

Technical Note

Project No: ITB14224
Project Title: Chalcroft Nursery
Title: Response to WSCC and HE Representations
Ref: ITB14224-011
Date: 24 September 2020

SECTION 1 Information

- 1.1 Landform Bersted Ltd has submitted a planning application (ref: BE/81/20) to Arun District Council (ADC) for the proposed modernisation of the existing commercial offering and the provision an additional 1,542 sqm of commercial space (including B1(b), B1(c), B8 and A1 land uses), 20 residential dwellings, landscaping, infrastructure and a new vehicular access.
- 1.2 ADC have consulted both Highways England (HE), responsible for the management of the Strategic Road Network (which includes the A27) and West Sussex County Council (WSCC), in their capacity as the statutory consultee on matters of highway and transport in relation to the local road network. Both HE and WSCC have provided a response to the application and which are available on the Arun Planning Portal. This Technical Note (TN) has been prepared to respond to their representations.

SECTION 2 Highways England

- 2.1.1 While Highways England has not objected to the proposed development, concern has been cited that the traffic impact assessment does not take into account the correct level of commercial floorspace and therefore the assessment cannot be relied upon to demonstrate the acceptability of any other development proposals. However, it would that the comments relate to a misunderstanding of the development proposal.
- 2.1.2 The application form identifies that there is the provision of some new commercial floorspace of 2,240sqm and the loss of existing A1 use of some 698sqm (which represents the demolition of the existing nursery). It should also be noted that some of the 2,240sqm of floorspace relates to the reprovision of the nursery (some 750sqm – an increase of 52sqm) and an increase in the floor area of the aquatics centre (an increase of 47sqm). There is also a decrease in the furniture outlet floorspace of some 35sqm.

- 2.1.3 In order to accurately take account of the impact of each of the existing/re-provided uses, these have been assessed on a use by use basis for the 'existing' and 'post development' scenario; it should be noted the latter include the uplift in floorspaces (e.g. the 'existing' garden centre uses a floorspace of 698sqm while the 'post development uses a floorspace of 750sqm). These uses have not been included in the assessment of 'flexible' commercial use floorspace, since it does not resemble such provision as it is an extension of an existing use (i.e. the floorspace forms part of the aquatics centre and is not attached to a general commercial building).
- 2.1.4 The movements of all uses have been assessed on their pre and post development floorspaces and are detailed in Section 7.4 of the TS. The forecast trip generation for all uses is set out in Table 7.13 and provides a comprehensive and accurate assessment of pre and post development trips.
- 2.1.5 The forecast trip generation contained in Table 7.13 identifies the remaining floorspace leftover when the allowances for the other uses have been made. This includes 1,471sqm for new flexible commercial floorspace and 199sqm for A1 uses. Overall, across all uses, some 3,165sqm of floorspace has been allowed for, including uses that are already present on the site. Therefore, the assessment is both correct and robust.

2.2 West Sussex County Council

- 2.2.1 WSCC have not objected to the proposed development but have provided a holding response requesting that further information be provided in respect of the following matters:
- Additional Policy Consideration of LTN 1/20;
 - Consideration of Ghost Right Hand Turn Lane;
 - HGV vehicle tracking of site access and likely levels of HGV traffic;
 - Cycle route ending at site access and onward connections; and
 - Evidence of discussion and agreement to proportional contributions to be provided.

2.3 LTN 01/20

- 2.3.1 Local Transport Note 01/20 was released by the Government at the end of July 2020 and sets out guidance in respect of the provision and design for cycle infrastructure. Further consideration has been given to the guidance in respect of the proposed shared cycle route to the north of the access road.
- 2.3.2 Section 1.6 of LTN 01/20 identifies that (underlined for emphasis):

“Shared use routes in streets with high pedestrian or cyclist flows should not be used. Instead, these sorts of spaces distinct tracks for cyclists should be made, using sloping, pedestrian-friendly kerbs and/or different servicing. Shared use routes away from streets may be appropriate in locations such as canal towpaths, paths through housing estates and other green spaces....”

- 2.3.3 Paragraph 6.5.6 also identifies that shared use is appropriate where it achieves continuity of a cycle route. Further, it should be noted that due to the physical constraints presented by the cemetery to the west and drainage to the east, it would not be possible to provide 2-way segregated cycle provision adjacent to the north and south of the access road.
- 2.3.4 Paragraph 6.5.7 and Table 6.3 identifies that where pedestrian flows are up to 300 per hour, that a minimum shared-use width of 3.0m should be provided. Further, Table 5.3 identifies that where a kerb between 61mm and 150mm in height is present then a further 200mm should be provided to maintain effective width of the cycle track.
- 2.3.5 Therefore, as a kerb is present on one side of the path, the design has been amended to provide a route with a width of 3.2m. The revised arrangement is presented in Drawing ITB14224-001 Rev D.

2.4 Onward Connection – Path Termination

- 2.4.1 As part of pre-application consultation regarding the wider parcel of development, the potential for cycle and bridleway connections have been explored with WSCC Public Rights of Way; further, ADC have aspirations of creating a network of cycle routes that facilitate access through New Barn Lane towards the B2259 and into the wider West of Bersted development.
- 2.4.2 The proposed link provides one such point of connection into this network. Following pre-application engagement, a range of cycle connections have been identified and agreed with WSCC Public Rights of Way. A copy of the connectivity plan is provided at Figure 1.
- 2.4.3 Therefore, the proposed link forms part of this network and will connect directly to the off-road cycle route along the alignment of Footpath 136, which is to be enhanced as part of the wider development. In turn, this will provide a connection to Footpath 134 and New Barn Lane, for which a contribution of £50,000 was provided to WSCC to facilitate its enhancement.
- 2.4.4 To the south of the site, the route is currently shown as terminating on Chalcraft Lane. It is recognised that to support the connectivity aspirations, that as part of any development proposals for the wider site connectivity will need to be provided through to Central Drive. However, it would not be appropriate to form through links as part of this development as a) with reference to the tests on the

use conditions and obligations, the development is not of a scale that would render such an improvement reasonable and in keeping with the development (noting that it would require formalised crossing provision of Chalcroft Lane and regarding of the existing infrastructure) and b) there would be no certainty that onward connectivity through the wider parcel could be provided until such a time firm proposals for this land are in place.

2.4.5 As such, the design has been amended to incorporate interim measures to enable cyclists to leave and join the access road carriageway. This includes a short section of cycleway on the southern side of the carriageway to enable cyclists to exit the carriageway and cross, and a dropped kerb on the northern side of the carriageway with demarcation to enable cyclists to join the carriageway prior to entering Chalcroft Lane. Additionally, the 'end of route' demarcation has been relocated to the access road.

2.4.6 Alternatively, and if preferred by WSCC, the proposed route could be provided at a width of 3.2m as part of the current development as a footway only, with cycling retained on carriageway. Should further development then be consented on the wider parcel of land, this could then be altered to a cycle route (requiring the erection of signage) upon the opening of both onward connections and connections through the site.

2.5 HGV Number and Tracking

2.5.1 Trip rates for OGV vehicles have been derived from the TRICS database using the same sites as those identified in the original assessment. Where no OGV data was available for the garden centre use, LGV data (i.e. including vans) has been used as a proxy. The assessment includes all 1471 sqm of new commercial floor space, 880sqm of floorspace for the nursery and aquatics centre and 814sqm of floorspace for existing retail (furniture outlet) and new retail floorspace. The development is forecast to generate some 14 two-way vehicle movements per day (e.g. 7 in and 7 out). The TRICS outputs are provided at Appendix A.

2.5.2 Given the scale and nature of the development it is expected that these movements will be rigid HGVs of some 11m in length. However, vehicular tracking is provided for both a rigid HGV and an articulated 16.5m HGV. The junction can accommodate these manoeuvres, both from Chalcroft Lane and from the Site Access Road into the commercial access.

