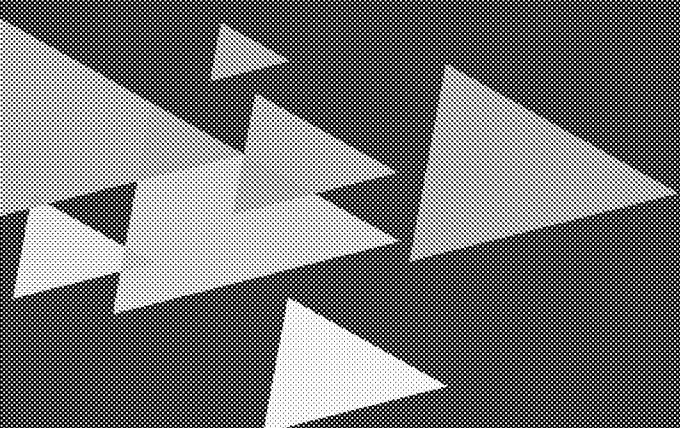




The Croft Surgery
Barnham Road, Eastergate, West Sussex

Transport Statement

for

PHP Primary Care Developments

Document Control Sheet

The Croft Surgery

Barnham Road, Eastergate, West Sussex

PHP Primary Care Developments

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
07/05/2021	1 st Draft	AM	DM
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Motion
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Guildford
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Contents

1.0	Introduction	1
2.0	Policy	3
3.0	Site Location & Accessibility	7
4.0	Proposed Development	12
5.0	Development Impact	15
6.0	Encouraging Sustainable Travel Choices.....	17
7.0	Summary and Conclusions	18

Figures

Figure 3.1: Site Location.....	7
Figure 3.2: Local Cycle Network	8
Figure 3.3: Site Location in Relation to Public Transport Interchanges	10

Appendices

A	Proposed Site Location and Layout Plan
B	Proposed Site Access Drawing
C	Swept Path Analysis
D	TRICS Report

1.0 Introduction

- 1.1 Motion has been commissioned to produce this Transport Statement by PHP Primary Care Developments to support a planning application for construction of a new medical centre on land north of Barnham Road, Eastergate, West Sussex, PO20 3RP. The site is within the administrative boundaries of Arun District Council and West Sussex County Council.
- 1.2 The site had consents for the following development, these permissions having now expired:
 - ✧ EG/67/09/PL Outline application for new medical centre incorporating pharmacy retail unit (class A1) and other ancillary uses together with access from Barnham Road and associated car parking.
 - ✧ EG/75/12/PL Renewal of unimplemented outline planning permission (EG/67/09/PL) for new medical centre incorporating pharmacy retail unit (A1 Shops) and other ancillary uses together with access from Barnham Road and associated car parking.
 - ✧ EG/57/16/PL Medical centre with pharmacy retail unit and other ancillary uses together with access onto Barnham Road and associated car parking.
- 1.3 This application is a resubmission of the approved 2016 proposal (EG/57/16/PL), as detailed on the site location and layout plan at Appendix A, to replace the existing Croft Surgery on land neighbouring the site. It is proposed that the new facility be accessed from Barnham Road via the access currently serving the staff car park for Croft Surgery. The proposals include appropriate levels of car and cycle parking spaces. Drop-off bays for taxis and ambulances will be provided near the main building entrance.
- 1.4 This Transport Statement has been prepared having regard to relevant policy & guidance to evaluate the transport-related aspects of the proposed development. In summary, this report demonstrates that:
 - ✧ the proposals accord with national and local policies relevant to transport;
 - ✧ the site is accessible by public transport, walking and cycling;
 - ✧ safe and suitable vehicular access to the site can be achieved in accordance with relevant design guidance;
 - ✧ appropriate provision is made for on-site parking, including car parking for disabled persons and electric vehicles, along with cycle parking for both staff and visitors;
 - ✧ the proposal includes appropriate provision for servicing activity;
 - ✧ redevelopment of the site will result in a slight increase in weekday peak hour vehicular movements compared to the existing Surgery; and
 - ✧ how use of active and/or sustainable forms of travel will be supported and encouraged.
- 1.5 The remainder of this Transport Statement comprises the following sections:
 - ✧ Section 2 outlines the transport planning policies relevant to this application;
 - ✧ Section 3 provides information on the site and planning background, reviews the accessibility of the site by all applicable modes of transport and assesses existing traffic conditions;
 - ✧ Section 4 provides an overview of the proposed development, including details of the proposed access, parking and servicing arrangements;
 - ✧ Section 5 considers the trip generating potential of the proposals and compares this to the existing Surgery;
 - ✧ Section 6 provides an overview of the measures proposed to encourage sustainable travel behaviour by future staff at the proposed development; and

- ✧ Section 7 summarises the key findings and conclusions of this report.

2.0 Policy

Overview

- 2.1 The planning and transport policy applicable to the proposed development has been reviewed and is summarised in this section, covering the following:
- ✧ National Planning Policy Framework, Ministry of Housing, Communities and Local Government, June 2019;
 - ✧ National Design Guide, Ministry of Housing, Communities & Local Government, October 2019;
 - ✧ West Sussex Transport Plan 2011-2026, West Sussex County Council, February 2011;
 - ✧ Guidance on Parking at New Developments, West Sussex County Council (WSCC), September 2020;
 - ✧ Arun District Local Plan 2011-2031, Arun District Council, July 2018;
 - ✧ Arun Parking Standards Supplementary Planning Guidance, Arun District Council, January 2020; and
 - ✧ Barnham and Eastergate Neighbourhood Plan 2014, Barnham & Eastergate Parish Councils, December 2013.

National Policy

National Planning Policy Framework (NPPF)

- 2.2 The NPPF sets a presumption in favour of sustainable development, requiring that social, environmental and economic matters be considered in concert.
- 2.3 The NPPF promotes incorporation of sustainable transport in development proposals (par. 102) and states that the planning system should actively manage patterns of growth such that a genuine choice of transport modes is offered (par. 103).
- 2.4 Sites and routes that could be critical for developing infrastructure to widen choice and realise opportunities for large-scale development should be identified and protected through planning policies, where there is robust evidence. (par. 104)
- 2.5 It should be ensured that any significant impacts arising from proposed development on the capacity and congestion of the transport network, or on highway safety, can be cost effectively mitigated to an acceptable degree. (par. 108)
- 2.6 It is stated at paragraph 109 of the NPPF that:
- "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*
- 2.7 The NPPF sets out at paragraph 111 that:
- "All developments that will generate significant amounts of movement should be ... supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."*

National Design Guide (NDG)

- 2.8 The National Design Guide (NDG) sets out the characteristics of well-designed places and demonstrates what good design means in practice. It forms part of the Government's collection of planning practice guidance and should be read alongside the separate planning practice guidance related to design process and tools.

- 2.9 With respect to consideration of 'movement' in the design of new development, the NDG promotes assessment of existing and delivery of new features that result in developments being accessible and easy to move around within and between by all applicable transport modes, with priority being placed on active and/or sustainable modes.

Local Policy

West Sussex Transport Plan 2011-2026

- 2.10 The stated overarching objective of the West Sussex Transport Plan covering the period 2011 to 2026 is to "... improve quality of life for the people of West Sussex by: promoting economic growth; tackling climate change; providing access to services, employment and housing; [sic] improving safety, security and health."
- 2.11 Part 1 of the Plan describes the long-term strategy for the County, with Part 2 detailing the implementation strategy for delivering this strategy in each of the County's Boroughs and Districts.
- 2.12 Aims of the implementation strategy for Arun that are applicable to the proposed development are:
- ✧ designing new development to promote 'local living' such that shops, homes and jobs are within easy reach of each other;
 - ✧ providing sufficient secure cycle parking to meet the needs of development users;
 - ✧ new development should be within proximity of public transport; and
 - ✧ including measures to encourage sustainable travel behaviour so as to safeguard against development-related traffic generation resulting in exceedance of the highway network capacity.

