

Paddocks, Days Lane, Fontwell

9 Greyfriars Road
Reading,
RG1 1NU

Technical Note

Client:	The Amicus Community	Job No	J325680
Date:	21 April 2021	Approved by	LF
Prepared by:	CS		

1. Introduction

1.1 Overview

1.1.1 This Technical Note (TN) has been prepared on behalf of The Amicus Community to consider the highways and transport implications related to the proposed change of use from a single residential dwelling to a specialist children's home and offices associated with the neighbouring specialist children's school.

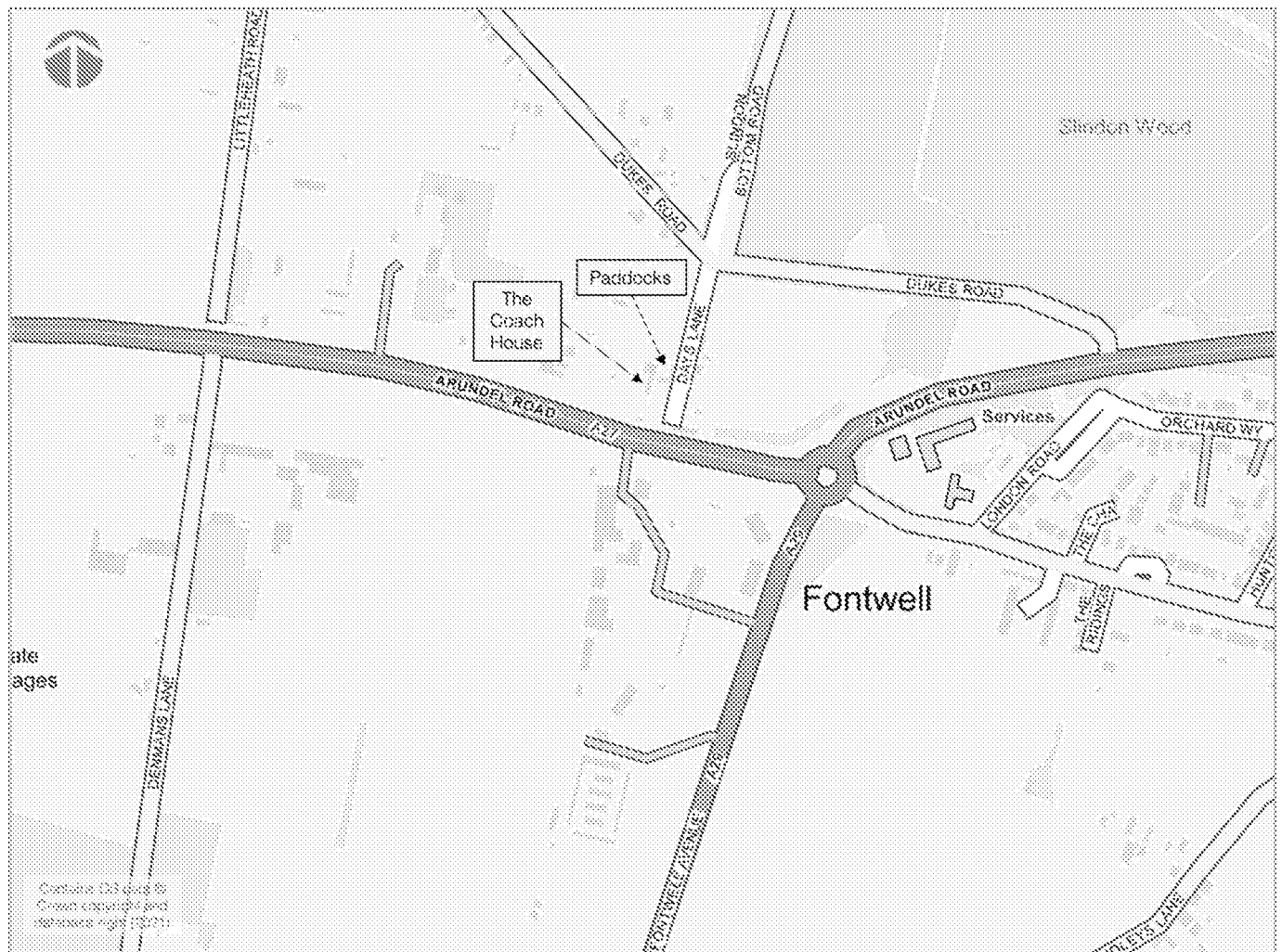
1.2 Site Location

1.2.1 The application site is located on Days Lane, Fontwell and currently accommodates an 8-bed residential dwelling (Use Class C3). The neighbouring property, The Coach House, operates as a specialist children's school by the applicant, The Amicus Community.

1.2.2 The application site also accommodates a garage which forms part of the residential property, the Paddocks, and adjoins with the school (The Coach House).

1.2.3 The location of the application site is illustrated in [Figure 1.1](#).

Figure 1.1 Site Location



2. Existing Information

2.1 Local Highway Network & Sustainable Access

- 2.1.1 Days Lane is rural in character and provides access to the Paddocks, another residential property and stables. The road is a no through route but provides pedestrian access to the A27 Arundel Road.
- 2.1.2 Days Lane is not provided with footways. A stepped pedestrian-only connection adjoins the lane with footway provision running adjacent to the A27 carriageway.

- 2.1.3 To the north of the application site, Days Lane junctions with Dukes Road via a priority 'T' junction. To the east, Dukes Road provides access to the A27 via a 'left-in, left-out' junction and to the west Dukes Road provides access to Littleheath Road and other rural lanes.
- 2.1.4 The A27 is a two-lane dual carriageway and forms the strategic route connecting Havant, Chichester, Worthing and Brighton.
- 2.1.5 Bus stops are located on Arundel Road which are accessible in a walk of 6 – 7 minutes (equivalent to circa. 400-450m) from the site which are served by route 85. Route 85 operates between Arundel – Fontwell – Chichester providing 3 daily services coinciding with the morning and afternoon school times.
- 2.1.6 Prospective staff / visitors will be able to use the existing footway along the westbound side of the A27, crossing opposite where Days Lane connects with the A27. Dropped kerbs and pedestrian refuge islands are then provided at the A27 / A29 roundabout.

3. Development Proposals

3.1 Overview

- 3.1.1 The development proposals will comprise the conversion of part of the existing residential property to provide office space associated with the neighbouring school and the other part of the property will be retained as residential to provide a residential home for 4 children.
- 3.1.2 The proposals will also include conversion of the garage associated with the existing residential property to provide dining space for the school and additional teaching space. A copy of the site proposals is included as [Appendix A](#).
- 3.1.3 These development proposals will facilitate the expansion of the neighbouring specialist children's school which is currently operating at maximum capacity, increasing the number of pupils from 18 to 28.

3.1.4 For context, the specialist children's school is accessed directly from the A27. The school day begins at 9am and finished at 3pm with staff typically arriving at 8.30am and leaving at 4.30pm. Half of the pupils arrive in two people carrier vehicles from associated residential children's homes, also operated by the applicant, and the other half of pupils travel via shared taxis organised by West Sussex County Council (WSCC).

3.1.5 Staff generally travel via a variety of modes including private car, car share, walking, cycling and public transport. Depending upon requirements, staff may use different modes of travel during a typical weekly period.

3.2 Proposed Operations

3.2.1 As noted above, part of the existing residential property will provide a residential home for 4 children who will also attend the school. This residential care element will be supported by 3 staff.