2.5.3 It should also be noted that the proposed junction arrangement provides an enhancement to the existing access arrangements to the existing retail outlet and nursery and aquatics centre. In real terms, it is only the movements associated with the new commercial element (some 5 manoeuvres) which would be in addition to movements associated with the existing uses.

2.6 Right Hand Turn Lane

2.6.1 WSCC has requested that consideration be given as to whether a ghost island right turning lane is necessary, citing CD123 as guidance. It should be noted that the guidance referred to forms part of the Design Manual for Roads and Bridges. This document is used primarily for the trunk road network (e.g. strategic dual carriageways and motorways) and is rarely used for the local road network, particularly one with the characteristics of Chalcroft Lane.

2.6.2 Instead, Manual for Streets guidance is appropriate in this context. Manual for Streets 2 (para 9.4.7) states that:

“TD 42/95 (superseded by CD123 but the principles remain) that consideration should be given to providing a right turning lane at priority junctions where the side road flow exceeds 500 vehicles per day, but this advice relates to trunk roads, where there is an emphasis on providing an unimpeded route for through traffic. It is a relatively flow, and junctions without right lanes will often be able to cater for higher levels of turning traffic without resulting in significant congestion”

2.6.3 Further, it recognises that (para 9.4.8):

“Right turning lanes make it more difficult for pedestrians to cross major roads and lead to higher traffic speeds.”

2.6.4 Indeed, the guidance advises that careful consideration should be given to the effects before such provision is made and promotes the removal of unnecessary right turn lanes for the benefit of non-motorised users.

2.6.5 While it is evident that the principle of such provision would be inappropriate in this instance, further consideration has nevertheless been given. There are three key factors in determining whether a right-hand turn lane is necessary:

- Highway safety – e.g. vehicles have clear visibility towards any stationary vehicles as not to create a rear shunt hazard;
- Capacity – that a simple priority junction does not result in excessive queuing or delay; and
- Whether such provision is consistent with the network in the immediate vicinity of the site.

2.6.6 Forward visibility to a stationary vehicle is excellent. Site access drawing ITB14244-001 Rev D identifies the visibility splay on the basis of the recorded road speed (50m) as well as visibility significantly beyond this distance (160m – suitable for a 50mph design speed) and ITB14224-007 identifies that 200m can be achieved; both drawings are provided at the rear of this TN. Therefore, drivers on Chalcroft Lane will be able to clearly see any vehicle turning right into the minor arm of the junction.

- 2.6.7 The capacity assessment provided with the assessment demonstrates that the junction will not result in significant queuing or delay, both on either a low quantum as proposed or resulting from development of the wider land parcel.
- 2.6.8 A review of other junctions in the vicinity of the site, which are likely to experience movements in excess of those associated with the minor arm, do not have associated turn provision. Examples are provided at Images 2.1, 2.2 and 2.3. Therefore, the proposed treatment is consistent with the local road network.

Image 2.1: Central Drive/Chalcroft Lane Junction



Source: Google Streetview

Image 2.2: Central Avenue/Chalcroft Lane Junction



Source: Google Streetview

Image 2.3: West Mead Drive/Chalcroft Lane Junction



Source: Google Streetview

- 2.6.9 On that basis, it is concluded that a right-hand turn lane is not required, nor would it be appropriate at this location.

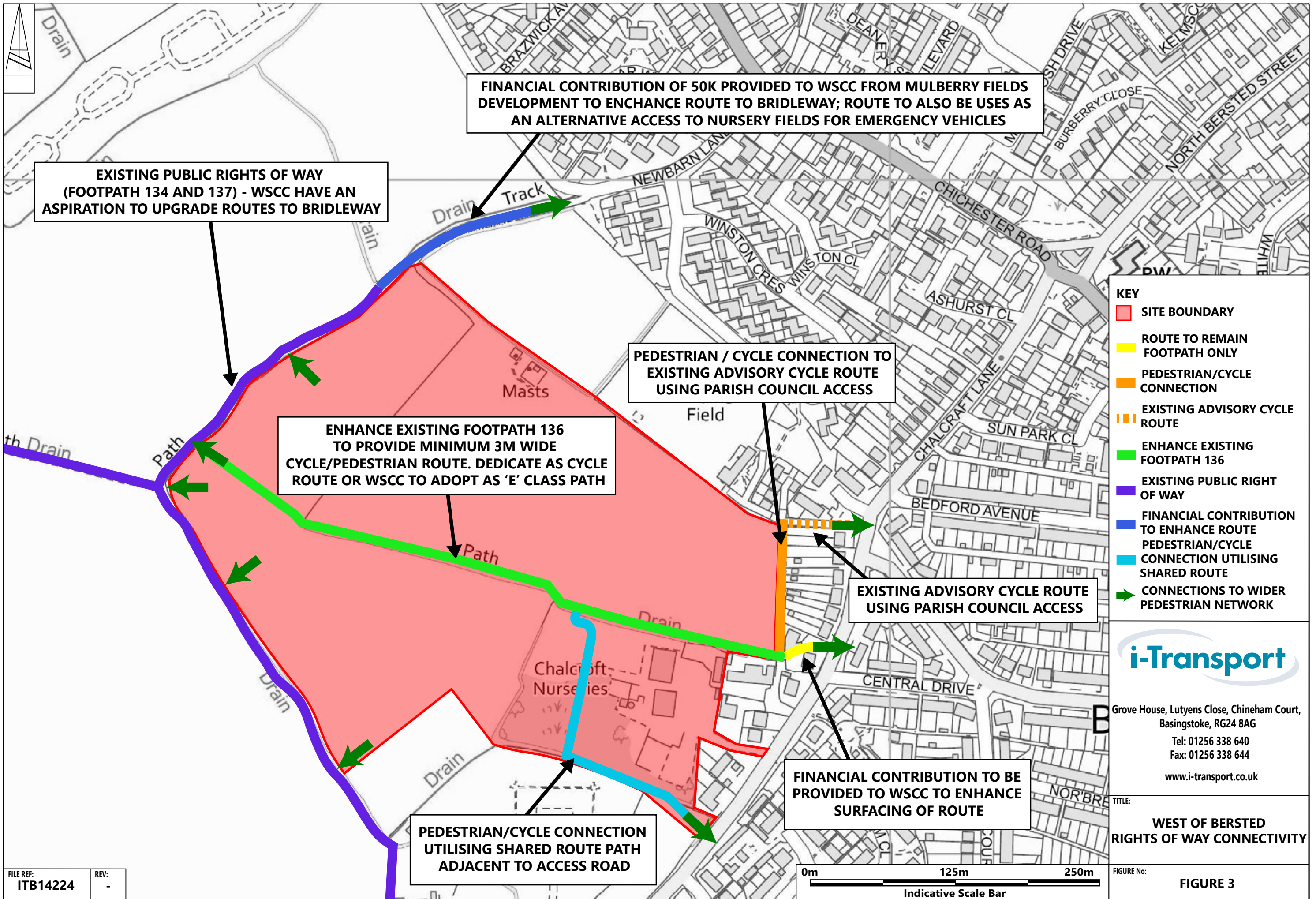
2.7 Contributions

- 2.7.1 Landform will provide reasonable and proportional contributions towards highway improvements, consistent with Government guidance.
- 2.7.2 It is understood that since preparation of the Transport Statement a further Apportionment Study (2020) has been released. The contributions identified by this document differ greatly to those included with the Infrastructure Delivery Plan (2017) upon which the Local Plan was adopted, and matters relating to contributions will be subject of further negotiation and discussion with Arun as part of the S106 Agreement associated with any consent.