West Sussex Car Parking Standards

- 2.13 The West Sussex County Council (WSCC) guidance note 'Guidance on Parking at New Developments' outlines the Council's approach to determining the level of car and cycle parking to be provided at new developments and provides the basis for their advice on planning applications as well as on the soundness of policies relating to parking at new developments.
- 2.14 Where Boroughs or Districts in the County have their own parking standards, WSCC as the Highway Authority indicates they will refer to those but will only consider objecting to development on parking grounds where the proposed parking provision does not comply with the WSCC guidance, as the County considers this could result in a highway capacity or safety issue.
- 2.15 Developers are advised to "... undertake a site-specific assessment and seek to balance operational needs, space requirements, efficient use of land and cost attributed to providing parking and where relevant, attracting/retaining staff." This is reinforced in the guidance specifically for Land Use Class E – medical or health services, creches, day nurseries and centres, for which it is also reflected that this Class generally has two user groups to be considered: staff and patients.
- 2.16 The WSCC parking standards also reiterate ambitions covered in the WSCC Transport Plan that "... businesses should promote sustainable travel behaviour by encouraging employees to travel by non-car modes and reducing the number of single occupancy car journeys. To support sustainable travel measures the availability of car parking or cost of use should be carefully controlled."

Arun District Local Plan 2011-2031

- 2.17 The Arun District Local Plan provides the "... spatial vision, objectives and a sustainable strategy for delivering the needed growth of the District over the period 2011-2031".

2.18 Policy SD SP1 'Sustainable Development' sets out that the Council will take a favourable approach to development proposals in order to reflect the presumption in favour of development contained in the NPPF. The Council will "... *work proactively with applicants to jointly find solutions which [sic] mean that proposals can be approved wherever possible and to secure development that will contribute to the social, economic and environmental conditions ...*" of the District (outside the area of Arun DC within the South Downs National Park).

2.19 Policy T SP1 'Transport and Development' reads:

"To ensure that growth in the District strengthens Arun's economic base, reduces congestion, works to tackle climate change and promotes healthy lifestyles; the Council will ensure that development: provides safe access on to the highway network; contributes to highway improvements and promotes sustainable transport, including the use of low emission fuels, public transport improvements and the cycle, pedestrian and bridleway network.

The Council will support transport and development which:

a. Is designed to reduce the need to travel by car by identifying opportunities to improve access to public transport services and passenger transport services whilst making provision for safe access to the highway network through improvements to the existing road network and the promotion of vehicles which use low-carbon energy;

b. Is incorporated into the District's green infrastructure network and gives priority to pedestrian and cycle movements;

...

d. Incorporates appropriate levels of parking in line with West Sussex County Council guidance on parking provision and the forthcoming Arun Design Guide taking into consideration the impact of development upon on-street parking and;

e. Is supported by an effective and deliverable Transport Assessment which demonstrates that the transport effects of development on the local and strategic road network can be satisfactorily mitigated and a Travel Plan, which is effective and deliverable, and:

f. Explains how development has been designed to:

i. accommodate the efficient delivery of goods and supplies;

ii. give priority to pedestrian and cycle movements and have access to high quality public transport facilities;

iii. create safe and secure layouts for traffic, cyclists and pedestrians whilst avoiding street clutter;

iv. incorporate facilities for charging electric and plug-in hybrid vehicles (where charging facilities are to be omitted from the development, evidence of market demand and viability must be provided); and

v. consider the needs of people with disabilities by all modes of transport. ..."

2.20 Policy T DM1 'Sustainable Travel and Public Rights of Way' reads:

New development must ensure ease of movement, prioritising safe pedestrian and cycle access to the green infrastructure network and access to public transport and community transport services where a need has been identified. Access to alternative modes of transport including public transport services, the public right of way [sic] and cycle networks, must be available and accessible to all members of the community.

Proposals for all new development must:

a. Be located within easy access of established public transport service(s), existing pedestrian and cycle networks, the committed and aspirational cycle networks and the green infrastructure network which links the development with key destinations including places of work, education, leisure and town centres; ...

c. Make provision for cycling and pedestrian facilities to meet the County Council Parking standards, including cycle storage, convenient and secure cycle parking in association with retail and educational uses and sufficient secure parking and changing/showering facilities at places of work; ..."

Arun District Council Parking Standards

- 2.21 The Arun District parking standards were devised for local conditions having had regard to the standards and evidence produced by WSCC and sets out the amount of car and cycle parking to be provided with new development, along with infrastructure such as electric vehicle charging points.
- 2.22 The standards refer to the Land Use Classes that precede those now in use, with reference being made to Class D1 'non-residential institutions' requiring site-specific assessment to inform development-related parking provision.
- 2.23 Non-residential development providing more than 50 car parking bays should supply electric vehicle charging points for 2% of that car parking provision.

Barnham and Eastergate Neighbourhood Plan 2014

- 2.24 The Barnham and Eastergate Neighbourhood Plan 2014 "... provides a vision for the future of the two villages, and sets out clear policies and objectives to realise this vision. It will have effect from 2014 to 2029."
- 2.25 Policy CLW2 'Support for new medical facilities' is designed to deliver on the Plan objective to "Build a network of support with statutory and voluntary providers to enhance health care provision, particularly addressing shortages."
- 2.26 Policy GA1 'Connection to sustainable transport' delivers on the objective to "Improve transport infrastructure and efficiency", stating that "New developments should integrate with the current green infrastructure network and provide access to public and community transport, to connect with the social, community and retail facilities of the villages."
- 2.27 Policy GA4 'Parking and new development' states:

"Development proposals will be supported only if they include the maximum level of offstreet [sic] parking consistent with the current standards under the Local Plan. Developments that reduce the amount of off-street parking currently available will only be supported if they make enforceable provision for equivalent off-street parking nearby. Parking spaces provided in connection with such proposals will be required to be made available in perpetuity."
- 2.28 Policy H1 'Specific site allocation' is intended to meet locally assessed housing need:

"Permission will be granted for at least 60 new homes in Eastergate on land identified on the Proposals Map, provided that the development meets the requirements of the policies set out in this Plan and the Arun District Local Plan."

3.0 Site Location & Accessibility

Overview

- 3.1 The information in this Section describes the existing land use of the proposed development site, the site location and its transport accessibility, along with a review of nearby local amenities. Historical travel data are presented to illustrate baseline travel patterns and a review of personal injury accident data is provided to describe road safety conditions in the vicinity of the site.

Site Location and Context

- 3.2 The site is located approximately 450 metres east of the centre of Eastergate village, which is approximately 8 kilometres east of the city of Chichester and approximately 6 kilometres north of the town of Bognor Regis in West Sussex.
- 3.3 Residential properties are located west of the site, with undeveloped land to the north, and the existing Croft Surgery to the east. Between the site and the B2233 Barnham Road, south of the site, is the staff car park for the existing Surgery.
- 3.4 The site location is illustrated at Figure 3.1.

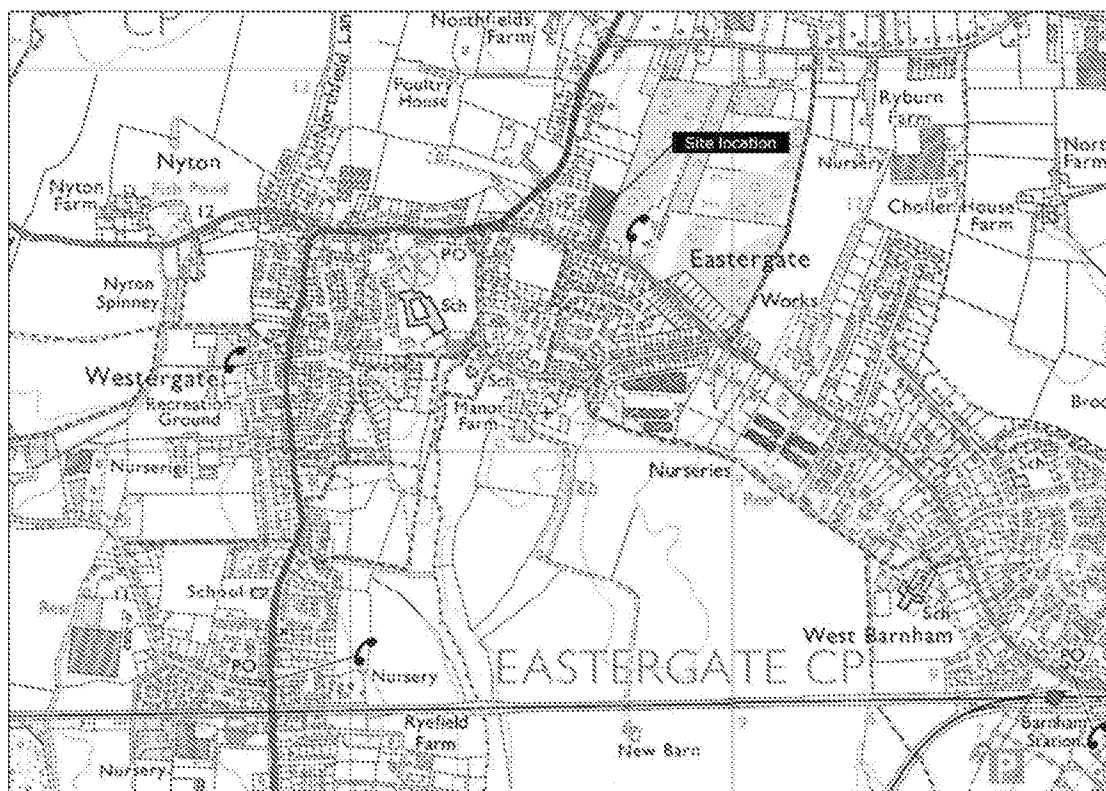


Figure 3.1: Site Location

Site History & Planning Allocation

- 3.5 The site had consents for the following development, these permissions having now expired:
- ✧ EG/67/09/ Outline application for new medical centre incorporating pharmacy retail unit (class A1) and other ancillary uses together with access from Barnham Road and associated car parking. Approved with conditions.

