Proposed Barn Conversions (Class Q Application)

Demesne Farm, Gunnerton, Northumberland

Transport Statement
prepared on behalf of
Galbraith Group

March 2022

MILESTONE
TRANSPORT PLANNING

Proposed Barn Conversions (Class Q Application), Demesne Farm, Gunnerton, Northumberland

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1. Introduction, Background & Scope

Introduction

1.1 Milestone Transport Planning Ltd (MTP) has been appointed by Galbraith Group to prepare this Transport Statement (TS) to accompany a Class Q planning application for the conversion of four barns to residential dwellings at Demesne Farm, Gunnerton, Northumberland. The location of the site in the context of the local highway network is shown in Figure 1.

Figure 1 Site Location

1.2 The site is situated approximately 4km west of the A68 and approximately 14km north of Hexham. In terms of the local context, the site lies on the north-western outskirts of Gunnerton within a farm setting and comprises existing agricultural buildings and a farm house. The site is shown in the context of the local area in Figure 2.

1.3 The proposal is to convert existing farm buildings into four residential dwellings. The existing farm house would be retained and incorporated within the development. The existing access arrangements, via the minor access road leading from the U8156, would be retained. Figure 3 shows the proposed development. A full version of the plan is included as Appendix 1.

Figure 2 Site and Surrounding Area

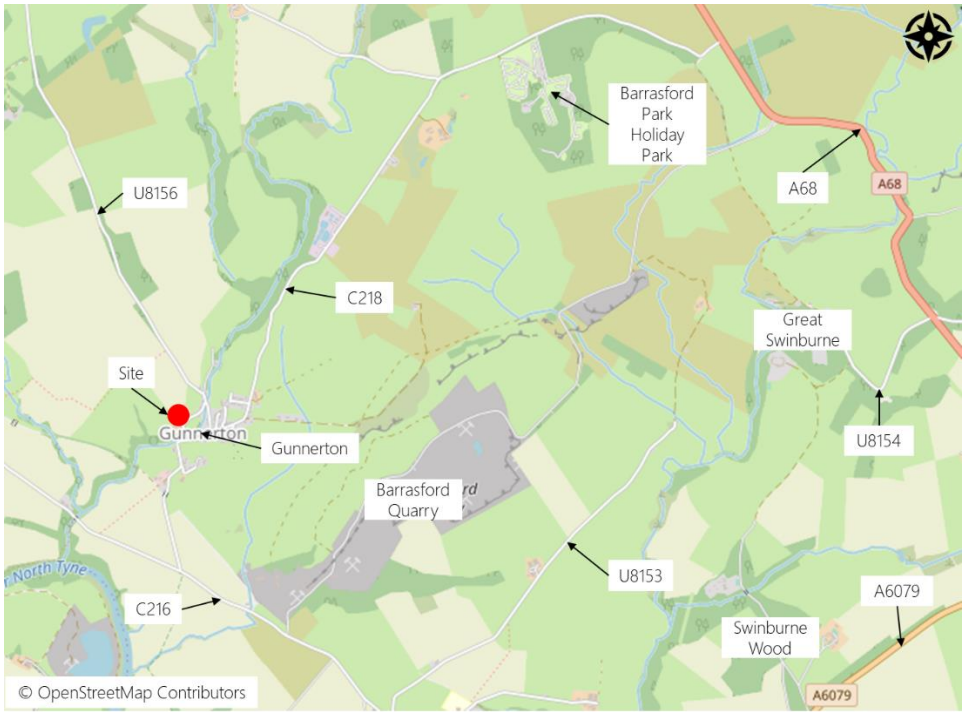


Figure 3 Proposed Development

1.4 In addition to the four new residential units proposed under the Class Q application a further two units are proposed to the immediate north of the site, which would involve converting further existing farm buildings. This proposal will come forward through a separate change of use application that will be submitted concurrently with the Class Q application. This proposed development is shown in Figure 4 for information.

Figure 4 Adjacent Change of Use Application for Two Residential Units

Courtesy of Norr Consultants Ltd

1.5 If both applications are approved then a total of six new residential units will be created and the existing farm house will be retained. It is understood that all commercial agricultural operations based at the farm would cease, although access to adjacent land and remaining buildings would be retained for occasional use.

1.6 All properties would share the access arrangements and external circulation space. A single bin store and cycle store is proposed that would serve all properties covered by both applications.

1.7 Both residential applications include for local widening of the access track at the farm entrance and provision of bin stores etc to ensure that each could progress independently of the other if necessary. Each would also include significant on-site improvements to formalise the highway layout, provide well defined parking areas for residents, turning space for vehicles, including service and delivery vehicles, and defined pedestrian routes to the building entrances.

Scope of Report

1.8 The purpose of this TS is to consider the proposed development in highway and transportation terms, together with the implications of development related travel on the operation and safety of the surrounding highway network.

