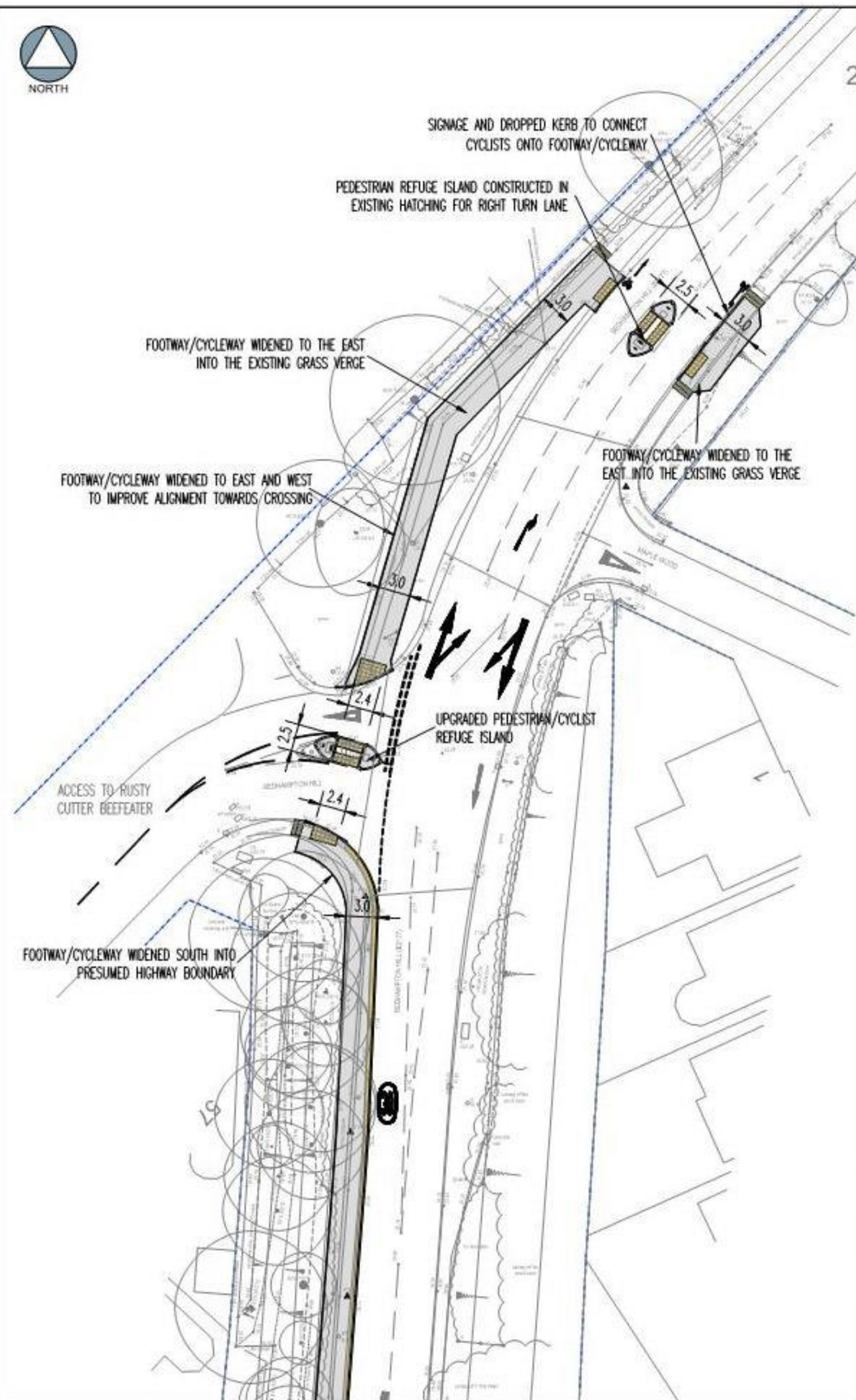
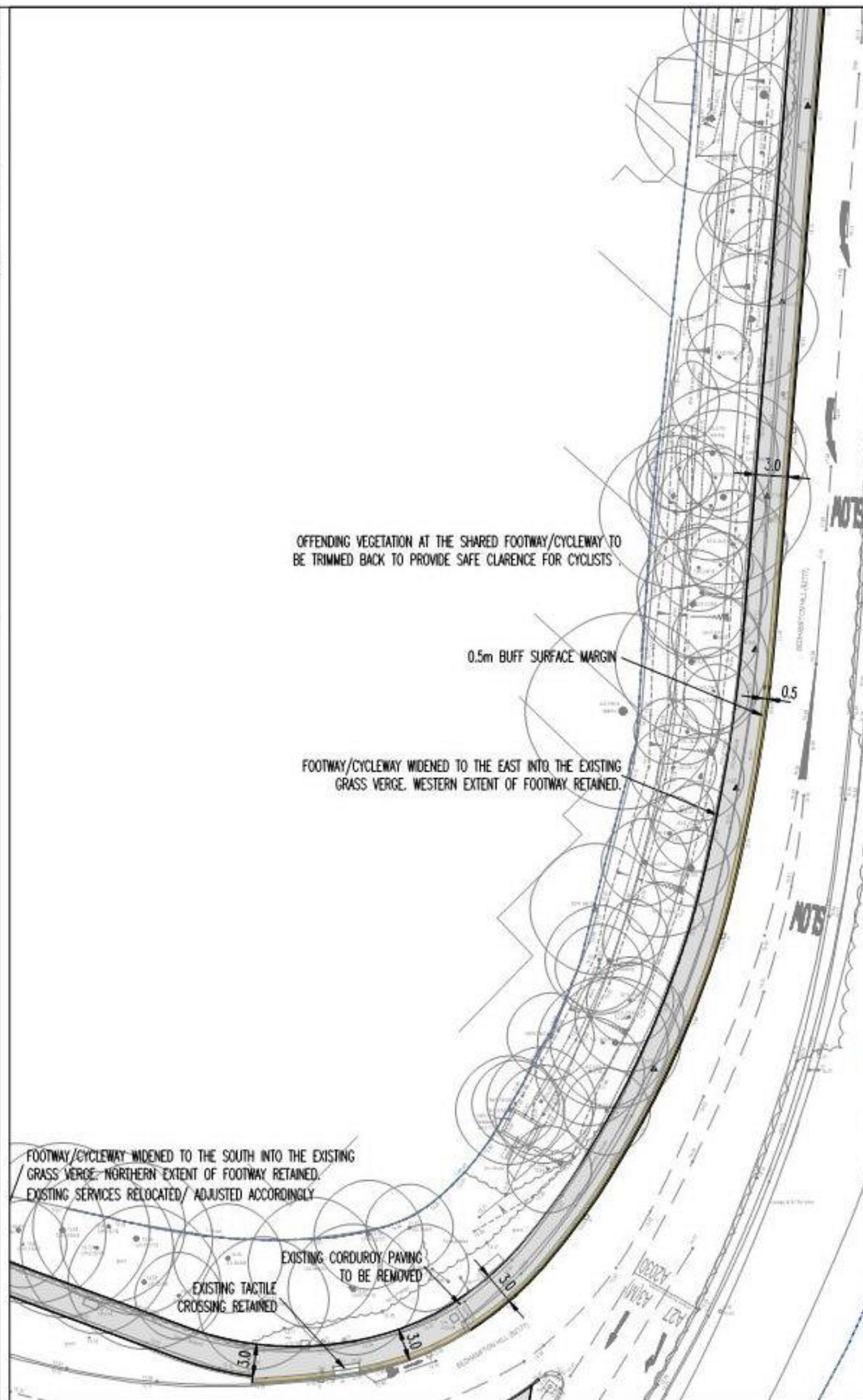




INSET 1: IMPROVED PEDESTRIAN AND CYCLIST CROSSINGS



INSET 2: FOOTWAY/CYCLEWAY

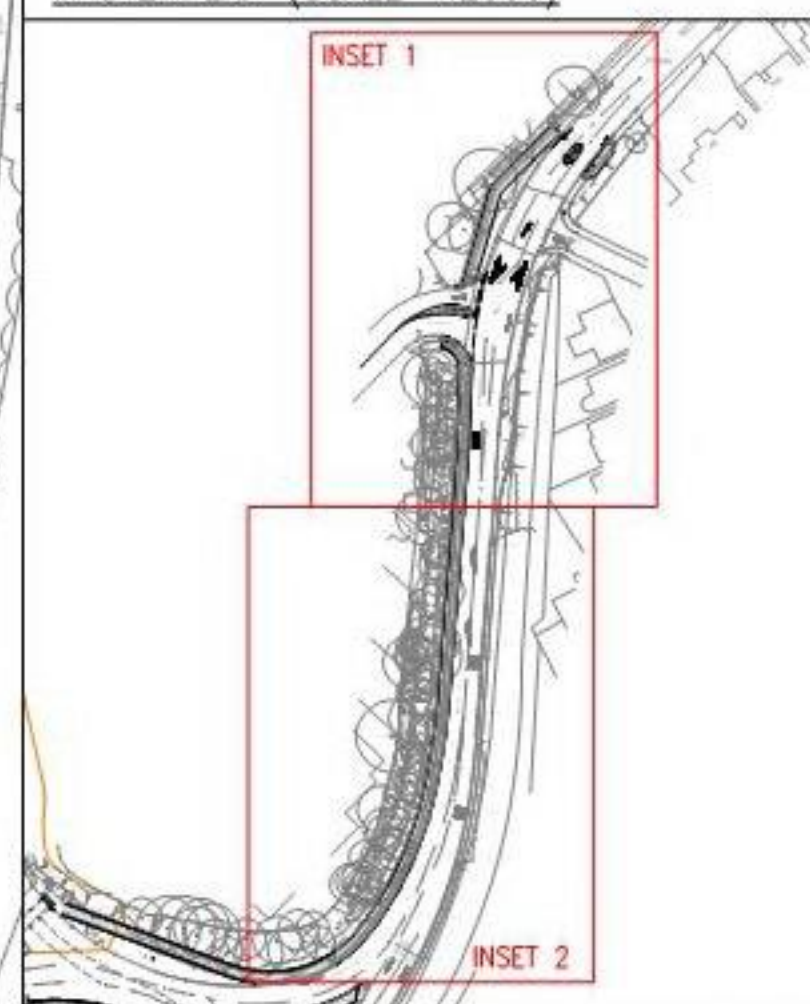
GENERAL NOTES

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2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES - THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE. THIS DRAWING HAS BEEN CREATED WITHOUT THE BENEFIT OF HIGHWAY BOUNDARY MAPPING OR TOPOGRAPHICAL SURVEY WHICH SHOULD BE OBTAINED AS SOON AS POSSIBLE.

KEY

INDICATIVE HAMPSHIRE COUNTY COUNCIL
HIGHWAY BOUNDARY

MASTERPLAN (SCALE 1:2500)

