

Technical Note 1

15 March 2019
Version 1.0
Issue



1 Introduction

This Technical Note (TN) has been prepared to address the points raised by West Sussex County Council (WSCC) Highways in response to the submitted Transport Statement prepared by Fore dated 19 December 2018 to accompany planning application LU/3/19/PL for a proposed residential development at the site of the Former Waitrose, Avon Road, Littlehampton, BN17 6AT.

2 WSCC Highways Consultation Response

The WSCC Highways consultation response is attached as Appendix A and requires additional information relating to the following two points:

- *“Trips of the previous retail usage to confirm the proposals will be less intensive”.*
- *“Revised plan demonstrating where the proposed parking spaces sit in comparison with the Highway Boundary as depicted above”.*

The points are considered in turn below.

2.1 Point 1

“Trips of the previous retail usage to confirm the proposals will be less intensive”.

2.2 Response 1

Appendix B shows the TRICS output for town centre food superstores, excluding sites in Ireland. There are eight sites in total, of which two are Waitrose sites. The average GFA of the eight sites is 2,485 sqm which is comparable to the GFA of the former Waitrose store at Littlehampton (2,375 sqm).

The TRICS output shows that the former Waitrose store would be expected to generate two-way vehicle trip rates of 2.857 / 100 sqm and 4.965 / 100 sqm in the Weekday AM (0800-0900 hours) and PM (1700-1800 hours) peak hours respectively. Based on 2,375 sqm GFA this equates to 68 and 118 two-way vehicle trips which is significantly higher than the

vehicle trip generations associated with the proposed development, namely 7 and 10 two-way vehicle trips as detailed in Section 6.2 of the Transport Statement.

As per the Transport Statement, it is concluded that the proposed development will result in lower peak hour traffic movements than the site's former use as a food superstore.

2.3 Point 2

“Revised plan demonstrating where the proposed parking spaces sit in comparison with the Highway Boundary as depicted above”.

2.4 Response 2

Appendix C shows an overlay of the proposed development layout onto the adopted highway plan supplied by WSCC Highways. The overlay plan shows that proposed car parking bays 33 to 36 are located partly within the existing adopted highway.

Fore have discussed the overlay plan with WSCC Highways and consider that there are two potential ways to progress, namely:

- The developer will need to make an application under a Section 247 order of the Town and Country Planning Act 1990 to ‘Stop Up’ the required land. The order can be made either in advance of a planning decision or after planning permission has been granted. WSCC has advised that they would not object to the stopping up and that whilst the process can vary from site to site, have advised that the process could take approximately 4 to 5 months subject to there being no objections.
- Consideration could be given to repositioning bays 33 to 36 so that they do not lie within the adopted highway. There is potential to rotate the bays ninety degrees so that they lie parallel to bay 31. However, this would require amendments to the landscaping areas.

Through discussion with the client team, it is understood that the developer is likely to pursue an application under a Section 247 order to stop up the necessary highway. This is subject to a utilities search beneath the area of highway in question to establish whether any diversions are needed and the associated potential cost.

3 Conclusion

This Technical Note addressed the two points raised by WSCC Highways in response to the submitted Transport Statement prepared to accompany planning application LU/3/19/PL for a proposed residential development at the site of the Former Waitrose, Avon Road, Littlehampton, BN17 6AT.



It is understood through discussions with WSCC Highways that they intend to formally reply through the consultation process with no objection to the development proposal.

Appendix A

WSCC Highways Consultee Response

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Anita Gardner
FROM:	Highways, WSCC
DATE:	04/02/2019
LOCATION:	Empty Supermarket Premises, Avon Road, Littlehampton, BN17 6AT
SUBJECT:	LU/3/19/PL Demolition of existing buildings & redevelopment of site comprising 83 No. residential units (C3 Dwelling Houses) & 158.5 sqm flexible retail floorspace GIA (A1 (Shops) and/or A2 (Financial & Professional Services) and/or A3 (Food & Drink) and/or D1 (Non-residential Institutions)) together with the provision of car & cycle parking, landscaping & associated works. This application affects the setting of listed buildings & affects the character & appearance of the East Street, Littlehampton Conservation Area.
DATE OF SITE VISIT:	
RECOMMENDATION:	☒ Advice ☐ Objection ☐ Modification ☐ No Objection ☒ More Information ☐ Refusal
S106 CONTRIBUTION TOTAL:	N/A

Background

WSCC in its role of Local Highway Authority (LHA) has been consulted for highway safety, capacity and accessibility on the application. The LHA provided the applicant free written Pre-Application Advice on the proposals in April 2018. At this time it was advised additional information should be provided on access, capacity and internal layout matters.