- » EG/75/12/ Renewal of unimplemented outline planning permission (EG/67/09/ for new medical centre incorporating pharmacy retail unit (A1 Shops) and other ancillary uses together with access from Barnham Road and associated car parking. Approved with conditions.
- » EG/57/16/PL Medical centre with pharmacy retail unit and other ancillary uses together with access onto Barnham Road and associated car parking. Approved with conditions.

Transport Accessibility

Site Access

- 3.6 The southern portion of the site is currently in use as the staff car park for the existing Surgery, accessed from Barnham Road, the northern portion of the site extending on to undeveloped land north of the car park that has no direct highway access at present.
- 3.7 The B2233 Barnham Road is a two-way single carriageway road subject to a 30 miles per hour speed limit and is street-lit in the vicinity of the site.

Car Club

- 3.8 There is an Enterprise car club vehicle located at the Enterprise Car & Van Hire site on the corner of Shripney Road and Brooks Lane West in Bognor Regis, a 10-minute drive from the site.

Cyclist Access

- 3.9 On-carriageway access for cyclists is along the B2233 Barnham Road, which connects with the local cycle network in Barnham, Fontwell and Crockerhill, as illustrated at Figure 3.2.



Figure 3.2: Local Cycle Network

- 3.10 Sections of the local cycle network are shown in lilac at Figure 3.2, with sections of National Cycle Network Routes 2 and 88 shown in pink.

Pedestrian Access

- 3.11 There are footways along both sides of Barnham Road, between Eastergate village west of the site and Church Lane, 380 metres east of the site, from where footway provision continues along the northern side of Barnham Road.
- 3.12 There are pedestrian refuges on the eastern and northern arms of the roundabout linking Barnham Road with Fontwell Avenue (leading northwards) and Nyton Road (leading westwards), approximately 240 metres west of the site, providing access to Eastergate village.

Bus Services

- 3.13 The bus stops nearest to the site are on Barnham Road, east of the site, approximately 150 metres from the site access for eastbound services, and approximately 185 metres for westbound services. Both stops comprise lighting with a post, flag and timetable information.
- 3.14 The services operated from these stops are summarised at Table 3.1.

Service	Route	Approximate Service Frequency		
		Mon. – Fri.	Sat.	Sun.
Operator: Compass				
66A	Bognor Regis – South Bersted – Shripney – Westergate – Eastergate – Barnham – Yapton – Walberton – Barnham – Westergate – Shripney – South Bersted – Bognor Regis	Eastbound: 07:24; 10:34; 14:57; 17:56 Westbound: 07:52; 11:03; 15:29	Eastbound: 10:34; 14:57; 17:56 Westbound: 11:03; 15:29	No service
66C	Bognor Regis – South Bersted – Shripney – Westergate – Eastergate – Barnham – Walberton – Yapton – Barnham – Eastergate – Westergate – Shripney – South Bersted – Bognor Regis	Eastbound: 08:34; 12:53; 16:51 Westbound: 09:03; 13:21; 17:18		No service
85A	Arundel – Binsted – Walberton – Barnham – Eastergate – Westergate – Nyton – Aldingbourne – Crockerhill – Oving – Drayton – Shopwyke – Chichester	Westbound: 10:14; 14:14	No service	
Operator: Stagecoach				
665	Littlehampton – Climping – Yapton – North End – Walberton – Barnham – Eastergate – Westergate	Schooldays only Westbound: 07:48	No service	

Table 3.1: Summary of Local Bus Services

3.15 The site location in relation to the local bus stops and railway station is shown at Figure 3.3.

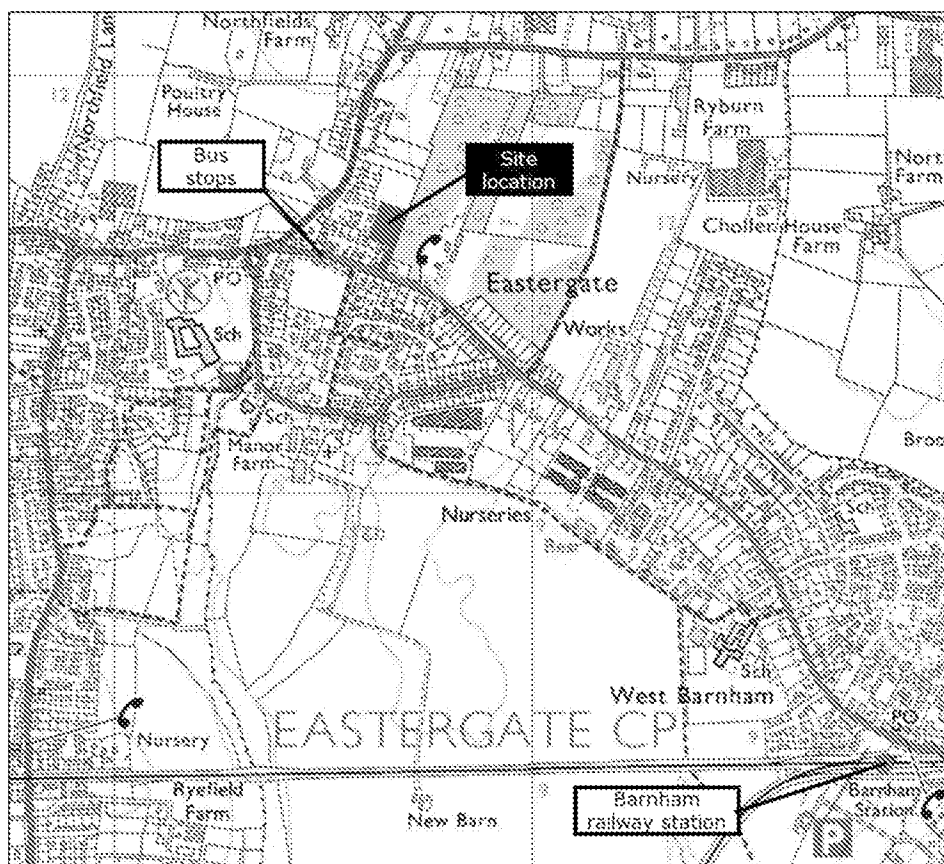


Figure 3.3: Site Location in Relation to Public Transport Interchanges

Rail Services

3.16 The railway station closest to the site is Barnham, approximately 1.6 kilometres east of the site, accessible in 3 minutes by car, 8 minutes by bus, and 5 minutes by cycle. Services through the station are operated by GWR and Southern. The approximate daytime service frequencies for routes serving Barnham railway station are summarised at Table 3.2.

Route	Approximate Daytime Service Frequency		
	Mon. – Fri.	Sat.	Sun.
Brighton via Worthing	2 per hour	2 per hour	2 per hour
Bognor Regis	4 per hour	4 per hour	2 per hour
London Victoria via Horsham	4 per hour	4 per hour	2 per hour
Littlehampton	2 per hour	2 per hour	2 per hour
Portsmouth Harbour	4 per hour	2 per hour	2 per hour
Southampton Central	2 per hour	2 per hour	Hourly

Table 3.2: Summary of Local Rail Services

Local Amenities

3.17 The amenities within 500 metres of the application site are detailed at Table 3.3.

Amenity – Business Name	Amenity – Use Type	Distance and Time from Site on Foot (metres; minutes)
Eastergate Village Hall	Community facility	160; 2
Eastergate Cricket Club	Recreation	220; 3
~	Community noticeboard	290; 4
~	Postbox	
Central Convenience Store & Post Office	Retail – food, grocery, household, stationery Post Office	300; 4
DSG Sunglasses & Accessories	Retail – sunglasses and accessories	400; 5
SRC Recycling Ltd.	Vehicles spares and salvage	

Table 3.3: Local Amenities Within 500 Metres of the Site

Baseline Travel Patterns

3.18 The majority of the site is currently undeveloped land, whilst the land over which the site access is proposed to pass is currently used as the staff car park for the existing Croft Surgery.