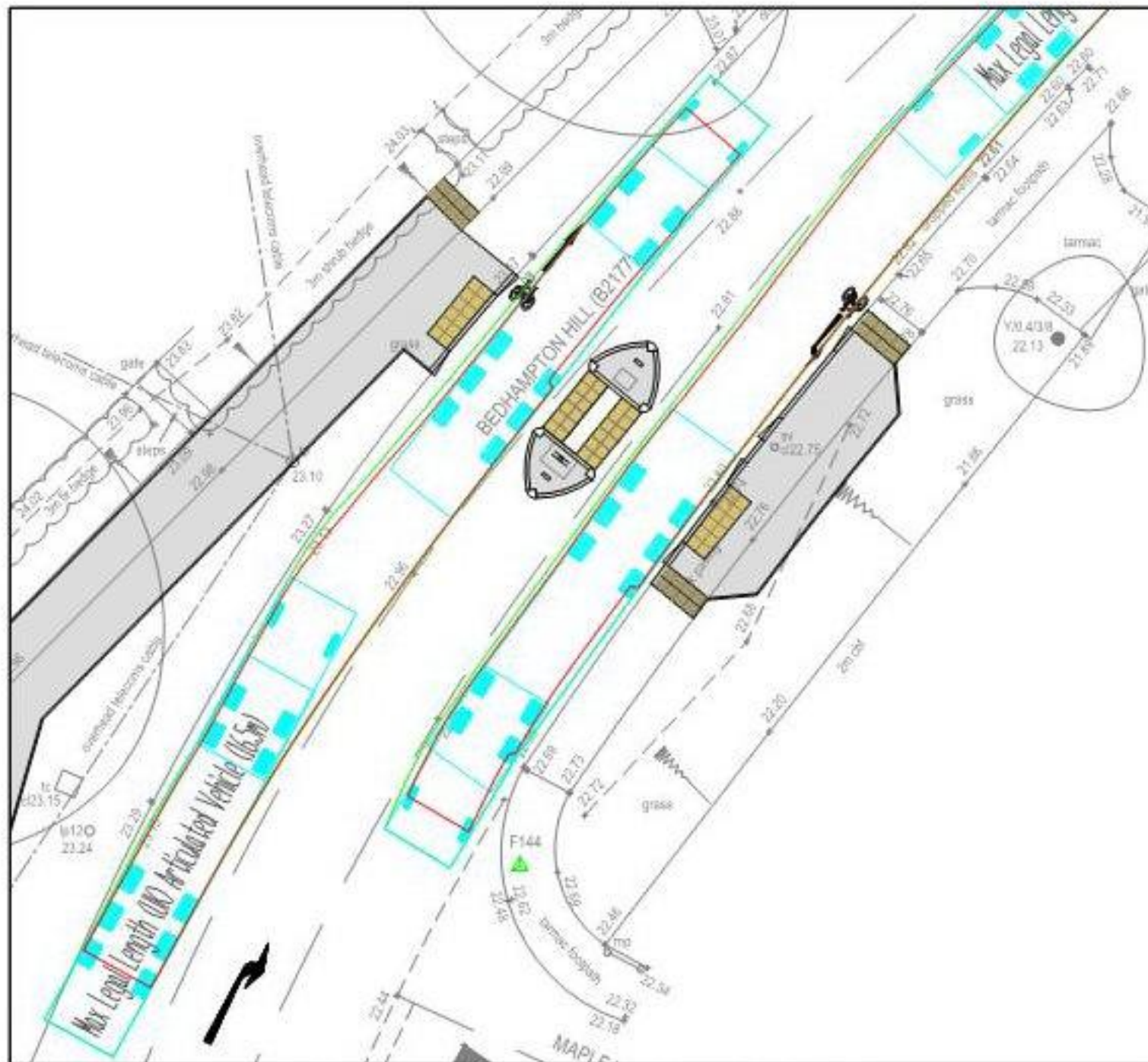


PRELIMINARY

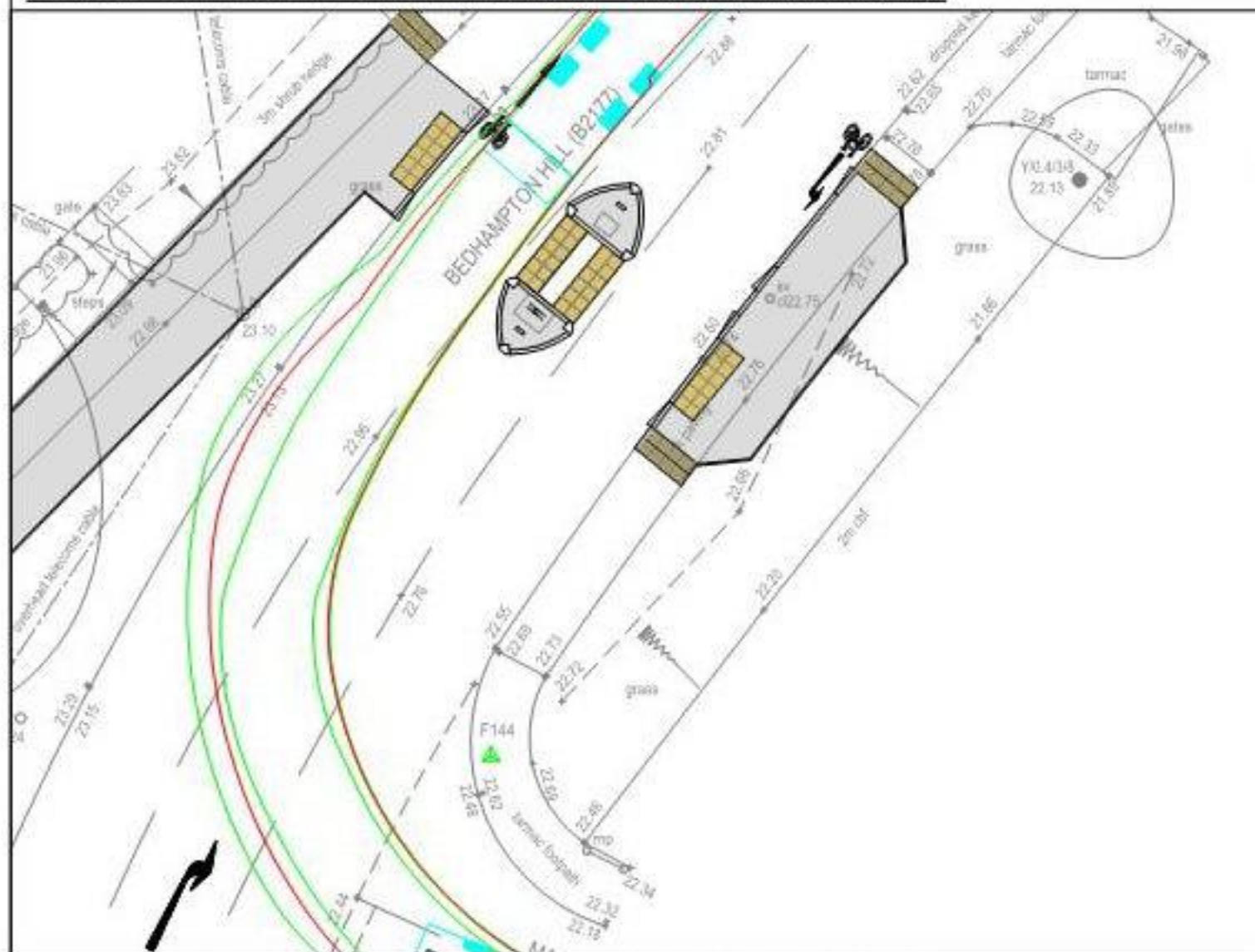
DRAWING/DESIGN IS STILL "IN DEVELOPMENT"
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

Rev	Description	Date	By	Chkd
B	REVISED DRAWING	14.03.19	EK	JL
A	REVISED DRAWING	04.12.18	EK	JL

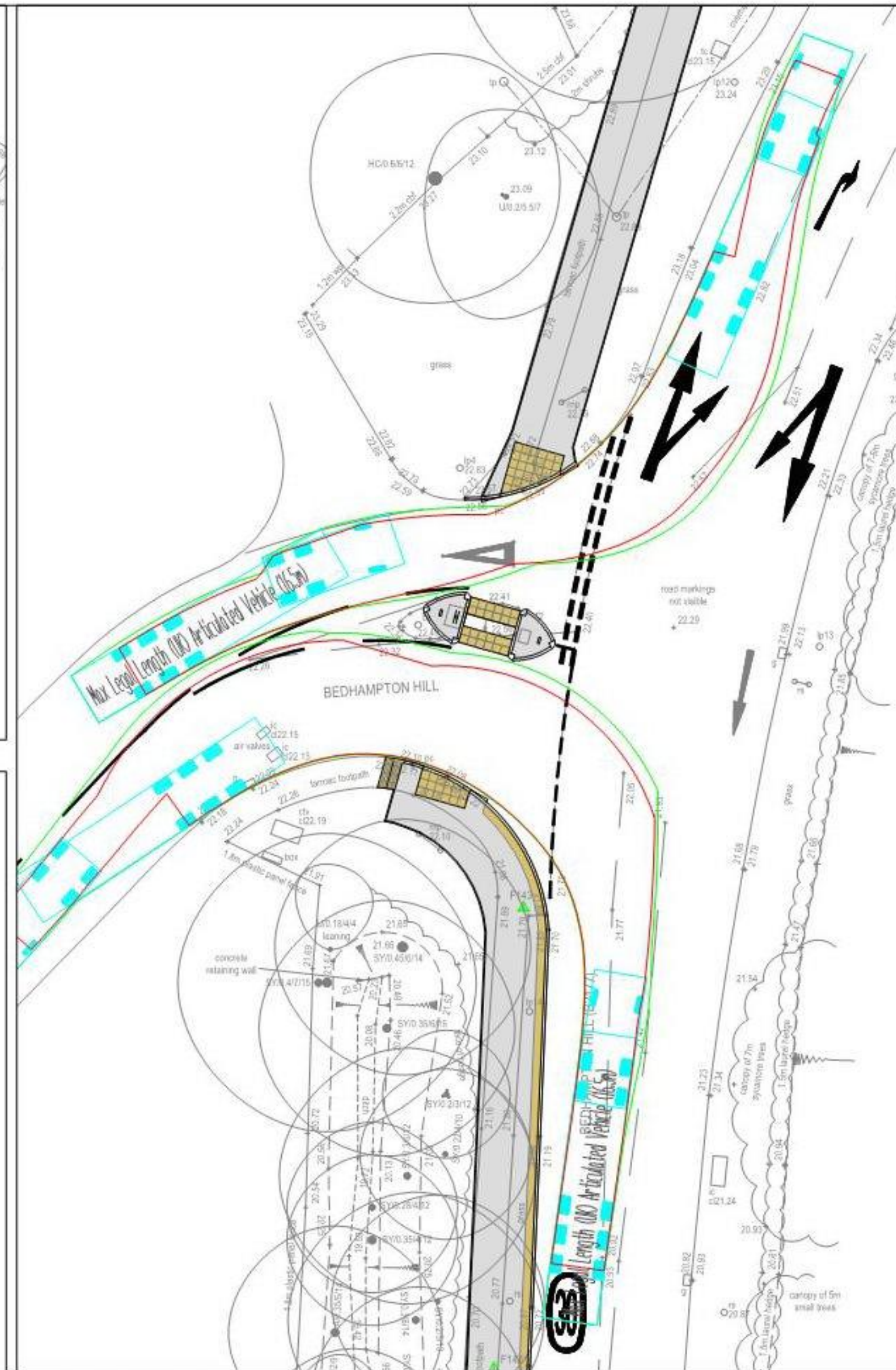
Project Name FORTY ACRE FARM BEDHAMPTON	Title ROUTE TO SCHOOL IMPROVEMENT PLAN	 Paul Basham Associates Ltd Lancaster Court, 5 Barmby Wallis Road, Farnham, PO15 5UJ 01483 080134 info@paulbashamassociates.com www.paulbashamassociates.com	Client  BARRATT HOMES	Checked By MS	Checked Date 26.04.18	Scale 1:500	(AT A3 SIZE)		
Project Phase PRELIMINARY				Drawn By JL	Drawn Date 25.04.18	Client Drawing No. -	PBA Drawing No. 041.0023.010	Revision B	



VEHICLE TRACKING THROUGH NORTHERN PEDESTRIAN CROSSING



REFUSE VEHICLE TRACKING RIGHT TURN OUT OF MAPLE WOOD

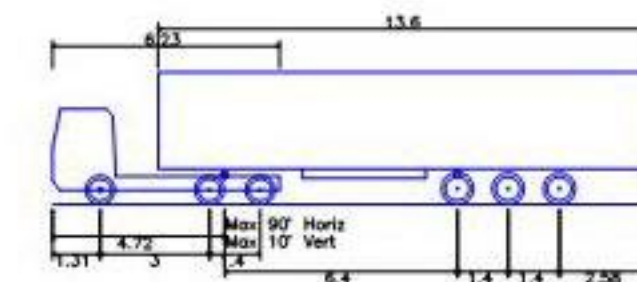


VEHICLE TRACKING THROUGH WESTERN PEDESTRIAN CROSSING

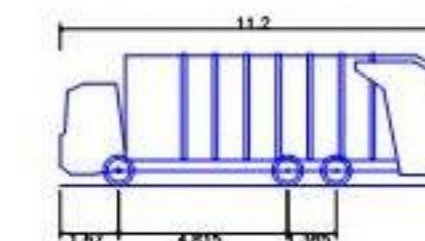
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VEHICLE PROFILES



Max Legal Length (UK) Articulated Vehicle (16.5m)
 Overall Length 16.500m
 Overall Width 2.550m
 Overall Body Height 3.632m
 Min Body Ground Clearance 0.396m
 Max Track Width 2.500m
 Lock-to-lock time 6.00s
 Curb to Curb Turning Radius 6.870m



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
 Curb to Curb Turning Radius 9.500m



PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
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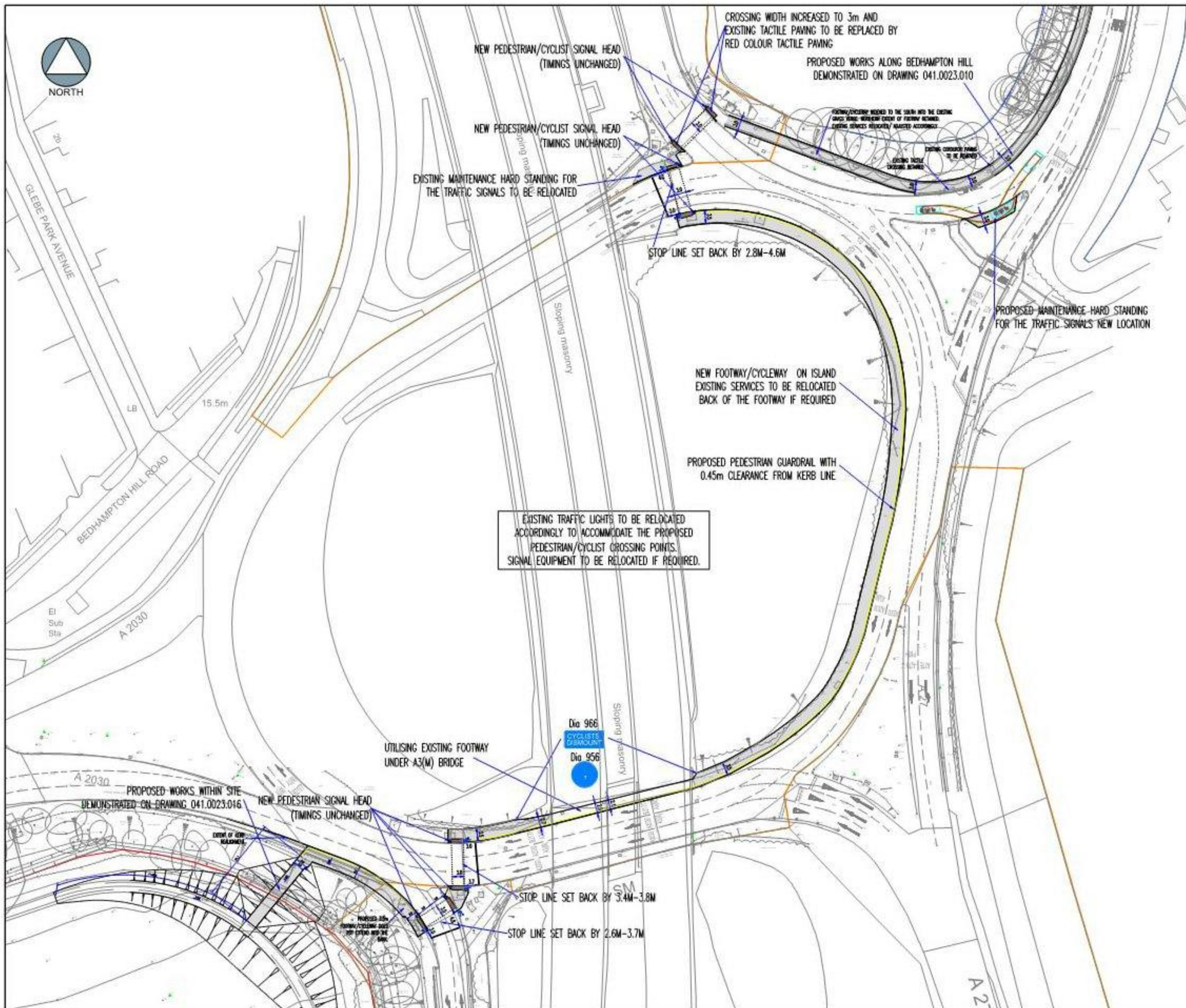
Rev	Description	Date	By	Chkd
B	REVISED DRAWING	14.03.19	EK	JL
A	ADDED TOPOGRAPHICAL SURVEY	04.12.18	JL	MS

