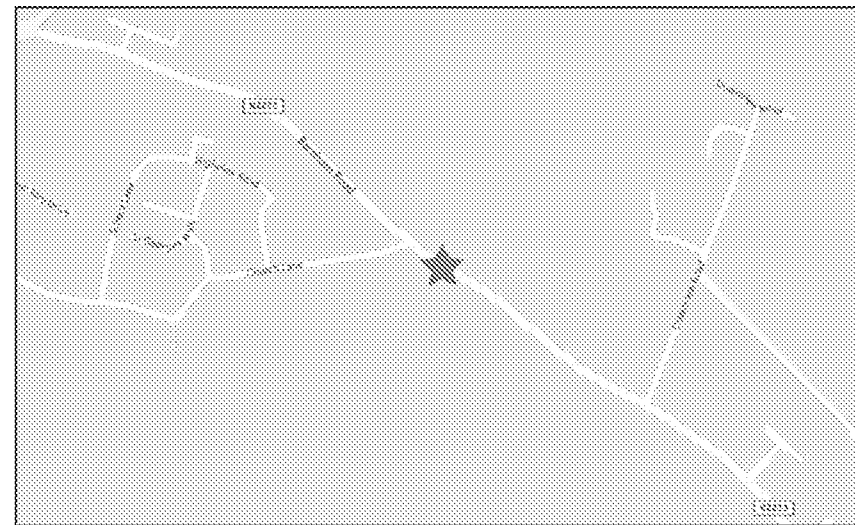
Highest Injury Severity: Serious
Highway Authority: West Sussex
Local Authority: Arun District
Weather Description: Raining without high winds
Road Surface Description: Wet or Damp
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Not Applicable

Road Number: B2233

Number of Casualties: 1

Number of Vehicles: 1

OS Grid Reference: 495017 105262

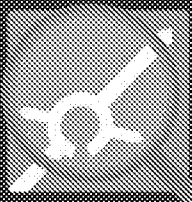


For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions

Page 1 of 2 5/30/2018 1:44:11 PM



INSIGHTwarehouse



Vehicles involved

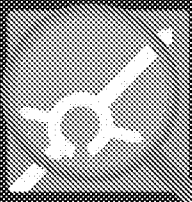
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		8 Female	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Male	11 - 15	In carriageway, crossing elsewhere	Crossing from driver's nearside

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions





crashmap.co.uk

Crash Date: Friday, October 09, 2015 **Time of Crash:** 6:56:00 PM **Crash Reference:** 2015471505931

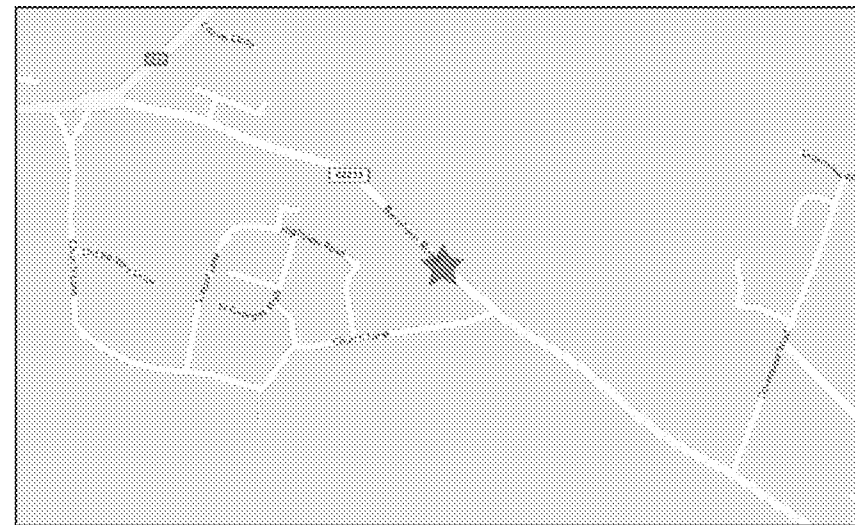
Highest Injury Severity: Serious
Highway Authority: West Sussex
Local Authority: Arun District
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Not Applicable

Road Number: B2133

Number of Casualties: 1

Number of Vehicles: 1

OS Grid Reference: 494890 105354

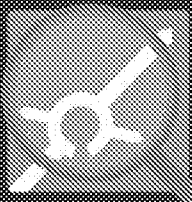


For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions

Page 1 of 2 5/30/2018 1:43:18 PM



INSIGHTwarehouse



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		2 Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Female	6 - 10	In carriageway, crossing elsewhere	Crossing from driver's nearside