3.2.2 Staff will typically be on site between 7.30am and 10.30pm with 1 member of staff staying overnight to care for the children. Shifts may be split, with some staff arriving at 2.30pm and leaving 10.30pm. On a daily basis there will be up to 2 – 3 staff on site at any one time.

3.2.3 The garage will be converted to provide dining / kitchen space on the ground floor for the school along with teaching rooms above allowing space within the school to be reallocated to support the uplift in pupil numbers.

3.2.4 Part of the existing residential property will be converted to office space (occupying circa. 70m²) which will be associated with the school operations and support the school expansion. It is envisaged that the office element of the proposals will provide circa. 3 additional staff members.

3.3 Access Arrangements

3.3.1 The development proposals will retain access from Days Lane as per existing conditions. It is considered that the gated residential driveway will sufficiently accommodate the demand generated by the proposals. The access will be used by staff of the residential children's home and the additional staff to be employed as part of the office element (6 staff in total) which will support the school expansion.

3.3.2 The 4 children residing at the proposed home will also attend the school. Staff will escort them to the school each day via a designated pedestrian route connecting the application site and the school site, thereby avoiding using the footway running adjacent to the A27.

3.3.3 Staff will also be able to move between the school building and the proposed offices via the designated pedestrian route linking the two sites.

3.4 Parking Arrangements

3.4.1 The site will provide car parking for 6 vehicles as illustrated in mode drawing 325680-003, include as Appendix B. The drawing also includes swept path analysis which demonstrates that all vehicles can arrive and depart the site in a forward gear.

3.4.2 The proposed provision supports the development on a worst-case scenario in the event that all 6 staff (i.e. 3 children's home staff and 3 office staff) travel to the site by car. In this way, any overspill parking on to Days Lane is minimised.

3.5 Sustainable Travel Measures

3.5.1 Staff of the neighbouring school are currently encouraged to travel by sustainable means, where possible, and this will continue to be encouraged amongst new staff of the children's home and the offices.

3.5.2 Staff will be issued with travel information detailing the transport options, by all modes, available for journeys to and from the site. This would include local walking and cycling routes, bus services (e.g. timetables, fares, route maps, bus stop locations), journey planning websites as well as car sharing schemes which is promoted by the school.

4. Development-Related Trip Generation

4.1 Existing Trip Generation

4.1.1 The site is currently occupied by an 8-bed residential dwelling. In order to determine the likely trip generational characteristics, the TRICS database has been examined using the sub-category '03-Residential-A-Houses Privately Owned'. A copy of the TRICS output is included as Appendix C.

4.1.2 Table 4.1 summarises the daily trip rates and associated movements, by mode. It should be noted that given the existing accommodation size, the calculation parameter has been based on 'total bedrooms' rather than number of units in order to provide a robust assessment.

Table 4.1 Existing Trip Generation

Mode	Trip Rates			No. Trips		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Car Driver	0.728	0.732	1.460	6	6	12
Car Passenger	0.339	0.336	0.675	3	3	6
Public Transport	0.034	0.037	0.071	0	0	0
Walk	0.151	0.153	0.304	1	1	2
Cycle	0.020	0.022	0.042	0	0	0
Total	1.277	1.282	2.559	10	10	20

4.1.3 Table 4.1 shows that the existing residential use has the potential to generate a total of 20 two-way movements, of which 12 trips would be vehicular over a typical daily period.

4.2 Proposed Trip Generation

4.2.1 To determine the trip generational potential of the proposals, a first principles approach has been adopted. As noted in Section 3, 3 staff associated with the care element will travel to and from the site on a daily basis in addition to 3 staff associated with the proposed offices.

4.2.2 The children's home staff would travel away from the peak hourly periods to coordinate with the anticipated shift patterns (e.g. 7.30am – 10.30pm). The office staff would typically arrive at the site at 8.30am and leave at 4.30pm as per the existing staff at the school.

4.2.3 On the basis of the above, the proposals could generate a total of 6 daily arrivals and 6 daily departures which is considered to have an immaterial impact on the local highway and transport network.

4.2.4 As noted in Section 3, existing staff of the neighbouring school travel by car and via sustainable modes. If a worst-case scenario were applied (i.e. 100% car mode share), the development would generate 6 vehicle arrivals and 6 vehicle departures on a daily basis on the robust assumption that all staff could travel to the site by car.

4.3 Net Change

4.3.1 A comparative analysis has been undertaken to compare the vehicular trip generational characteristics between the existing residential property and the development proposals. The net change is summarised in Table 4.2.

Table 4.2 Net Change in Daily Vehicle Trips

Use	Arrivals	Departures	Two-Way
Existing Residential Use	6	6	12
Proposed Development	6	6	12
Net Change	0	0	0

4.3.2 Table 4.2 shows that the development proposals would generate a similar demand for two-way vehicle trips over daily period compared with the existing residential use and will therefore, have a negligible impact on the operation of Days Lane and the local highway network.

5. Summary & Conclusions

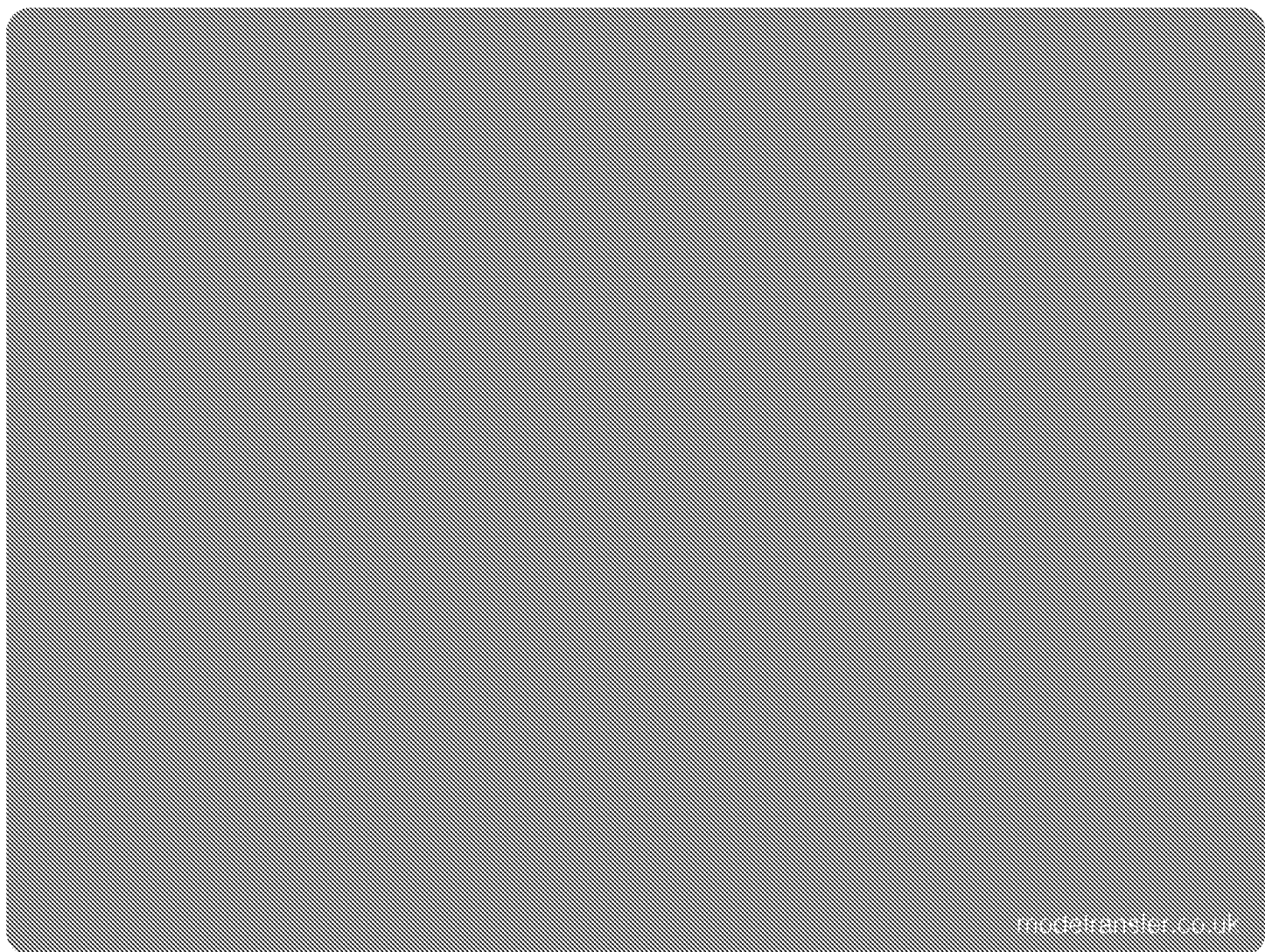
5.1.1 This Technical Note (TN) has been prepared on behalf of The Amicus Community to consider the highways and transport implications related to the proposed change of use from a single residential dwelling to a specialist children's home and offices associated with the neighbouring specialist children's school. In summary, the TN has identified the following:

- The development proposals comprise the conversion of the of part of the existing dwelling to provide office to support the expansion of the neighbouring school and the other part to provide a children's home for 4 children who will also attend the school. The development will be support by 6 staff members.
- The site will retain access from Days Lane as per existing arrangements which will suitably accommodate the demand generated by the development proposal.
- Sufficient car parking will be provided accommodate the anticipated demand generated by the development proposal, minimising any overspill parking on to Days Lane.
- Based on a first principles approach, the development proposal has the potential generate 6 daily arrivals and 6 daily departures.

- ❖ The development proposal will generate a similar demand for vehicle trips over a typical daily period in comparison to the existing residential use which will have a negligible impact on the operation of the local highway network.

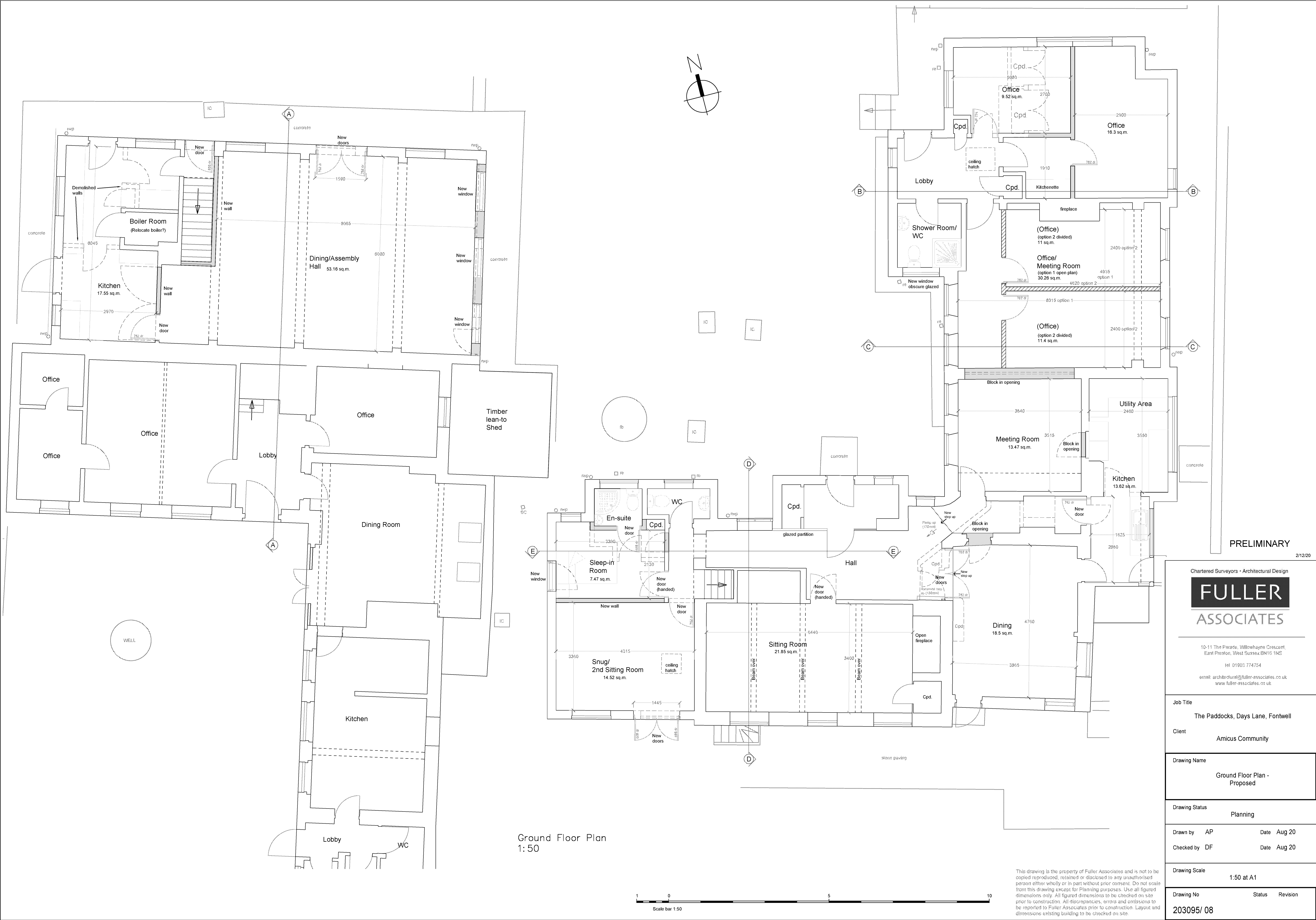
5.1.2 Based on the findings within this Technical Note and in the context of the guidelines within paragraph 109 of the NPPF, it is considered that there are no residual cumulative impacts in terms of highway safety or operational capacity of the surrounding transport network and therefore planning permission should not be withheld on transport grounds.