SECTION 3 Summary and Conclusions

- 3.1 This Technical Note has been prepared to address the comments raised by Highways England and West Sussex County Council in respect of the development proposed under planning reference BE/81/20.
- 3.2 Clarification has been provided in respect of the trip generation assessment to demonstrate that a robust and accurate assessment has been undertaken.
- 3.3 A review of LTN 01/20 has been undertaken and the proposed cycle route has been modified.
- 3.4 HGV trip numbers have been provided on TRICS data and swept path analysis has been undertaken.
- 3.5 A review of the need for a right-hand turn lane has been undertaken and it has been demonstrated that such provision would be inappropriate at this location.
- 3.6 On that basis, all outstanding matters relating to highways and transport have been addressed and there are no reasonable transport grounds upon which the application should be refused.

FIGURES



FILE REF:
ITB14224

REV:
-

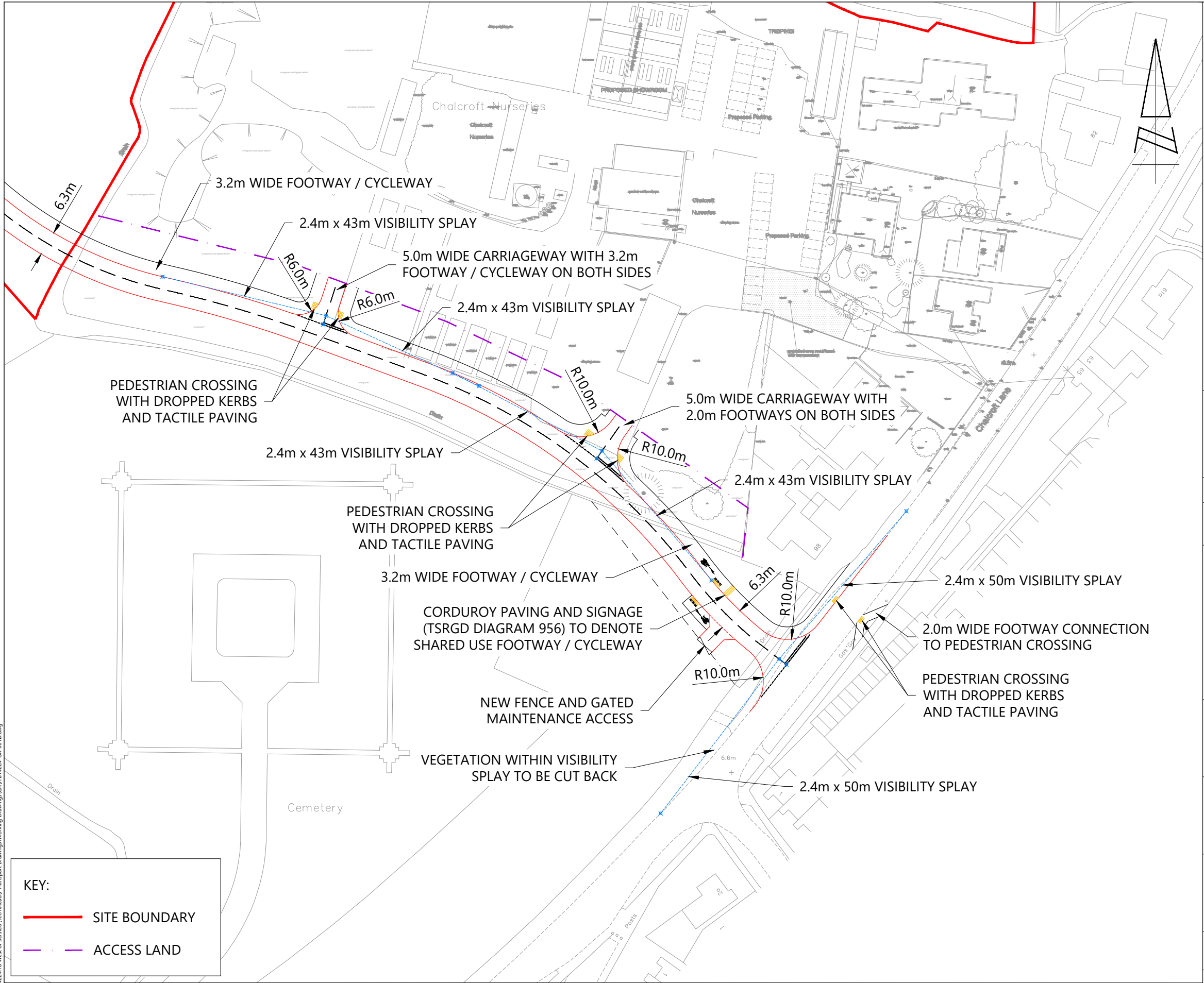


Grove House, Lutyens Close, Chineham Court,
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TITLE:
**WEST OF BERSTED
RIGHTS OF WAY CONNECTIVITY**

FIGURE No:
FIGURE 3

DRAWINGS



REV	DATE	BY	DESCRIPTION	CHK	APD
D	23.09.20	SH	FOOTWAY / CYCLEWAY AMENDED	DS	DS
C	08.09.20	JD	RSA COMMENTS INCORPORATED	DS	DS
B	22.07.20	JD	ACCESS ARRANGEMENT AMENDED	DS	DS
A	16.07.20	JD	ACCESS ARRANGEMENT AMENDED	DS	DS

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TITLE: SITE ACCESS ARRANGEMENT