1.9 The remaining sections comprise of:

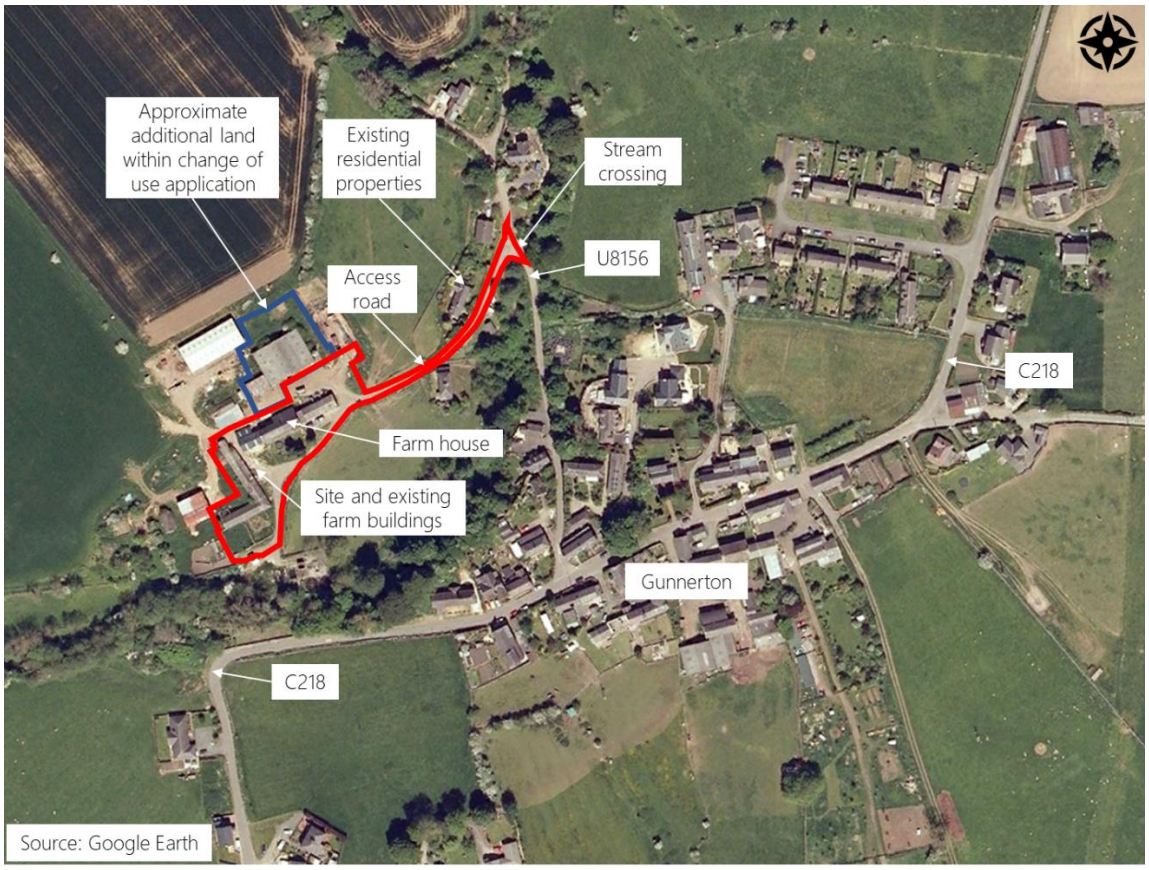
- Description of the site and surrounding area;
- Description of the baseline highway and transportation conditions;
- Review of traffic accident records for the local highway network;
- Review of accessibility of the development by sustainable transport;
- Description of the proposed development in transportation terms, including consideration of how the development would operate with the adjacent change of use proposal, if approved;
- Trip generation assessment;
- Traffic impact assessment; and
- Summary and conclusions.

2. Baseline Conditions & Site Accessibility

Site Context

2.1 The application site is located on the north-western outskirts of Gunnerton and is bounded by farm land, as shown in Figure 5. A tree lined stream runs adjacent to the south-west corner of the site. The site currently comprises existing farm buildings.

Figure 5 Site Context



2.2 The primary use of the site (and the adjacent site of the change of use application) is currently as a working farm and as a base for the current tenant farmer's contract farming operation. Consequently, there is currently regular access by agricultural and plant vehicles including tractors, harvesters and trailers travelling in and out of the farm several times a day – trips are currently higher than for a single farm due to the contract operation. There is also an existing 4-bed farmhouse on the site. Additionally, one of the buildings is used for storage, and are accessed once or twice a day. These existing uses would cease if the residential proposals come forward.

