

Upton McGougan

**Lyons Haulage Site
Worthing Road, Littlehampton**

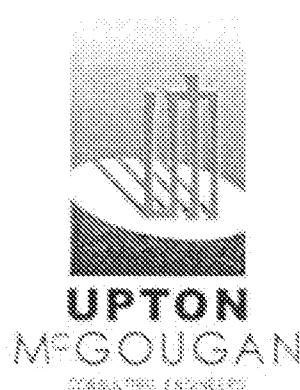
**RIGHT TURN LANE ACCESS
DESIGN CHECK RESPONSE**

for

Stuart Lyons (Haulage) Ltd

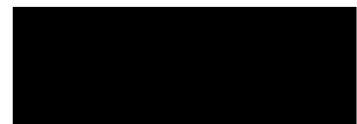
July 2010

Project No. 022.1832/GB/92509



Upton McGougan

IAC House
Moorside Road
Winchester
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Lyons Haulage
Worthing Road, Littlehampton

UPTON McGOUGAN

Revision History

Rev	Date	Purpose/Status	Document Ref.	Comments
-	13/07/10	Original	92509	

Prepared by:

Reviewed by:

Approved by:

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1.0 SUBMITTED INFORMATION

The following information has been submitted within the appendices of this design check report to allow a complete design check on the proposed access arrangement to be completed:

Previous Documents

022.1832.202.P6	Junction Access Option 5 including Visibility Splay
022.1832.202.P3	Refuse Vehicle Swept Path (Large 3-Axle Vehicle)
022.1832/PB/89871b	Trip Rate Impact Assessment
	Speed Data
	Turning Count Data
	Development Traffic Flow

Revised Documents

022.1832.202.P7	Junction Access Option 5 including Visibility Splay
022.1832.204.P4	Refuse Vehicle Swept Path (Large 3-Axle Vehicle)
022.1832.205.P1	Pantechnicon Vehicle Swept Path
022.1832/PB/89871b	Trip Rate Impact Assessment
	Speed Data
	Turning Count Data
	Highway Ownership Records
	Minutes of Pre-Application Discussion Meeting

2.0 DESCRIPTION OF HIGHWAY WORKS

Right turn lane on the A259 (Worthing Road) and associated carriageway realignment to improve an existing access to accommodate predicted traffic levels associated with a redevelopment of the existing haulage depot premises of up to 120 residential units.

These improvement works should be considered in relation to the 'Development-Related Infrastructure' works on the A259 in the immediate vicinity of the proposed site access, as approved and implemented to West Sussex County Council (WSCC) Highways requirements in association with the Toddington Lane residential development.

The right turn lane is designed to with **DMRB TD42/95** – Geometric Design of Major/Minor Priority Junctions and **TD9/93** – Highway Link Design criteria for a ghost-island right turn lane and with reference to the discussion with WSCC during the pre-application meeting with Tony Martin. The geometric design for the right turning lane is influenced by the 40mph speed limit of Worthing Road (A259), the proximity to the Watersmead Roundabout and the predicted trip levels generated from residential redevelopment of the site. The right turning lane is designed to prevent rat running with the introduction of left in/left out splitter island similar to the Toddington Lane access arrangement to the west. This arrangement has been consulted with Tony Martin and he has agreed in principle on the layout of the proposed right turn lane.

3.0 DESIGN CHECK RESPONSE

4.0 Junction Choice

Junction choice checked against TA30/82	Junction options have been discussed during the pre-application meeting and Tony Martin (WSCC) has agreed with the right turn lane junction arrangement as mentioned in the meeting minutes in Appendix B
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6.0 TD9-93 Link Design

6.1 Changes To Curvature On Major Road And Ssd Check

Report Ref.	Designer's Response
6.1.1	Accepted
6.1.2	Accepted
6.1.3s	Accepted
6.1.4s	Accepted
6.1.5s	Accepted
6.1.6s	Accepted
6.1.7s	Accepted
6.1.9	Accepted
6.1.10	Accepted

6.2 Horizontal Curvature

6.3 Vertical Curvature

Not applicable due to the highway improvement area is substantially flat.