Project Name FORTY ACRE FARM BEDHAMPTON	Title ROUTE TO SCHOOL IMPROVEMENT PLAN VEHICLE TRACKING
Project Phase PRELIMINARY	



Client BARRATT HOMES	Checked By MS	Checked Date 26.04.18	Scale 1:250	Client Drawing No. -	PBA Drawing No. 041.0023.011	Revision B
Drawn By JL	Drawn Date 25.04.18					

(AT A3 SIZE)



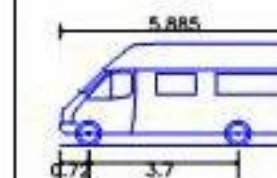
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7. THESE PROPOSALS DO NOT INCLUDE ANY KERB REALIGNMENT WORKS, WITH ALL NEW FOOTWAY TO TIE INTO EXISTING KERBLINES.

KEY:

- INDICATIVE HIGHWAYS ENGLAND BOUNDARY
- INDICATIVE SITE BOUNDARY
- PROPOSED GUARD RAILING

VEHICLE PROFILE



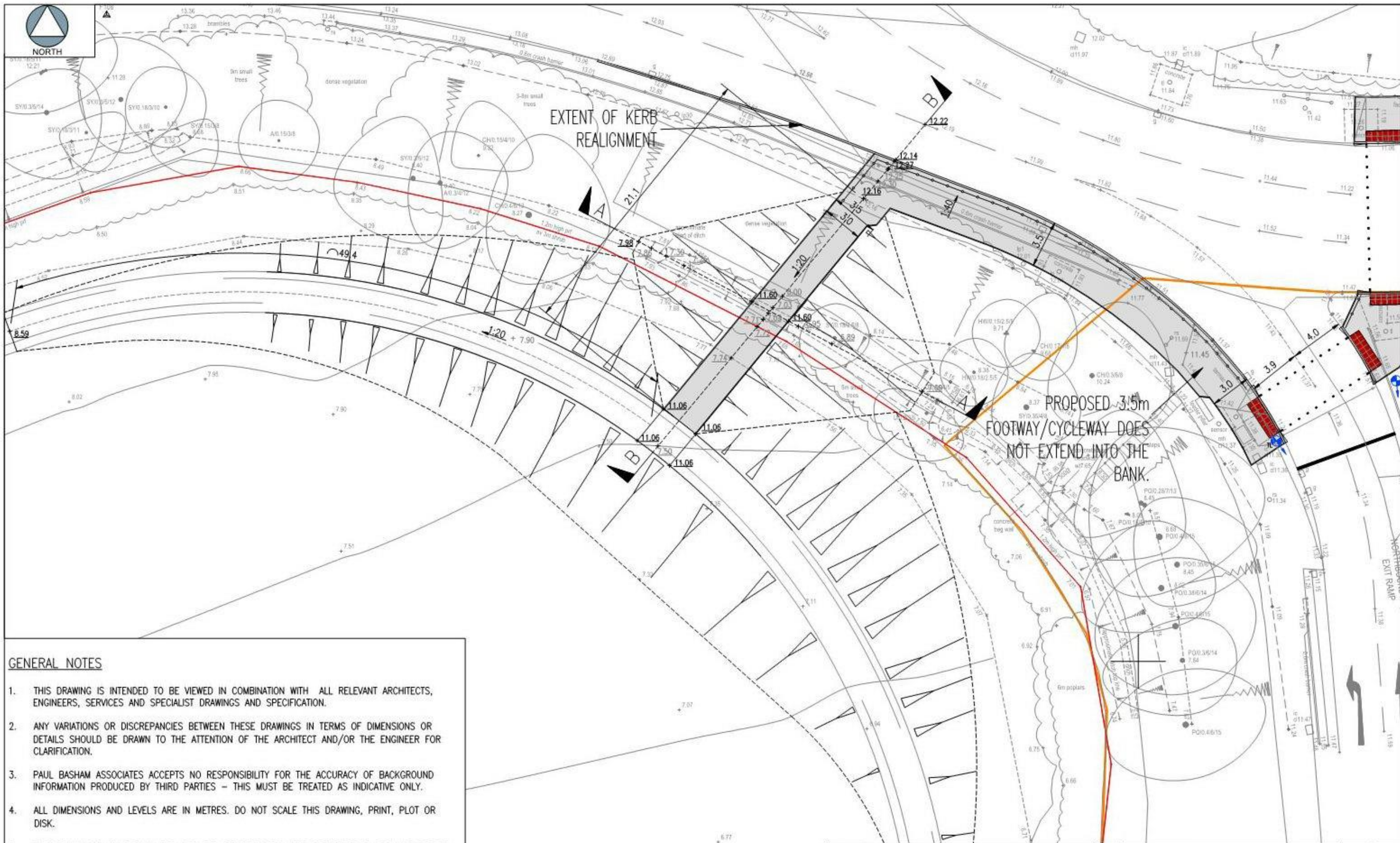
4.6t Light Van	
Overall Length	5.885m
Overall Width	2.000m
Overall Body Height	2.526m
Min Body Ground Clearance	0.299m
Track Width	1.765m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.000m

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

Rev	Description	Date	By	Chkd
D	REVISED DRAWING	14.03.19	EK	JL
C	REVISED DRAWING	29.01.19	EK	JL
B	REVISED DRAWING	21.01.19	EK	JL
A	REVISED DRAWING	29.11.18	EK	JL

Project Name FORTY ACRE FARM BEDHAMPTON	Title INDICATIVE PEDESTRIAN IMPROVEMENT WORKS AT RUSTY CUTTER ROUNDABOUT	 Paul Basham Associates Ltd Lancaster Court, 8 Dorset Works Road, Farnham, PO15 5LJ 01420 505134 info@paulbashamassociates.com www.paulbashamassociates.com	Client  BARRATT HOMES	Checked By MS	Checked Date 22.10.18	Scale 1:1000	(AT A3 SIZE)	
Project Phase PRELIMINARY				Drawn By JL	Drawn Date 19.10.18	Client Drawing No. -	PBA Drawing No. 041.0023.014	Revision D



GENERAL NOTES

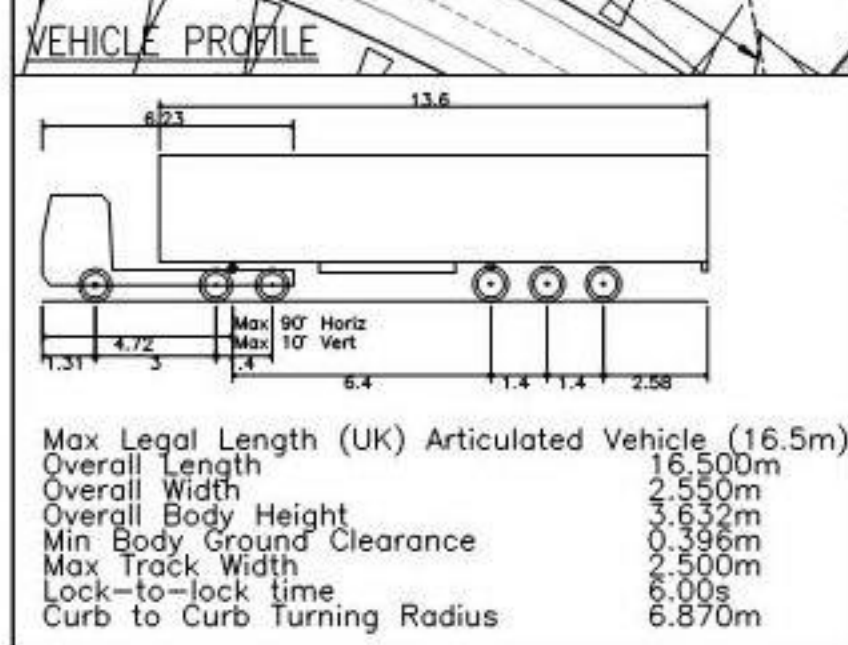
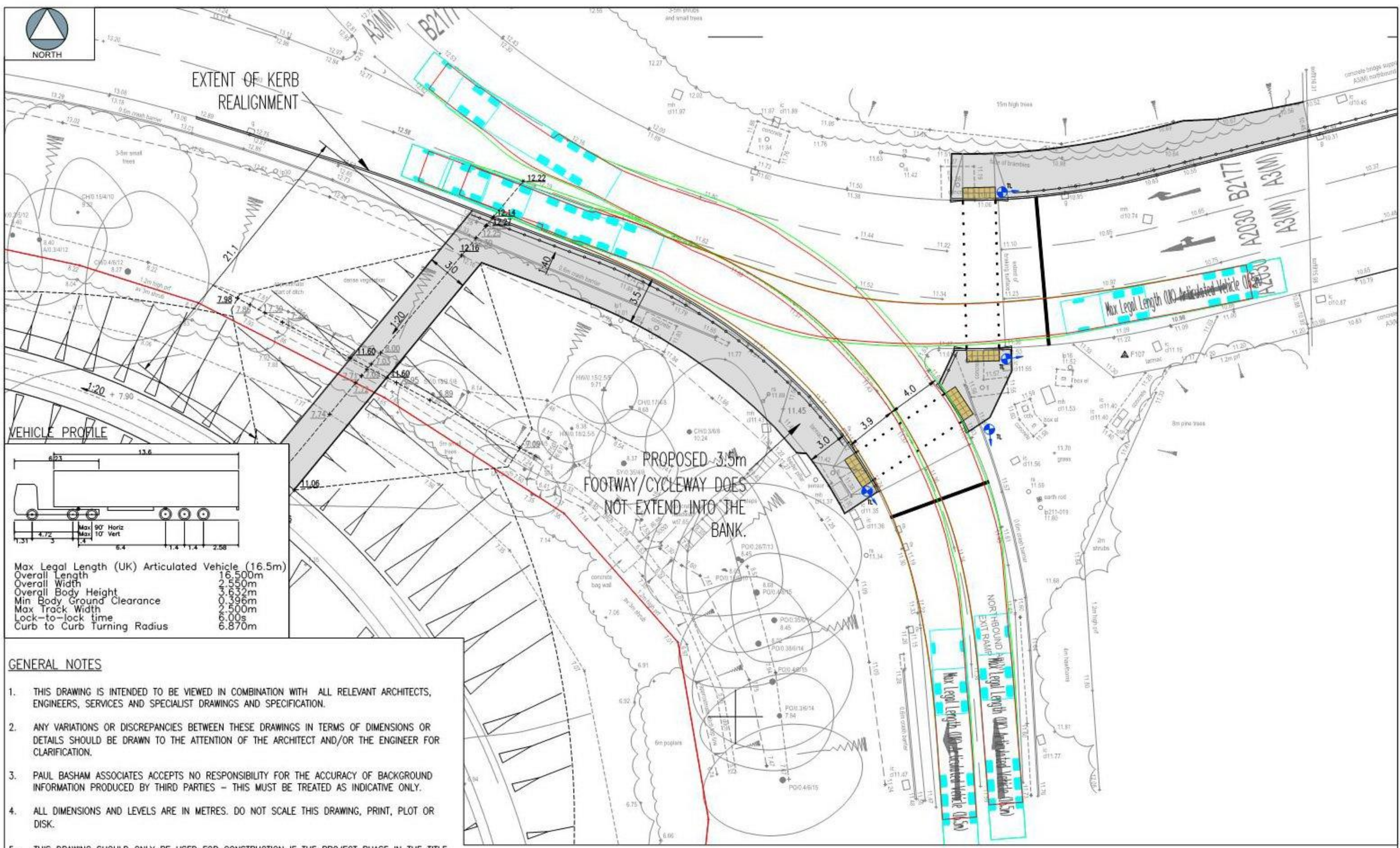
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KEY

- INDICATIVE HIGHWAYS ENGLAND BOUNDARY
- INDICATIVE SITE BOUNDARY
- PROPOSED GUARD RAILING

B	REVISED DRAWING	14.03.19	EK	JL
A	REVISED DRAWING	10.01.19	EK	RW
Rev	Description	Date	By	Chkd