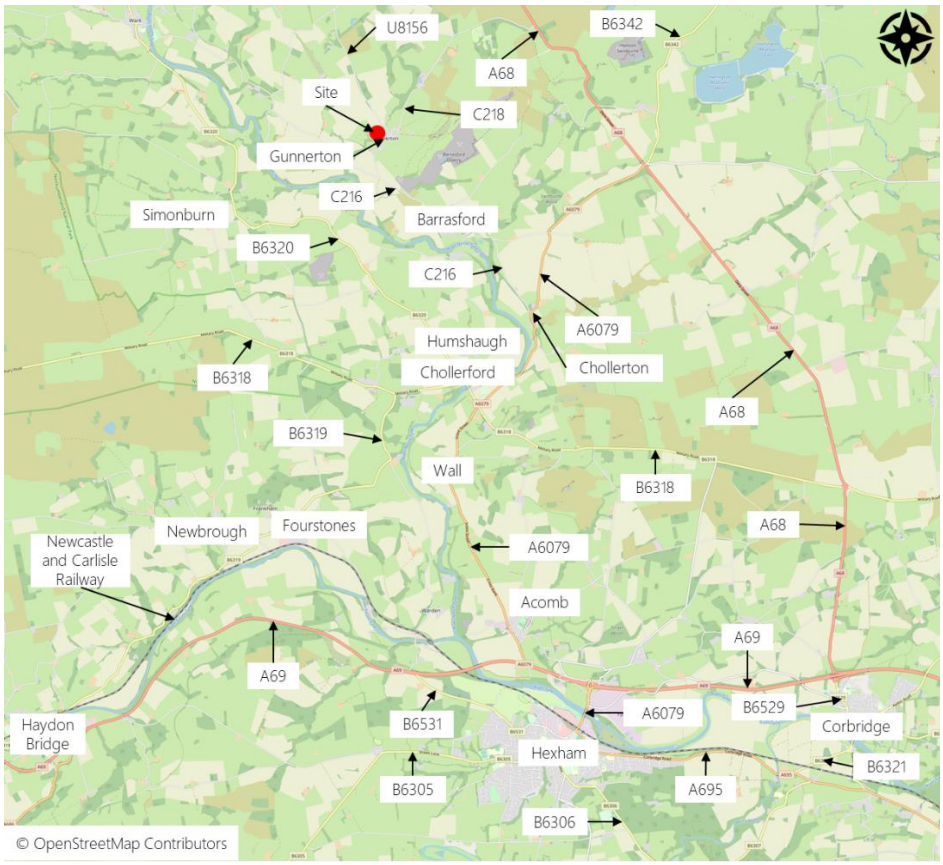
2.3 Gunnerton is a small village laid out around the C218 highway and generally comprises a mix of residential properties and agricultural premises. The village has a post office and a church. The surrounding area is rural, characterised by small villages and settlements, although there is a major quarry at Barrasford a short distance to the south and Chipchase Castle lies to the northwest.

2.4 Notwithstanding the very rural setting, it is understood that Gunnerton is served by standard and superfast broadband and has mobile phone coverage from all major networks.

Baseline Highway Conditions

2.5 The site is shown in the context of the surrounding highway network in Figure 6.

Figure 6 Local Highway Network



2.6 The main highway routes in the area are all of rural character and include:

- The A68 – a main strategic highway route between Darlington in the south and Edinburgh to the north. The A68 is generally single carriageway within Northumberland.
- The A69 – a main strategic highway route between Newcastle in the east and Carlisle in the west. The A69 is a good standard all-purpose dual carriageway east of Hexham, becoming single carriageway just west of the town. The A68 meets the A69 in the vicinity of Corbridge.
- The B6318 'Military Road' – A main single carriageway route broadly parallel to, and north of, the A69. The B6318 serves a number of local settlements and is also a popular tourist route.
- The A6079 – A main single carriageway route that runs from the A68 to the east of the site, following a generally south-western alignment and linking to the Military Road near Chollerford and the A69 just north of Hexham.

2.7 A network of minor rural roads link local settlements to these main highway routes, including the C218 that runs through the centre of Gunnerton where there is a 30mph speed limit. The C218 joins the A68 at a priority junction approximately 3.3km northeast of Gunnerton and meets to the C216 at a priority junction approximately 750m southwest of the village. From here, the C216 extends southeast for approximately 3.5km, via the village of Barrasford, to meet the A6079 at the hamlet of Chollerton.

2.8 Within Gunnerton, the site is accessed from the U8156, a lane that runs northwards from a priority junction with the C218 in the centre of the village. In the vicinity of the junction, the C218 has a footway on its north side and street lighting. There are also two unmarked bus stops in the vicinity of the junction.

2.9 The U8156 lane is largely single-track and runs between the boundaries of residential properties north of the C218, many of which take direct vehicular access from it. North of these properties the route opens out slightly and is tree lined behind grass verges on both sides. The speed limit becomes de-restricted just south of a stream crossing, although the character of the lane doesn't change significantly, remaining constrained with resultant traffic speed likely to remain very low. The lane serves a number of further properties to the north of the stream crossing, including the site. Beyond these properties the U8156 continues through the rural area north of Gunnerton as a minor single-track lane (known as Coal Road) that would not attract significant traffic movements.