7.0 Td42/95 & Td41/95 Design Of Major/Minor Junctions/Accesses

7.1 Checks standard for all junctions

Report Ref.	Designer's Response
7.1.1	Accepted. Extensive traffic surveys and future year growth models were undertaken with the application for the neighbouring Toddington Lane scheme (application number LU/45/06), including Future Year 2015 'with development' traffic flows. It should be noted that the supporting assessment incorporated development traffic for 150 residential units being developed on the Lyons Haulage site, however not accessed via the existing accesses on the A259. The assessment considered closure of the existing Lyons Haulage accesses and development traffic accessing the local road network through the neighbouring site. These traffic flows are considered within the attached Trip Rate Impact Assessment. The speed limit on this section of the A259 is 40mph. Traffic speed survey data can be found in Appendix A

Report Ref.	Designer's Response
7.1.2a	Accepted
7.1.2b	Accepted
7.1.2c	The right turn lane is designed to TD42/95 criteria for a ghost-island right turn lane. The geometric design for the right turning lane is influenced by the speed survey that has been undertaken on Worthing Road (A259), the proximity to the Watersmead Roundabout and the predicted trip levels generated from residential redevelopment of the site. A number of junction options were considered during the pre-application meeting and Tony Martin has agreed that the right turn lane is the most suitable option for this scheme. Discussion on the junction options and agreed scheme can be found in Appendix B – Meeting Minutes (Item 2.3-2.5). Further information on the traffic flow can be found in the Transport Assessment.
7.1.3 7.1.4 7.1.5	Visibility in the primary direction of 4.5m x 120m is achievable in accordance with DMRB requirements for a 40mph road. Visibility in the secondary direction of 4.5m x 120m is achievable to the Watersmead Roundabout exit lane, with overtaking at this location prohibited by the splitter island of the roundabout. This is therefore in accordance with TD42/95 (Table 7/1) visibility splay requirements. The proposed access road is serving up to 120 residential units, which generates 50 vehicles leaving the site during the highest AM peak period. This equates to less than 1 trip per minute. Taken into account the modest amount of peak traffic, the visibility at x-distance have been determined as 4.5m instead of 9m. Based on WSCC - Supplementary Guidance for Residential Development Proposals (para. 4.10), "If the appropriate MIS or DMRB requirements cannot be achieved but existing visibility can be improved to the benefit of both existing and development traffic a judgement will be made (possible supported by a Safety Audit) as to whether the development provides a net safety benefit". The proposed visibility splays have been agreed with Tony Martin as mentioned in Appendix B – Meeting Minutes (Item 2.6). The visibility splays are demonstrated on drawing no 022.1832.202.P7. The existing hedgerow fronting the visibility splays on private land will be removed as part of the internal layout design and any vegetation at the limit of public highway to be maintained by WSCC.
7.1.6	The SSD at the minor road has not been determined due to the on-going design of the internal site layout.
7.1.7	Additional minor road junction visibilities have been added at 15m on the approach to the junction in accordance with TD 42/95 (para. 7.6b), to ensure that the approaching driver to the junction form and those peripheral elements of the junction layout as demonstrated in drawing no. 022.1832.202.P7
7.1.8	Accepted
7.1.9	The section of the access road prior to the give way line to be determined at detailed stage and to tie into the proposed internal site layout.
7.1.10	Visibility splays for Cornfield Close are not affected by the off-site highway improvements and this is demonstrated in drawing no. 022.1832.202.P7

Report Ref.	Designer's Response
7.1.11	The kerb radii of 15m are based on the vehicle swept paths and manufacturer specification as per British Standards, as well as TD42/95 guidance on radii at Ghost Island junctions. The junction layout and access road are based on Manual for Streets, which demonstrates a residential type arrangement in terms of tapers and road width. There would not be a through road across the site and it is to serve up to 120 residential units. The site access is to be a temporary access subject to the future highway improvement for Worthing Road (A259).
7.1.12	The junction has been widened to facilitate turning movement for both refuse vehicles and partechincons. The splitter island has been repositioned and junction radii been revised to 15m radii to allow for wider exit lane width for turning movement. Vehicle swept paths are demonstrated in drawing no. 022.1832.204.P4 & 022.1832.205.P1
7.1.13	The splitter island at the junction with left turn manoeuvre is based on the lane width of the access road and the angle of the vehicle turning movement. The design of the splitter island is based on similar splitter island arrangement to the one on Toddington Lane junction.