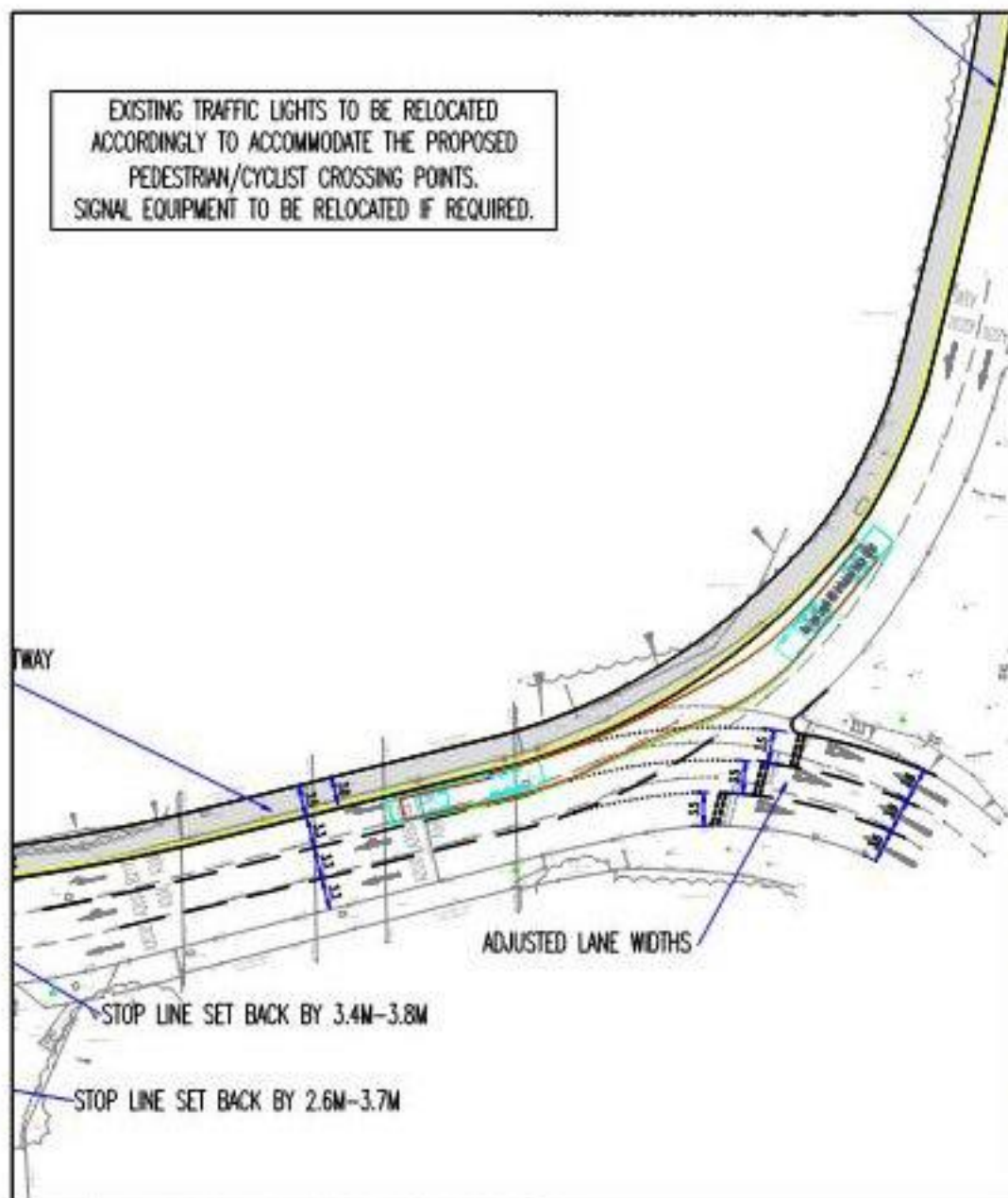
Project Name FORTY ACRE FARM, BEDHAMPTON	Title PROPOSED FOOTPATH LINK TO CONNECT INTO EXISTING HARD STANDING AREA (OPTION 3)	 Paul Basham Associates Ltd Lancaster Court, 8 Rivers Road, Farnham, PO15 6TU info@paulbashamassociates.com www.paulbashamassociates.com	Client  BARRATT HOMES	Checked By MS	Checked Date 13.12.18	Scale 1:250	(AT A3 SIZE)		
Project Phase PRELIMINARY				Drawn By RW	Drawn Date 11.12.18	Client Drawing No. -	PBA Drawing No. 041.0023.016	Revision B	



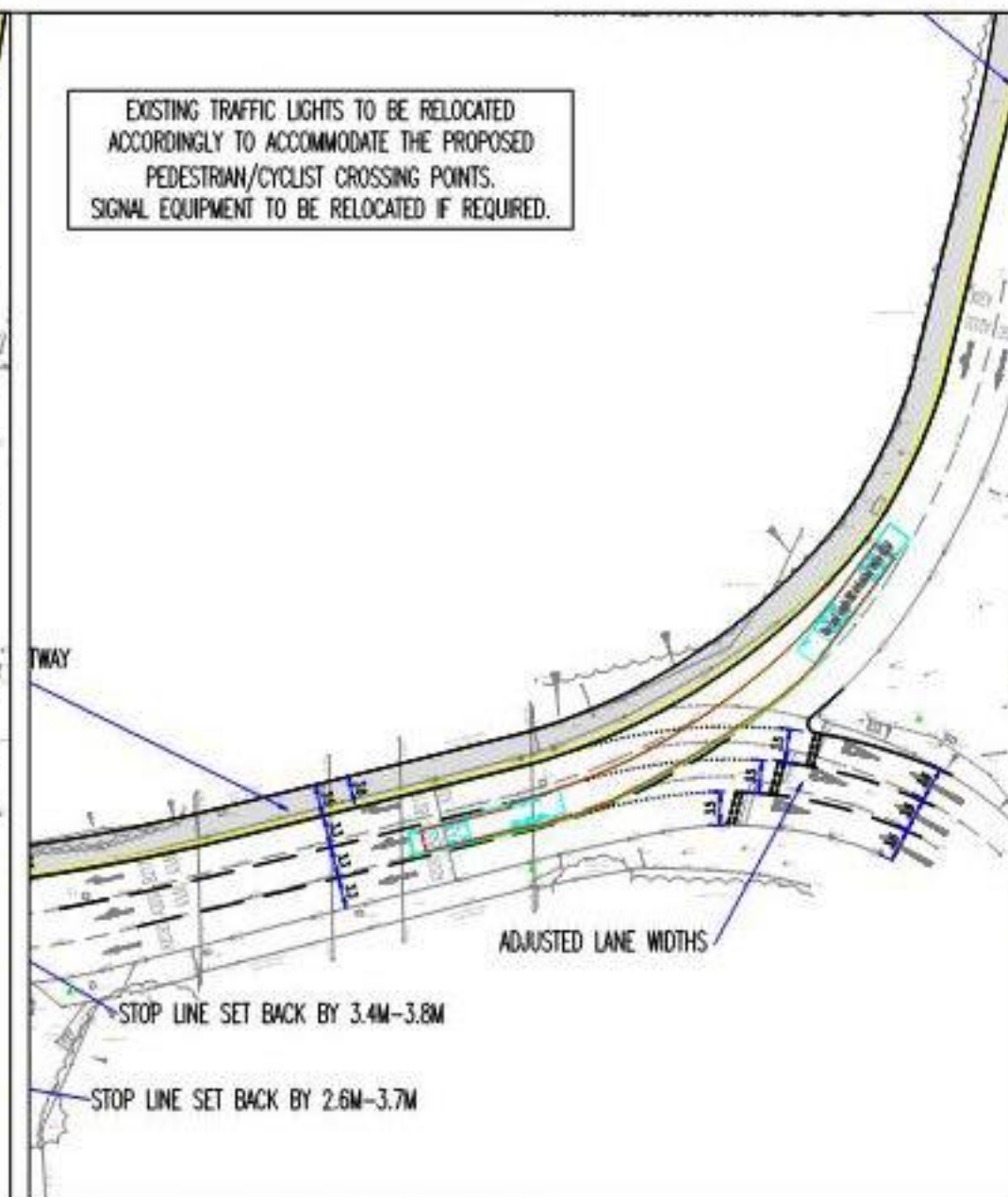
Max Legal Length (UK) Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.632m
Min Body Ground Clearance	0.396m
Max Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	6.870m

- GENERAL NOTES**
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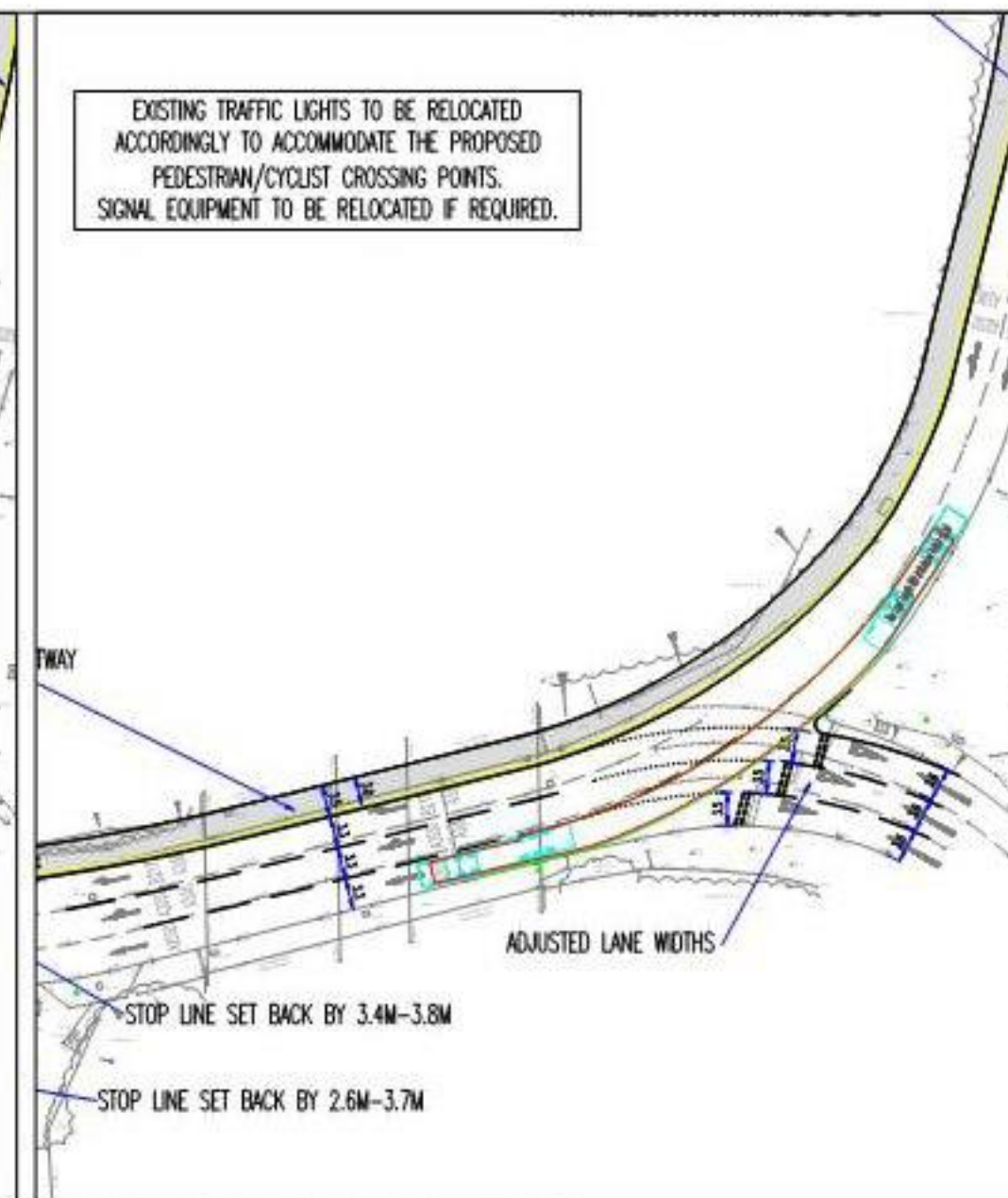
Project Name FORTY ACRE FARM, BEDHAMPTON	Title A3(M) OFFSLIP VEHICLE TRACKING	 Paul Basham Associates Ltd Lancaster Court, 8 Rivers Road, Farnham, PO15 6TL 01483 505154 info@paulbashamassociates.com www.paulbashamassociates.com	Client BARRATT HOMES	Checked By JL	Checked Date 10.01.19	Scale 1:250	(AT A3 SIZE)		
Project Phase PRELIMINARY				Drawn By EK	Drawn Date 10.01.19	Client Drawing No. -	PBA Drawing No. 041.0023.017	Revision -	