PROJECT: LAND WEST OF BERSTED

CLIENT: LANDFORM ESTATES

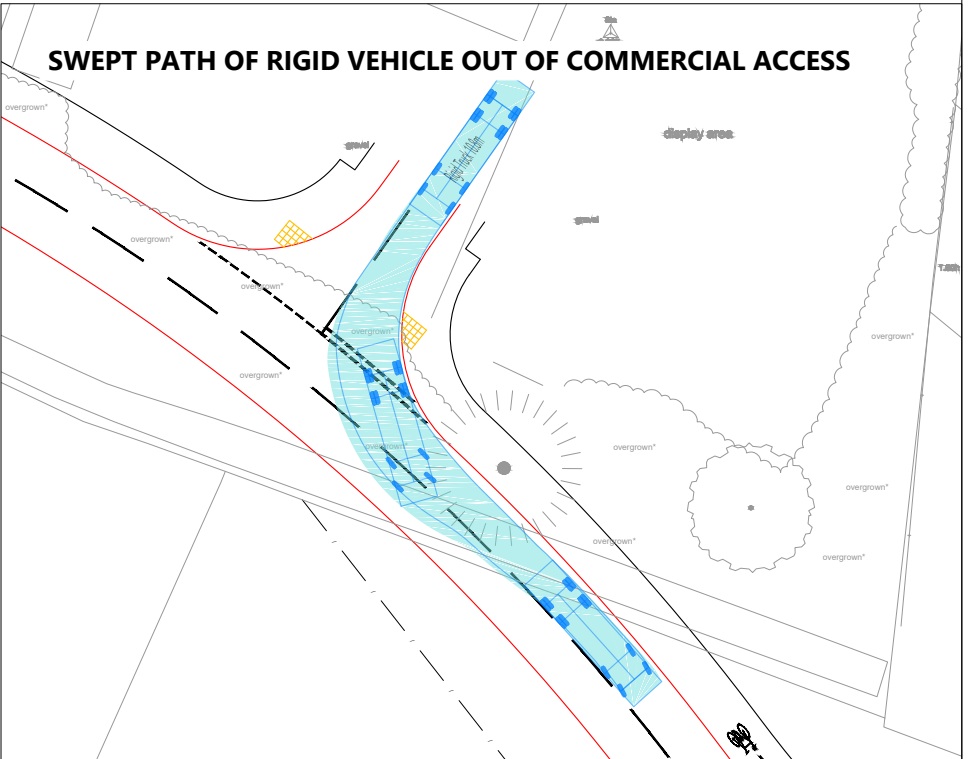
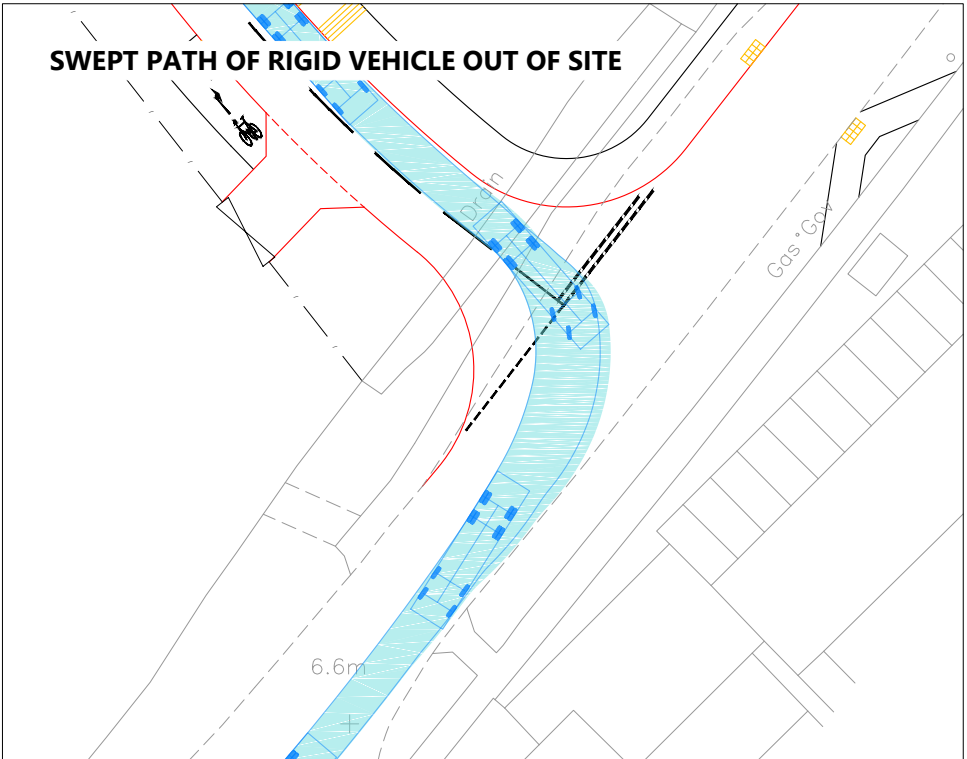
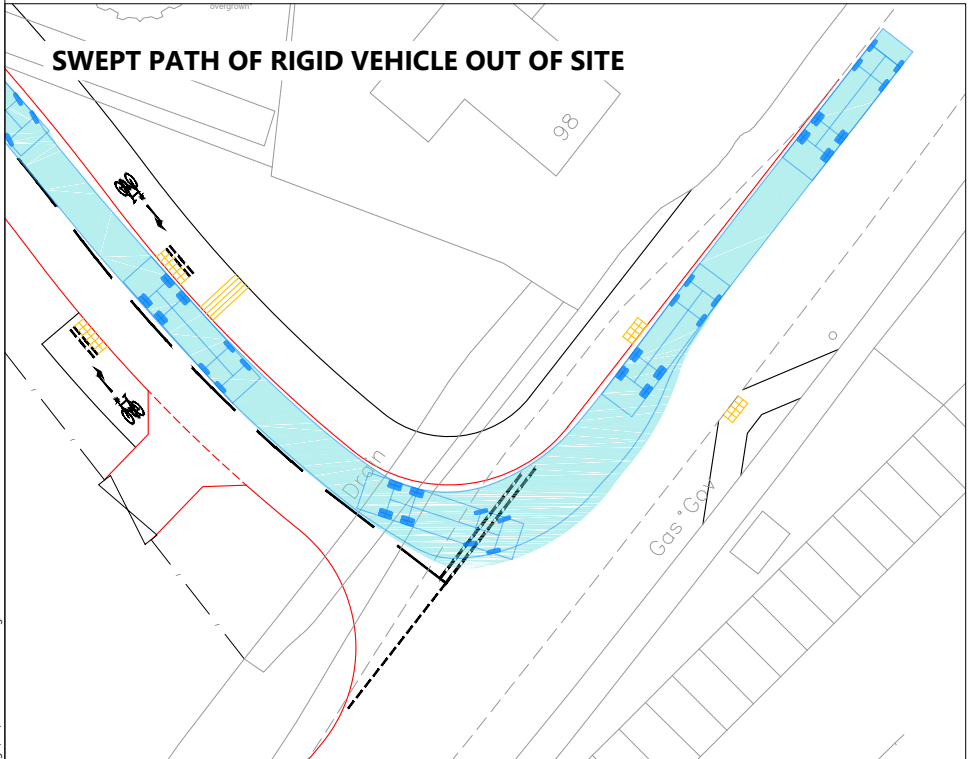
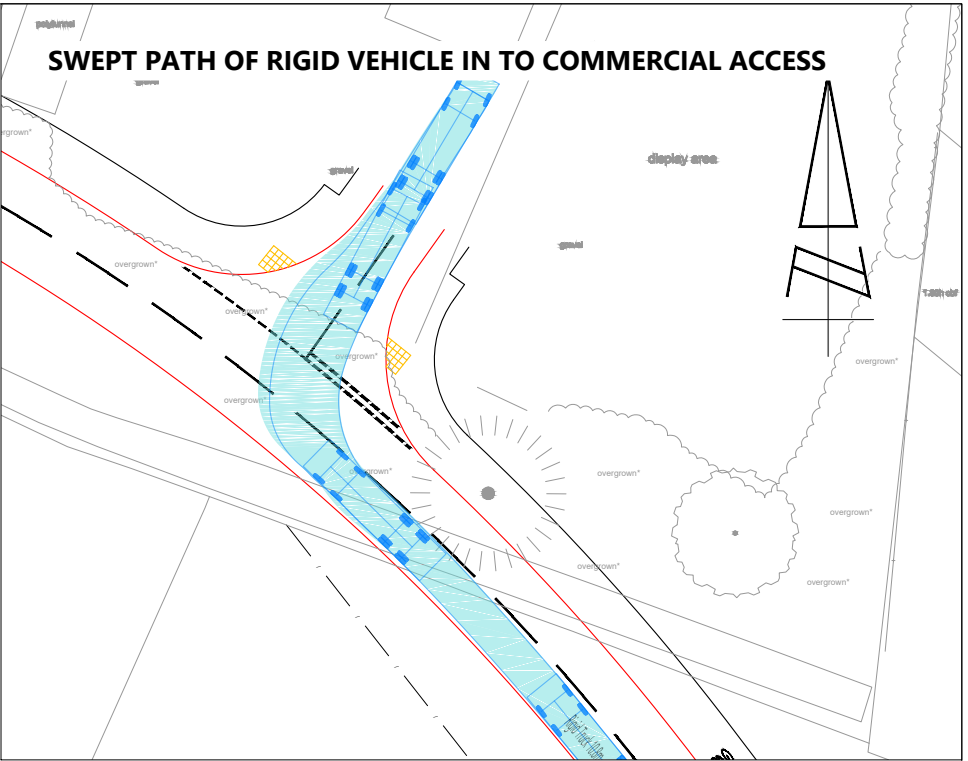