3.19 Travel data relating to operations at the existing Surgery on land neighbouring the site were presented in the 2016 planning application, having been collected on Wednesday 15 June 2016 between 07:00-10:00 and 16:00-19:00 at the two car park accesses on Barnham Road. These data are summarised below:

- the surgery had capacity for up to 205 appointments and 150 prescription collections per day;
- averaged over the daily opening hours, this indicated circa 40 vehicle trips per hour, assuming all visitors use private transport;
- the observed traffic flows at the accesses indicated 38 arrivals and 14 departures in the AM peak, and 15 arrivals and 25 departures in the PM peak; and
- the observed traffic flows on Barnham Road indicated 1,000 two-way movements during the AM peak hour and 1,100 two-way movements during the PM peak hour with a broadly even split.

3.20 It has not been possible to collect representative transport data from operations at the existing Surgery since March 2020 due to Covid-19 travel restrictions, as far fewer patients have been visiting the Surgery since then and will not be able to do so until later in 2021.

Summary

3.21 The information provided in this Section identifies that the application site is accessible by a variety of modes of transport, including active and/or sustainable modes.

4.0 Proposed Development

Overview

- 4.1 Information about the proposed site use detailing on-site accommodation in terms of buildings and their use, site access and layout, on-site parking provision, and the site servicing strategy is provided in this Section.
- 4.2 The proposed site location and layout plan is at Appendix A.

Proposed Use

- 4.3 The proposed development comprises replacement of the existing Croft Surgery located on land neighbouring the site, and construction of a new medical centre (Land Use Class D1) with a gross internal area (GIA) of 1,622 square metres, including the pharmacy.
- 4.4 The new building is proposed to house an administration/reception area, a waiting room, GP consulting rooms, and a pharmacy.
- 4.5 As indicated in the Arun DC pre-application response, although the site is on part of land allocated for housing in local policy, there is also local policy for the provision of health facilities. This coupled with previous planning permissions allows for a decision to be taken other than in accordance with the development plan, and it is noted that the NPPF presumption in favour of sustainable development adds weight to the approval of this proposal as the benefits clearly outweigh the harm.

Site Layout

- 4.6 As shown on the site layout plan at Appendix A, the layout comprises vehicular, cyclist and pedestrian access from Barnham Road leading to the patient car park and main building entrance. The access road continues along the side of the building where there will be drop-off bays for taxis and ambulances, and leads to the staff car park behind the building, where the bin store will also be provided. Cycle parking will be provided for both staff and patients.

Access Arrangements

- 4.7 Site access for vehicles, cyclists and pedestrians is proposed to be from the B2233 Barnham Road, by improving the access currently serving the existing Surgery staff car park.
- 4.8 The improved site access will be a simple priority junction, 5.5 metres in width and with 6-metre bell mouth radii, thereby providing for heavy goods vehicles (HGV) access and with sufficient width for two HGVs to pass on the site access road. HGV access will be infrequent and account primarily for refuse and occasional larger deliveries, although it ensures a robust approach when considering the access is also utilised by patients. A 2-metre-wide footway will also be provided on the western side of the site access.
- 4.9 The speed limit of Barnham Road in the vicinity of the site is 30 mph and therefore visibility spays of 2.4 metres by 43 metres to both the east and west are required, as shown on the access drawing at Appendix B, in line with guidance included in Manual for Streets (2007).
- 4.10 The 2-metre-wide footway on the western side of the site access will connect with the existing footways along Barnham Road and lead in to the site. Pedestrians will need to cross the entrance to the patient car parking area via a raised table that will provide level access across to the hardstanding around the building. All building entrances will be ramped.
- 4.11 The car parking areas will be demarcated from the main vehicular access route through use of surface treatments.

- 4.12 To assist mobility-impaired site users, car parking bays for 'Blue Badge' holders will be sited near the main building entrance and the pharmacy.
- 4.13 Swept path analysis of the vehicles that would use the site has been undertaken. The tracking plans at Appendix C show use of the site access and on-site car parking and turning spaces by cars and a refuse vehicle entering the site, turning on-site, and leaving the site in forward gear.
- 4.14 Regarding the site access, it can be seen from the swept path analysis that:
- ✧ cars can enter and leave the site safely, and can pass each other on the site access road; and
 - ✧ that a refuse vehicle can safely access and egress the site.
- 4.15 Regarding the on-site turning area it can be seen from the swept path analysis that:
- ✧ a refuse vehicle can enter the site in forward gear, access the refuse collection area, turn on-site, and leave the site in forward gear.

Parking Provision

- 4.16 It is proposed that on-site parking provision comprise 28 staff car parking spaces, and 44 patient car parking spaces (including 8 accessible spaces). Whilst neither Arun District Council nor West Sussex County Council have a specific car parking standard for GP surgeries, the above provision is consistent with car parking levels proposed via previous planning consents on this site.
- 4.17 Neither authority has a specific cycle parking standard for GP surgeries, although BREEAM criteria requires one space per 10 staff or one space per two consulting rooms. With 36 staff (12 Clinical and 24 Admin) and 15 consulting rooms proposed, the minimum requirement is eight spaces. A total of 20 cycle parking spaces will be provided on site, split both externally for patients and within a secure covered unit for staff. This ensures more than sufficient provision to encourage more sustainable trips to and from the site.
- 4.18 Two drop-off bays, one each for taxis and ambulances, will be provided near the main building entrance.

Servicing

- 4.19 It is proposed that a bin store be provided to the rear of the building, within the required carry distance to a refuse vehicle that would enter the site in forward gear, turn on-site and leave the site in forward gear.
- 4.20 Swept path analysis has been produced for a large refuse vehicle performing this manoeuvre, as well as showing this vehicle entering and exiting the site to/from Barnham Road.

Safety

- 4.21 The proposed access is very similar in design to the approved arrangement and it is therefore considered that the findings of the Road Safety Audit carried out for the approved development are still applicable.
- 4.22 The access road gradient and the need for a crossing point on Barnham Road were agreed as being matters that could be reviewed and addressed appropriately at the detailed design stage.
- 4.23 Swept path analysis of the proposed access has been shown to accommodate the movements necessary for the practical and safe operation of the proposed development.

Summary

- 4.24 The information in this Section describes the proposed building and its proposed uses; the way in which safe vehicular, cyclist and pedestrian access to and through the site will be provided; the type, quantity

and useability of the on-site car and cycle parking provision; the on-site turning provision for larger vehicles; and that appropriate waste collection arrangements are provided.

5.0 Development Impact

Overview

- 5.1 The following text quantifies and compares vehicular trips that are likely to be generated by the proposed development compared to vehicular trips associated with the existing Surgery.

Vehicular Traffic Generation

Existing Use

- 5.2 The majority of the site is currently undeveloped land, whilst the land over which the site access is proposed to pass is currently used as the staff car park for the existing Croft Surgery.
- 5.3 As set out at Section 3, travel data relating to operations at the existing Surgery on land neighbouring the site were presented in the 2016 Transport Statement, having been collected on Wednesday 15 June 2016 between 07:00-10:00 and 16:00-19:00 at the two car park accesses on Barnham Road. These data are summarised below:
- ✧ the surgery had capacity for up to 205 appointments and 150 prescription collections per day;
 - ✧ averaged over the daily opening hours, this indicated circa 40 vehicle trips per hour, assuming all visitors use private transport;
 - ✧ the observed traffic flows at the accesses indicated 38 arrivals and 14 departures in the AM peak, and 15 arrivals and 25 departures in the PM peak; and
 - ✧ the observed traffic flows on Barnham Road indicated 1,000 two-way movements during the AM peak hour and 1,100 two-way movements during the PM peak hour with a broadly even split.
- 5.4 Flow diagrams are presented in the approved 2016 Transport Statement, from which the conclusion drawn was that the proposed development was likely to result in an additional 1 to 3 trips each way on Barnham Road during both the AM and PM peak periods, which is considered non-material. Capacity assessments were therefore not carried out.
- 5.5 It has not been possible to collect representative transport data from operations at the existing Surgery since March 2020 due to Covid-19 travel restrictions, as far fewer patients have been visiting the Surgery since then and will not be able to do so until later in 2021.