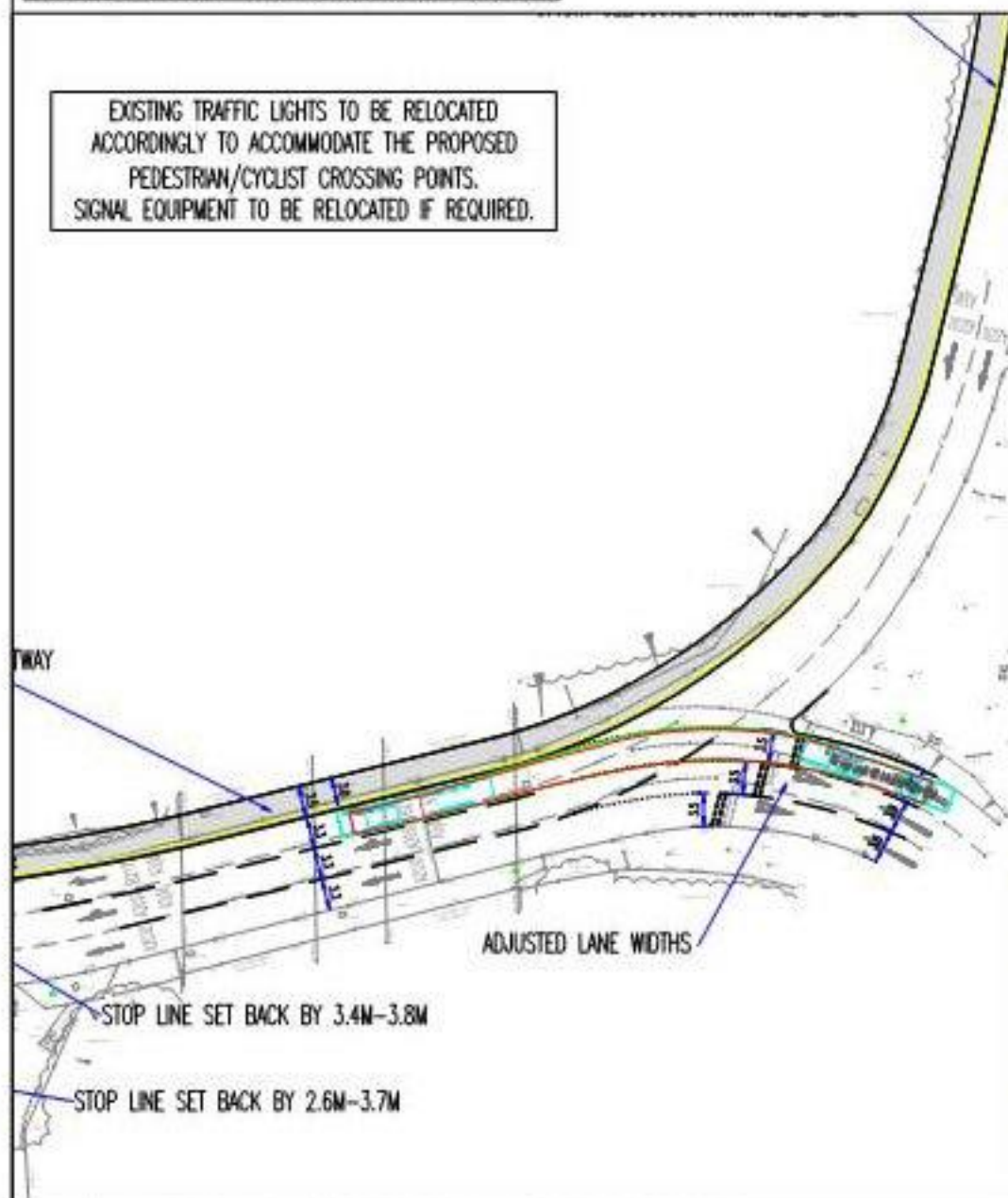
ARTICULATED VEHICLE ON B2177



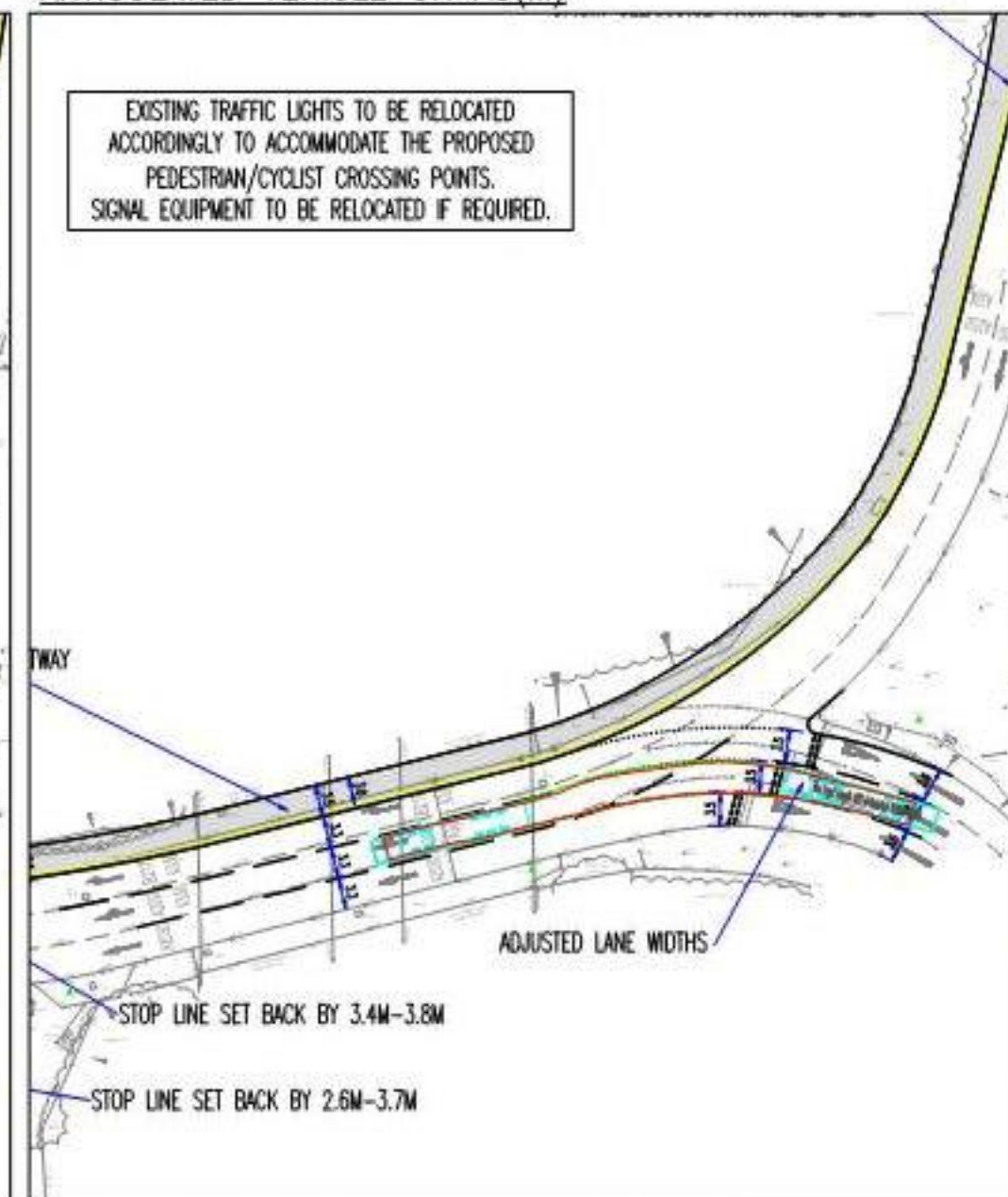
ARTICULATED VEHICLE ON A3(M)



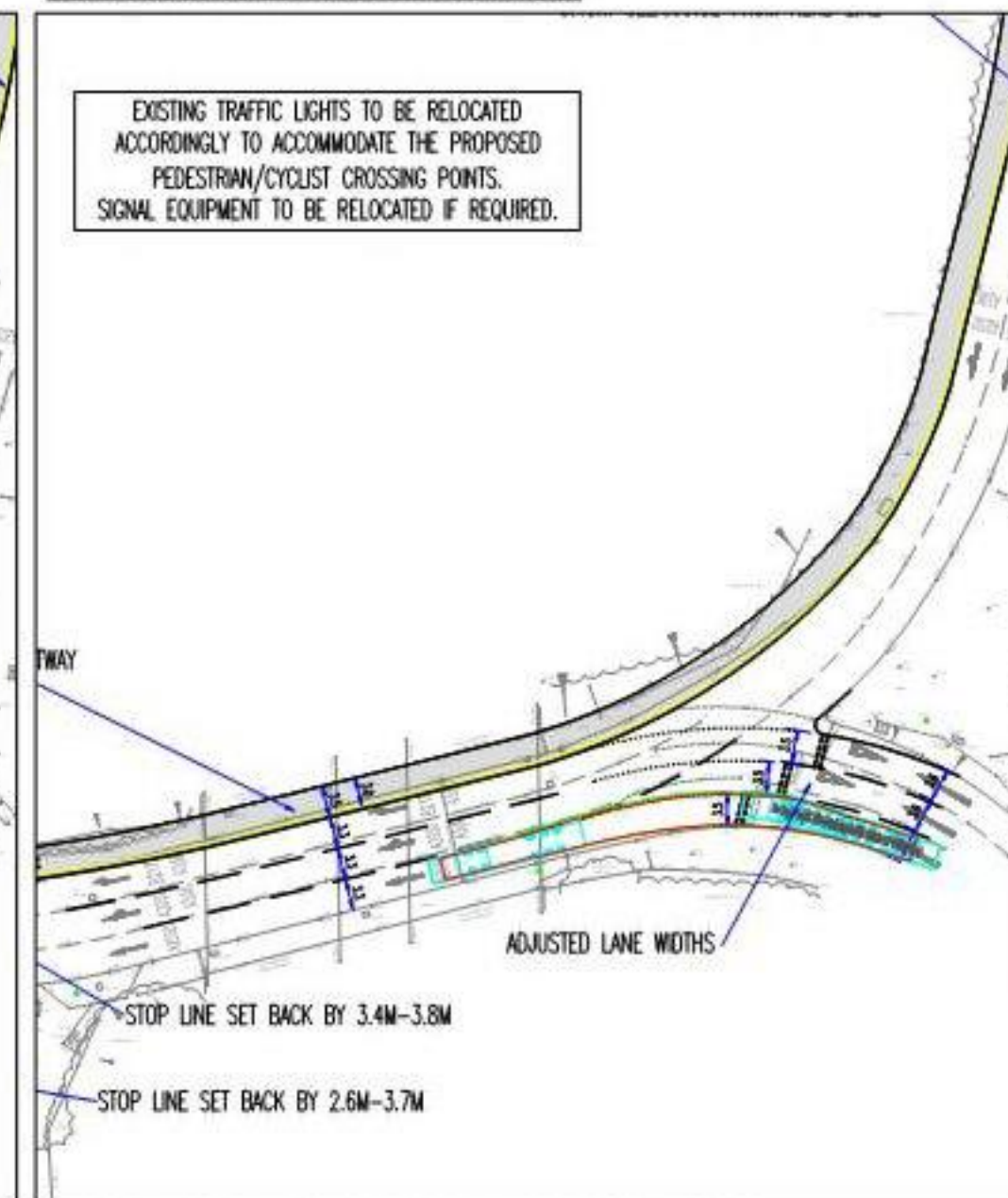
ARTICULATED VEHICLE ON A2030



ARTICULATED VEHICLE FROM A27 TO B2177



ARTICULATED VEHICLE FROM A27 TO A3(M)



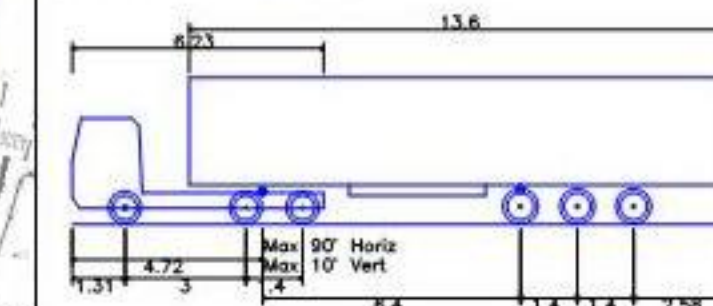
ARTICULATED VEHICLE FROM A27 TO A2030

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VEHICLE PROFILE



Max Legal Length (UK) Articulated Vehicle (16.5m)
 Overall Length 16.500m
 Overall Width 2.550m
 Overall Body Height 3.632m
 Min Body Ground Clearance 0.396m
 Max Track Width 2.500m
 Lock-to-lock time 6.00s
 Curb to Curb Turning Radius 6.870m

PRELIMINARY
 DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
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Project Name FORTY ACRE FARM BEDHAMPTON	Title VEHICLE TRACKING & LANE NARROWING AT RUSTY CUTTER ROUNDABOUT	Client BARRATT HOMES	Checked By JL	Checked Date 29.01.19	Scale 1:1000	(AT A3 SIZE)		
Project Phase PRELIMINARY			Drawn By EK	Drawn Date 29.01.19	Client Drawing No. -	PBA Drawing No. 041.0023.019	Revision A	