The site is located within Littlehampton town centre and was previously used as a Waitrose store with a private parking facility. At present the site is vacant with the previous occupiers moving their outlet to Rustington. The proposals at the site are for the redevelopment to provide a total of 83 residential apartments and retail units totalling up to 159sqm. Access is taken from Avon Road a single lane one-way carriageway which divides the site. Avon Road is a 'D' Class road which is publicly maintainable highway for the initial 40 metres to the west of the junction with East Street. From this point the road is in private ownership.

The application is supported by way of a Transport Statement (TS) which seeks to cover all areas of the transport related areas. The report provides an assessment of the TS and covers the key areas of the response.

Access

No physical changes are taking places to the access arrangements in comparison to the existing retail usage. There is an existing 'One Way' arrangement along Avon Road. This is a single carriageway road running from Duke Street to the west and East Street to the east. No entry signs are present at the junction with East Street.

Parking, Layout and Accessibility

The TS provides detail of the sites accessible location which are all acknowledged. The area surrounding the site is very well served by sustainable transport alternatives. Littlehampton town centre offers a number of retail establishments which could be unlisted for most day to day needs. A number of well-respected retail chains are present in the nearby High Street. Bus stops are available and are a very short walking distance from the site. Littlehampton Train Station is within short walking distance to the west. The station connects to a number of larger areas of employment and education such as Worthing, Chichester, Brighton and Southampton. Services to London Victoria are also available from this station. In terms of accessing these facilities the existing footway network is lit and provides signalised crossing points along the way and where required.

Trip generation has been provided for the proposed residential uses via the Trip Rate Information Computer System (TRICS). The TS does not give a comparison of the sites existing retail use only the proposed residential use. Through our pre-application discussions it was advised that this should be included with any submission. It is suggested the residential uses will generate less trips than the retail. Although the

LHA accept the retail usage would be likely to generate a larger number of movements we would request the applicant provides an indication of the likely number of trips the retail use would have generated to demonstrate and confirm this further.

No trip generation has been provided for the additional 159 sqm of retail space; however this allocation is unlikely to result in any significant increase in traffic movements.

Conclusion

The LHA would request some additional information on the following:

- Trips of the previous retail usage to confirm the proposals will be less intensive
- Revised plan demonstrating where the proposed parking spaces sit in comparison with the Highway Boundary as depicted above.

Jamie Brown
West Sussex County Council – Planning Services

Appendix B

TRICS Output

Calculation Reference: AUDIT-752701-190305-0343

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : A - FOOD SUPERSTORE
 VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	CN CAMDEN	2 days
	IS ISLINGTON	2 days
	KI KINGSTON	1 days
02	SOUTH EAST	
	SC SURREY	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	SF SUFFOLK	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1625 to 4746 (units: sqm)
 Range Selected by User: 800 to 15950 (units: sqm)

Parking Spaces Range: Selected: 0 to 1198 Actual: 0 to 1198

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 23/03/18

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	2 days
Wednesday	1 days
Thursday	2 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:

Town Centre	8
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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:

Commercial Zone	1
Retail Zone	2
Built-Up Zone	1
High Street	4

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:

A1	8 days
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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:

5,001 to 10,000	1 days
10,001 to 15,000	2 days
25,001 to 50,000	1 days
50,001 to 100,000	3 days
100,001 or More	1 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	4 days
1.1 to 1.5	3 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.

Petrol filling station:

PFS is present at the site and is included in the count	0 days
PFS is present at the site but is excluded from the count	0 days
There is no PFS at the site	8 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Yes	2 days
No	6 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	3 days
6a Excellent	2 days
6b (High) Excellent	3 days