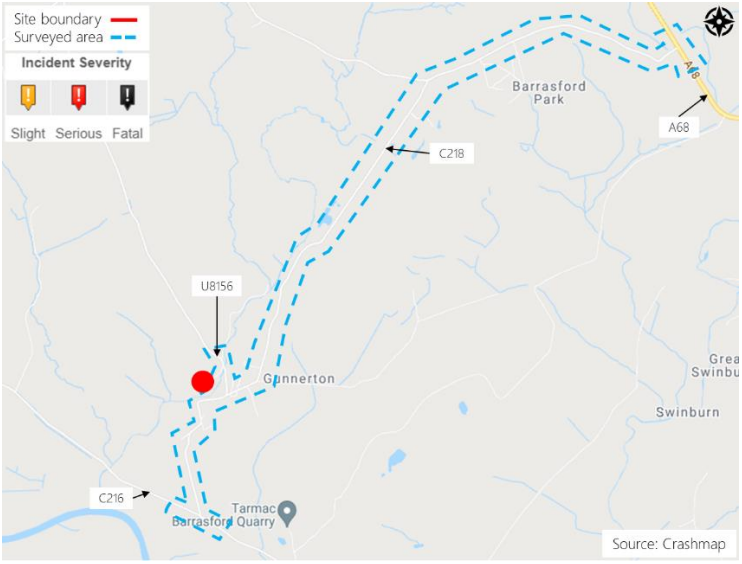
2.10 Within Gunnerton, including north of the stream, the U8156 acts as a shared surface carriageway for all road users and has lighting. Signs on the approach from the north advise drivers of the presence of pedestrians on the carriageway. The site is served from a priority access on the U8156 located around 160m north of the C218 junction and immediately north of the stream crossing. From here a minor access road of rural character (c.4,5m wide) extends for approximately 100m to the site, serving a number of residential properties on route.

2.11 In summary, the local highway network is of a varied character, ranging from minor single-track roads in the vicinity of the site to good standard dual and single carriageway 'A' roads further afield.

Road Safety Analysis

2.12 Personal Injury Collision (PIC) data has been assessed based on data from the 'Crashmap' database (www.crashmap.co.uk) for the period 2017 – 2020 inclusive, which includes over three full years prior to the Covid-19 pandemic. The study area chosen for this TS comprises the village of Gunnerton plus the C218 between the C216 to the south-west and the A68 to the northeast, as shown in Figure 7.

Figure 7 PIC Study Area & PIC Locations



2.13 A review of the Crashmap database shows that there have not been any PICs within the study area, suggesting there are no significant road safety issues in the area.

Proximity to Local Amenities

2.14 Gunnerton is a small village with limited facilities and amenities. Further afield, there are some amenities in the neighbouring village of Barrasford and a huge range of facilities in Hexham. Figure 8 and Table 2.1 summarises the amenities in the vicinity of the site that would be useful or attractive for residents.