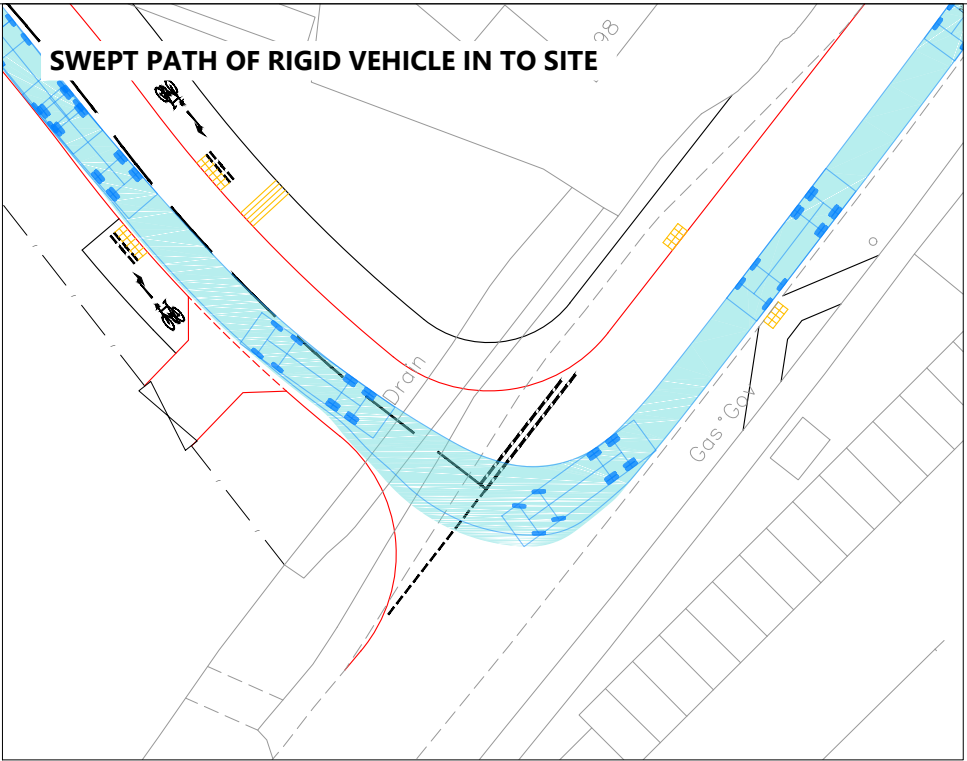
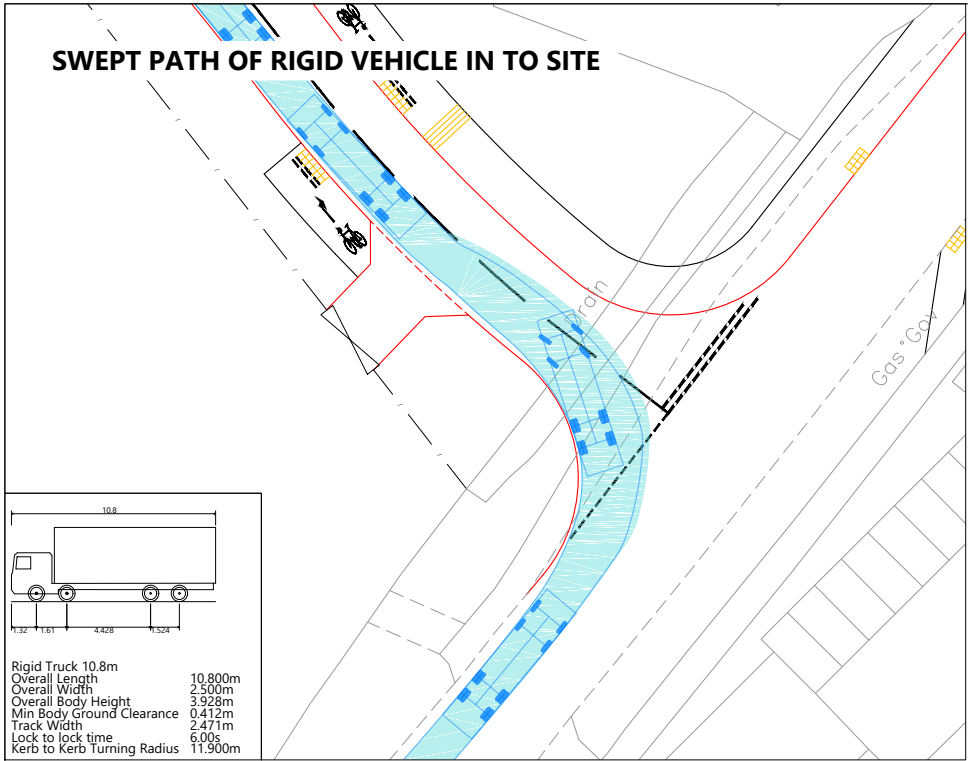
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PROJECT No: ITB14224	SCALE @ A3: 1:1000	DATE: 21.04.20
DRAWING No: ITB14224-GA-001	REV: D	