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



APPENDIX B

BRISTONE HOUSE - BARNHAM

EASTBOUND

Globals

Report ID	CustomList-50
Description	Modal Dir2
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2018-05-29T13:36:30
Legal	Copyright (c)1997 - 2016 MetroCount
Graphic	
Language	English
Country	United Kingdom
Time	UTC + 60 min
Counter Version	5.0.2.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	Barnham
Site Address	ATC 11
Site Name	S:\RGPL-012 Modal Data Limited\MetroCount\MetroCount\MTE 5.02\Data\Barnham 0 2018-05-29 1212.EC0
Site Type	Plus
Algorithm	Factory default axle
Count Location	Eastbound, Barnham, Brystone House
Lane	0
Direction	6
Direction Text	6 - West bound A/B, East bound B/A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2018-05-17T15:14:22
Start Time	2018-05-17T15:14:22
Finish Time	2018-05-29T12:12:22
Operator	RM
Configuration	40 MC5600 00 00 00 00 00 ? KJ22C2P1 MC56-L5 [MC55] (c)Microcom 19Oct04

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphic Layout	
Header	
Footer	
Parameter 1	85
Parameter 2	95
Rate	10
Filter Start	2018-05-19T00:00:00
Filter End	2018-05-26T00:00:00
Class Scheme	ARX
P	Cls(1-12) Dir(BA) Sp(0,99) Headway(J0) Span(0 - 100) Lane(0-16)
Low Speed	0
High Speed	99
Filter Class	3;
Speed Units	
Separation	0.000
Separation Type	Headway
Direction	BA
Encoded Direction	15

MODAL

modaldata.com

EASTBOUND

MODAL
modaldata.com

Time	C8	C6	C4	C4	C8	C8	C8	C4	C8	C8	C8	Total	V0n	V0n	V0n	V0n	V0n	V0n	V0n	V0n	V0n	V0n	V0n	V0n	V0n	V0n	V0n	V0n	V0n	V0n	V0n	V0n	Mean	Vpp
	1	2	3	4	5	6	7	8	9	10	11	12	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85		95		
--	825	37868	193	2057	186	103	10	34	18	15	3	541317	5	86	392	675	922	11647	20031	6094	1113	236	72	23	12	2	2	2	0	1	31.5	55.6		

BEXSTONE HOUSE - BARNHAM

WESTBOUND



modaldata.com

Globals

Report id	CustomList-50
Display	Modal Dir2
Created by	MetroCount Traffic Executive
Creation Date (UTC)	2018-05-29T13:17:32
Legal	Copyright (c)1997 - 2016 MetroCount
Graphs	
Language	English
Country	United Kingdom
Time	UTC + 60 min
Create Version	5.0.2.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

System	Barnham
Site Address	ATC 11
File Name	S:\RGPL-012 Modal Data Limited\MetroCount\MetroCount\MTE 5.02\Data\Barnham 0 2018-05-29 1212.EC0
File Type	Plus
Algorithm	Factory default axle
Location	Eastergate, Barnham, Bexstone House
Lane	0
Direction	6
Direction Text	6 - West bound A1B, East bound B1A.
Legend Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2018-05-17T15:14:22
Start Time	2018-05-17T15:14:22
Finish Time	2018-05-29T12:12:22
Operator	RM
Configuration	40 MC5600 00 00 00 00 00 ? KJ22C2P1 MC56-L5 [MC55] (c)Microcom 19Oct04

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphs Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Peak	10
Filter Start	2018-05-19T00:00:00
Filter End	2018-05-26T00:00:00
Class Scheme	ARX
F	Cls(1-12) Dir(AB) Sp(0,99) Headway(0) Span(0 - 100) Lane(0-16)
Low Speed	0
High Speed	99
Number Lanes	30
Speed Limits	
Separation	0.000
Separation Type	Headway
Direction	AB
Encoded Direction	15