Figure 8 Local Amenities

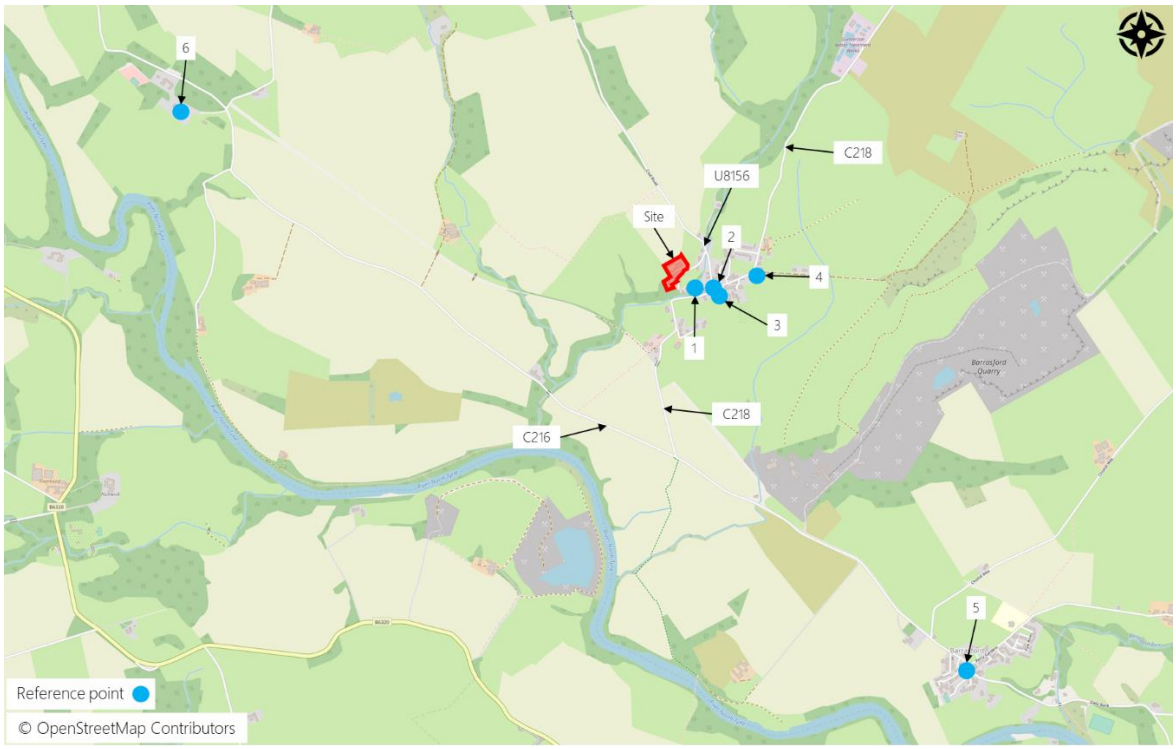


Table 2.1 Summary of Local Amenities

Reference Point	Amenity	Distance (approx.)	Walk Time (approx.)	Cycle Time (approx.)
1	Parish of Chollerton Church	370m	5 minutes	2 minutes
2	Nearest Bus Stop (northbound)	340m	5 minutes	2 minutes
3	Nearest Bus Stop (southbound)	350m	5 minutes	2 minutes
4	Gunnerton Post Office (2 days/week)	560m	8 minutes	3 minutes
5	Barrasford	2.7km	33 minutes	8 minutes
6	Chipchase Castle	4km	-	15 minutes

2.15 In Barrasford, there is a local convenience shop, a village hall and the Barrasford Arms public house. Chipchase castle is a leisure attraction that allows salmon and trout fishing as well as castle and garden viewings for visitors throughout the year.

2.16 A huge range of further amenities can be found in Hexham, including supermarkets, high street retail, professional services, medical facilities including a hospital, leisure facilities and employment opportunities. Hexham has a bus station and a railway station on the Newcastle – Carlisle line.

2.17 As noted previously, Gunnerton is served by standard and superfast broadband and has mobile phone coverage from all major networks. This opens up opportunities for residents to work from home and take advantage of internet shopping and services that reduce the need to travel on a day-to-day basis.

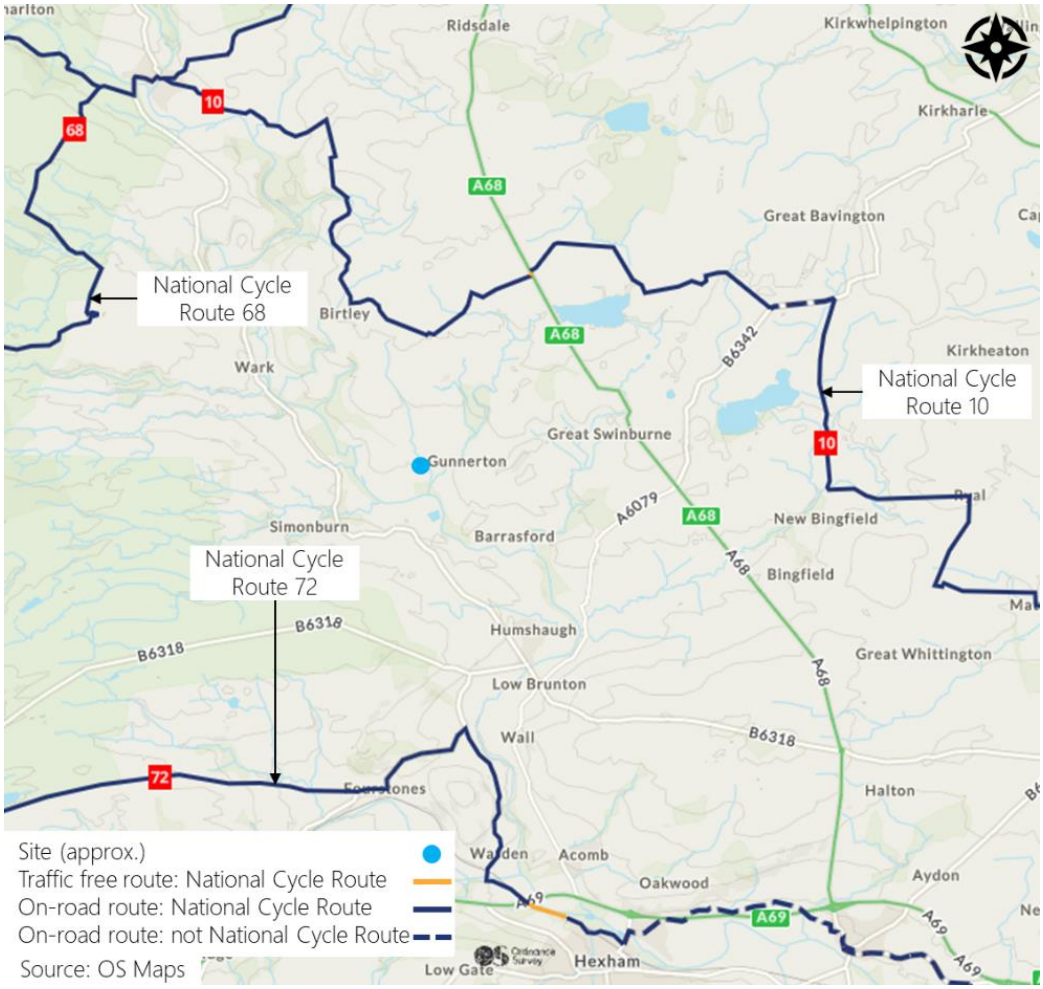
Pedestrian, Cycle and Public Transport Accessibility

2.18 The local amenities within Gunnerton are all within a comfortable walking and cycling distance via the U8156. This involves walking or cycling on-carriageway in a similar manner to the existing residential and agricultural premises served by this road. Beyond Gunnerton there are no facilities within walking distance, although it would be reasonable to cycle to Barrasford and Chipchase Castle which are both well within a 5km cycle journey and can be reached via the local network of minor rural roads that would be suitable for experienced cyclists.