7.2 For ghost island layouts only

Report Ref.	Designer's Response
7.2.1	The width of the running lanes is 3.65m whilst the ghost island turning lane is 3.5m in accordance with TD42/95 (para. 7.35) . The turning length of the right turn lane is determined by the peak traffic demand generated by the size and type of redevelopment, which was calculated using the TRICS (2009b) database. Whilst further details can be found within the accompanying Trip Rate Impact Assessment (document ref: 022.1832/PB/89871b), the highest proportion of right turn manoeuvres into the site is 20 vehicles during the PM peak (1 vehicle every 3 minutes), with which the PICADY junction model highlights a minimal queue (as identified within the Trip Rate Impact Assessment). The turning length is however determined by referring to TD42/95 (para 7.32 and 7.33) that specifies a minimum turning length of 10m to allow long vehicles to position themselves correctly before undertaking right turn manoeuvres. Details for the lane widths are demonstrated in drawing no. 022.1832.202.P7
7.2.2	The tapers for the Ghost Island are designed at 1:20 with 1.25% down gradient to tie into existing centreline of the major road as per TD42/95 (Table 7/3) . The eastern taper for the right turn lane are at 1:20 to tie into the existing signalised pedestrian crossing at the eastbound approach to the roundabout. This is inline with the roundabout taper on the eastern side of the signalised pedestrian crossing.
7.2.3	The location of the Watersmead Roundabout (approximately 120m to the east of the site access) acts to keep speeds low, and so the 60kmph (~37.5mph) design speed should be considered appropriate. A 5m direct taper is required for the design speed of 60kmph. Similar taper lengths are observed to the west in Worthing Road.

Report Ref.	Designer's Response
7.2.4	The deceleration length of 25m for the right turning lane is designed based on the speed survey on Worthing Road (A259) included in Appendix A , with vehicles travelling at the 85%ile speed of 37.5kph. The deceleration length for a 60kph at 1.25% down gradient is 25m in accordance with TD42/95 (Table 7/5a) . Vehicles exiting the roundabout would have slower speed to turn into the right turning lane and the speed would be lower than the 85%ile speed on the running lane. This in turn would act to slow traffic down at the right turn lane, as the following vehicle would match the speed of the front vehicle before it turns into the right turn lane. The location of the Watersmead Roundabout (approximately 120m to the east of the site access) acts to keep speeds low, and so the 60kmph (~37.5mph) design speed should be considered appropriate.
7.2.5	Tapers have been designed in accordance with TD9/93 and the right turn lane has been realigned to have symmetrical road width based on existing centreline. Tapers on the east of the right turn lane are restricted by the signalised pedestrian crossing.

7.3 Pedestrian refuges/splitter islands/channelising islands.

7.3.1	N/A
7.3.2	N/A
7.3.3	The splitter island at the junction with left turn manoeuvre is based on the lane width of the access road and the angle of the vehicle turning movement. The design of the splitter island is based on similar splitter island arrangement to the one on Toddington Lane junction, at the suggestion of WSCC, which was accepted by WSCC.