Future Use

- 5.6 Whilst the findings of the previous application are still valid, a TRICS assessment has been undertaken to verify the above. TRICS has been interrogated using the following criteria:
- ✧ sites located in England, excluding Greater London;
 - ✧ date range: 01/01/13 to 25/09/19;
 - ✧ weekdays only; and
 - ✧ locations: 'suburban area', 'edge of town' and 'Neighbourhood Centre'.
- 5.7 A summary of the weekday peak hour trip rates and number of trips for the proposed development is provided at Table 5.1 and the full TRICS output is at Appendix D for reference.

Mode of Travel	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)	
	Arr	Dep	Arr	Dep
Vehicular Trip Rates	3.022	1.322	1.249	1.947
Total Vehicular Trips	49	21	20	32

Table 5.1: Trip Assessment of Proposed Land Use

- 5.8 The data at Table 5.1 indicate that the proposed surgery is likely to generate 70 two-way vehicular trips during the weekday AM peak hour, and 52 in the PM peak hour.

Net Impact – Vehicular Trips

- 5.9 The traffic generation data for the existing and proposed uses have been used to calculate the likely net traffic generation associated with the proposed development, as set out at Table 5.2.

Time Period	Traffic Generation					
	Existing		Proposed		Net Change	
	Arr	Dep	Arr	Dep	Arr	Dep
AM Peak 08:00-09:00	38	14	49	21	11	7
PM Peak 17:00-18:00	15	25	20	32	5	7

Table 5.2: Traffic Generation – Net Change

- 5.10 It can be seen from this information that the proposed development is likely to result in a small increase in traffic generation, to the scale of an additional 11 arrivals in the AM peak and 5 arrivals in the PM peak, along with 7 departures in both the AM and PM peaks.
- 5.11 The above is not considered material as this level of vehicular traffic can be accommodated on the existing network. Whilst it is acknowledged that the existing surgery could come forward under a new use, it is clear from the above that the traffic generated by the surgery would not be material, and can be accommodated via the proposed access junction.

Summary

- 5.12 Although the proposed development is likely to result in a slight increase in vehicular movements compared to those associated with the existing Surgery, this increase is not at a level that is material, nor at a level that would result in severe impacts on safe and free-flow highway operations. Irrespective, the level of traffic generated by the new surgery is not considered material.

6.9 Encouraging Sustainable Travel Choices

Site Design

6.1 In terms of promoting more active and sustainable travel, the development proposal includes:

- ✧ a site location accessible on foot and by cycle, that is also served by bus routes;
- ✧ cycle parking for both staff and patients;
- ✧ charging for electric vehicles; and
- ✧ pedestrian and cyclist connectivity through the site and integration with existing networks.

Travel Plan

6.2 To complement the site design and provision of on-site facilities, along with making use of the full range of active and/or sustainable travel modes available to site users, a Travel Plan has been produced to support this planning application.

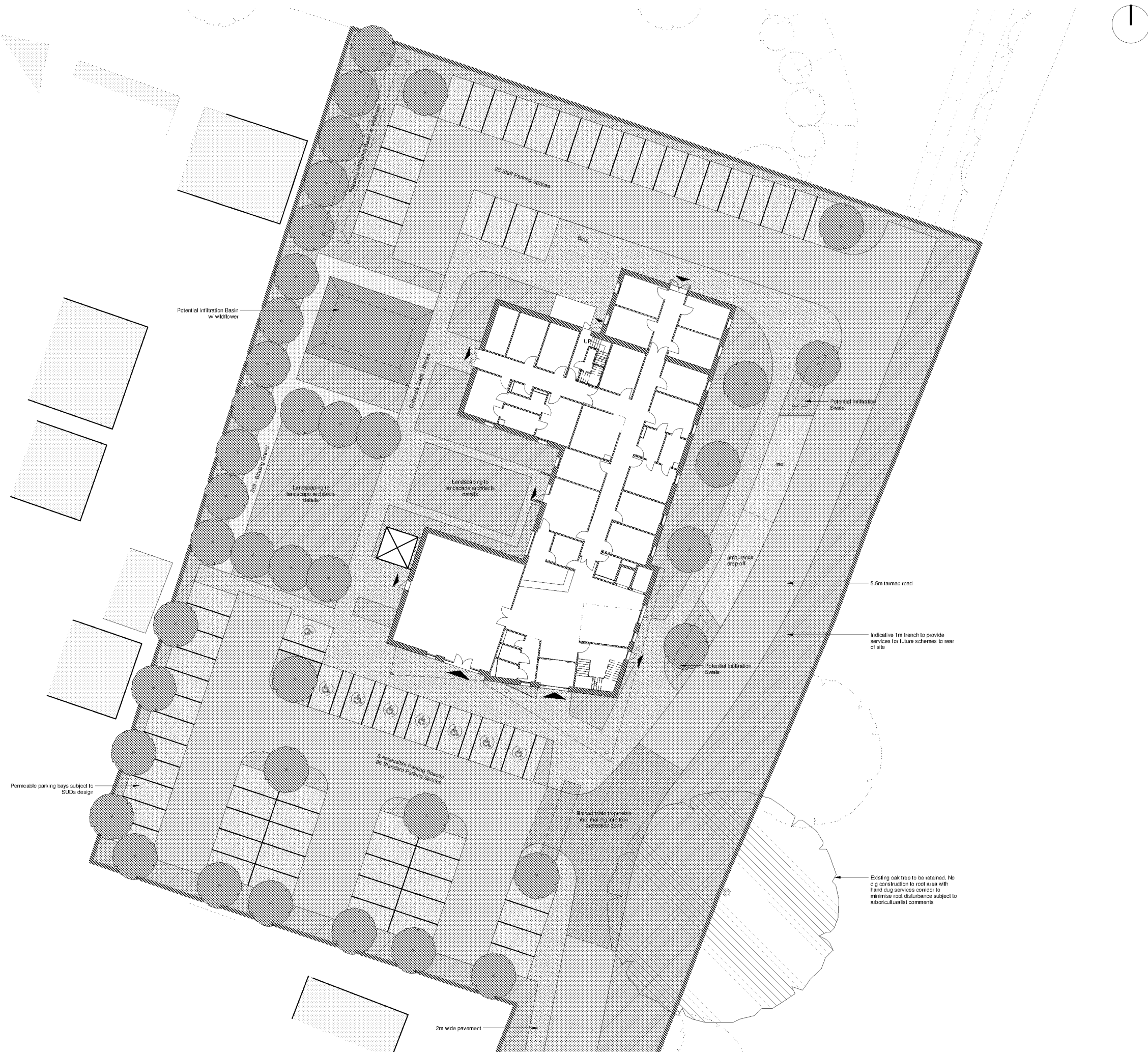
6.3 The Travel Plan outlines measures to encourage and support more use of active and/or sustainable travel modes by staff at the proposed development. This includes both 'hard' infrastructure and 'soft' awareness/information measures. Implementation of the Travel Plan will be co-ordinated by an appointed Travel Plan Co-ordinator and the effectiveness of the Plan will be monitored.

7.0 Summary and Conclusions

- 7.1 This Transport Statement has been prepared on behalf of PHP Primary Care Developments to support a planning application for construction of a new medical centre on land north of Barnham Road, Eastergate, Chichester, West Sussex, PO20 3RP. The site is within the administrative boundaries of Arun District Council and West Sussex County Council.
- 7.1 This application is essentially a resubmission of the approved 2016 proposal (EG/57/16/PL), as detailed on the site location and layout plan at [Appendix A](#), to replace the existing Croft Surgery on land neighbouring the site. It is proposed that the new facility be accessed from Barnham Road via the access currently serving the staff car park for Croft Surgery.
- 7.2 In summary, this report demonstrates that:
- ✧ the proposal accords with national and local policies relevant to transport;
 - ✧ the site is accessible by public transport, walking and cycling;
 - ✧ suitable and appropriate vehicular access to the site can be achieved in accordance with current best practice guidelines;
 - ✧ car and cycle parking will be provided in accordance with relevant parking guidance; and
 - ✧ appropriate provision will be made for servicing, having regard to relevant design guidance.
- 7.3 Although the proposed development is likely to result in an increase in vehicle movements it has been demonstrated that the proposals will not interfere with the operation, capacity or safety on the adjoining highway network. As such, it is considered there is no reason why the proposals should be resisted on traffic or transportation grounds.