2.19 There are many leisure routes near the site, which provide walking and cycling links from local roads to Wark, Birtley, Chipchase Castle, Barrasford, Great Swinburne, Colwell, Humshaugh, Chollerford and parts of Hadrian's Wall. Figure 9 shows an extract of Northumberland County Council's (NCC) Public Rights of Way (PRoW) map and Figure 10 shows the National Cycle Routes (NCRs) in the area.

Figure 9 Northumberland County Council's PRoW Map

Figure 10 Local Cycle Routes



2.20 As shown, the site is situated to the south of NCR 10, to the southeast of NCR 68 and to the north of NCR 72. NCR 10 can be accessed from Birtley and NCR 72 from Hexham. NCR 68 can be reached in the north east where it intersects with NCR 10. These routes could be attractive for leisure cycling by residents.

2.21 In summary, the site is situated near a range of cycle and pedestrian leisure routes which link to surrounding local villages, towns and conurbations and provide access to a wide range of amenities.

2.22 The nearest bus stops to the site are located in Gunnerton on the C218, approximately 350m southeast of the site as indicated in Figure 8. Both the southbound and northbound bus stops are unmarked and are served by the 882, which provides a Saturday service to Hexham where there is a range of amenities.

2.23 The 882 Saturday service runs from Colwell to Hexham and back. It provides one westbound AM service (08:50) and one westbound PM service (13:18) to the stop in Gunnerton. It also provides two PM eastbound services (12:59 and 15:59). This service also runs through Barrasford where there is a local convenience store and public house.

2.24 Overall, the accessibility of the site reflects the rural location. The limited local amenities of Gunnerton are within walking distance and those in Barrasford are accessible by cycling. A Saturday bus service is also available to both Barrasford and Hexham. Gunnerton also has broadband and mobile phone coverage that provide residents with opportunities for access to on-line working and services.

3. Proposed Development

3.1 A Class Q planning application is being submitted for the conversion of four barns into residential dwellings at Demesne Farm, Gunnerton, Northumberland. A further two units are proposed to the immediate north of the site, which would involve converting further existing farm buildings. This proposal will come forward through a separate change of use application that will be submitted concurrently with the Class Q application. The proposed Class Q scheme is shown in Figure 11, with the change of use scheme also highlighted for information.

Figure 11 Proposed Development

3.2 The development will utilise the existing access road from the U8156 to the east of the site that already serves a number of residential properties, the existing farm an agricultural contracting business and storage facilities.

3.3 It is understood that commercial agricultural use will cease if the proposed residential development comes forward so the future use of the access would generally be by domestic traffic only, other than for occasional access to fields and retained buildings adjacent to the site. This would also be of benefit in relation to the routes to the site through Gunnerton, which are not designed for large agricultural vehicles.

3.4 The proposed development includes for widening of the existing access track adjacent to Barn 1 to improve access and provide a turning opportunity for occasional large vehicles that visit the site, e.g. deliveries to the residential properties. A further turning area has been provided adjacent to Barns 2, 3 & 4. These formal turning areas are supplemented by the courtyard area north of Barn 1, which provides general opportunities for turning small commercial vehicles (vans etc) and for informal parking.

3.5 The access road and courtyard areas will be shared use, as at present. Some dedicated pedestrian routes are proposed within the development, including around the perimeter of the Barns and a direct link between the northern and southern areas of the site via a path between Barn 2 and Barn 4.

3.6 A bin store will be provided at the entrance to the main development area opposite Barn 1. From here, bins will either be transported to the end of the access road for collection from the public highway or arrangements will be made for a refuse vehicle to collect from within the site. The optimal solution will be agreed with NCC based on a review of existing arrangements for refuse collection. The site is designed to allow a refuse vehicle to turn if necessary.

3.7 Adjacent to the bin store, a covered and secure cycle parking area will be provided with one space for each property, as required by NCC standards.

3.8 The bin store and cycle parking arrangements will be shared with Barns 5 & 6 if the change of use application is approved.

3.9 Formal car parking spaces are provided for each property, with the number of spaces being based on NCC parking standards which are shown in Table 3.1.