4.0 General Comments

4.1	All tactile and corduroy paving are in accordance with "Guidance on the use of Tactile paving Surfaces" – DfT 2002.
4.2	The splitter island at the junction with left turn manoeuvre is based on the lane width of the access road and the angle of the vehicle turning movement. The design of the splitter island is based on similar splitter island arrangement to the one on Toddington Lane junction at the suggestion of WSCC, which was accepted by WSCC.
4.3	The footway into the site would have the width of 2m for pedestrian access. Cyclist would enter the shared surface area into the proposed site as per Manual for Streets (para. 6.4.1) .
4.4	All tactile and corduroy paving are in accordance with "Guidance on the use of Tactile paving Surfaces" – DfT 2002.
4.5	Accepted
4.6	Accepted. Revised repositioning of the splitter island is demonstrated in drawing no. 022.1832.202.P7
4.7	Cyclist visibility splays have been added in drawing no. 022.1832.202.P7
4.8	The maintainable highway plan was based on the plan received from WSCC on 13 th August 2009 (ref 2009/DP/E1126-0003). WSCC future improvement line on A259 received 22 nd January 2010 has been added to drawing no. 022.1832.202.P7

4.0 CONCLUSION

Upton McGougan have been commissioned to assist in the development of an access strategy to the allocated land at Windroos Nursery for residential development. Due to third party land restrictions, the access option available to bring forward this site for development is directly via the A259 (Worthing Road).

Following pre-application discussions with WSCC Highways, this Design Check Report has been prepared, in conjunction with a Trip Rate Impact Assessment, to allow WSCC to fully appraise the design suitability of the proposed access arrangement.

In accordance with the pre-application discussions, a full Stage 1 Road Safety Audit with Designer's Response was undertaken following comments on the design by WSCC.