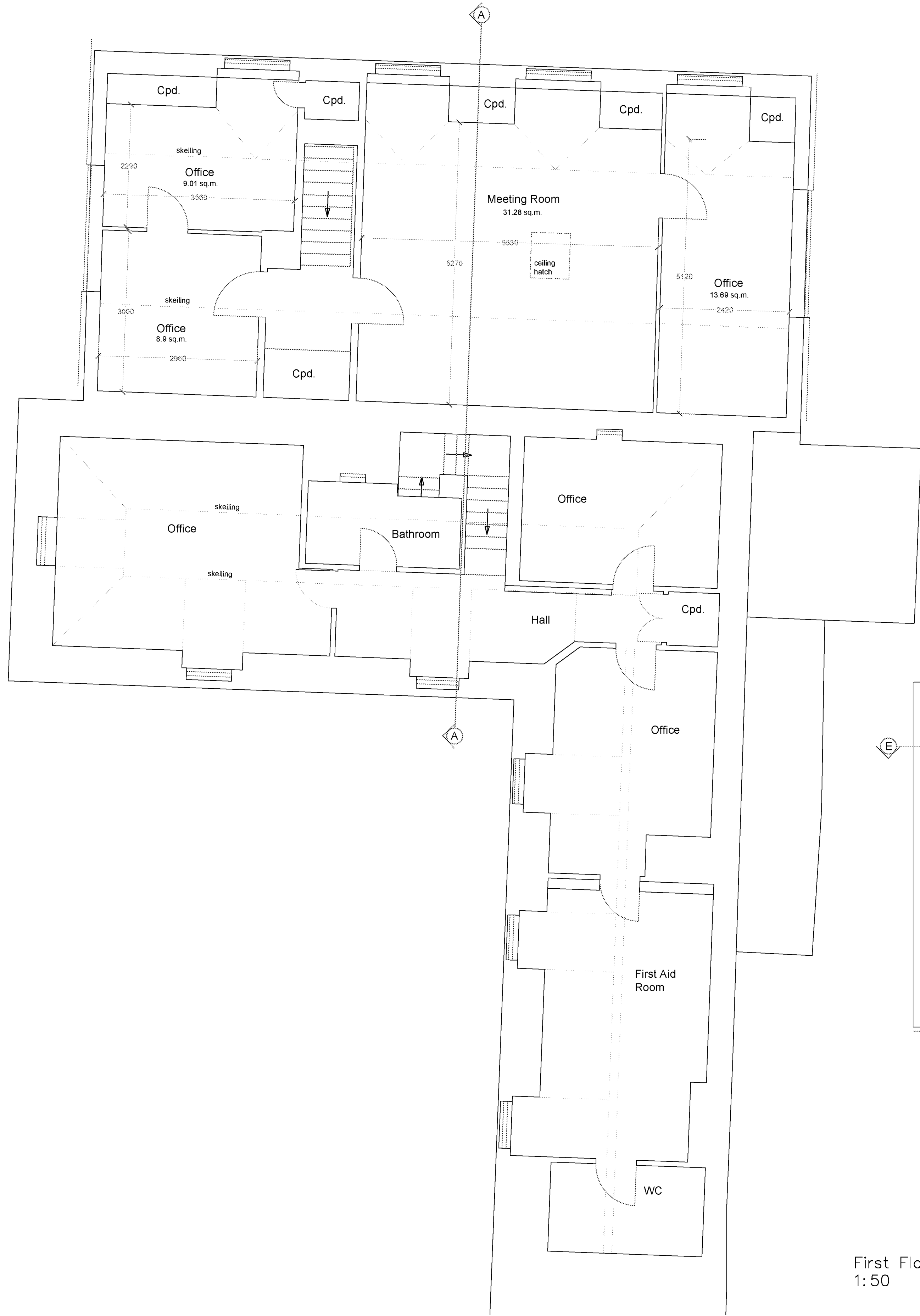
APPENDICES



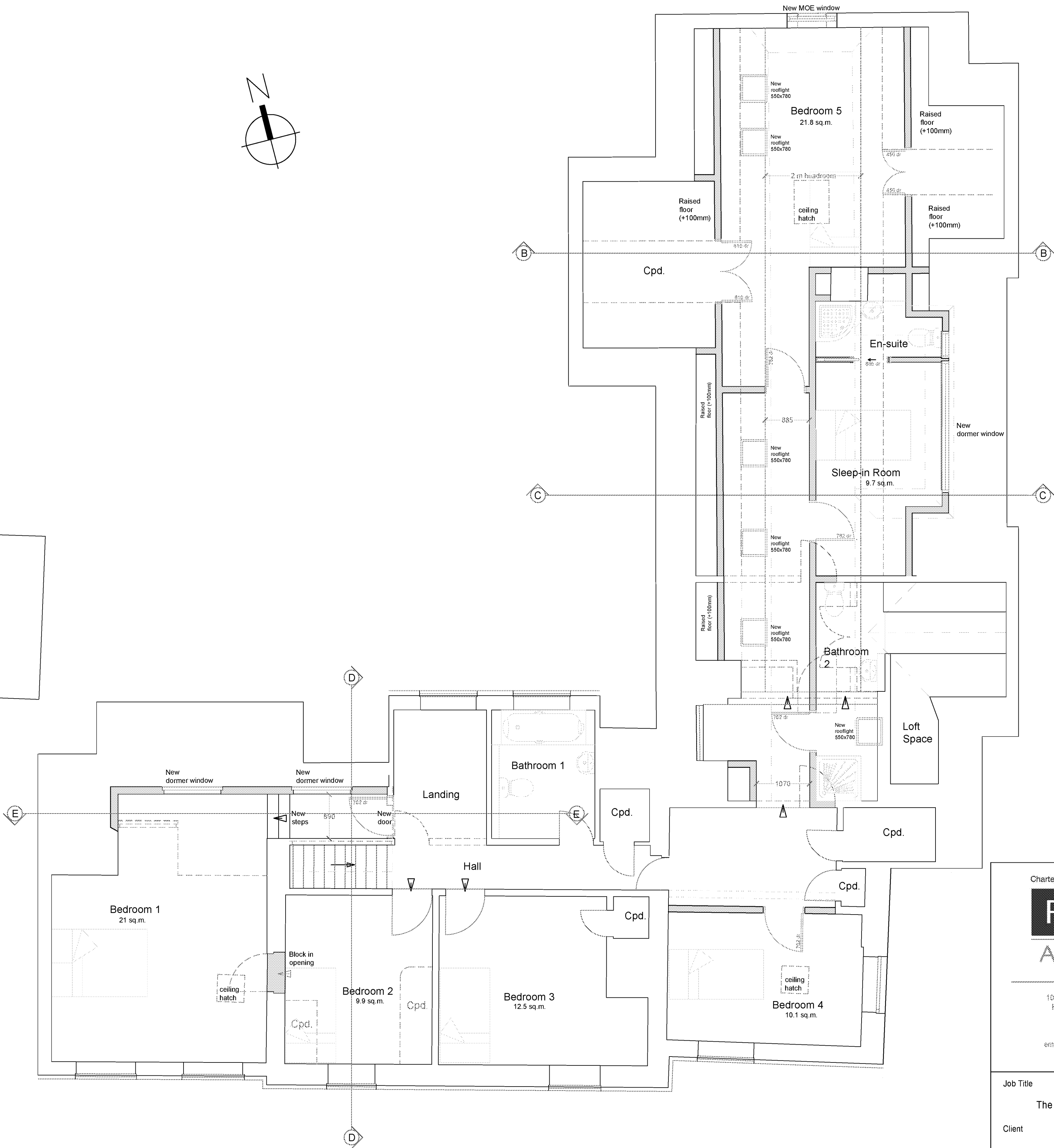
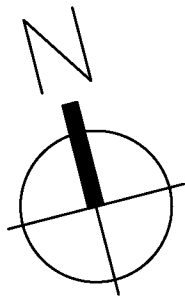
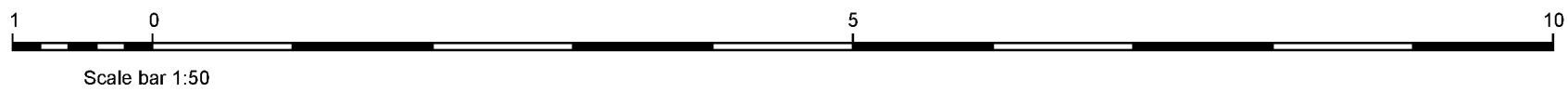
APPENDIX A