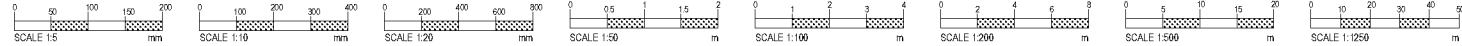
Appendix A

Proposed Site Location and Layout Plan



Proposed Site Plan

1:200



NOTES

OTHER THAN FOR THE PURPOSES OF PLANNING, DO NOT SCALE THESE DRAWINGS. USE WRITTEN DIMENSIONS ONLY. ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO COMMENCEMENT OF WORKS.

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ITEMS CLOUDED WITH A DASHED LINE ARE TO BE CONFIRMED, SUBJECT TO DETAIL DESIGN AND CAN BE EXPECTED TO CHANGE.

REVISION CLOUD

Parking:

08 Accessible spaces
36 Public spaces
28 Staff spaces
72 Total Parking Spaces

* Allowance for ambulance space

Notes:

Drawing is based on information on information by others provided by Hampshire Land Survey Ltd Ref. HLS 1142_08_04_01.

Boundary line is indicative and subject to confirmation.

This drawing is indicative with regards to site landscaping and is subject to design development. The proposals indicated are for planning purposes only & are subject to all relevant statutory approvals, including building regulations.

E	11/03/21	Canopy outline updated	CD	*
D	06/02/21	Design Updates	TW	*
C	24/02/21	Public Consultation Issue	TW	*
B	24/02/21	Updates to site plan with inclusion of landscaping details	TW	*
A	17/02/21	Update to site plan	TW	*
Rev	Date	Description	By	Chkd

Drawing Status

PRELIMINARY

Client

Principal contractor

Design Consultant



67A HIGH STREET
LYNDHURST
HAMPSHIRE
SO43 7BE
T: 023 80 263798
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E: sh@simpsonhilder.co.uk

Project Title

THE CROFT MEDICAL CENTRE
BARNHAM ROAD
EASTERGATE
WEST SUSSEX PO20 3RP

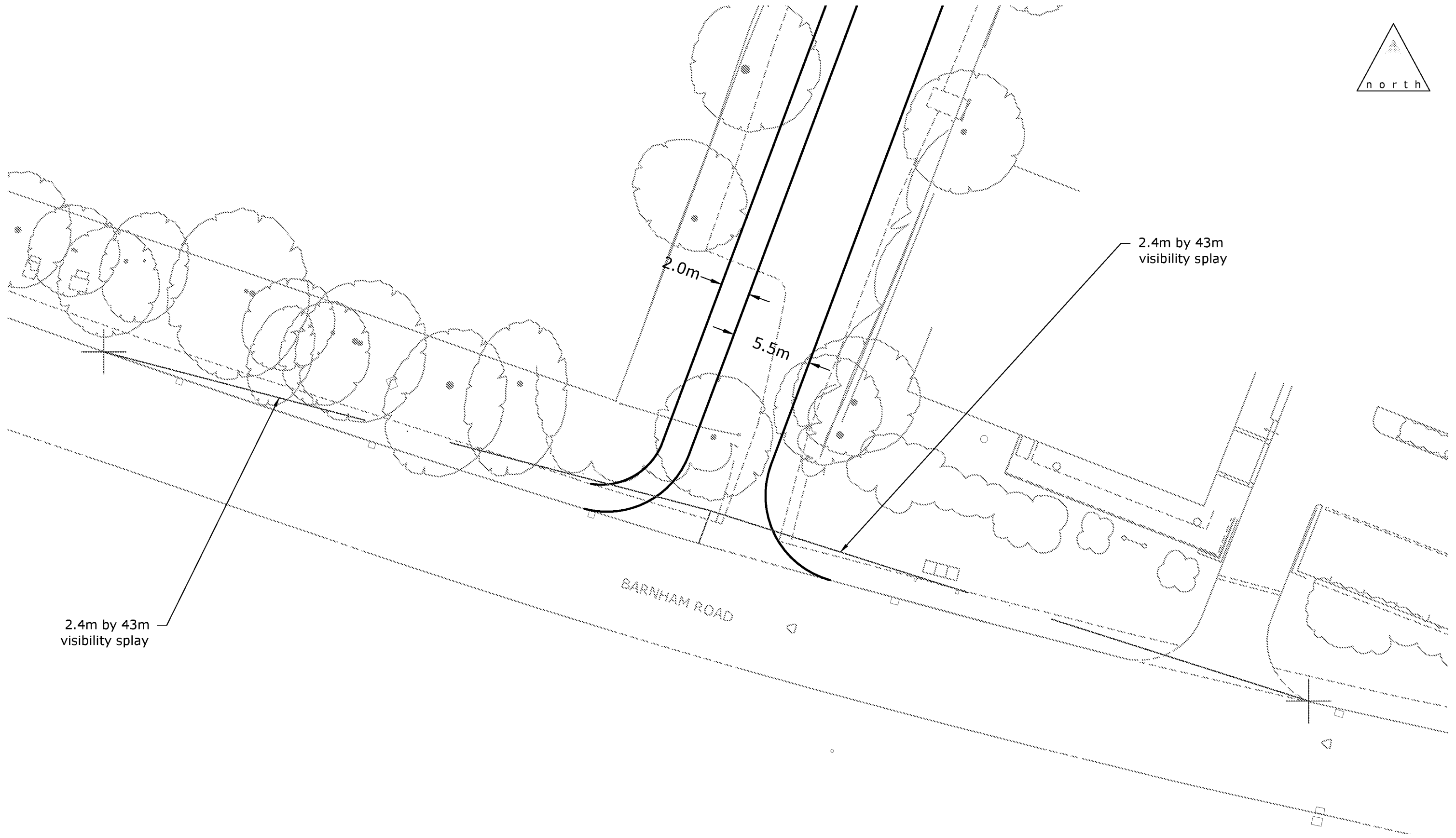
Drawing Title

PROPOSED SITE PLAN

Scale (@ A1 SIZE)	Scale
1:200	A1
Drawn	Checked
TW	MR
Date	Date
JUNE 2020	JUNE 2020
Drawing No	Revisions
9226-P004	E