GENERAL NOTES

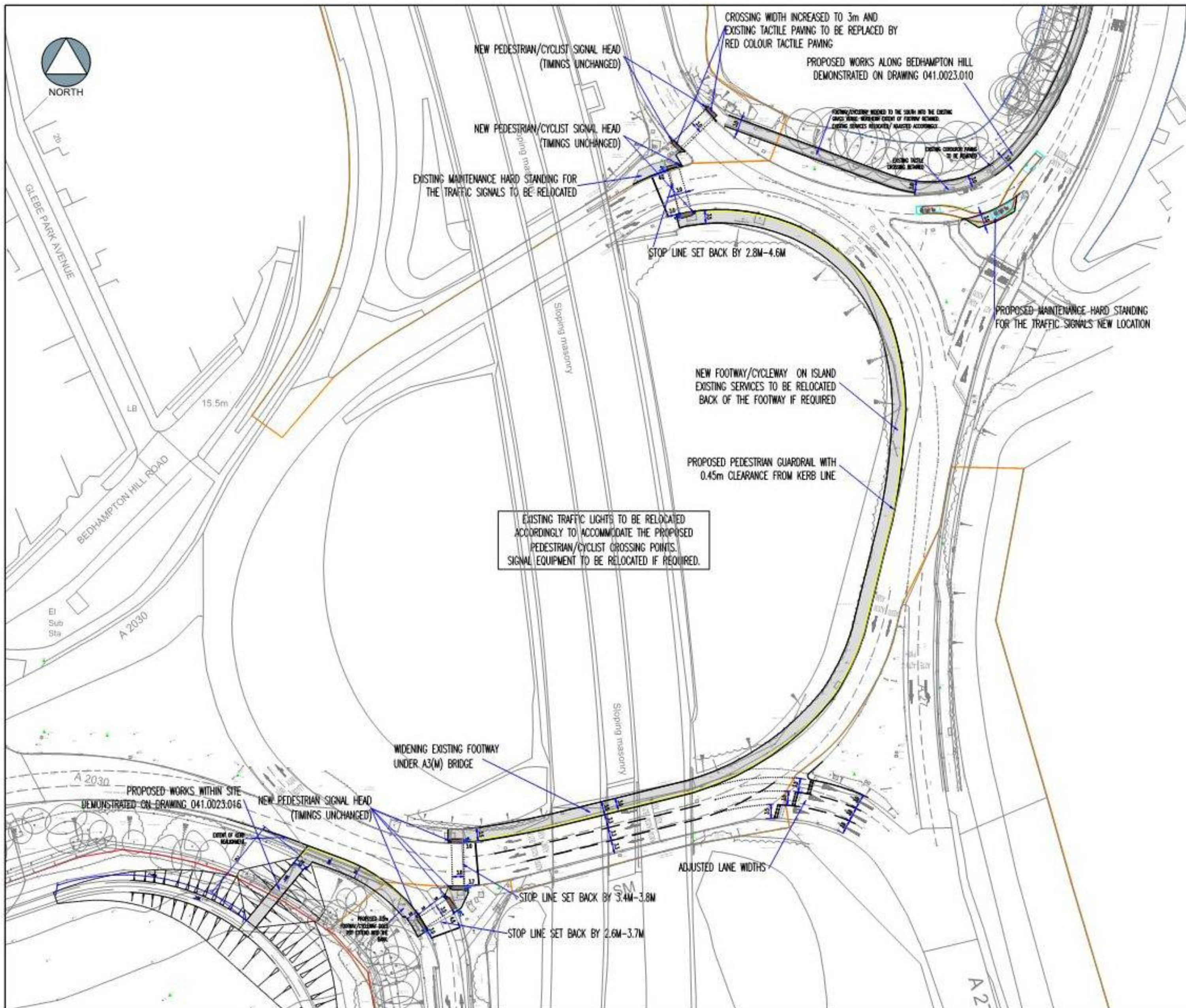
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KEY

- INDICATIVE HIGHWAYS ENGLAND BOUNDARY
- INDICATIVE SITE BOUNDARY
- INDICATIVE CULVERT LOCATION
- INDICATIVE EDGE OF BANK



Project Name FORTY ACRE FARM, BEDHAMPTON	Title EXTENT OF ON-SITE LEVEL CHANGES TO PROVIDE FOOTWAY/CYCLEWAY AND LINK TO RUSTY CUTTER ROUNDABOUT	 Paul Basham Associates Ltd Lancaster Court, 8 Rivers Road, Farnham, PO15 6TU 01483 505154 info@paulbashamassociates.com www.paulbashamassociates.com	Client  BARRATT HOMES	Checked By RW	Checked Date 25.03.19	Scale 1:250	(AT A3 SIZE)	
Project Phase PRELIMINARY				Drawn By JL	Drawn Date 25.03.19	Client Drawing No. -	PBA Drawing No. 041.0023.020	Revision -



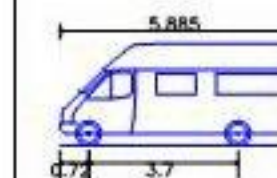
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KEY:

- INDICATIVE HIGHWAYS ENGLAND BOUNDARY
- INDICATIVE SITE BOUNDARY
- PROPOSED GUARD RAILING

VEHICLE PROFILE



4.6t Light Van	
Overall Length	5.885m
Overall Width	2.000m
Overall Body Height	2.526m
Min Body Ground Clearance	0.299m
Track Width	1.765m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.000m

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

Rev	Description	Date	By	Chkd
A	REVISED DRAWING	14.03.19	EK	JL

Project Name FORTY ACRE FARM BEDHAMPTON	Title INDICATIVE PEDESTRIAN IMPROVEMENT WORKS AT RUSTY CUTTER ROUNDABOUT OPTION 2	 Paul Basham Associates Ltd Lancaster Court, 6 Dorset Works Road, Farnham, PO15 5LJ 01443 505134 info@paulbashamassociates.com www.paulbashamassociates.com	Client  BARRATT HOMES	Checked By JL	Checked Date 29.01.19	Scale 1:1000	(AT A3 SIZE)		
Project Phase PRELIMINARY				Drawn By EK	Drawn Date 29.01.19	Client Drawing No. -	PBA Drawing No. 041.0023.018	Revision A	

Appendix N

ROAD SAFETY AUDIT RESPONSE REPORT

Project Details

Report Title:	Stage 1 Road Safety Audit Response Report
Date:	15/03/2019
Document reference and revision:	041.0023/RSARR/1
Prepared by:	Paul Basham Associates
On behalf of:	Highways England

Authorisation Sheet

Project:	Rusty Cutter Roundabout, Bedhampton
Report Title:	Stage 1 Road Safety Audit Response Report

Prepared By

Name:	Mark Smith
Position:	Director
Signed:	
Organisation:	Paul Basham Associates
Date:	15/03/2019

Approved By

Name:	
Position:	
Signed:	
Organisation:	Highways England
Date:	

ROAD SAFETY AUDIT RESPONSE REPORT

Introduction

This report results from a Stage 1 Road Safety Audit (RSA) carried out on the off-site works associates with a residential development of 320 dwellings, a 66-bedroom care home, allotments, habitat mitigation zone, provision of public open space and associates infrastructure at Forty Acre Farm on Havant Road, Bedhampton.

The off-site works are proposed at the A3(M)/A2030 Rusty Cutter Roundabout and Bedhampton Hill in Bedhampton. The works intend to improve non-motorised connectivity between the western and eastern sides of the A3(M) at the Rusty Cutter Roundabout. The proposals include a 3m wide footway/cycleway through the north of the site with a 3m wide footway/cycleway with a 1:20 gradient and 1:3 tapers up to the Rusty Cutter Roundabout and the provision of a 3m wide footway/cycleway around the internal roundabout of the Rusty Cutter with guard railing offset 450mm from the kerb line, connecting to an extended 3m wide footway/cycleway at Bedhampton Hill.

To accommodate walk with traffic pedestrian phases, alterations to the location of the stop lines at the A3(M) northbound off-slip, southern circulatory arm and northern circulatory arms would be required. A 3m wide walking area in between studs is proposed, with the stop lines set 3m back from this crossing area.

Mark Smith of Paul Basham Associates (Design Organisation) has prepared this Road Safety Audit Response Report.

Key Personnel

Overseeing Organisation:	Highways England (Patrick Blake and Glen Strongitharm)
RSA Team:	Mark Barrett (GM Traffic Consultants) and Ian Medd (GM Traffic Consultant)
Design Organisation:	Paul Basham Associates (Mark Smith)

ROAD SAFETY AUDIT RESPONSE REPORT

Road Safety Audit Decision Log

<i>RSA Problem</i>	<i>RSA Recommendation</i>	<i>Design Organisation Response</i>	<i>Overseeing Organisation Response</i>	<i>Agreed RSA Action</i>
There is no safety margin on the proposed shared footway. This may increase the risk of cyclists falling off the shared facility into the carriageway.	It is recommended that a safety margin is provided ensuring the effective width of the shared facility is not compromised.	Problem and recommendation accepted. It is proposed to include a 0.5m buff margin at the kerbside to provide a safety margin. This is the same method of safety margin along the new footway/cycleway along the site frontage at Havant Road.	XXXXX	XXXX
There are a number of trees with overhanging branches which could present a hazard for cyclists who could injure themselves if they ride into the branches.	It is recommended that the offending vegetation is removed to provide safe clearances.	Problem and recommendation accepted. The highway authority have the rights to maintain any vegetation overhanging their network. Through delivery of the highway works, any obstructive vegetation overhanging the route would be cleared.	XXXXX	XXXXX

ROAD SAFETY AUDIT RESPONSE REPORT

Operatives wishing to re-join the carriageway from the maintenance lay-by will not be able to see any signal aspects and will be unaware of which arm will have a green light. This could result in them attempting to re-join the circulatory carriageway in front of oncoming traffic. This problem is exacerbated by the poor visibility to southbound traffic on the A3 (M) off slip.	It is recommended that the maintenance lay-by is located where operatives have a clear view of the signal aspects on the adjacent arms.	Problem and recommendation accepted. Maintenance layby has been relocated to north western side of the island on Bedhampton Hill, further separating the layby from the busy junction whilst retaining it on HCC land.	XXXXXX	XXXXXX
Westbound cyclists may attempt to re-join the carriageway at the point the shared facility deviates into the proposed development.	It is recommended that the guardrailing is continued along the shared facility into the development to reduce the opportunities for cyclists to re-join the carriageway.	Problem and recommendation accepted. Additional guardrailing is proposed along the footway/cycleway to continue around the corner and partially along the gradient section.	XXXXXX	XXXXXX

ROAD SAFETY AUDIT RESPONSE REPORT

There are no proposals to provide pedestrian/cycle signals on the A3 (M) off southbound off slip where it joins the roundabout. With all other signal arms being provided with pedestrian/cycle signal heads there may be a risk of pedestrians and cyclists attempting to cross when traffic entering the roundabout from the A3 (M) has a green light. This could result in pedestrians being struck by vehicles.	It is recommended that pedestrian/cycle signal heads on the A3 (M) southbound off slip crossing point are provided.	Problem and recommendation accepted. An additional pedestrian/cycle head will be provided at this crossing.	XXXXXX	XXXXXX
---	---	--	--------	--------

Design Organisation and Overseeing Organisation Statements

On behalf of the design organisation I certify that:

- 1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.

Name:	Mark Smith
Signed:	
Position:	Director
Organisation:	Paul Basham Associates
Date:	15/03/2019

On behalf of the Overseeing Organisation I certify that:

- 1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and
- 2) The agreed RSA actions will be progressed.

ROAD SAFETY AUDIT RESPONSE REPORT

Name:	
Signed:	
Position:	
Organisation:	
Date:	

A3 (M)/A2030
RUSTY CUTTER ROUNDABOUT
& BEDHAMPTON HILL
BEDHAMPTON

OFF SITE WORKS

STAGE 1 ROAD SAFETY AUDIT

FEBRUARY 2019

GM
TRAFFIC CONSULTANTS

Document Ref: GM 19/3149	Prepared by: GM Traffic Consultants (Team Leader)	Checked by: (Name)	Approved by: (Signature)	Date Approved:
DRAFT B	Mark Barrett	Ian Medd		24 February 2019
Designer's Response				
Authority's Response				

Client:
**Paul Basham
Associates**

Engineer:
GM
Traffic Consultants Ltd
33 Riverside Gardens
Romsey
SO51 8HN

Date: 24 February 2019

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APPENDIX A Location Plans

PROJECT DETAILS

Report title	A3 (M)/A2030 Rusty Cutter Rbt & Bedhampton Hill, Bedhampton Off-site Works
RSA Date	24 February 2019
Document reference and revision	19/3149 DRAFT A
Prepared by:	GM Traffic Consultants
On behalf of	Highways England

1.0 INTRODUCTION

1.1 General

- 1.1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on the off-site works associated with a residential development of 320 residential dwellings, a 66 bedroom care home, allotments, habitat mitigation zone, provision of public open space and associated infrastructure at Forty Acre Farm on Havant Road in Bedhampton.
- 1.1.2 The off-site works are proposed at the A3 (M)/A2030 Rusty Cutter Roundabout and Bedhampton Hill in Bedhampton. The works intend to improve non motorised connectivity between the western and eastern sides of the A3 (M) at the Rusty Cutter Roundabout. A 3m wide footway/cycleway through the north of the site with a 3m wide footway/cycleway with a 1:20 gradient up to the Rusty Cutter roundabout and the provision of a 3m wide footway/cycleway around the internal roundabout of the Rusty Cutter with guard railing offset 450mm from the kerbline, connecting to an extended 3m wide footway/cycleway at Bedhampton Hill.
- 1.1.3 Two options have been provided for the area under the existing A3 (M) motorway bridge on the south circulatory arm where there is currently a small area of narrowing under the existing A3 (M) bridge as per the northern circulatory arm. The first option keeps this pinch point as existing but includes the provision of guard railing and 'cyclists to dismount' signage. The second option provides a continuous 3m wide footway/cycleway under the A3 (M) motorway bridge of south circulatory arm plus guard railing set 450mm off the kerb edge. In order to achieve this 1m has been taken collectively from the 3 circulatory lanes, reducing lane widths to 3.3m each. The lane widths of the A27 arm have also had to be narrowed to 3.5m wide.
- 1.1.4 To accommodate walk with traffic pedestrian phases, alterations to the location of the stop lines at the A3M northbound off slip, southern circulatory arm and northern circulatory arms would be required. A 3m wide walking area in between studs is proposed, with the stop lines set 3m back from this crossing area. The A3(M) northbound off-slip stop line has been pushed back by 2.6m-3.7m, the southern circulatory arm stop line has been pushed back by 3.4m-3.8m and the northern circulatory arm stop line has been pushed back by 2.8m-4.6m.
- 1.1.5 The RSA was carried out at the request of Patrick Blake, Project Sponsor, Highways England.
- 1.1.6 GM Traffic Consultants Ltd carried out the Audit between 19th February and 24th February 2019. The Road Safety Audit (RSA) Brief, supplied by Paul Basham Associates, has been approved by Glen Strongitharm (Highways England Project Sponsor,) who has also approved the Audit Team who were:
- Mark Barrett, Highways England Cert. of Comp
Ian Medd, MCIHT, FSoRSA
- The Audit Team accept the RSA Brief.