Site Layout





First Floor Plan
1:50



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PRELIMINARY

2/12/20

Chartered Surveyors • Architectural Design

FULLER
ASSOCIATES

10-11 The Parade, Whitewhyme Crescent,
East Preston, West Sussex BN16 1NS

tel 01903 774754

email architectural@fuller-associates.co.uk
www.fuller-associates.co.uk

Job Title
The Paddocks, Days Lane, Fontwell
Client
Amicus Community

Drawing Name
**First Floor Plan -
Proposed**

Drawing Status
Planning

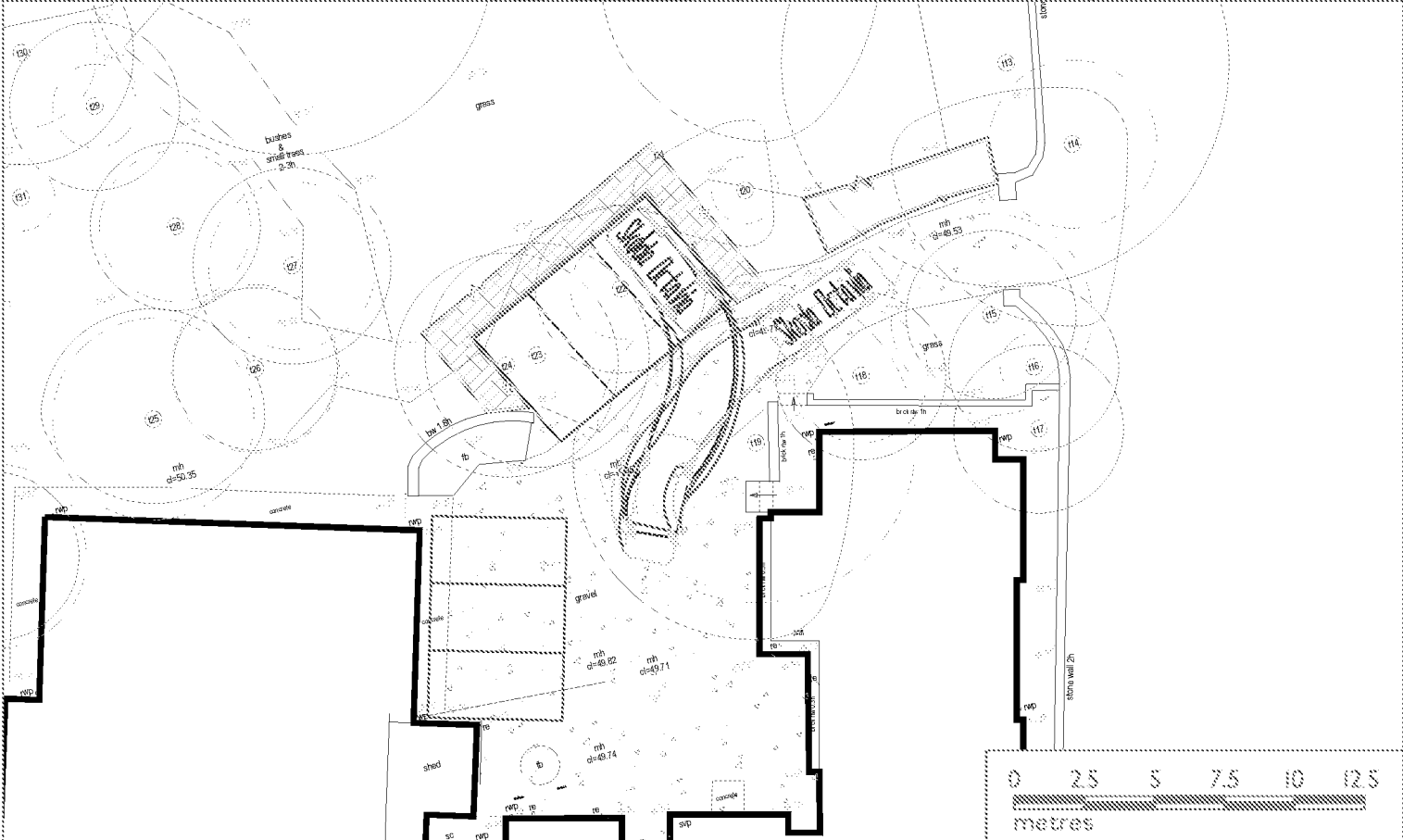
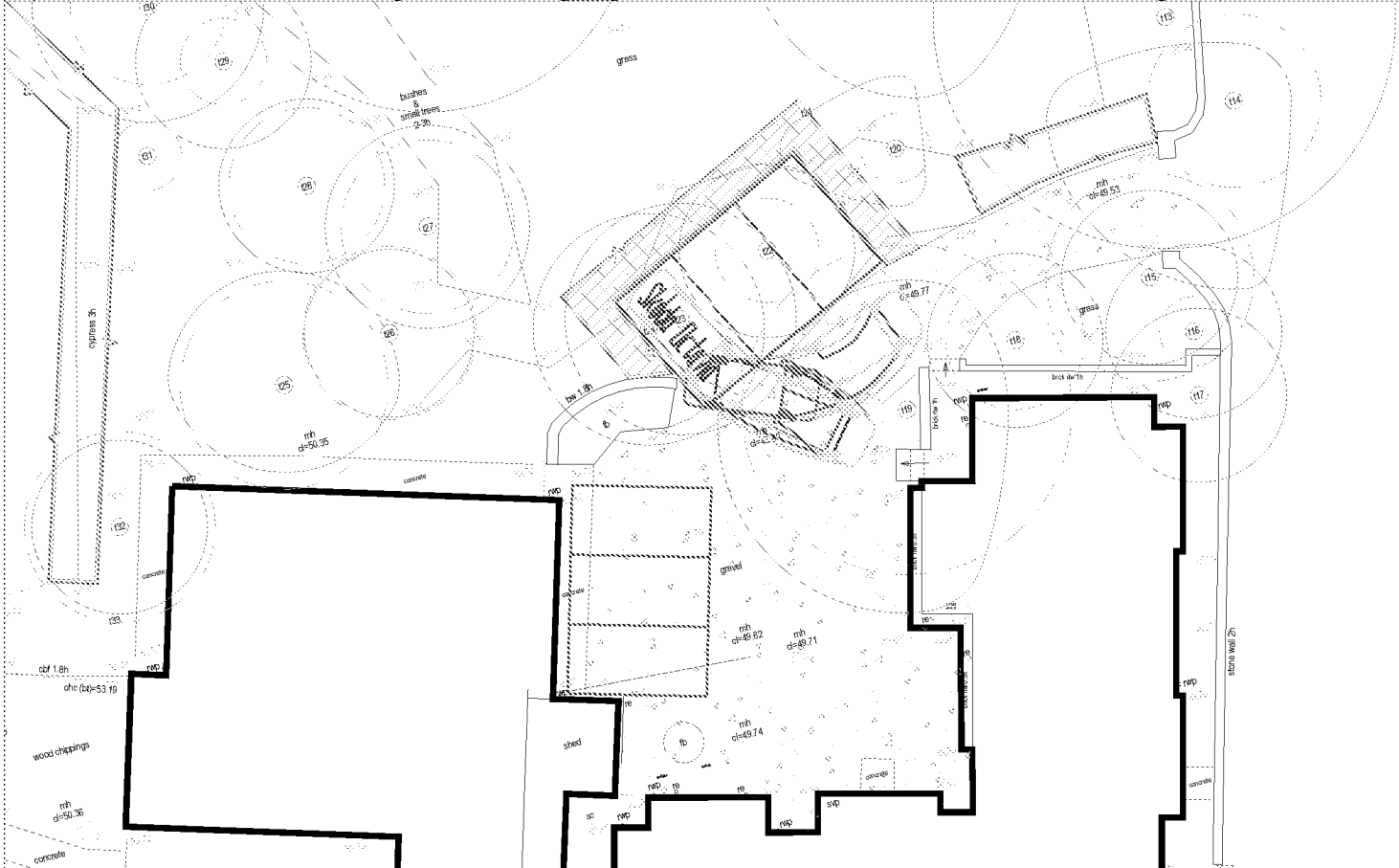
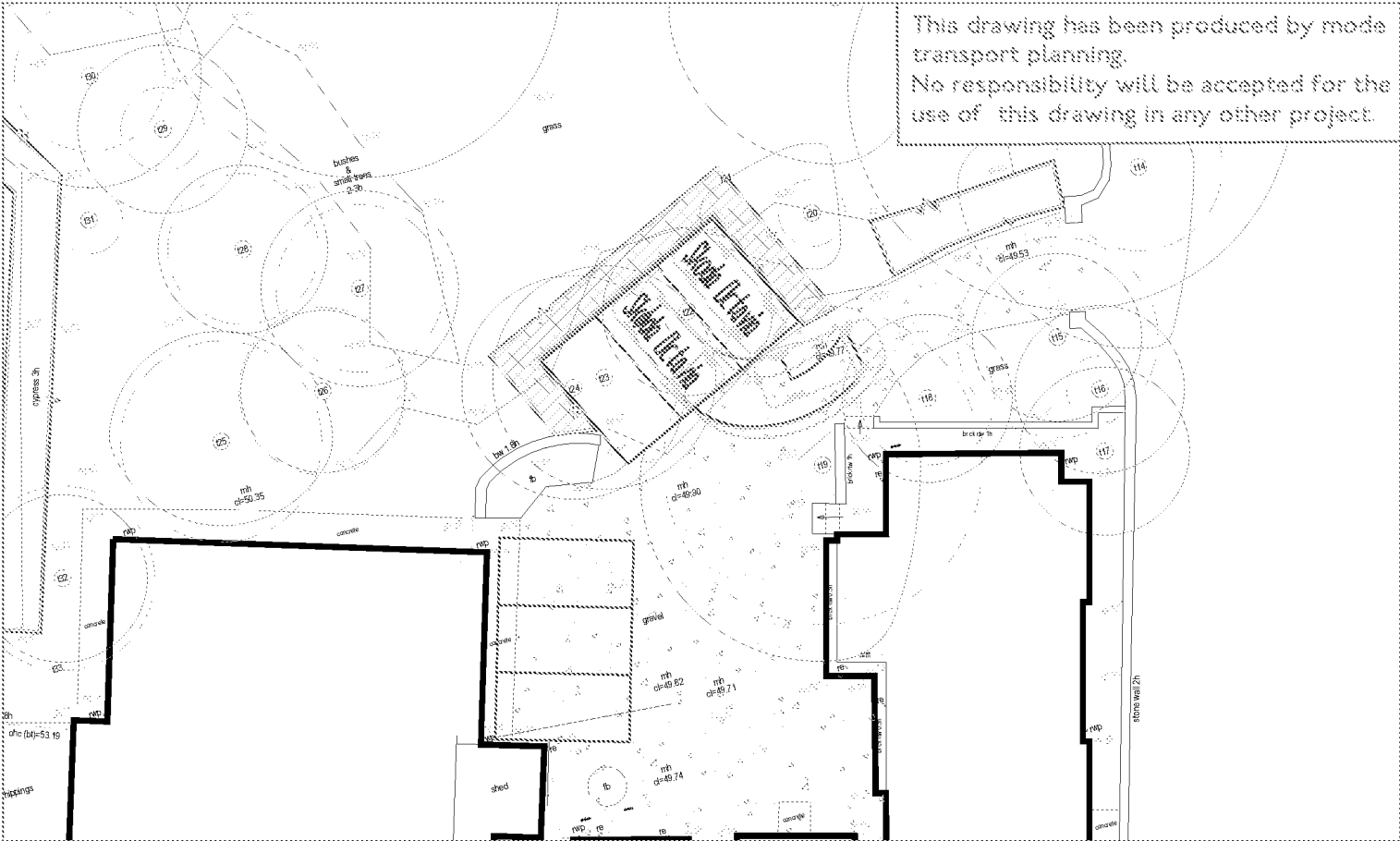
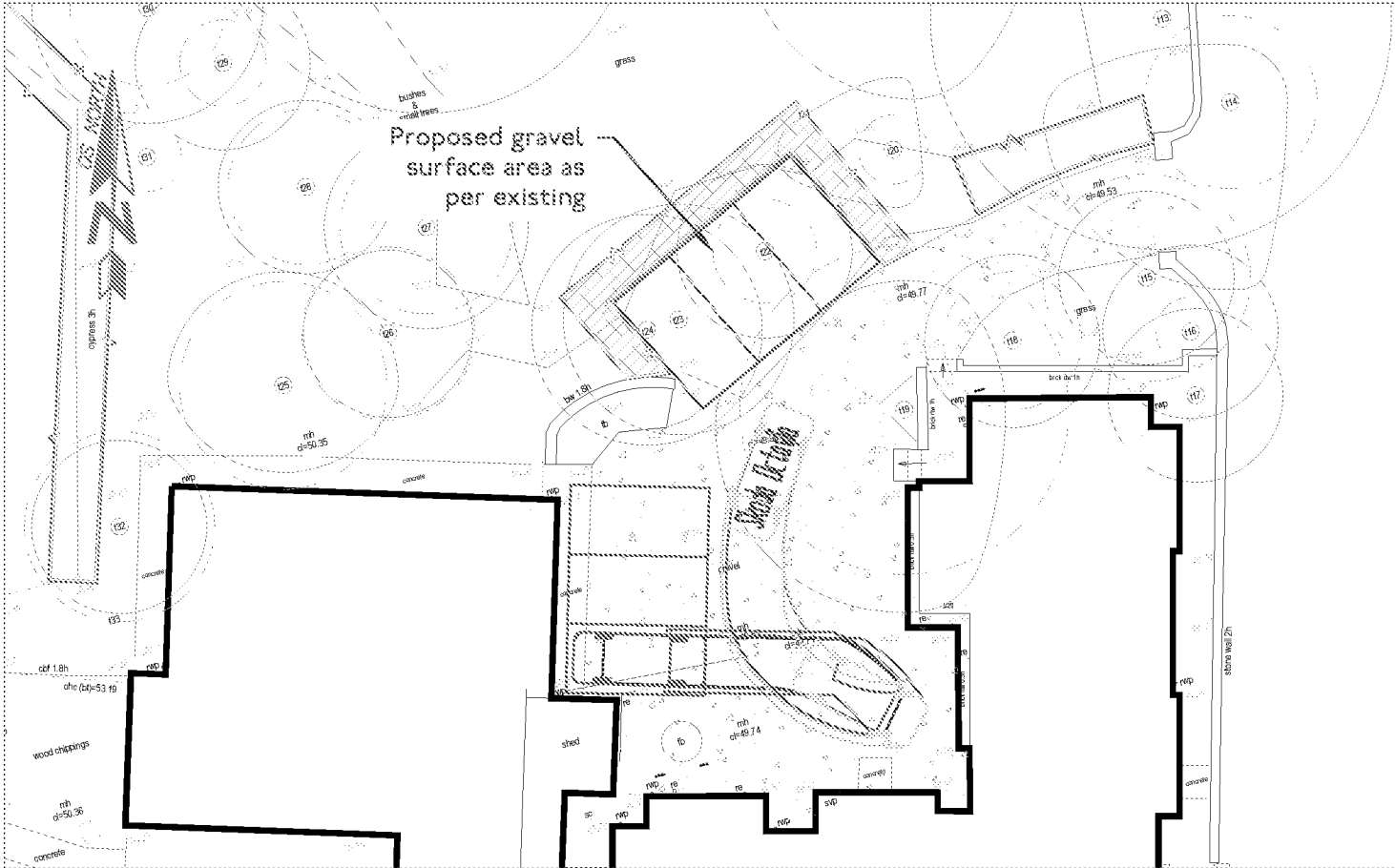
Drawn by AP Date Aug 20
Checked by DF Date Aug 20