Appendix B

Proposed Site Access Drawing



2.4m by 43m
visibility splay

2.4m by 43m
visibility splay

BARNHAM ROAD



84 North Street
Guildford
Surrey
GU1 4AU
T: 01483 531 300

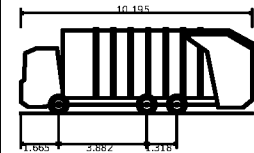
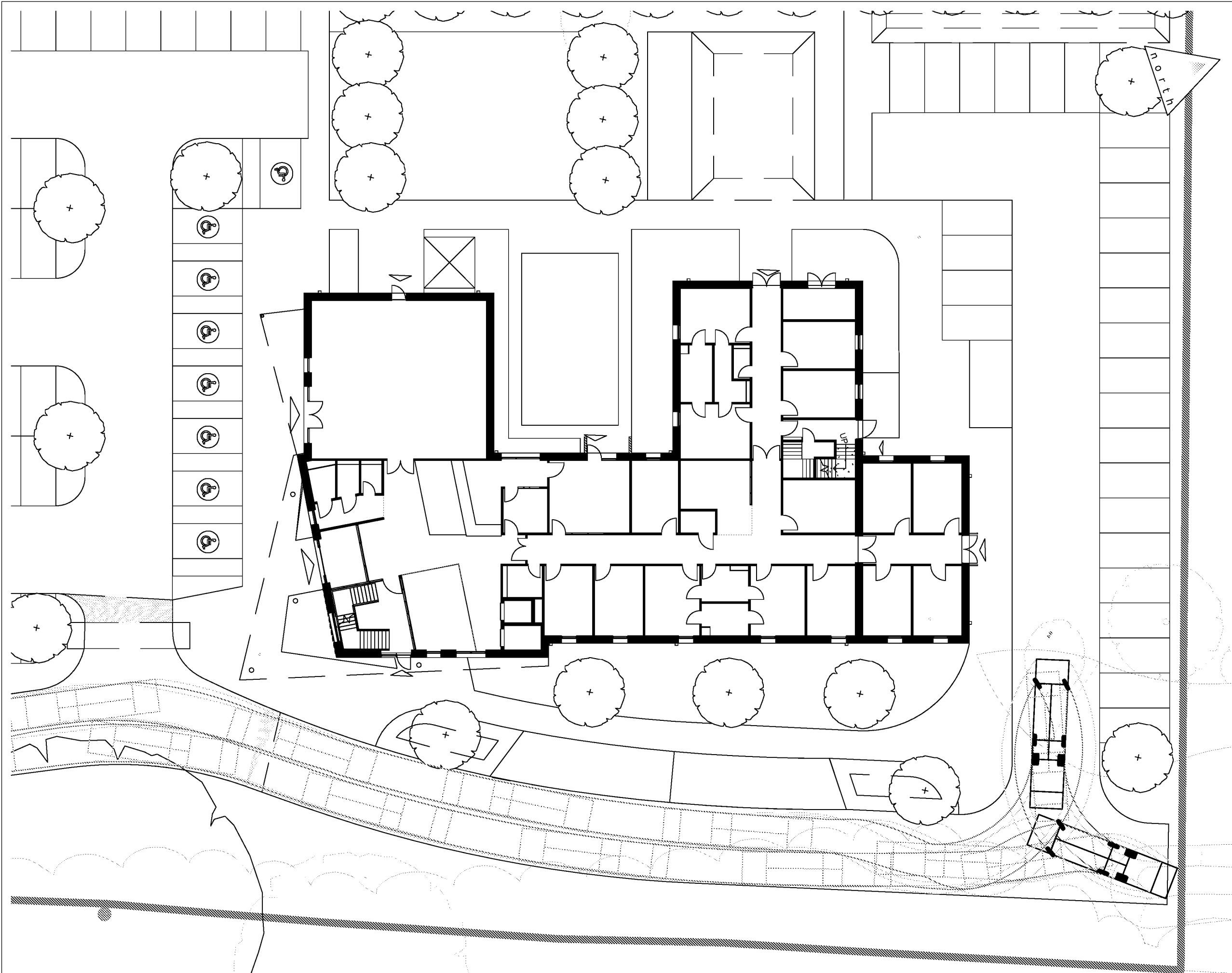
Cargo Works
1-2 Hatfields
London
SE1 9PG
T: 020 8065 5208

www.motion.co.uk

Project: The Croft Medical Centre		
Title: Proposed Access Arrangement and Visibility Splays		
Scale: 1:250 (@ A3)		
Notes:		Revision: A
Drawing: 2011094-01		

Appendix C

Swept Path Analysis



Phoenix 2-17N (with Elite 2 6x2 ML chassis)
Overall Length 10.195m
Overall Width 3.699m
Overall Body Height 2.230m
Min Body Ground Clearance 0.251m
Track Width 2.200m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 10.000m



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SE1 9PG
T: 020 8065 5208

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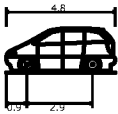
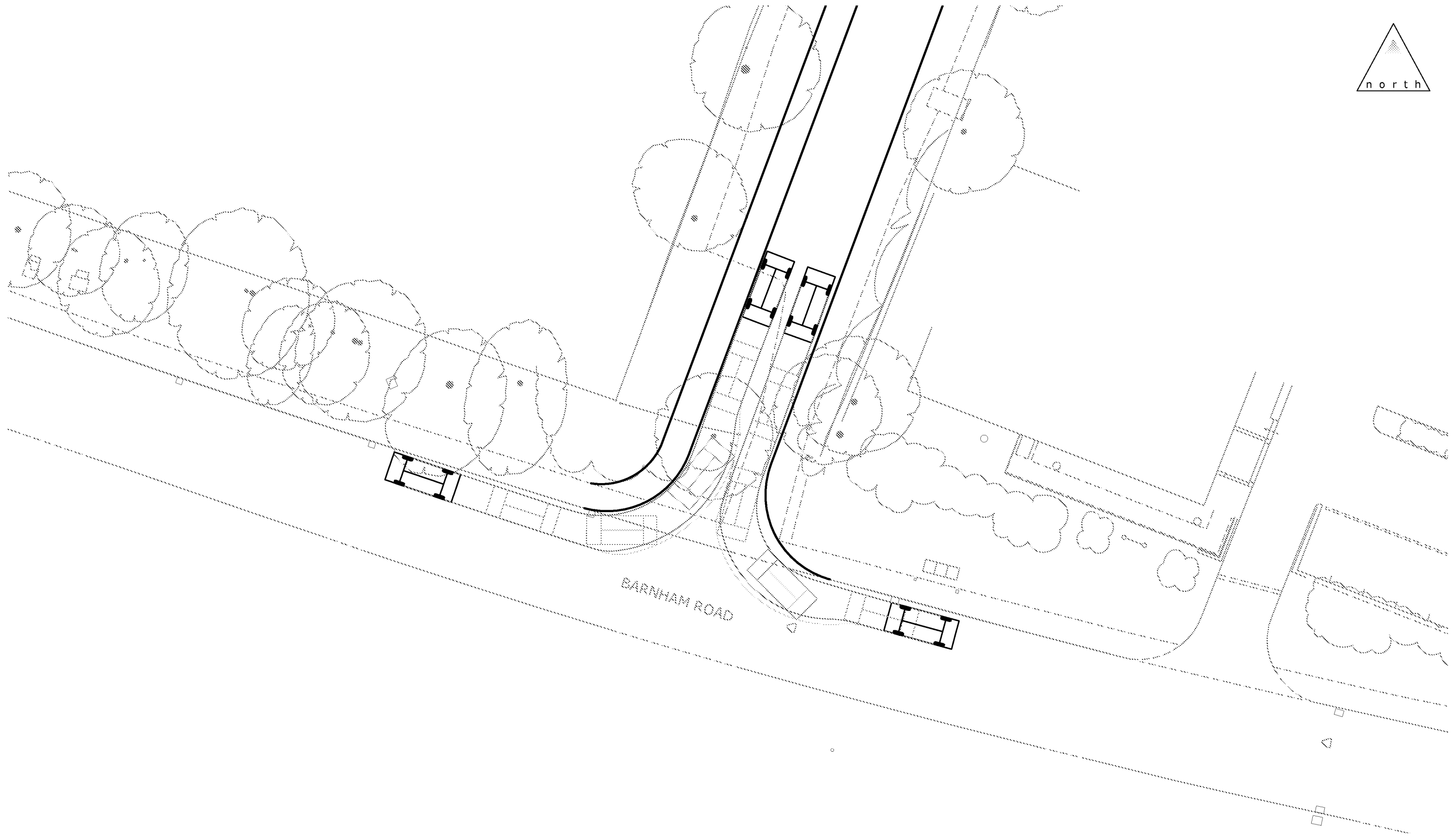
Project:
Barnham Road, Eastergate

Title:
Swept Path Analysis
Large Refuse Vehicle

Scale: 1:250 (@ A3)

Drawing:
2011094-TK-01

Revision:
A



Standard Design Vehicle (SDV)
Overall Length 4.800m
Overall Width 2.000m
Overall Body Height 1.950m
Min Body Ground Clearance 0.100m
Track Width 2.000m
Lock to lock time 4.00s
Wall to Wall Turning Radius 6.000m



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Surrey
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1-2 Hatfields
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SE1 9PG
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Project:
The Croft Medical Centre