BEXSTONE HOUSE - BARNHAM													WESTBOUND																						MODAL										
Report Id - CustomList-50																																													
Site Name - Barnham																																													
Description - Eastergate, Barnham, Bexstone House																																													
Direction - AB																																													
Sunday, 20 May 2018																																			modaldata.com										
Time	Cs 1	Cs 2	Cs 3	Cs 4	Cs 5	Cs 6	Cs 7	Cs 8	Cs 9	Cs 10	Cs 11	Cs 12	Total	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 85	Mean	Vpp 85												
0000	0	39	0	1	0	0	0	0	0	0	0	0	40	0	0	0	0	0	4	9	12	10	3	0	1	1	0	0	0	0	0	38.4	43.4												
0100	0	20	0	3	0	0	0	0	0	0	0	0	23	0	0	0	0	0	2	11	5	4	1	0	0	0	0	0	0	0	0	35.3	41.3												
0200	0	8	0	1	1	0	0	0	0	0	0	0	10	0	0	0	0	0	2	2	2	2	0	1	0	1	0	0	0	0	0	39.1	-												
0300	0	9	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	2	3	2	1	0	1	0	0	0	0	0	0	0	36.4	-												
0400	0	10	0	1	0	0	0	0	0	0	0	0	11	0	0	0	0	0	1	3	1	5	1	0	0	0	0	0	0	0	0	38.8	45.6												
0500	0	13	0	4	0	0	0	0	0	0	0	0	17	0	0	0	0	0	2	4	6	5	0	0	0	0	0	0	0	0	0	36	41.1												
0600	1	65	0	5	0	0	0	0	0	0	0	0	71	0	0	0	2	0	5	21	23	13	5	1	0	0	1	0	0	0	0	37.1	42.5												
0700	3	105	0	11	0	0	0	1	0	0	0	0	120	0	0	2	0	1	11	51	26	16	12	0	1	0	0	0	0	0	0	35.8	42.9												
0800	10	209	0	6	0	0	0	0	0	0	0	0	225	0	0	3	5	1	32	92	64	22	4	1	0	0	0	0	1	0	0	34.2	39.2												
0900	8	340	0	24	0	0	0	0	0	0	0	0	372	0	0	3	3	0	93	168	79	21	4	1	0	0	0	0	0	0	0	32.8	37.6												
1000	11	457	4	15	1	2	0	0	0	0	0	0	490	0	0	3	5	5	116	277	75	7	2	0	0	0	0	0	0	0	0	31.8	35.3												
1100	7	434	2	15	0	1	0	0	1	0	0	0	460	0	0	4	5	10	99	249	87	6	0	0	0	0	0	0	0	0	0	32	35.8												
1200	8	484	3	15	0	0	0	0	0	1	0	0	511	0	0	4	3	0	148	281	66	5	3	1	0	0	0	0	0	0	0	31.6	35												
1300	4	429	1	16	0	1	0	0	0	0	0	0	451	0	2	4	2	7	85	252	86	11	2	0	0	0	0	0	0	0	0	32.2	35.9												
1400	7	299	3	16	0	0	0	0	0	0	0	0	325	0	0	1	3	1	68	179	56	11	5	0	0	1	0	0	0	0	0	32.8	36.4												
1500	11	227	3	9	2	1	0	5	1	0	0	0	259	0	0	1	0	7	47	118	67	17	1	0	1	0	0	0	0	0	0	33.3	38												
1600	7	262	1	10	0	0	1	1	0	0	0	0	282	0	1	0	3	3	62	106	89	14	4	0	0	0	0	0	0	0	0	33.4	38												
1700	4	227	1	9	0	0	0	0	0	0	0	0	241	0	1	2	2	1	32	107	69	23	4	0	0	0	0	0	0	0	0	33.9	38.4												
1800	7	209	0	12	0	0	0	0	0	0	0	0	228	0	0	1	2	0	28	105	68	16	6	2	0	0	0	0	0	0	0	34.5	39.1												
1900	4	178	0	11	0	0	0	0	0	0	0	0	193	0	0	1	1	1	30	85	53	18	4	0	0	0	0	0	0	0	0	34.3	38.5												
2000	4	117	0	9	0	0	0	0	0	0	0	0	130	0	0	1	0	1	22	50	34	11	8	3	0	0	0	0	0	0	0	35	41.2												
2100	1	62	0	10	1	0	1	0	0	0	0	0	75	0	0	0	1	1	18	30	18	5	2	0	0	0	0	0	0	0	0	33.3	38.6												
2200	2	44	0	4	0	0	0	0	0	0	0	0	50	0	0	0	0	0	13	19	9	6	2	1	0	0	0	0	0	0	0	34.3	40.5												
2300	1	32	0	7	0	0	0	0	0	0	0	0	40	0	0	0	0	0	3	11	14	8	3	1	0	0	0	0	0	0	0	37.2	43.1												
08-09	10	209	0	6	0	0	0	0	0	0	0	0	225	0	0	3	5	1	32	92	64	22	4	1	0	0	0	0	1	0	0	34.2	39.2												
17-18	4	227	1	9	0	0	0	0	0	0	0	0	241	0	1	2	2	1	32	107	69	23	4	0	0	0	0	0	0	0	0	33.9	38.4												
10-16	48	2330	16	86	3	5	0	5	2	1	0	0	2496	0	2	17	18	30	563	1356	437	57	13	1	1	1	0	0	0	0	0	32.2	35.9												
00-05	0	86	0	6	1	0	0	0	0	0	0	0	93	0	0	0	0	0	11	28	22	22	5	2	1	2	0	0	0	0	0	37.6	43.6												
00-00	100	4279	18	214	5	5	2	7	2	1	0	0	4633	0	4	30	37	39	925	2233	1011	257	76	13	3	3	1	0	1	0	0	33.1	37.6												