Lyons Haulage
Worthing Road, Littlehampton

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APPENDIX A
SPEED SURVEY

Appendix A Speed survey – included as appendix F of TA

Lyons Haulage
Worthing Road, Littlehampton

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APPENDIX B

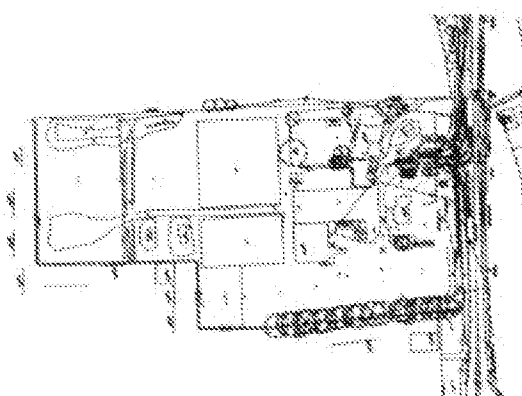
PRE-APPLICATION MEETING MINUTES

Appendix B Pre-application minutes -- included as appendix B of TA

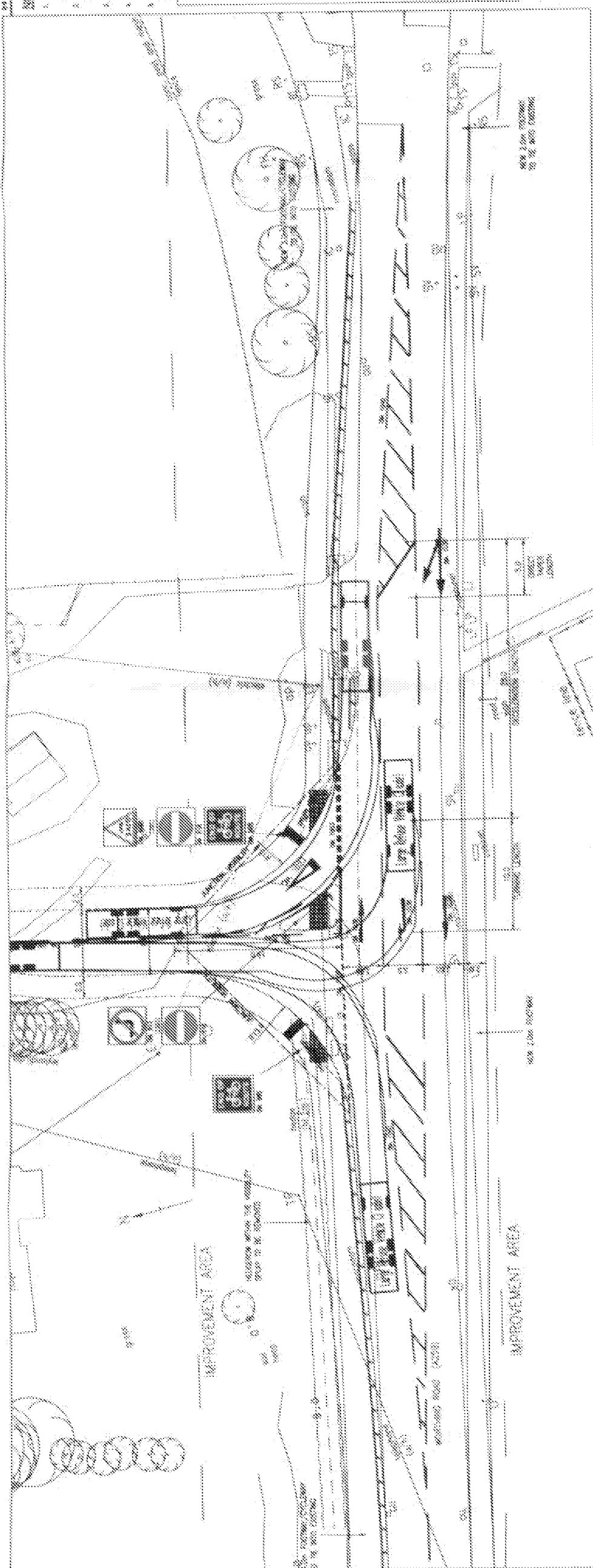
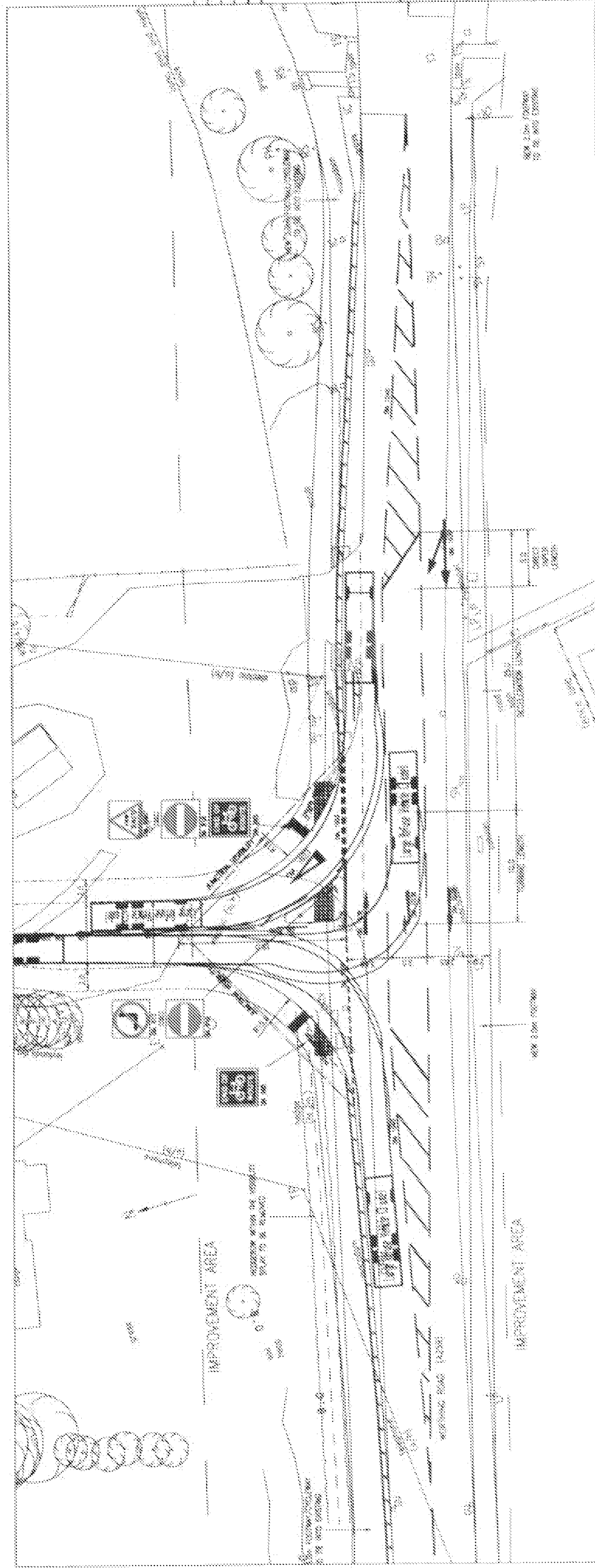
APPENDIX C
REVISED DRAWINGS