Table 3.1 Northumberland County Council Minimum Parking Requirements

Number of Bedrooms	Minimum Required (in curtilage)	Visitor parking
1	1 per dwelling	1 per 4 dwelling units
2/3	2 per dwelling	
4/5	3 per dwelling	
6+	4 per dwelling	

3.10 The proposed car parking provision, based on the NCC standard is:

- Barn 1 – 3 bed property with two parking spaces
- Barn 2 – 3 bed property with two parking spaces
- Barn 3 – 4 bed property with three parking spaces
- Barn 4 – 3 bed property with two parking spaces

3.11 The parking area for Barn 4 includes a visitor parking space in addition to the two residential spaces.

3.12 In addition, two formal parking spaces are provided for the existing farm house which are not on site at present.

3.13 It is worth noting that the development will also provide opportunities for informal visitor parking, particularly in the courtyard area north of Barn 1. If the change of use application proceeds then this will include further formal visitor parking spaces adjacent to the proposed residential spaces.

3.14 Overall, the proposed car parking provision is considered appropriate to serve the development.

3.15 In order to confirm that the arrangements for parking, deliveries and servicing are appropriate from a practical point of view, the internal layout has been assessed against the manoeuvring requirements of the following vehicles that are likely to visit the site:

- Day to day resident parking requirements - parking spaces have been assessed for a large family car (Skoda Octavia) to demonstrate they are accessible.
- Deliveries – the turning area adjacent to Barns 3 & 4 has been assessed and shown to be appropriate for a 10m rigid truck, which is considered to be the largest vehicle that would ever access the site, albeit very rarely. It is worth noting that the vehicle could also turn at the entrance to the residential area adjacent to Barn 1.
- Refuse collection – it is anticipated that bins would be moved from the bin store and left adjacent to the public highway on collection day. However, if necessary, a large (11.6m) refuse vehicle could access the bin store and turn within the site adjacent to Barn 1.

3.16 Swept path drawings are included in Appendix 2 that demonstrate the above manoeuvres.

3.17 Overall, the proposals include significant on-site improvements to formalise the highway layout, provide well defined parking areas for residents, turning space for vehicles, including service and delivery vehicles, and defined pedestrian routes to the building entrances. The proposed layout is considered satisfactory in terms of access and parking.

4. Trip Generation & Traffic Impact

Trip Generation

4.1 TRICS 7.8.3 was used to estimate the potential multi-modal trip generation of the development. In line with standard practice, TRICS surveys were excluded from the sample set for Greater London and Ireland. 'Edge of Town' sites for 'Houses Privately Owned' were specified with Monday-Thursday surveys selected as being most representative. The search was also filtered using the following selections:

- The number of dwellings per site was set to between 6 and 30 units, as the proposed development will be relatively small in terms of dwelling numbers;
- Sites HF-03-A-04 and KC-03-A-06 were deselected due to being surveyed during the Covid-19 pandemic, and;
- Sites SH-03-S-06 and WK-03-A-02 were deselected due to having very low peak hour trip rates that were heavily distorting the overall trip rates.

4.2 The parameters selected are considered to be reasonable to give an indication of anticipated trip levels and should be reasonable in the context of the site location and the very small scale of the proposals. It is worth noting that the small number of units results in the overall trip generation not being particularly sensitive to small changes in trip rate.

4.3 The peak periods derived were 0800-0900 and 1700-1800. Predicted development trips were derived from TRICS trip rates based on six dwellings, which allows for cumulative impact of both the Class Q and change of use applications. Table 4.1 details the predicted AM and PM peak hour mean trip rates trips by all modes of transport and Table 4.2 shows the resultant trips. Full TRICS data is included as Appendix 3.

Table 4.1 Trip Rates

Mean Residential Weekday Trip Rate						
Mode	AM Peak Hour (08:00-09:00)			PM Peak Hours (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Total Vehicles	0.130	0.348	0.478	0.383	0.174	0.557
Cyclists	0.000	0.009	0.009	0.017	0.000	0.017
Pedestrians	0.139	0.191	0.330	0.139	0.122	0.261
Public Transport	0.000	0.009	0.009	0.009	0.009	0.018
Total People	0.287	0.774	1.061	0.739	0.374	1.113

Table 4.2 Trip Generation

Mean Residential Weekday Trip Generation (8 dwellings)						
Mode	AM Peak Hour (08:00-09:00)			PM Peak Hours (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Total Vehicles	1	2	3	2	1	3
Cyclists	0	0	0	0	0	0
Pedestrians	1	1	2	1	1	2
Public Transport	0	0	0	0	0	0
Total People	2	5	6	4	2	7
*Note that the individual modes figures do not add up to the 'Total People' figure as some modes are not shown, e.g. passengers.						

4.4 If the proposed change of use was developed into up to six dwellings and using the above trips rates, it is estimated to generate approximately three 2-way vehicle movements in both the AM and PM peak hours. Total people movements are shown to be approximately six and seven trips in the AM and PM peak hours, respectively. Cyclists, pedestrians and public transport account for a combined total of approximately two 2-way trips in the AM and PM peak hours.

Traffic Impact

4.5 The TRICS assessment carried out predicts only three vehicle trips in the AM and PM peak hours. Notwithstanding that this is likely to be less than trips generated by the existing agricultural use, traffic impact at this very low level would be well below the normal significance threshold of 30veh/hour at junctions. As such, the development would not result in any significant impacts to the wider highway network.