MODAL

modaldata.com

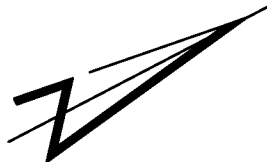
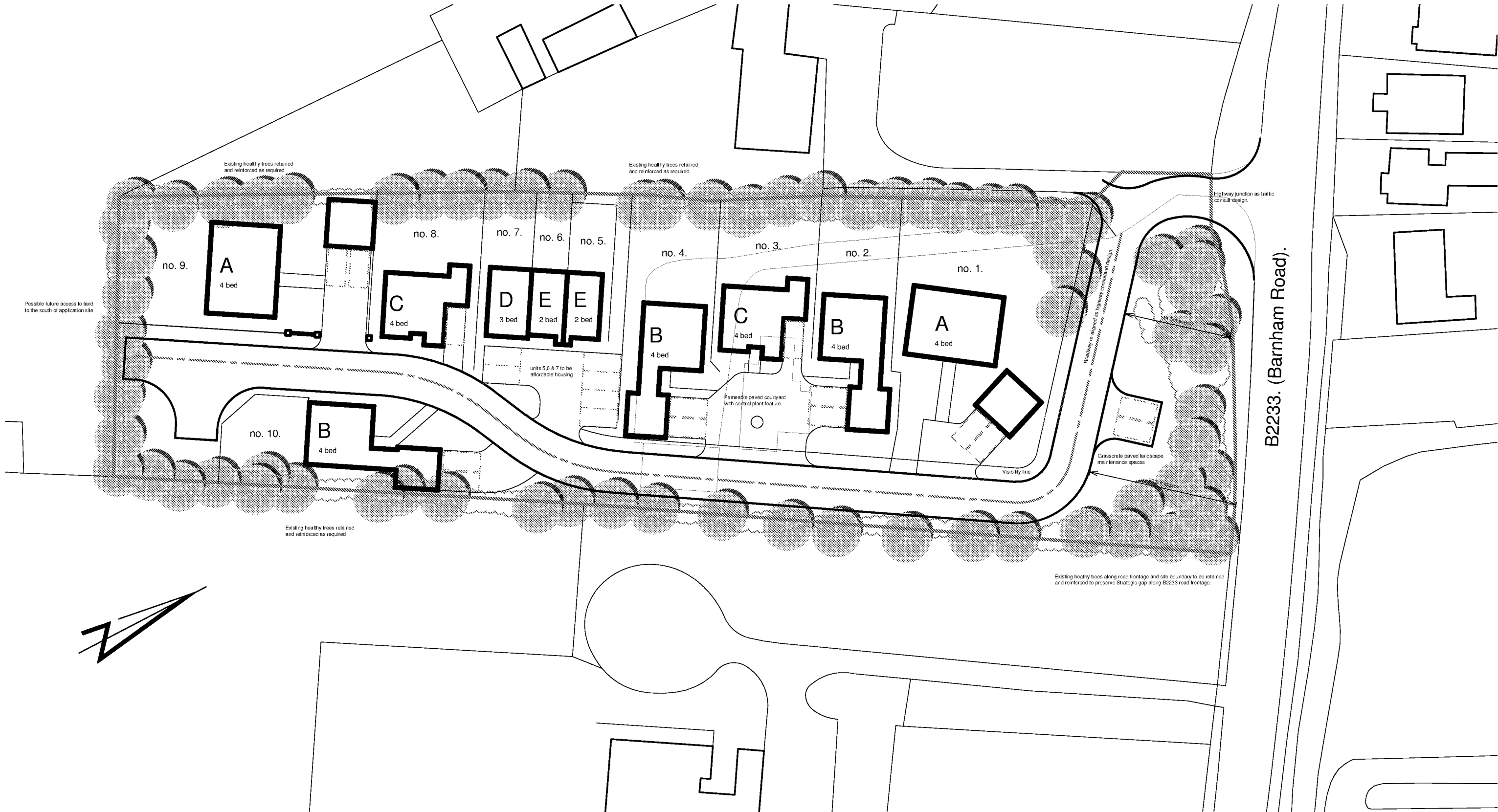
WESTBOUND