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

LIST OF SITES relevant to selection parameters

1	CA-01-A-01 SIDNEY STREET CAMBRIDGE	SAINSBURY'S	CAMBRIDGESHIRE
	Town Centre High Street Total Gross floor area: 2210 sqm Survey date: FRIDAY 12/07/13		Survey Type: MANUAL
2	CN-01-A-05 TOTTENHAM COURT RD BLOOMSBURY	SAINSBURY'S CENTRAL	CAMDEN
	Town Centre Built-Up Zone Total Gross floor area: 1710 sqm Survey date: TUESDAY 30/09/14		Survey Type: MANUAL
3	CN-01-A-06 KINGSWAY HOLBORN	SAINSBURY'S CENTRAL	CAMDEN
	Town Centre Commercial Zone Total Gross floor area: 1845 sqm Survey date: MONDAY 29/09/14		Survey Type: MANUAL
4	IS-01-A-02 LIVERPOOL ROAD ANGEL	WAITROSE	ISLINGTON
	Town Centre High Street Total Gross floor area: 1625 sqm Survey date: TUESDAY 05/07/16		Survey Type: MANUAL
5	IS-01-A-03 HOLLOWAY ROAD HOLLOWAY	WAITROSE	ISLINGTON
	Town Centre High Street Total Gross floor area: 1813 sqm Survey date: WEDNESDAY 15/11/17		Survey Type: MANUAL
6	KI-01-A-02 EDEN STREET KINGSTON UPON THAMES EDEN WALK SHOP. CEN.	SAINSBURY'S	KINGSTON
	Town Centre Retail Zone Total Gross floor area: 2650 sqm Survey date: THURSDAY 25/09/14		Survey Type: MANUAL
7	SC-01-A-08 LONDON ROAD REDHILL	SAINSBURY'S	SURREY
	Town Centre Retail Zone Total Gross floor area: 4746 sqm Survey date: THURSDAY 08/07/10		Survey Type: MANUAL
8	SF-01-A-02 UPPER BROOK STREET IPSWICH	SAINSBURY'S	SUFFOLK
	Town Centre High Street Total Gross floor area: 3280 sqm Survey date: FRIDAY 19/07/13		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 01 - RETAIL/A - FOOD SUPERSTORE
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	4746	0.105	1	4746	0.084	1	4746	0.189
07:00 - 08:00	8	2485	0.916	8	2485	0.453	8	2485	1.369
08:00 - 09:00	8	2485	1.786	8	2485	1.071	8	2485	2.857
09:00 - 10:00	8	2485	2.158	8	2485	1.846	8	2485	4.004
10:00 - 11:00	8	2485	2.586	8	2485	2.108	8	2485	4.694
11:00 - 12:00	8	2485	2.711	8	2485	2.319	8	2485	5.030
12:00 - 13:00	8	2485	2.681	8	2485	2.842	8	2485	5.523
13:00 - 14:00	8	2485	2.983	8	2485	2.988	8	2485	5.971
14:00 - 15:00	8	2485	2.892	8	2485	2.787	8	2485	5.679
15:00 - 16:00	8	2485	2.631	8	2485	2.857	8	2485	5.488
16:00 - 17:00	8	2485	2.560	8	2485	2.837	8	2485	5.397
17:00 - 18:00	8	2485	2.218	8	2485	2.747	8	2485	4.965
18:00 - 19:00	8	2485	1.741	8	2485	2.168	8	2485	3.909
19:00 - 20:00	8	2485	1.001	8	2485	1.388	8	2485	2.389
20:00 - 21:00	6	2325	1.219	6	2325	1.190	6	2325	2.409
21:00 - 22:00	6	2325	0.753	6	2325	1.140	6	2325	1.893
22:00 - 23:00	2	3186	0.031	2	3186	0.157	2	3186	0.188
23:00 - 24:00									
Total Rates:			30.972			30.982			61.954

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:	1625 - 4746 (units: sqm)
Survey date date range:	01/01/10 - 23/03/18
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 01 - RETAIL/A - FOOD SUPERSTORE