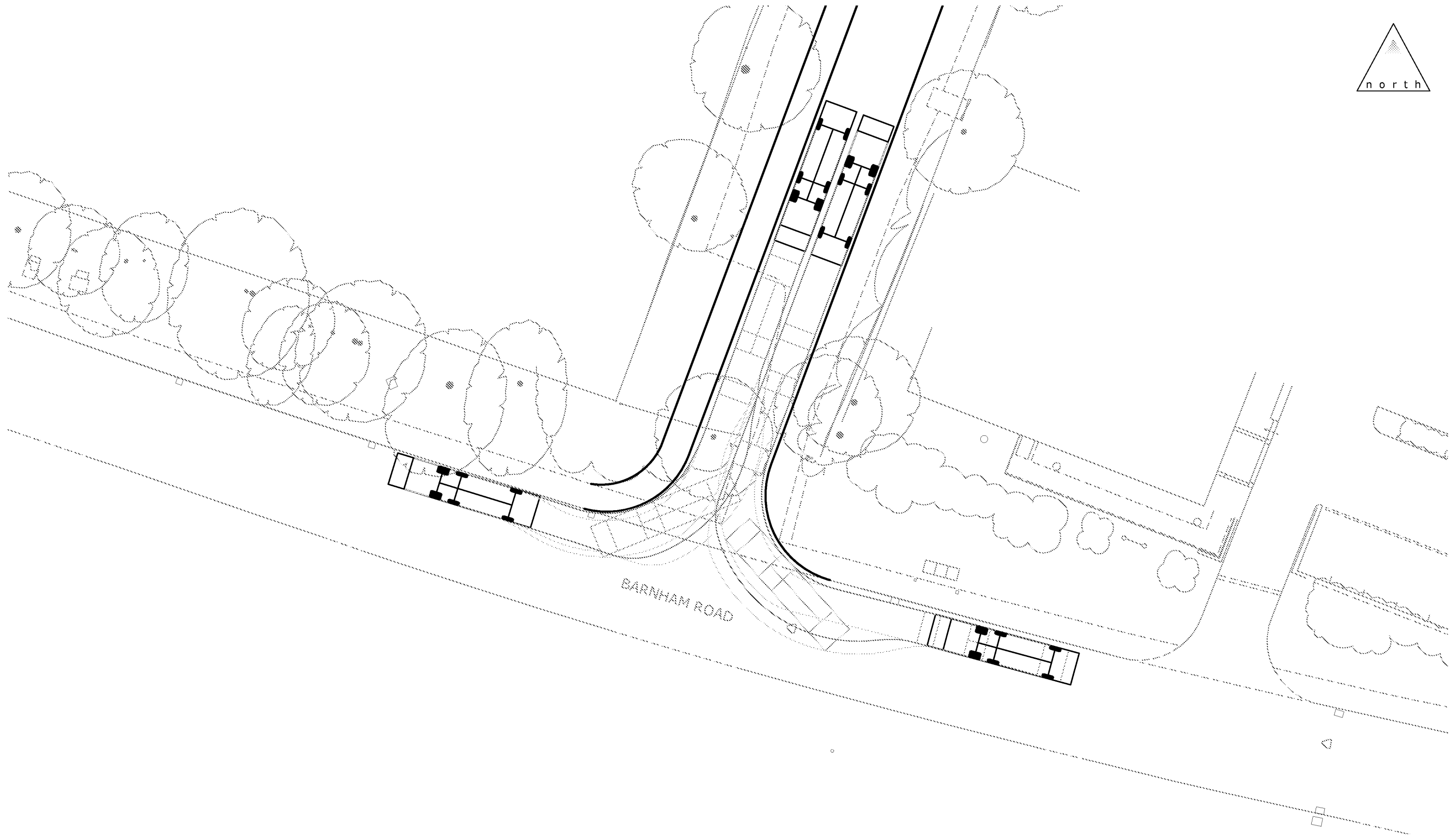
Title:
Swept Path Analysis
Standard Design Vehicle

Scale: 1:250 (@ A3)

Notes:

Drawing:
2011094-TK-03

Revision:
-



Phoenix 2-17N (with Elite 2 6x2 ML chassis)

Overall Length	10.195m
Overall Width	2.230m
Overall Body Height	3.699m
Min Body Ground Clearance	0.251m
Track Width	2.200m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.000m

84 North Street
Guildford
Surrey
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T: 01483 531 300

Cargo Works
1-2 Hatfields
London
SE1 9PG

T: 020 8065 5208

www.motion.co.uk

Project: The Croft Medical Centre		
Title: Swept Path Analysis Large Refuse Vehicle		
Scale: 1:250 (@ A3)		
Notes:	Drawing: 2011094-TK-04	Revision: -

Appendix D

TRICS Report

Calculation Reference: AUDIT-734001-210407-0452

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : G - GP SURGERIES

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	IW ISLE OF WIGHT	1 days
03	SOUTH WEST	
	DV DEVON	1 days
	WL WILTSHIRE	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	2 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 300 to 1400 (units: sqm)
Range Selected by User: 200 to 1592 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 25/09/19

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
Wednesday	4 days
Thursday	1 days
Friday	2 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)	3
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	4

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	6
High Street	1
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

E(e) 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 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

50,001 to 75,000	2 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
2.1 to 2.5	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.

PTAL Rating:

No PTAL Present 8 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CH-05-G-05	GP SURGERY	CHESHIRE
	KINGSMEAD SQUARE		
	NORTHWICH		
	KINGSMEAD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	650 sqm	
	Survey date: FRIDAY	07/06/19	Survey Type: MANUAL
2	DS-05-G-01	GP SURGERY	DERBYSHIRE
	OSMASTON ROAD		
	DERBY		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	676 sqm	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
3	DV-05-G-01	GP SURGERY	DEVON
	MOUNT PLEASANT ROAD		
	EXETER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	1319 sqm	
	Survey date: WEDNESDAY	03/04/19	Survey Type: MANUAL
4	IW-05-G-01	GP SURGERY	ISLE OF WIGHT
	NEWPORT ROAD		
	COWES		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	1400 sqm	
	Survey date: WEDNESDAY	26/06/19	Survey Type: MANUAL
5	NT-05-G-01	GP SURGERY	NOTTINGHAMSHIRE
	MANSFIELD ROAD		
	NOTTINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	460 sqm	
	Survey date: WEDNESDAY	24/06/15	Survey Type: MANUAL
6	TW-05-G-03	GP SURGERY	TYNE & WEAR
	CHURCH ROAD		
	NEWCASTLE		
	GOSFORTH		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Gross floor area:	678 sqm	
	Survey date: MONDAY	29/04/19	Survey Type: MANUAL
7	TW-05-G-04	GP SURGERY	TYNE & WEAR
	MANOR WALK		
	NEWCASTLE UPON TYNE		
	BENTON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	1400 sqm	
	Survey date: THURSDAY	18/10/18	Survey Type: MANUAL
8	WL-05-G-01	GP SURGERY	WILTSHIRE
	CRICKDALE ROAD		
	SWINDON BOROUGH C.		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	300 sqm	
	Survey date: FRIDAY	23/09/16	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/G - GP SURGERIES

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	1400	0.071	1	1400	0.000	1	1400	0.071
07:00 - 08:00	7	918	0.919	7	918	0.218	7	918	1.137
08:00 - 09:00	8	860	3.022	8	860	1.322	8	860	4.344
09:00 - 10:00	8	860	3.095	8	860	2.673	8	860	5.768
10:00 - 11:00	8	860	2.717	8	860	2.702	8	860	5.419
11:00 - 12:00	8	860	2.426	8	860	2.615	8	860	5.041
12:00 - 13:00	8	860	2.165	8	860	2.499	8	860	4.664
13:00 - 14:00	8	860	1.787	8	860	2.165	8	860	3.952
14:00 - 15:00	8	860	2.615	8	860	2.528	8	860	5.143
15:00 - 16:00	8	860	2.208	8	860	2.455	8	860	4.663
16:00 - 17:00	8	860	1.990	8	860	2.325	8	860	4.315
17:00 - 18:00	8	860	1.249	8	860	1.947	8	860	3.196
18:00 - 19:00	7	890	0.578	7	890	0.898	7	890	1.476
19:00 - 20:00	2	1039	0.096	2	1039	0.337	2	1039	0.433
20:00 - 21:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			24.938			24.684			49.622

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

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

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Parameter summary

Trip rate parameter range selected:	300 - 1400 (units: sqm)
Survey date range:	01/01/13 - 25/09/19
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.

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	1400	0.071	1	1400	0.000	1	1400	0.071
07:00 - 08:00	7	918	1.744	7	918	0.405	7	918	2.149
08:00 - 09:00	8	860	5.550	8	860	2.470	8	860	8.020
09:00 - 10:00	8	860	6.320	8	860	5.579	8	860	11.899
10:00 - 11:00	8	860	5.971	8	860	5.768	8	860	11.739
11:00 - 12:00	8	860	5.100	8	860	5.695	8	860	10.795
12:00 - 13:00	8	860	4.533	8	860	4.954	8	860	9.487
13:00 - 14:00	8	860	3.952	8	860	4.359	8	860	8.311
14:00 - 15:00	8	860	5.012	8	860	5.187	8	860	10.199
15:00 - 16:00	8	860	4.969	8	860	5.041	8	860	10.010
16:00 - 17:00	8	860	4.330	8	860	5.216	8	860	9.546
17:00 - 18:00	8	860	2.601	8	860	3.879	8	860	6.480
18:00 - 19:00	7	890	1.027	7	890	1.957	7	890	2.984
19:00 - 20:00	2	1039	0.192	2	1039	1.059	2	1039	1.251
20:00 - 21:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			51.372			51.569			102.941

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

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