Appendix C Revised Drawings – attached as 022.1832.202.P7 and
022.1832.204.P4

1. What is the purpose of the study?
The purpose of the study is to determine the effect of the use of a computer program on the learning of the English language.
2. What is the research question?
The research question is: Does the use of a computer program improve the learning of the English language?
3. What is the hypothesis?
The hypothesis is: The use of a computer program will improve the learning of the English language.
4. What is the independent variable?
The independent variable is the use of a computer program.
5. What is the dependent variable?
The dependent variable is the learning of the English language.
6. What is the control group?
The control group is the group of students who did not use the computer program.
7. What is the experimental group?
The experimental group is the group of students who used the computer program.
8. What is the data collection method?
The data collection method is a pre-test and post-test design.
9. What is the data analysis method?
The data analysis method is a t-test.
10. What is the conclusion?
The conclusion is that the use of a computer program significantly improved the learning of the English language.

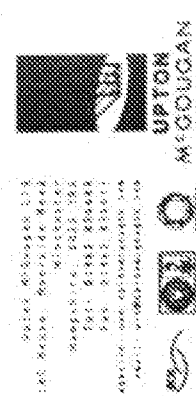


DATE: 10/10/2001

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FOR THE RECORD

1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100
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06-08-2007

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### **Discussion**

2004

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Lyons Haulage  
Worthing Road, Littlehampton

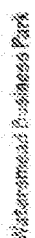
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APPENDIX D  
PREVIOUS DOCUMENTS

Appendix D Previous Documents -- included as appendices A-G of the TA

Appendix I  
Indicative Site Layout



Appendix J

Land safeguarded for A259 Worthing Road improvements

Upton McGougan Moorside Road Winchester

Licence No: 727101

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

## VEHICLES

Selected regions and areas:

|    |              |        |
|----|--------------|--------|
| 02 | SOUTH EAST   |        |
| BD | BEDFORDSHIRE | 2 days |
| ES | EAST SUSSEX  | 1 days |
| EX | ESSEX        | 1 days |
| SC | SURREY       | 2 days |
| 03 | SOUTH WEST   |        |
| CW | CORNWALL     | 1 days |
| DC | DORSET       | 1 days |
| WL | WILTSHIRE    | 1 days |

## Filtering Stage 2 selection:

Parameter: Number of dwellings  
 Range: 20 to 514 (units)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 20/07/08

Selected survey days:

|           |        |
|-----------|--------|
| Monday    | 1 days |
| Tuesday   | 5 days |
| Wednesday | 1 days |
| Thursday  | 2 days |

Selected survey types:

|                       |        |
|-----------------------|--------|
| Manual count          | 9 days |
| Directional ATC Count | 0 days |

Selected Locations:

|                                    |   |
|------------------------------------|---|
| Suburban Area (PPSG Out of Centre) | 5 |
| Edge of Town                       | 4 |

Selected Location Sub Categories:

|                  |   |
|------------------|---|
| Residential Zone | 9 |
|------------------|---|

## Filtering Stage 4 selection:

Use Class:

|    |        |
|----|--------|
| C3 | 9 days |
|----|--------|

Population within 1 mile:

|                  |        |
|------------------|--------|
| 5,001 to 10,000  | 2 days |
| 10,001 to 15,000 | 3 days |
| 15,001 to 20,000 | 1 days |
| 25,001 to 50,000 | 3 days |

Upton McGougan Moorside Road Winchester

Licence No: 727101

## Filtering Stage 4 selection (Cont.):

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 25,001 to 50,000   | 2 days |
| 100,001 to 125,000 | 1 days |
| 125,001 to 250,000 | 5 days |
| 250,001 to 500,000 | 1 days |