Drawing Scale
1:50 at A1

Drawing No Status Revision
203095/ 09

APPENDIX B

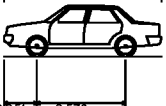
Proposed Parking Arrangements



This drawing has been produced by mode transport planning.
No responsibility will be accepted for the use of this drawing in any other project.

drawing title

PROPOSED CAR PARKING LAYOUT



4.572

0.951 2.578

Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

client

THE AMICUS COMMUNITY

job title

DAYS LANE, FONTWELL

mode transport planning

5 Greyfriars Road
Preston
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transport planning

scale	1:250 @ A3			
drawn	CS	A	CL	LF
checked	LF	CS	CL	LF
created	APR 21	drawing no. J32-5680-003		

Updated layout
First issue

0 2.5 5 7.5 10 12.5 metres

APPENDIX C

TRICS Output

Calculation Reference: AUDIT-754101-210421-0425

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

02 SOUTH EAST	
ES EAST SUSSEX	3 days
HC HAMPSHIRE	2 days
HF HERTFORDSHIRE	1 days
KC KENT	4 days
SC SURREY	2 days
WS WEST SUSSEX	6 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: Total Bedrooms
 Actual Range: 32 to 2865 (units:)
 Range Selected by User: 32 to 2865 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 08/10/20

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	3 days
Tuesday	3 days
Wednesday	4 days
Thursday	5 days
Friday	3 days

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

Selected survey types:

Manual count	18 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:

Edge of Town	15
Neighbourhood Centre (PPS6 Local Centre)	3

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	15
Village	3

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.

LIST OF SITES relevant to selection parameters

1	ES-03-A-03	MIXED HOUSES & FLATS	EAST SUSSEX
	SHEPHAM LANE		
	POLEGATE		
	Edge of Town		
	Residential Zone		
	Total Total Bedrooms:	649	
	Survey date: MONDAY	11/07/16	Survey Type: MANUAL
2	ES-03-A-04	MIXED HOUSES & FLATS	EAST SUSSEX
	NEW LYDD ROAD		
	CAMBER		
	Edge of Town		
	Residential Zone		
	Total Total Bedrooms:	386	
	Survey date: FRIDAY	15/07/16	Survey Type: MANUAL
3	ES-03-A-05	MIXED HOUSES & FLATS	EAST SUSSEX
	RATTLE ROAD		
	NEAR EASTBOURNE		
	STONE CROSS		
	Edge of Town		
	Residential Zone		
	Total Total Bedrooms:	296	
	Survey date: WEDNESDAY	05/06/19	Survey Type: MANUAL
4	HC-03-A-21	TERRACED & SEMI-DETACHED	HAMPSHIRE
	PRIESTLEY ROAD		
	BASINGSTOKE		
	HOUNDMILLS		
	Edge of Town		
	Residential Zone		
	Total Total Bedrooms:	134	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
5	HC-03-A-22	MIXED HOUSES	HAMPSHIRE
	BOW LAKE GARDENS		
	NEAR EASTLEIGH		
	BISHOPSTOKE		
	Edge of Town		
	Residential Zone		
	Total Total Bedrooms:	114	
	Survey date: WEDNESDAY	31/10/18	Survey Type: MANUAL
6	HF-03-A-03	MIXED HOUSES	HERTFORDSHIRE
	HARE STREET ROAD		
	BUNTINGFORD		
	Edge of Town		
	Residential Zone		
	Total Total Bedrooms:	510	
	Survey date: MONDAY	08/07/19	Survey Type: MANUAL
7	KC-03-A-04	SEMI-DETACHED & TERRACED	KENT
	KILN BARN ROAD		
	AYLESFORD		
	DITTON		
	Edge of Town		
	Residential Zone		
	Total Total Bedrooms:	330	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
8	KC-03-A-05	DETACHED & SEMI-DETACHED	KENT
	ROCHESTER ROAD		
	NEAR CHATHAM		
	BURHAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Total Bedrooms:	32	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	KC-03-A-07	MIXED HOUSES	KENT
	RECULVER ROAD HERNE BAY		
	Edge of Town Residential Zone Total Total Bedrooms:	934	
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL
10	KC-03-A-08	MIXED HOUSES	KENT
	MAIDSTONE ROAD CHARING		
	Neighbourhood Centre (PPS6 Local Centre) Village Total Total Bedrooms:	569	
	Survey date: TUESDAY	22/05/18	Survey Type: MANUAL
11	SC-03-A-04	DETACHED & TERRACED	SURREY
	HIGH ROAD BYFLEET		
	Edge of Town Residential Zone Total Total Bedrooms:	202	
	Survey date: THURSDAY	23/01/14	Survey Type: MANUAL
12	SC-03-A-05	MIXED HOUSES	SURREY
	REIGATE ROAD HORLEY		
	Edge of Town Residential Zone Total Total Bedrooms:	592	
	Survey date: MONDAY	01/04/19	Survey Type: MANUAL
13	WS-03-A-04	MIXED HOUSES	WEST SUSSEX
	HILLS FARM LANE HORSHAM BROADBRIDGE HEATH		
	Edge of Town Residential Zone Total Total Bedrooms:	465	
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL
14	WS-03-A-07	BUNGALOWS	WEST SUSSEX
	EMMS LANE NEAR HORSHAM BROOKS GREEN		
	Neighbourhood Centre (PPS6 Local Centre) Village Total Total Bedrooms:	118	
	Survey date: THURSDAY	19/10/17	Survey Type: MANUAL
15	WS-03-A-08	MIXED HOUSES	WEST SUSSEX
	ROUNDSTONE LANE ANGMERING		
	Edge of Town Residential Zone Total Total Bedrooms:	586	
	Survey date: THURSDAY	19/04/18	Survey Type: MANUAL
16	WS-03-A-09	MIXED HOUSES & FLATS	WEST SUSSEX
	LITTLEHAMPTON ROAD WORTHING WEST DURRINGTON		
	Edge of Town Residential Zone Total Total Bedrooms:	591	
	Survey date: THURSDAY	05/07/18	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	WS-03-A-10	MIXED HOUSES	WEST SUSSEX
	TODDINGTON LANE		
	LITTLEHAMPTON		
	WICK		
	Edge of Town		
	Residential Zone		
	Total Total Bedrooms:	249	
	Survey date: WEDNESDAY	07/11/18	Survey Type: MANUAL
18	WS-03-A-11	MIXED HOUSES	WEST SUSSEX
	ELLIS ROAD		
	WEST HORSHAM		
	S BROADBRIDGE HEATH		
	Edge of Town		
	Residential Zone		
	Total Total Bedrooms:	2865	
	Survey date: TUESDAY	02/04/19	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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
SC-03-A-06	Survey undertaken in COVID-19 conditions