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SCALE BAR @ 1:1000

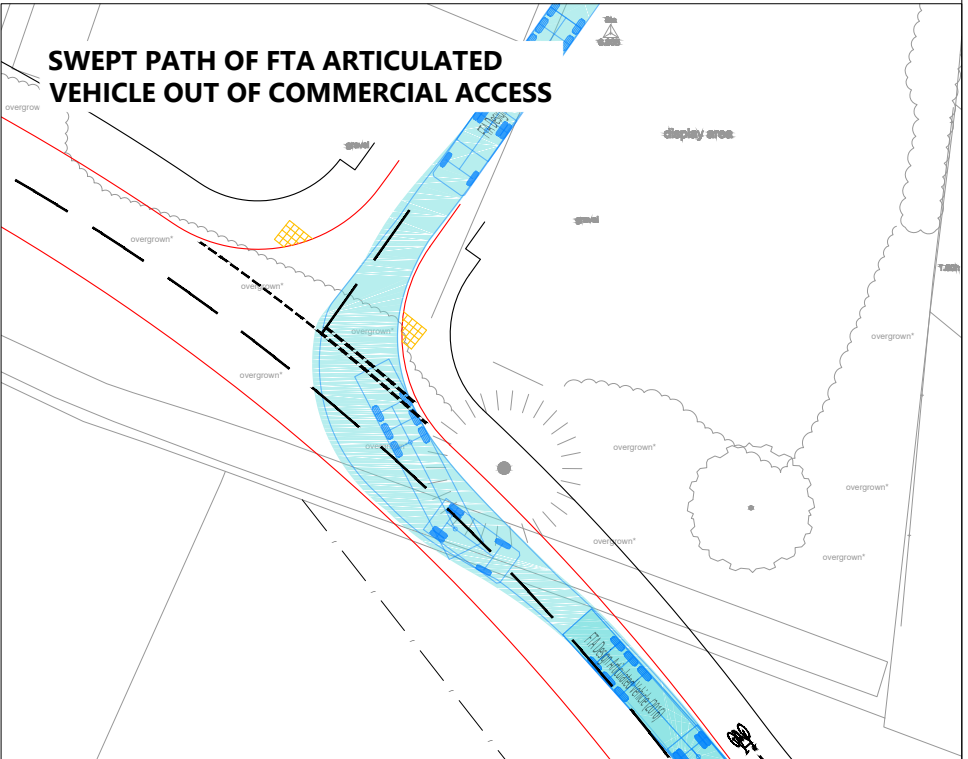
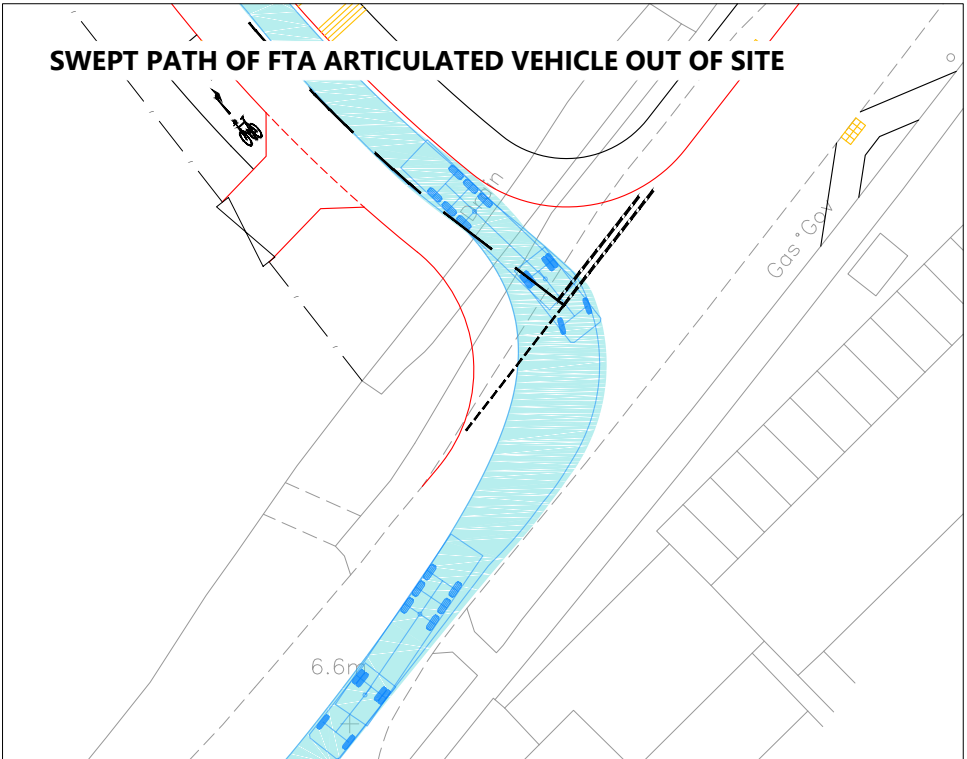
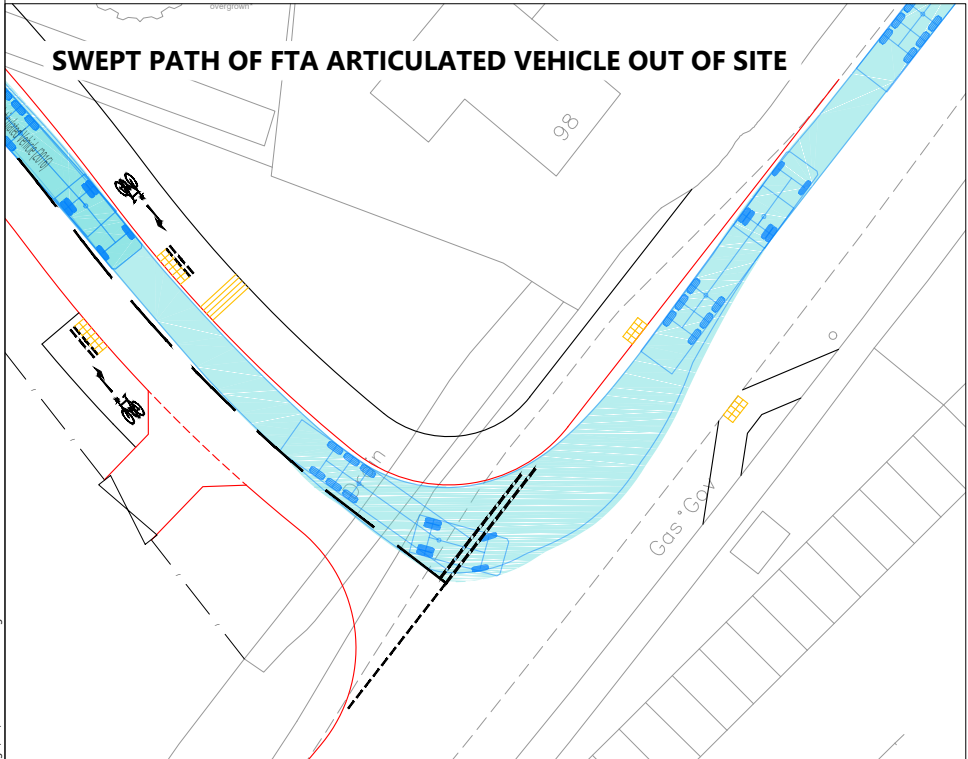
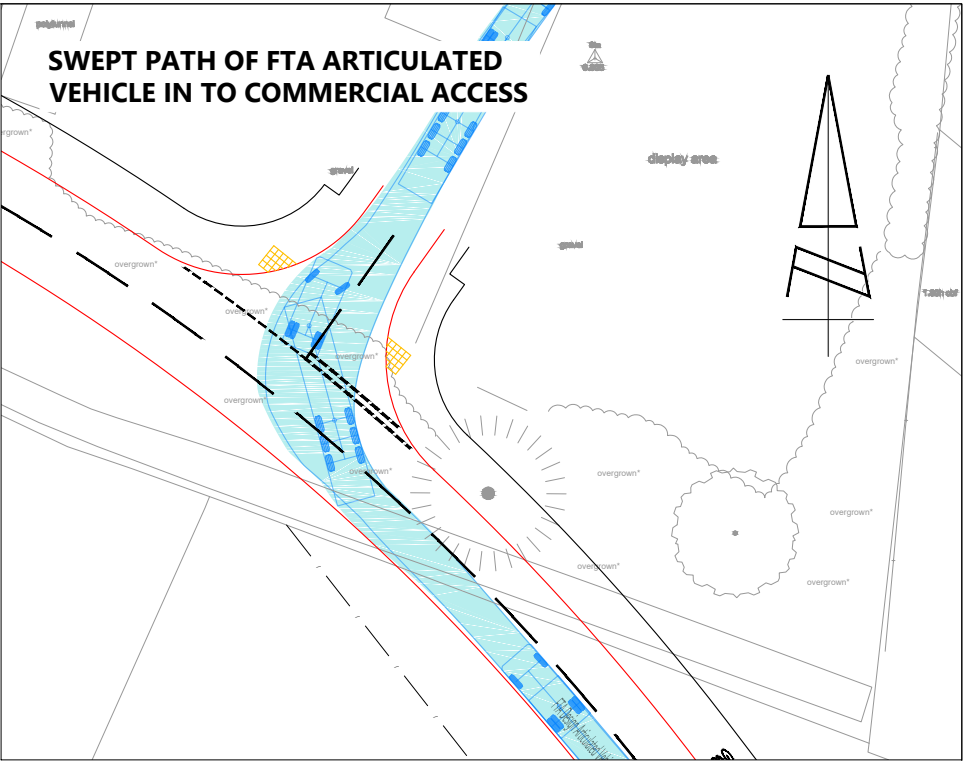
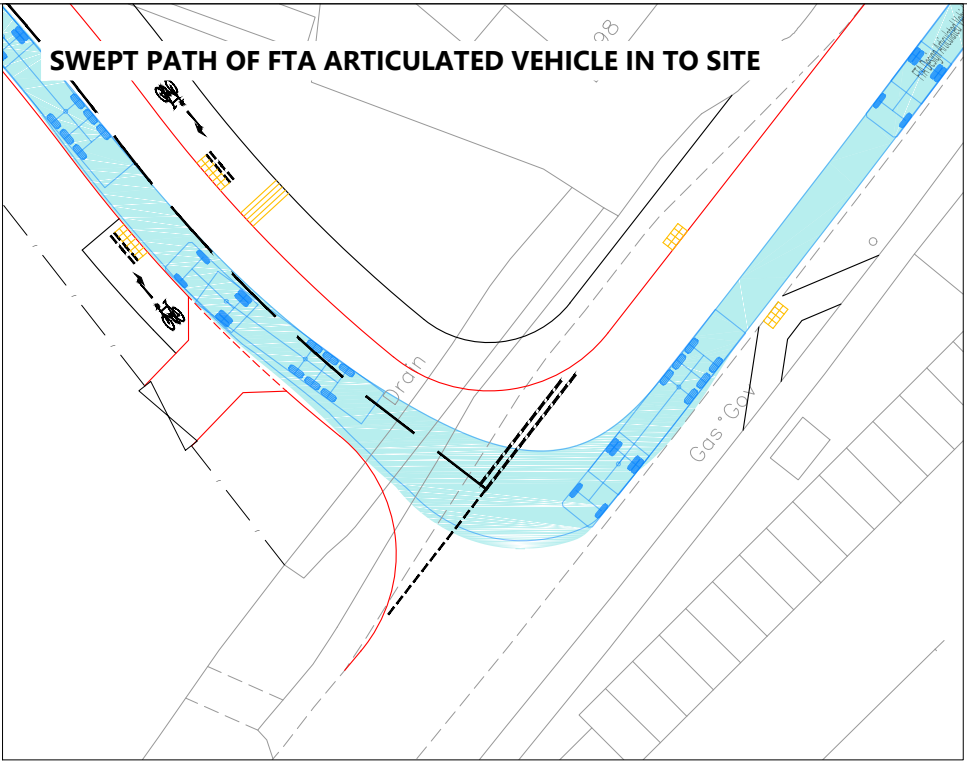
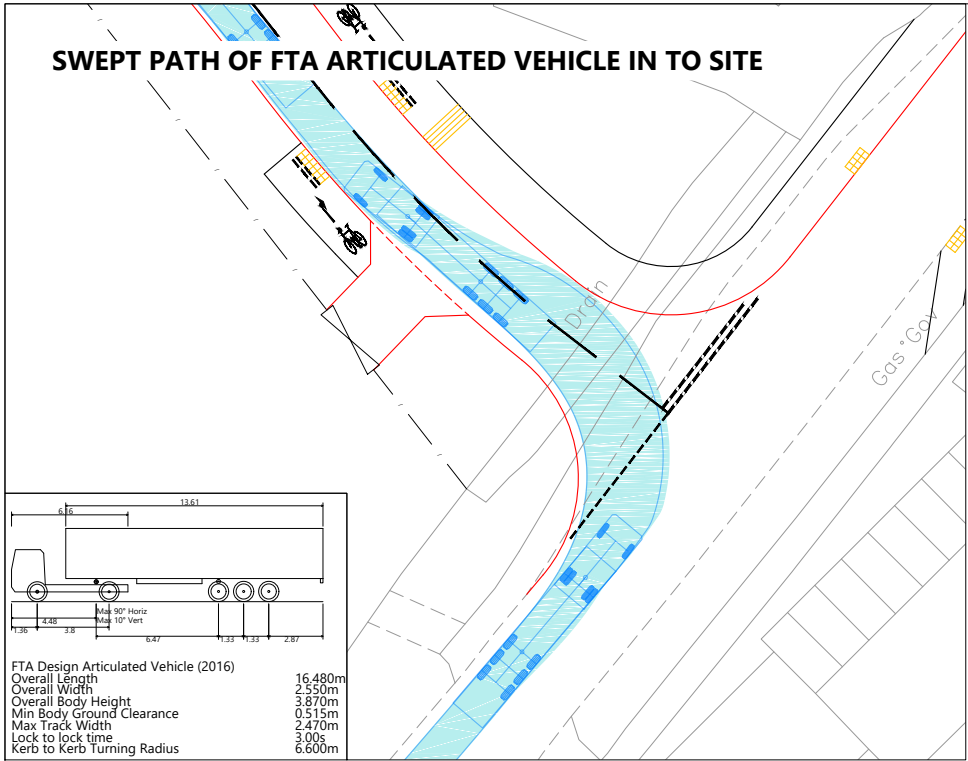
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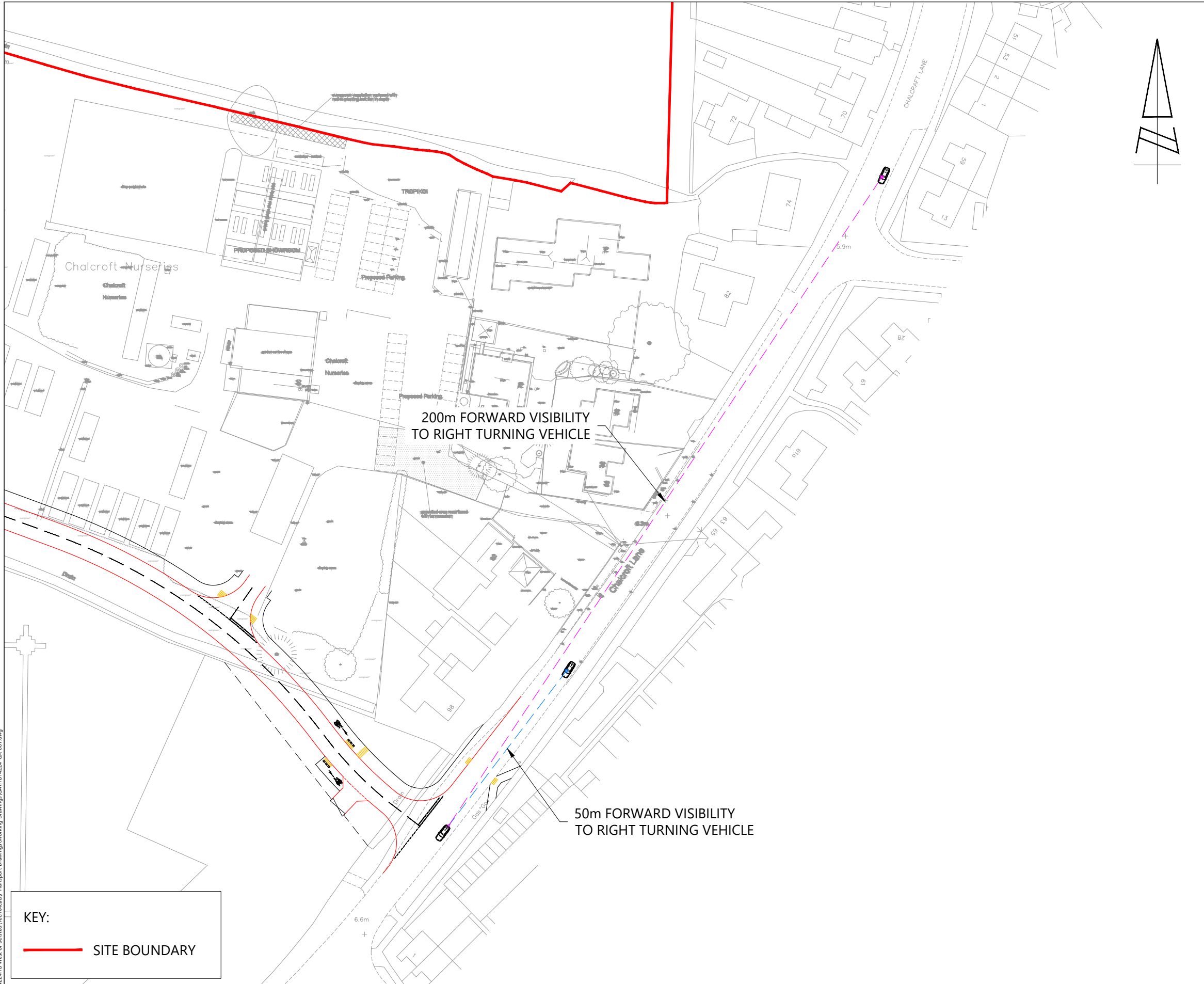
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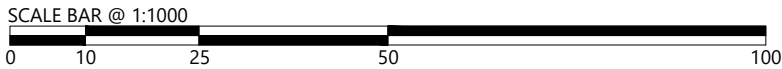
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 Grove House, Lutyens Close, Chineham Basingstoke, Hampshire, RG24 8AG Tel: 01256 338640 www.i-transport.co.uk							TITLE: SWEPT PATH ANALYSIS - FTA ARTICULATED VEHICLE		DRAWN: SH	CHECKED: IN	APPROVED: DS				
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										DRAWING No: ITB14224-GA-005					REV: -