- 1.1.7 The Audit Team are independent of the project design and have had no involvement with the design of the project.
- 1.1.8 The report has been prepared in accordance with the Design Manual for Roads and Bridges (DMRB) GG119.
- 1.1.9 Whilst reference is made to certain design standards, where safety may be compromised by a reduction in standard, this report is not intended to provide a design check. The Auditors have only reported on matters that might have an adverse effect on road safety in the context of the chosen design. No attempt has been made to comment on the justification of the scheme or the appropriateness of the design. Consequently, the Auditors accept no responsibility for the design or construction of the scheme.
- 1.1.10 The Audit consisted of a desktop study and a site visit which was undertaken on Tuesday 11th February 2019 at 13:00 for one hour. Traffic flows were moderate and it was sunny.
- 1.1.11 The recommendations in this report are aimed at addressing the road safety problems; however, there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities.
- 1.1.12 The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit and would encourage the Designer to consult them on this matter.
- 1.1.13 The LHA response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the *As Built* design pack to be provided and retained by the LHA on final completion.

2.0 ITEMS CONSIDERED

- 2.1 The Road Safety Audit was undertaken on the scheme detailed in the following documentation which formed the complete Audit Brief as approved by Glen Strongitharm (Highways England Project Sponsor).

Drawing No.	Rev	Title
041.0023.RSAB.1	-	Stage 1 RSA Brief
041.0023.010	A	Route to School Improvement Plan
041.0023.011	A	Route to School Improvement Plan Vehicle Tracking
041.0023.014	C	Indicative Pedestrian Improvement Works at Rusty Cutter Roundabout
041.0023.016	A	Proposed Footpath Link to Connect Into Existing Hard Standing Area (Option 3)
041.0023.018	-	Indicative Pedestrian Improvement Works at Rusty Cutter Roundabout Option 2
041.0023.019	-	Vehicle Tracking & Lane Narrowing at Rusty Cutter Roundabout
041.0023/WCHR/1	-	Walking, Cycling & Horse-Riding Assessment and Review
041.0023 TA1	-	Forty Acre Farm, Bedhampton Transport Assessment
041.0023 SRR2	-	Forty Acre Farm, Bedhampton Sustainability Review Report
041.0023 RCJMSN1	-	Forty Acre Farm, Bedhampton Rusty Cutter Junction Modelling Summary Note

- 2.2 The Personal Injury Collision (PIC) record for the six year period ending 31st December 2017 has been provided within the RSA Brief.
- 2.3 The Audit Team have been informed of a Departure from Standard with regards to the shared footway/cycleway on the on the south circulatory arm. The provision of guardrailing without widening would reduce the effective width of the shared facility. The proposals would provide "Cyclists Dismount" signs similar to the existing arrangements on the northern circulatory arm.

3.0 MATTERS ARISING FROM THIS STAGE 1 RSA

3.1 PROBLEM

LOCATION: Shared footway/cycleway

SUMMARY: Risk of cyclists falling off kerb as no safety margin

There is no safety margin on the proposed shared footway. This may increase the risk of cyclists falling off the shared facility into the carriageway.

RECOMMENDATION

It is recommended that a safety margin is provided ensuring the effective width of the shared facility is not compromised.

3.2 PROBLEM

LOCATION: Shared footway/cycleway Bedhampton Hill

SUMMARY: Risk of cyclists injuring themselves on overhanging vegetation

There a number of trees with overhanging branches which could present a hazard for cyclists who could injure themselves if they ride into the branches.

RECOMMENDATION

It is recommended that the offending vegetation is removed to provide safe clearances.

3.3 PROBLEM

LOCATION: Proposed relocated maintenance lay-by

SUMMARY: Risk of maintenance vehicles colliding with vehicles on circulatory carriageway as they cannot see signal aspects

Operatives wishing to re-join the carriageway from the maintenance lay-by will not be able to see any signal aspects and will be unaware of which arm will have a green light. This could result in them attempting to re-join the circulatory carriageway in front of oncoming traffic. This problem is exacerbated by the poor visibility to southbound traffic on the A3 (M) off slip.

RECOMMENDATION

It is recommended that the maintenance lay-by is located where operatives have a clear view of the signal aspects on the adjacent arms.

3.4 PROBLEM

LOCATION: Western extent of shared footway/cycleway

SUMMARY: Risk of cycle/vehicle collisions as no guardrailing preventing cyclists rejoining carriageway

Westbound cyclists may attempt to re-join the carriageway at the point the shared facility deviates into the proposed development. This may increase the risk of collisions with vehicles exiting the roundabout.

RECOMMENDATION

It is recommended that the guardrailing is continued along the shared facility into the development to reduce the opportunities for cyclists to re-join the carriageway.

3.5 PROBLEM

LOCATION: A3 (M) southbound off slip

SUMMARY: Risk of vehicles striking pedestrians/cyclists crossing southbound off slip as no pedestrian/cycle signals

There are no proposals to provide pedestrian/cycle signals on the A3 (M) off southbound off slip where it joins the roundabout. With all other signal arms being provided with pedestrian/cycle signal heads there may be a risk of pedestrians and cyclists attempting to cross when traffic entering the roundabout from the A3 (M) has a green light. This could result in pedestrians being struck by vehicles.

RECOMMENDATION

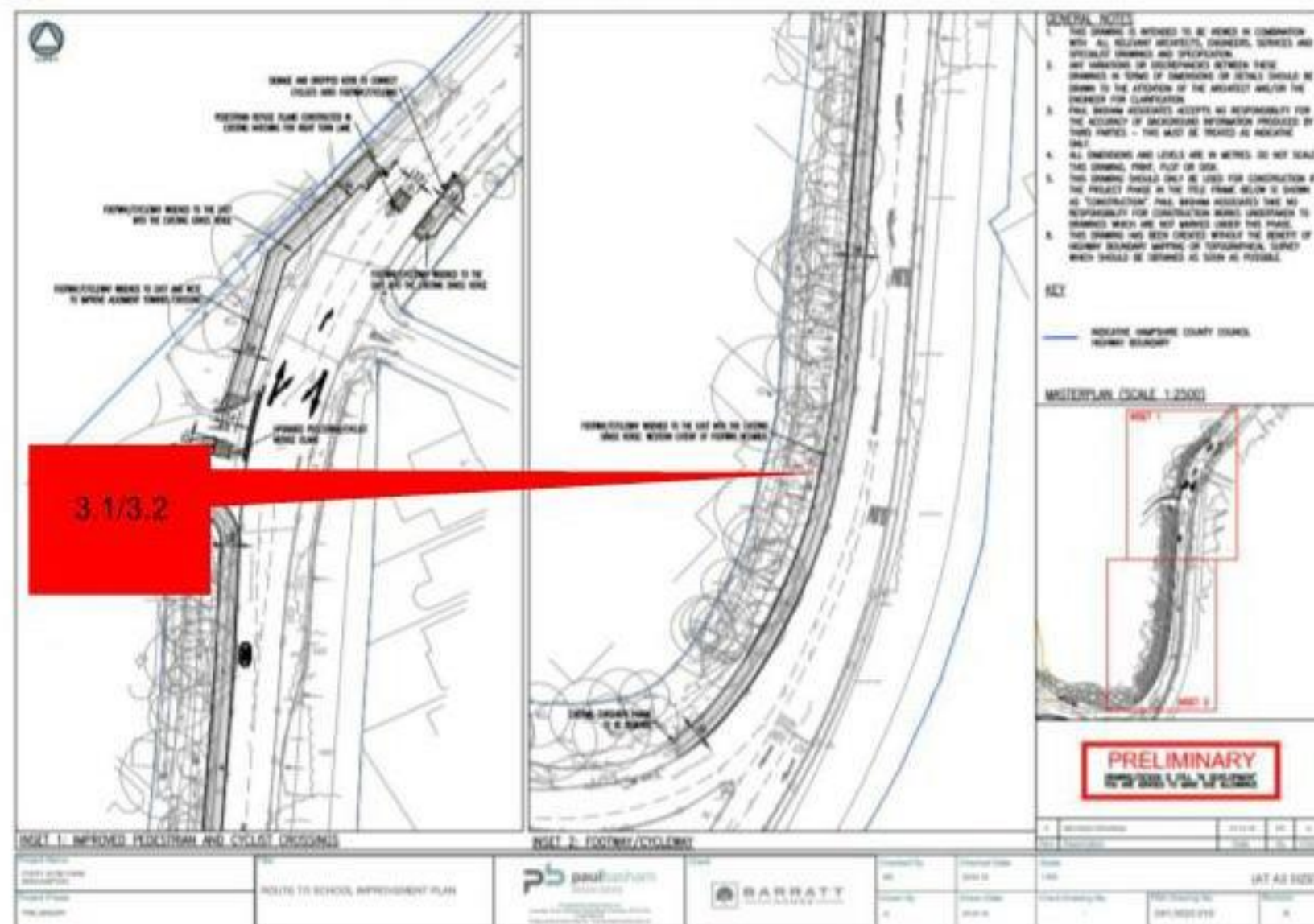
It is recommended that pedestrian/cycle signal heads on the A3 (M) southbound off slip crossing point are provided.

4.0 AUDIT TEAM STATEMENT

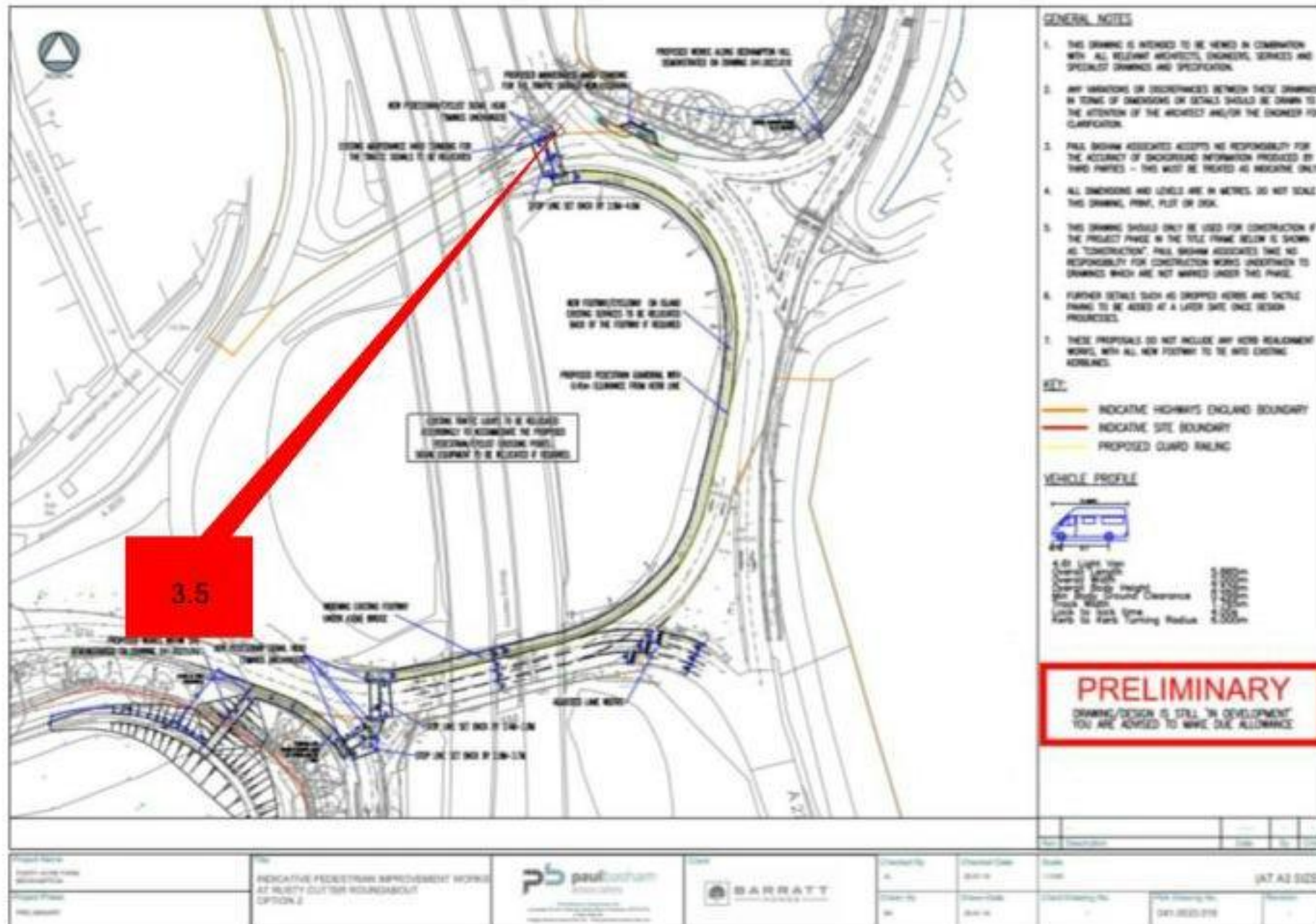
4.1 We certify that this audit has been carried out in compliance with GG119.