MODAL

Grand Total

Time	C6	C8	C9	Ck	Cis	Ck	Cg	Ck	Cis	Ck	Cg	Ck	Total
--	779	39426	247	2401	57	106	26	44	20	9	1	2	43118

APPENDIX C



C.	L.O.	24/05/2018	Housing mix adjusted.
B.	L.O.	18/05/2018	Layout redesign with new road and highway junction as specialist consultant design.
A.	L.O.	02/05/2018	Updated to approx line of existing trees at northern end of site to retain the strategic gap appearance along the road boundary frontage of the site.
#.	L.O.	27/04/2018	First Issue
Rev	By	Date	Issue

Client	Ms C. Flynn		
Job	Proposed Redevelopment Bexstone House, Barnham Road, Eastergate, West Sussex. PO20 3RT		
Drawing	Sketch Concept Plan		
Date	April 2018	Scale	1:500 at A3
Drawn By	L.O.	Dwg. No.	060418 / SK-010 C

Cube17 Limited, 19 Parkfield Avenue, Bognor Regis, West Sussex. PO21 3BW. Tel: + 07747 771013 - email: info@cube17.co.uk

RESIDENTIAL DEVELOPMENT CONCEPT SKETCH **SCHEME 'A'**

APPENDIX D

APPENDIX E

Calculation Reference: AUDIT-728001-180525-0517

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLESSelected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days

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

Secondary 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: Number of dwellings
 Actual Range: 17 to 27 (units:)
 Range Selected by User: 6 to 30 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 22/09/17

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:

Tuesday	2 days
Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	4 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)	1
Edge of Town	3

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	3
No Sub Category	1

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.

Secondary Filtering selection:Use Class:

C3 4 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®.

RGP Mill Pool House Godalming

Licence No: 728001

Secondary Filtering selection (Cont.):Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	2 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	2 days
25,001 to 50,000	1 days
50,001 to 75,000	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	2 days
1.1 to 1.5	2 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:

No	4 days
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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	4 days
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This data displays the number of selected surveys with PTAL Ratings.

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LIST OF SITES relevant to selection parameters

1	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
2	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
3	NY-03-A-11	PRIVATE HOUSING	NORTH YORKSHIRE
	HORSEFAIR		
	BOROUGHBRIDGE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	23	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
4	WK-03-A-02	BUNGALOWS	WARWICKSHIRE
	NARBERTH WAY		
	POTTERS GREEN		
	COVENTRY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	17	
	Survey date: THURSDAY	17/10/13	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.

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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	4	23	0.056	4	23	0.222	4	23	0.278
08:00 - 09:00	4	23	0.178	4	23	0.400	4	23	0.578
09:00 - 10:00	4	23	0.167	4	23	0.167	4	23	0.334
10:00 - 11:00	4	23	0.167	4	23	0.133	4	23	0.300
11:00 - 12:00	4	23	0.189	4	23	0.144	4	23	0.333
12:00 - 13:00	4	23	0.156	4	23	0.144	4	23	0.300
13:00 - 14:00	4	23	0.144	4	23	0.133	4	23	0.277
14:00 - 15:00	4	23	0.256	4	23	0.311	4	23	0.567
15:00 - 16:00	4	23	0.378	4	23	0.333	4	23	0.711
16:00 - 17:00	4	23	0.333	4	23	0.256	4	23	0.589
17:00 - 18:00	4	23	0.400	4	23	0.144	4	23	0.544
18:00 - 19:00	4	23	0.289	4	23	0.178	4	23	0.467
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.713			2.565			5.278

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP* FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	17 - 27 (units:)
Survey date range:	01/01/10 - 22/09/17
Number of weekdays (Monday-Friday):	4
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.