TAXIS

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	4746	0.000	1	4746	0.000	1	4746	0.000
07:00 - 08:00	8	2485	0.015	8	2485	0.015	8	2485	0.030
08:00 - 09:00	8	2485	0.025	8	2485	0.030	8	2485	0.055
09:00 - 10:00	8	2485	0.020	8	2485	0.015	8	2485	0.035
10:00 - 11:00	8	2485	0.060	8	2485	0.055	8	2485	0.115
11:00 - 12:00	8	2485	0.055	8	2485	0.055	8	2485	0.110
12:00 - 13:00	8	2485	0.091	8	2485	0.075	8	2485	0.166
13:00 - 14:00	8	2485	0.045	8	2485	0.060	8	2485	0.105
14:00 - 15:00	8	2485	0.080	8	2485	0.106	8	2485	0.186
15:00 - 16:00	8	2485	0.121	8	2485	0.111	8	2485	0.232
16:00 - 17:00	8	2485	0.096	8	2485	0.086	8	2485	0.182
17:00 - 18:00	8	2485	0.050	8	2485	0.055	8	2485	0.105
18:00 - 19:00	8	2485	0.106	8	2485	0.106	8	2485	0.212
19:00 - 20:00	8	2485	0.040	8	2485	0.040	8	2485	0.080
20:00 - 21:00	6	2325	0.065	6	2325	0.057	6	2325	0.122
21:00 - 22:00	6	2325	0.050	6	2325	0.050	6	2325	0.100
22:00 - 23:00	2	3186	0.000	2	3186	0.000	2	3186	0.000
23:00 - 24:00									
Total Rates:			0.919			0.916			1.835

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/A - FOOD SUPERSTORE

OGVS

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	4746	0.021	1	4746	0.042	1	4746	0.063
07:00 - 08:00	8	2485	0.015	8	2485	0.010	8	2485	0.025
08:00 - 09:00	8	2485	0.010	8	2485	0.015	8	2485	0.025
09:00 - 10:00	8	2485	0.010	8	2485	0.005	8	2485	0.015
10:00 - 11:00	8	2485	0.020	8	2485	0.010	8	2485	0.030
11:00 - 12:00	8	2485	0.015	8	2485	0.030	8	2485	0.045
12:00 - 13:00	8	2485	0.005	8	2485	0.000	8	2485	0.005
13:00 - 14:00	8	2485	0.010	8	2485	0.010	8	2485	0.020
14:00 - 15:00	8	2485	0.010	8	2485	0.005	8	2485	0.015
15:00 - 16:00	8	2485	0.005	8	2485	0.005	8	2485	0.010
16:00 - 17:00	8	2485	0.010	8	2485	0.020	8	2485	0.030
17:00 - 18:00	8	2485	0.000	8	2485	0.000	8	2485	0.000
18:00 - 19:00	8	2485	0.000	8	2485	0.000	8	2485	0.000
19:00 - 20:00	8	2485	0.005	8	2485	0.005	8	2485	0.010
20:00 - 21:00	6	2325	0.000	6	2325	0.000	6	2325	0.000
21:00 - 22:00	6	2325	0.000	6	2325	0.000	6	2325	0.000
22:00 - 23:00	2	3186	0.016	2	3186	0.016	2	3186	0.032
23:00 - 24:00									
Total Rates:			0.152			0.173			0.325

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.

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TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

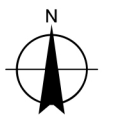
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	4746	0.000	1	4746	0.000	1	4746	0.000
07:00 - 08:00	8	2485	0.181	8	2485	0.086	8	2485	0.267
08:00 - 09:00	8	2485	0.402	8	2485	0.277	8	2485	0.679
09:00 - 10:00	8	2485	0.418	8	2485	0.327	8	2485	0.745
10:00 - 11:00	8	2485	0.423	8	2485	0.428	8	2485	0.851
11:00 - 12:00	8	2485	0.407	8	2485	0.498	8	2485	0.905
12:00 - 13:00	8	2485	0.619	8	2485	0.553	8	2485	1.172
13:00 - 14:00	8	2485	0.634	8	2485	0.558	8	2485	1.192
14:00 - 15:00	8	2485	0.528	8	2485	0.609	8	2485	1.137
15:00 - 16:00	8	2485	0.518	8	2485	0.483	8	2485	1.001
16:00 - 17:00	8	2485	0.578	8	2485	0.578	8	2485	1.156
17:00 - 18:00	8	2485	0.624	8	2485	0.639	8	2485	1.263
18:00 - 19:00	8	2485	0.528	8	2485	0.719	8	2485	1.247
19:00 - 20:00	8	2485	0.241	8	2485	0.262	8	2485	0.503
20:00 - 21:00	6	2325	0.194	6	2325	0.251	6	2325	0.445
21:00 - 22:00	6	2325	0.136	6	2325	0.151	6	2325	0.287
22:00 - 23:00	2	3186	0.000	2	3186	0.016	2	3186	0.016
23:00 - 24:00									
Total Rates:			6.431				6.435	12.866	

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.

Appendix C

Proposed Site Layout / Adopted Highway Plan Overlay



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