Car ownership within 5 miles:

|            |        |
|------------|--------|
| 0.6 to 1.0 | 1 days |
| 1.1 to 1.5 | 6 days |

Travel Plan:

|           |        |
|-----------|--------|
| Not Known | 2 days |
| No        | 7 days |

Upton McGougan Moorside Road Winchester

Licence No: 727101

LIST OF SITES relevant to selection parameters

- |   |                            |                             |                     |
|---|----------------------------|-----------------------------|---------------------|
| 1 | BD-03-A-01                 | SEMI DETACHED, LUTON        | BEDFORDSHIRE        |
|   | NEW BEDFORD ROAD           |                             |                     |
|   | LUTON                      |                             |                     |
|   | Total Number of dwellings: | 131                         |                     |
|   | Survey date: THURSDAY      | 08/07/04                    | Survey Type: MANUAL |
| 2 | BD-03-A-02                 | SEMI DETACHED, LUTON        | BEDFORDSHIRE        |
|   | RIDDY LAKE                 |                             |                     |
|   | LUTON                      |                             |                     |
|   | Total Number of dwellings: | 82                          |                     |
|   | Survey date: TUESDAY       | 06/07/04                    | Survey Type: MANUAL |
| 3 | CW-03-A-02                 | SEMI D./DETACHED, TRURO     | CORNWALL            |
|   | BOSVEAN GARDENS            |                             |                     |
|   | TRURO                      |                             |                     |
|   | Total Number of dwellings: | 73                          |                     |
|   | Survey date: TUESDAY       | 18/09/07                    | Survey Type: MANUAL |
| 4 | DC-03-A-01                 | DETACHED, POOLE             | DORSET              |
|   | ISAACS CLOSE               |                             |                     |
|   | POOLE                      |                             |                     |
|   | Total Number of dwellings: | 51                          |                     |
|   | Survey date: WEDNESDAY     | 16/07/08                    | Survey Type: MANUAL |
| 5 | ES-03-A-01                 | MIXED HOUSES/FLATS, LEWES   | EAST SUSSEX         |
|   | OLD MALLING WAY            |                             |                     |
|   | SOUTH MALLING              |                             |                     |
|   | LEWES                      |                             |                     |
|   | Total Number of dwellings: | 491                         |                     |
|   | Survey date: THURSDAY      | 29/03/01                    | Survey Type: MANUAL |
| 6 | EX-03-A-01                 | SEMI-DET., STANFORD-LE-HOPE | ESSEX               |
|   | MILTON ROAD                |                             |                     |
|   | CORRINGHAM                 |                             |                     |
|   | STANFORD-LE-HOPE           |                             |                     |
|   | Total Number of dwellings: | 237                         |                     |
|   | Survey date: TUESDAY       | 13/05/00                    | Survey Type: MANUAL |
| 7 | SC-03-A-02                 | SEMI DETACHED, EPSOM        | SURREY              |
|   | A24                        |                             |                     |
|   | EPSOM                      |                             |                     |
|   | Total Number of dwellings: | 514                         |                     |
|   | Survey date: TUESDAY       | 03/10/00                    | Survey Type: MANUAL |
| 8 | SC-03-A-03                 | DETACHED, EAST MOLESEY      | SURREY              |
|   | A3050 HURST ROAD           |                             |                     |
|   | HURST PARK                 |                             |                     |
|   | EAST MOLESEY               |                             |                     |
|   | Total Number of dwellings: | 54                          |                     |
|   | Survey date: TUESDAY       | 12/11/02                    | Survey Type: MANUAL |
| 9 | WL-03-A-01                 | SEMI D./TERRACED W. BASSETT | WILTSHIRE           |
|   | MAPLE DRIVE                |                             |                     |
|   | WOOTTON BASSETT            |                             |                     |
|   | Total Number of dwellings: | 99                          |                     |
|   | Survey date: MONDAY        | 02/10/00                    | Survey Type: MANUAL |