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TITLE:					
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PROJECT:					
LAND WEST OF BERSTED					
CLIENT:					
LANDFORM ESTATES					
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ITB14224		1:1000		21.04.20	
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APPENDIX A. TRICS OUTPUTS

TRIP RATE for Land Use 01 - RETAIL/H - GARDEN CENTRE

LGVS

Calculation factor: 100 sqm

Estimated TRIP rate value per 880 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	2	1880	0.027	0.234	2	1880	0.027	0.234	2	1880	0.054	0.468
08:00 - 09:00	3	1787	0.000	0.000	3	1787	0.000	0.000	3	1787	0.000	0.000
09:00 - 10:00	3	1787	0.037	0.328	3	1787	0.019	0.164	3	1787	0.056	0.492
10:00 - 11:00	3	1787	0.093	0.821	3	1787	0.112	0.985	3	1787	0.205	1.806
11:00 - 12:00	3	1787	0.075	0.657	3	1787	0.037	0.328	3	1787	0.112	0.985
12:00 - 13:00	3	1787	0.075	0.657	3	1787	0.093	0.821	3	1787	0.168	1.478
13:00 - 14:00	3	1787	0.000	0.000	3	1787	0.000	0.000	3	1787	0.000	0.000
14:00 - 15:00	3	1787	0.037	0.328	3	1787	0.037	0.328	3	1787	0.074	0.656
15:00 - 16:00	3	1787	0.056	0.493	3	1787	0.075	0.657	3	1787	0.131	1.150
16:00 - 17:00	3	1787	0.037	0.328	3	1787	0.037	0.328	3	1787	0.074	0.656
17:00 - 18:00	3	1787	0.000	0.000	3	1787	0.000	0.000	3	1787	0.000	0.000
18:00 - 19:00	2	1880	0.000	0.000	2	1880	0.000	0.000	2	1880	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.437	3.846			0.437	3.845			0.874	7.691

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.

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

OGVS

Calculation factor: 100 sqm

Estimated TRIP rate value per 814 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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												
08:00 - 09:00	2	805	0.000	0.000	2	805	0.000	0.000	2	805	0.000	0.000
09:00 - 10:00	2	805	0.000	0.000	2	805	0.062	0.506	2	805	0.062	0.506
10:00 - 11:00	2	805	0.062	0.506	2	805	0.000	0.000	2	805	0.062	0.506
11:00 - 12:00	2	805	0.000	0.000	2	805	0.000	0.000	2	805	0.000	0.000
12:00 - 13:00	2	805	0.000	0.000	2	805	0.000	0.000	2	805	0.000	0.000
13:00 - 14:00	2	805	0.000	0.000	2	805	0.000	0.000	2	805	0.000	0.000
14:00 - 15:00	2	805	0.062	0.506	2	805	0.062	0.506	2	805	0.124	1.012
15:00 - 16:00	2	805	0.000	0.000	2	805	0.000	0.000	2	805	0.000	0.000
16:00 - 17:00	2	805	0.000	0.000	2	805	0.000	0.000	2	805	0.000	0.000
17:00 - 18:00	2	805	0.000	0.000	2	805	0.000	0.000	2	805	0.000	0.000
18:00 - 19:00	2	805	0.000	0.000	2	805	0.000	0.000	2	805	0.000	0.000
19:00 - 20:00	1	470	0.000	0.000	1	470	0.000	0.000	1	470	0.000	0.000
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.124	1.012			0.124	1.012			0.248	2.024

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

OGVS

Calculation factor: 100 sqm

Estimated TRIP rate value per 1471 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 00:30												
00:30 - 01:00												
01:00 - 01:30												
01:30 - 02:00												
02:00 - 02:30												
02:30 - 03:00												
03:00 - 03:30												
03:30 - 04:00												
04:00 - 04:30												
04:30 - 05:00												
05:00 - 05:30												
05:30 - 06:00												
06:00 - 06:30												
06:30 - 07:00												
07:00 - 07:30	4	1876	0.013	0.196	4	1876	0.013	0.196	4	1876	0.026	0.392
07:30 - 08:00	4	1876	0.013	0.196	4	1876	0.000	0.000	4	1876	0.013	0.196
08:00 - 08:30	4	1876	0.013	0.196	4	1876	0.000	0.000	4	1876	0.013	0.196
08:30 - 09:00	4	1876	0.000	0.000	4	1876	0.027	0.392	4	1876	0.027	0.392
09:00 - 09:30	4	1876	0.000	0.000	4	1876	0.000	0.000	4	1876	0.000	0.000
09:30 - 10:00	4	1876	0.013	0.196	4	1876	0.013	0.196	4	1876	0.026	0.392
10:00 - 10:30	4	1876	0.000	0.000	4	1876	0.000	0.000	4	1876	0.000	0.000
10:30 - 11:00	4	1876	0.000	0.000	4	1876	0.000	0.000	4	1876	0.000	0.000
11:00 - 11:30	4	1876	0.040	0.588	4	1876	0.040	0.588	4	1876	0.080	1.176
11:30 - 12:00	4	1876	0.027	0.392	4	1876	0.013	0.196	4	1876	0.040	0.588
12:00 - 12:30	4	1876	0.013	0.196	4	1876	0.013	0.196	4	1876	0.026	0.392
12:30 - 13:00	4	1876	0.000	0.000	4	1876	0.000	0.000	4	1876	0.000	0.000
13:00 - 13:30	4	1876	0.000	0.000	4	1876	0.000	0.000	4	1876	0.000	0.000
13:30 - 14:00	4	1876	0.000	0.000	4	1876	0.000	0.000	4	1876	0.000	0.000
14:00 - 14:30	4	1876	0.013	0.196	4	1876	0.013	0.196	4	1876	0.026	0.392
14:30 - 15:00	4	1876	0.000	0.000	4	1876	0.000	0.000	4	1876	0.000	0.000
15:00 - 15:30	4	1876	0.000	0.000	4	1876	0.000	0.000	4	1876	0.000	0.000
15:30 - 16:00	4	1876	0.013	0.196	4	1876	0.000	0.000	4	1876	0.013	0.196
16:00 - 16:30	4	1876	0.000	0.000	4	1876	0.000	0.000	4	1876	0.000	0.000
16:30 - 17:00	4	1876	0.000	0.000	4	1876	0.000	0.000	4	1876	0.000	0.000
17:00 - 17:30	4	1876	0.000	0.000	4	1876	0.000	0.000	4	1876	0.000	0.000
17:30 - 18:00	4	1876	0.013	0.196	4	1876	0.013	0.196	4	1876	0.026	0.392
18:00 - 18:30	4	1876	0.000	0.000	4	1876	0.013	0.196	4	1876	0.013	0.196
18:30 - 19:00	4	1876	0.000	0.000	4	1876	0.000	0.000	4	1876	0.000	0.000
19:00 - 19:30												
19:30 - 20:00												
20:00 - 20:30												
20:30 - 21:00												
21:00 - 21:30												
21:30 - 22:00												
22:00 - 22:30												
22:30 - 23:00												
23:00 - 23:30												
23:30 - 24:00												
Total Rates:			0.171	2.548			0.158	2.352			0.329	4.900

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.