AUDIT TEAM LEADER	
NAME	Mark Barrett
SIGNATURE	
POSITION	Director
ORGANISATION	GM Traffic Consultants
DATE	24 February 2019
CONTACT DETAILS	
AUDIT TEAM MEMBER	
NAME	Ian Medd
SIGNATURE	
POSITION	Road Safety Consultant
ORGANISATION	GM Traffic Consultants
DATE	24 February 2019
PROJECT TITLE	Road Safety Audit – Stage 1 A3/A2030 Rusty Cutter Rbt & Bedhampton Hill Bedhampton Off-site Works
DOC REF	GM 19/3149

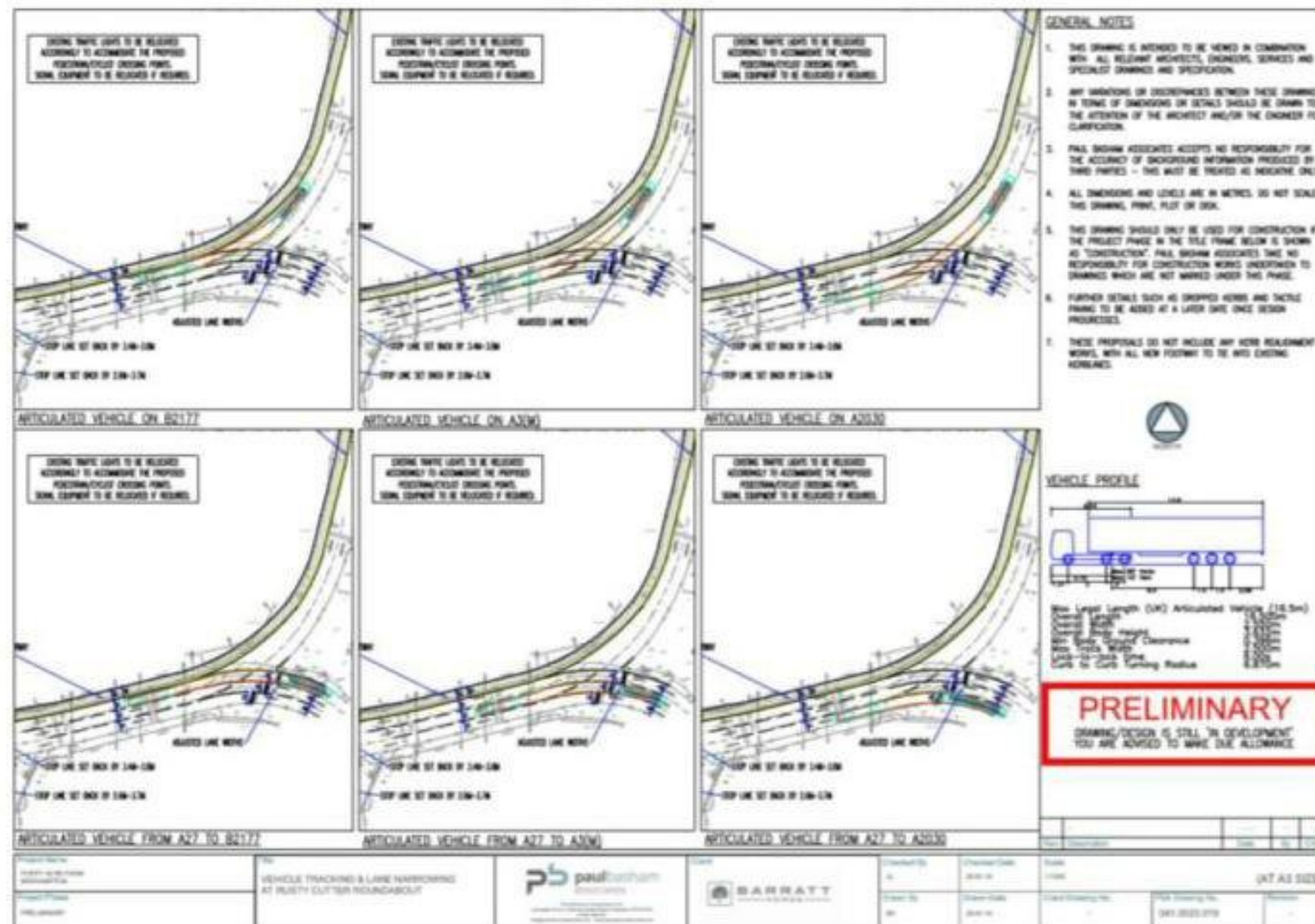
APPENDIX A: LOCATION PLANS



3.4



Road Safety Audit – Stage 1
A3 (M)/A2030 Rusty Cutter Rbt & Bedhampton Hill
Bedhampton
Off-site Works



Appendix O

Calculation Reference: AUDIT-247601-160906-0913

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLESSelected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	2 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	3 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	2 days
09	NORTH	
	CB CUMBRIA	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: 51 to 432 (units:)
 Range Selected by User: 50 to 500 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 28/09/15

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	4 days
Tuesday	4 days
Wednesday	2 days
Thursday	3 days
Friday	3 days

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

Selected survey types:

Manual count	16 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)	9
Edge of Town	7

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.

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

16 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®.

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	5 days
10,001 to 15,000	4 days
15,001 to 20,000	3 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	3 days
100,001 to 125,000	3 days
125,001 to 250,000	2 days
250,001 to 500,000	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	3 days
1.1 to 1.5	13 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

16 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	CB-03-A-04	SEMI DETACHED		CUMBRIA
	MOORCLOSE ROAD			
	SALTERBACK			
	WORKINGTON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	82		
	Survey date: FRIDAY	24/04/09		Survey Type: MANUAL
2	CH-03-A-02	HOUSES/FLATS		CHESHIRE
	SYDNEY ROAD			
	CREWE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	174		
	Survey date: TUESDAY	14/10/08		Survey Type: MANUAL
3	CH-03-A-06	SEMI-DET./BUNGALOWS		CHESHIRE
	CREWE ROAD			
	CREWE			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	129		
	Survey date: TUESDAY	14/10/08		Survey Type: MANUAL
4	DC-03-A-01	DETACHED		DORSET
	ISAACS CLOSE			
	POOLE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	51		
	Survey date: WEDNESDAY	16/07/08		Survey Type: MANUAL
5	DV-03-A-02	HOUSES & BUNGALOWS		DEVON
	MILLHEAD ROAD			
	HONITON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	116		
	Survey date: FRIDAY	25/09/15		Survey Type: MANUAL
6	DV-03-A-03	TERRACED & SEMI DETACHED		DEVON
	LOWER BRAND LANE			
	HONITON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	70		
	Survey date: MONDAY	28/09/15		Survey Type: MANUAL
7	EX-03-A-01	SEMI-DET.		ESSEX
	MILTON ROAD			
	CORRINGHAM			
	STANFORD-LE-HOPE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	237		
	Survey date: TUESDAY	13/05/08		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	NE-03-A-02	SEMI DETACHED & DETACHED		NORTH EAST LINCOLNSHIRE
	HANOVER WALK			
	SCUNTHORPE			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	432		
	Survey date: MONDAY	12/05/14		Survey Type: MANUAL
9	NF-03-A-02	HOUSES & FLATS		NORFOLK
	DEREHAM ROAD			
	NORWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	98		
	Survey date: MONDAY	22/10/12		Survey Type: MANUAL
10	NY-03-A-06	BUNGALOWS & SEMI DET.		NORTH YORKSHIRE
	HORSEFAIR			
	BOROUGHBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	115		
	Survey date: FRIDAY	14/10/11		Survey Type: MANUAL
11	NY-03-A-09	MIXED HOUSING		NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE			
	NORTHALLERTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	52		
	Survey date: MONDAY	16/09/13		Survey Type: MANUAL
12	NY-03-A-10	HOUSES AND FLATS		NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD			
	RIPON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	71		
	Survey date: TUESDAY	17/09/13		Survey Type: MANUAL
13	SC-03-A-04	DETACHED & TERRACED		SURREY
	HIGH ROAD			
	BYFLEET			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	71		
	Survey date: THURSDAY	23/01/14		Survey Type: MANUAL
14	SH-03-A-04	TERRACED		SHROPSHIRE
	ST MICHAEL'S STREET			
	SHREWSBURY			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	108		
	Survey date: THURSDAY	11/06/09		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	SH-03-A-05	SEMI-DETACHED/TERRACED	SHROPSHIRE
	SANDCROFT		
	SUTTON HILL		
	TELFORD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	54	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
16	SY-03-A-01	SEMI DETACHED HOUSES	SOUTH YORKSHIRE
	A19 BENTLEY ROAD		
	BENTLEY RISE		
	DONCASTER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	54	
	Survey date: WEDNESDAY	18/09/13	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.

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	16	120	0.068	16	120	0.262	16	120	0.330
08:00 - 09:00	16	120	0.127	16	120	0.381	16	120	0.508
09:00 - 10:00	16	120	0.143	16	120	0.160	16	120	0.303
10:00 - 11:00	16	120	0.137	16	120	0.173	16	120	0.310
11:00 - 12:00	16	120	0.144	16	120	0.145	16	120	0.289
12:00 - 13:00	16	120	0.172	16	120	0.159	16	120	0.331
13:00 - 14:00	16	120	0.158	16	120	0.153	16	120	0.311
14:00 - 15:00	16	120	0.166	16	120	0.174	16	120	0.340
15:00 - 16:00	16	120	0.277	16	120	0.187	16	120	0.464
16:00 - 17:00	16	120	0.281	16	120	0.179	16	120	0.460
17:00 - 18:00	16	120	0.325	16	120	0.189	16	120	0.514
18:00 - 19:00	16	120	0.248	16	120	0.172	16	120	0.420
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.246			2.334			4.580

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

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

Parameter summary

Trip rate parameter range selected:	51 - 432 (units:)
Survey date range:	01/01/08 - 28/09/15
Number of weekdays (Monday-Friday):	16
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

Calculation Reference: AUDIT-247601-160906-0938

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : F - CARE HOME (ELDERLY RESIDENTIAL)

VEHICLESSelected regions and areas:

02 SOUTH EAST	
WG WOKINGHAM	1 days
03 SOUTH WEST	
DC DORSET	1 days
04 EAST ANGLIA	
SF SUFFOLK	1 days
05 EAST MIDLANDS	
DS DERBYSHIRE	1 days
06 WEST MIDLANDS	
WK WARWICKSHIRE	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
NY NORTH YORKSHIRE	1 days
WY WEST YORKSHIRE	1 days
08 NORTH WEST	
GM GREATER MANCHESTER	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 residents
 Actual Range: 17 to 70 (units:)
 Range Selected by User: 17 to 100 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 18/09/15

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	3 days
Wednesday	2 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	8 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)	6
Edge of Town	2

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	8
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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:

C2

8 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®.

Population within 1 mile:

1,000 or Less	1 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	3 days

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

Population within 5 miles:

5,001 to 25,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	3 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	5 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:

No

8 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	DC-05-F-02	NURSING HOME		DORSET
	WHARNCLIFFE ROAD			
	BOSCOMBE			
	BOURNEMOUTH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	43		
	Survey date: WEDNESDAY	16/07/08		Survey Type: MANUAL
2	DS-05-F-01	NURSING HOME		DERBYSHIRE
	29 VILLAGE STREET			
	DERBY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	70		
	Survey date: TUESDAY	21/10/14		Survey Type: MANUAL
3	GM-05-F-03	NURSING HOME		GREATER MANCHESTER
	HALIFAX ROAD			
	ROCHDALE			
	Edge of Town			
	Residential Zone			
	Total Number of residents:	30		
	Survey date: WEDNESDAY	29/05/13		Survey Type: MANUAL
4	NY-05-F-01	NURSING HOME		NORTH YORKSHIRE
	HARROGATE ROAD			
	RIPON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	38		
	Survey date: MONDAY	22/09/08		Survey Type: MANUAL
5	SF-05-F-01	CARE HOME		SUFFOLK
	COLCHESTER ROAD			
	IPSWICH			
	Edge of Town			
	Residential Zone			
	Total Number of residents:	17		
	Survey date: FRIDAY	18/09/15		Survey Type: MANUAL
6	WG-05-F-01	NURSING HOME		WOKINGHAM
	BARKHAM ROAD			
	WOKINGHAM			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	58		
	Survey date: TUESDAY	20/11/12		Survey Type: MANUAL
7	WK-05-F-01	NURSING HOME		WARWICKSHIRE
	CLARENDON SQUARE			
	LEAMINGTON SPA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	32		
	Survey date: THURSDAY	25/10/12		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	WY-05-F-01	NURSING HOME	WEST YORKSHIRE
	CLIFF ROAD		
	HYDE PARK		
	LEEDS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	58	
	Survey date: TUESDAY	15/06/10	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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	8	43	0.081	8	43	0.058	8	43	0.139
08:00 - 09:00	8	43	0.084	8	43	0.066	8	43	0.150
09:00 - 10:00	8	43	0.058	8	43	0.023	8	43	0.081
10:00 - 11:00	8	43	0.078	8	43	0.058	8	43	0.136
11:00 - 12:00	8	43	0.061	8	43	0.081	8	43	0.142
12:00 - 13:00	8	43	0.055	8	43	0.046	8	43	0.101
13:00 - 14:00	8	43	0.084	8	43	0.064	8	43	0.148
14:00 - 15:00	8	43	0.095	8	43	0.087	8	43	0.182
15:00 - 16:00	8	43	0.055	8	43	0.104	8	43	0.159
16:00 - 17:00	8	43	0.066	8	43	0.058	8	43	0.124
17:00 - 18:00	8	43	0.049	8	43	0.092	8	43	0.141
18:00 - 19:00	8	43	0.049	8	43	0.058	8	43	0.107
19:00 - 20:00	8	43	0.058	8	43	0.049	8	43	0.107
20:00 - 21:00	7	43	0.023	7	43	0.056	7	43	0.079
21:00 - 22:00	1	38	0.026	1	38	0.026	1	38	0.052
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.922			0.926			1.848

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

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

Parameter summary

Trip rate parameter range selected:	17 - 70 (units:)
Survey date range:	01/01/08 - 18/09/15
Number of weekdays (Monday-Friday):	8
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.