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.<br>Days | Ave.<br>DWELLS | Trip<br>Rate | No.<br>Days | Ave.<br>DWELLS | Trip<br>Rate | No.<br>Days | Ave.<br>DWELLS | Trip<br>Rate |
| 00:00 - 01:00 | 0           | 0              | 0.000        | 0           | 0              | 0.000        | 0           | 0              | 0.000        |
| 01:00 - 02:00 | 0           | 0              | 0.000        | 0           | 0              | 0.000        | 0           | 0              | 0.000        |
| 02:00 - 03:00 | 0           | 0              | 0.000        | 0           | 0              | 0.000        | 0           | 0              | 0.000        |
| 03:00 - 04:00 | 0           | 0              | 0.000        | 0           | 0              | 0.000        | 0           | 0              | 0.000        |
| 04:00 - 05:00 | 0           | 0              | 0.000        | 0           | 0              | 0.000        | 0           | 0              | 0.000        |
| 05:00 - 06:00 | 0           | 0              | 0.000        | 0           | 0              | 0.000        | 0           | 0              | 0.000        |
| 06:00 - 07:00 | 0           | 0              | 0.000        | 0           | 0              | 0.000        | 0           | 0              | 0.000        |
| 07:00 - 08:00 | 9           | 192            | 0.085        | 9           | 192            | 0.300        | 9           | 192            | 0.385        |
| 08:00 - 09:00 | 9           | 192            | 0.141        | <b>9</b>    | <b>192</b>     | <b>0.417</b> | <b>9</b>    | <b>192</b>     | <b>0.558</b> |
| 09:00 - 10:00 | 9           | 192            | 0.174        | 9           | 192            | 0.225        | 9           | 192            | 0.399        |
| 10:00 - 11:00 | 9           | 192            | 0.147        | 9           | 192            | 0.169        | 9           | 192            | 0.316        |
| 11:00 - 12:00 | 9           | 192            | 0.171        | 9           | 192            | 0.166        | 9           | 192            | 0.337        |
| 12:00 - 13:00 | 9           | 192            | 0.205        | 9           | 192            | 0.173        | 9           | 192            | 0.378        |
| 13:00 - 14:00 | 9           | 192            | 0.172        | 9           | 192            | 0.177        | 9           | 192            | 0.349        |
| 14:00 - 15:00 | 9           | 192            | 0.176        | 9           | 192            | 0.167        | 9           | 192            | 0.343        |
| 15:00 - 16:00 | 9           | 192            | 0.286        | 9           | 192            | 0.220        | 9           | 192            | 0.506        |
| 16:00 - 17:00 | 9           | 192            | 0.300        | 9           | 192            | 0.189        | 9           | 192            | 0.489        |
| 17:00 - 18:00 | <b>9</b>    | <b>192</b>     | <b>0.324</b> | 9           | 192            | 0.211        | 9           | 192            | 0.535        |
| 18:00 - 19:00 | 9           | 192            | 0.316        | 9           | 192            | 0.185        | 9           | 192            | 0.501        |
| 19:00 - 20:00 | 0           | 0              | 0.000        | 0           | 0              | 0.000        | 0           | 0              | 0.000        |
| 20:00 - 21:00 | 0           | 0              | 0.000        | 0           | 0              | 0.000        | 0           | 0              | 0.000        |
| 21:00 - 22:00 | 0           | 0              | 0.000        | 0           | 0              | 0.000        | 0           | 0              | 0.000        |
| 22:00 - 23:00 | 0           | 0              | 0.000        | 0           | 0              | 0.000        | 0           | 0              | 0.000        |
| 23:00 - 24:00 | 0           | 0              | 0.000        | 0           | 0              | 0.000        | 0           | 0              | 0.000        |
| Total Rates:  |             |                | 2.497        |             |                | 2.599        |             |                | 5.096        |

**Parameter summary**

Trip rate parameter range selected: 20 - 514 (units: )  
 Survey date range: 01/01/00 - 20/07/08  
 Number of weekdays (Monday-Friday): 9  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

Appendix K  
TRICS output