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES**Calculation factor: 1 TOTBED****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	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	18	535	0.021	18	535	0.094	18	535	0.115
08:00 - 09:00	18	535	0.044	18	535	0.120	18	535	0.164
09:00 - 10:00	18	535	0.047	18	535	0.055	18	535	0.102
10:00 - 11:00	18	535	0.040	18	535	0.052	18	535	0.092
11:00 - 12:00	18	535	0.041	18	535	0.048	18	535	0.089
12:00 - 13:00	18	535	0.047	18	535	0.044	18	535	0.091
13:00 - 14:00	18	535	0.051	18	535	0.050	18	535	0.101
14:00 - 15:00	18	535	0.054	18	535	0.062	18	535	0.116
15:00 - 16:00	18	535	0.084	18	535	0.055	18	535	0.139
16:00 - 17:00	18	535	0.086	18	535	0.051	18	535	0.137
17:00 - 18:00	18	535	0.112	18	535	0.047	18	535	0.159
18:00 - 19:00	18	535	0.101	18	535	0.054	18	535	0.155
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.728			0.732			1.460

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: 32 - 2865 (units:)
 Survey date range: 01/01/13 - 08/10/20
 Number of weekdays (Monday-Friday): 18
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 1

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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CYCLISTS**Calculation factor: 1 TOTBED****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	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	18	535	0.001	18	535	0.002	18	535	0.003
08:00 - 09:00	18	535	0.002	18	535	0.006	18	535	0.008
09:00 - 10:00	18	535	0.000	18	535	0.001	18	535	0.001
10:00 - 11:00	18	535	0.001	18	535	0.001	18	535	0.002
11:00 - 12:00	18	535	0.001	18	535	0.001	18	535	0.002
12:00 - 13:00	18	535	0.001	18	535	0.001	18	535	0.002
13:00 - 14:00	18	535	0.000	18	535	0.000	18	535	0.000
14:00 - 15:00	18	535	0.001	18	535	0.001	18	535	0.002
15:00 - 16:00	18	535	0.002	18	535	0.001	18	535	0.003
16:00 - 17:00	18	535	0.003	18	535	0.003	18	535	0.006
17:00 - 18:00	18	535	0.004	18	535	0.002	18	535	0.006
18:00 - 19:00	18	535	0.004	18	535	0.003	18	535	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.022			0.042

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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLE OCCUPANTS**Calculation factor: 1 TOTBED****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	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	18	535	0.026	18	535	0.134	18	535	0.160
08:00 - 09:00	18	535	0.055	18	535	0.207	18	535	0.262
09:00 - 10:00	18	535	0.060	18	535	0.076	18	535	0.136
10:00 - 11:00	18	535	0.052	18	535	0.074	18	535	0.126
11:00 - 12:00	18	535	0.057	18	535	0.068	18	535	0.125
12:00 - 13:00	18	535	0.063	18	535	0.058	18	535	0.121
13:00 - 14:00	18	535	0.073	18	535	0.067	18	535	0.140
14:00 - 15:00	18	535	0.074	18	535	0.081	18	535	0.155
15:00 - 16:00	18	535	0.147	18	535	0.075	18	535	0.222
16:00 - 17:00	18	535	0.139	18	535	0.077	18	535	0.216
17:00 - 18:00	18	535	0.171	18	535	0.067	18	535	0.238
18:00 - 19:00	18	535	0.150	18	535	0.084	18	535	0.234
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.067			1.068			2.135

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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS**Calculation factor: 1 TOTBED****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	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	18	535	0.006	18	535	0.009	18	535	0.015
08:00 - 09:00	18	535	0.013	18	535	0.038	18	535	0.051
09:00 - 10:00	18	535	0.012	18	535	0.011	18	535	0.023
10:00 - 11:00	18	535	0.010	18	535	0.012	18	535	0.022
11:00 - 12:00	18	535	0.007	18	535	0.008	18	535	0.015
12:00 - 13:00	18	535	0.009	18	535	0.007	18	535	0.016
13:00 - 14:00	18	535	0.007	18	535	0.008	18	535	0.015
14:00 - 15:00	18	535	0.009	18	535	0.011	18	535	0.020
15:00 - 16:00	18	535	0.031	18	535	0.014	18	535	0.045
16:00 - 17:00	18	535	0.017	18	535	0.009	18	535	0.026
17:00 - 18:00	18	535	0.014	18	535	0.011	18	535	0.025
18:00 - 19:00	18	535	0.016	18	535	0.015	18	535	0.031
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.151			0.153			0.304

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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS**Calculation factor: 1 TOTBED****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	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	18	535	0.001	18	535	0.009	18	535	0.010
08:00 - 09:00	18	535	0.000	18	535	0.009	18	535	0.009
09:00 - 10:00	18	535	0.001	18	535	0.004	18	535	0.005
10:00 - 11:00	18	535	0.002	18	535	0.002	18	535	0.004
11:00 - 12:00	18	535	0.001	18	535	0.002	18	535	0.003
12:00 - 13:00	18	535	0.002	18	535	0.002	18	535	0.004
13:00 - 14:00	18	535	0.001	18	535	0.001	18	535	0.002
14:00 - 15:00	18	535	0.002	18	535	0.001	18	535	0.003
15:00 - 16:00	18	535	0.007	18	535	0.003	18	535	0.010
16:00 - 17:00	18	535	0.006	18	535	0.001	18	535	0.007
17:00 - 18:00	18	535	0.004	18	535	0.001	18	535	0.005
18:00 - 19:00	18	535	0.007	18	535	0.002	18	535	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.034			0.037			0.071

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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE**Calculation factor: 1 TOTBED****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	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	18	535	0.034	18	535	0.154	18	535	0.188
08:00 - 09:00	18	535	0.071	18	535	0.260	18	535	0.331
09:00 - 10:00	18	535	0.073	18	535	0.092	18	535	0.165
10:00 - 11:00	18	535	0.065	18	535	0.089	18	535	0.154
11:00 - 12:00	18	535	0.066	18	535	0.080	18	535	0.146
12:00 - 13:00	18	535	0.076	18	535	0.069	18	535	0.145
13:00 - 14:00	18	535	0.082	18	535	0.076	18	535	0.158
14:00 - 15:00	18	535	0.087	18	535	0.094	18	535	0.181
15:00 - 16:00	18	535	0.188	18	535	0.093	18	535	0.281
16:00 - 17:00	18	535	0.164	18	535	0.091	18	535	0.255
17:00 - 18:00	18	535	0.194	18	535	0.081	18	535	0.275
18:00 - 19:00	18	535	0.177	18	535	0.103	18	535	0.280
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.277			1.282			2.559

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.