5. Summary & Conclusions

5.1 Milestone Transport Planning Ltd has been appointed by Galbraith Group to consider the highways and transportation impacts of a proposed Class Q planning application to convert existing farm buildings at Demesne Farm, Gunnerton, into four dwellings. The existing farm house will also be retained within the development.

5.2 In addition to the four new residential units proposed under the Class Q application, a further two units are proposed to the immediate north of the site, which would involve converting further existing farm buildings. This proposal will come forward through a separate change of use application that will be submitted concurrently with the Class Q application. This TS has considered the cumulative impacts of both developments.

5.3 The findings can be summarised as follows:

- Gunnerton is a small village laid out around the C218 highway and generally comprises a mix of residential properties and agricultural premises. The village has a post office and a church. The surrounding area is rural, characterised by small villages and settlements, although there is a major quarry at Barrasford a short distance to the south and Chipchase Castle lies to the northwest.
- The application site is located in the northwestern area of the village, within 200m of the village centre, and is currently in agricultural use both as a farm and as the base for an agricultural contracting business. Consequently, the site currently generates regular vehicle movements including daily movements of agricultural vehicles and plant.
- The existing premises on the site are served from the U8156, a single-track shared surface access road that links to the C218 in the village centre. It serves a number of residential properties and agricultural premises in the northern part of the village before extending beyond into the wider rural area to the north.
- The C218 is the main route through Gunnerton and provides access to the A68 to the northeast, and the C216 to the south west which provides further access routes to Hexham.
- In summary, the local highway network is of a varied character, ranging from minor single-track roads in the vicinity of the site to good standard 'A' roads further afield.
- A review of personal injury collision data shows that there have been no accidents on the highway network in the vicinity of Gunnerton in the four year period 2017 – 2020 inclusive.
- The accessibility of the site reflects the rural location. The limited local amenities of Gunnerton are within walking distance and those in Barrasford to the south are accessible by cycling. A Saturday bus service is also available to both Barrasford and Hexham.
- The site is also accessible to the surrounding network of leisure walking and cycling routes.
- Gunnerton has broadband and mobile phone coverage that provide residents with opportunities for access to on-line working and services.
- The proposed development utilises the existing access arrangements from the U8156, which generally comprise a shared use access road leading to informal courtyard areas around the existing buildings. The scheme includes significant on-site improvements to formalise the highway layout, provide well defined parking areas for residents, turning space for vehicles, including service and delivery vehicles, and defined pedestrian routes to the building entrances.

- The site layout includes car and cycle parking provision in accordance with Northumberland County Council requirements.
- The layout can accommodate the manoeuvring requirements of vehicles that could access the site on a regular basis, as confirmed through swept path analysis.
- The layout of the Class Q and adjacent change of use applications are each designed to progress individually but will also dovetail with each other to provide a co-ordinated overall development scheme.
- The development of both the Class Q and adjacent change of use schemes is predicted to generate only three vehicle trips in the AM and PM peak hours. Traffic impact at this very low level is likely to be less than the existing agricultural uses on site and would be well below the normal significance threshold of 30veh/hour at junctions. Consequently, the development would not result in any significant impacts to the wider highway network.

5.4 In conclusion, it is considered that the proposal is satisfactory in terms of highways and transportation and would not have any significant cumulative impacts on the safety or operational capacity of the surrounding highway network. Therefore, planning permission for a change of use should not be withheld on transport grounds.

Appendix 1

ISO A0 - A4 Frame (1189mm

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INDICATIVE RED LINES OVERLAID ONTO THIRD PARTY TOPOGRAPHICAL SURVEY (PROVIDED BY LAND FORM SURVEYS RECIEVED 09.09.21) AND ARE TO BE USED FOR PLANNING PURPOSES ONLY AND SHOULD NOT BE USED AS OWNERSHIP BOUNDARIES. IT IS THE CLIENT'S SOLICITOR'S RESPONSIBILITY TO CONFIRM ACCURACY EXTENTS OF OWNERSHIP AND ANY OTHER THIRD PARTY RIGHTS.

KEY

- ALLOCATED CONVERTED BARN GARDENS
- COMMUNAL GREEN SPACE
- PATHS/PAVING
- RESIDENT PARKING

DATE	REVISION	REV	DR	CH
11.02.22	ISSUE FOR PLANNING SUBMISSION (CLASS Q)	P01	ST	SB
14.03.22	AMENDS TO SUIT AUTO-TRACKING INFORMATION	P02	ST	SB
24.03.22	CLASS Q AND FULL PLANNING APPLICATION RED LINES SPLIT ONTO SEPERATE DRAWINGS AS PER HEDLEY INSTRUCTION	P03	ST	-

Keyplan

North Arrow

True North

Consultants

NORR

NORR Consultants Limited.
An Ingenium International Company

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Drawn: ST	Date: 08.02.22
Checked: SB	Date: 08.02.22

Scale: 1 : 200 @ A0

Client: JONATHAN ELKINGTON

Project: GUNNERTON

Drawing Title: SITE - PROPOSED LANDSCAPING PLAN - CLASS Q

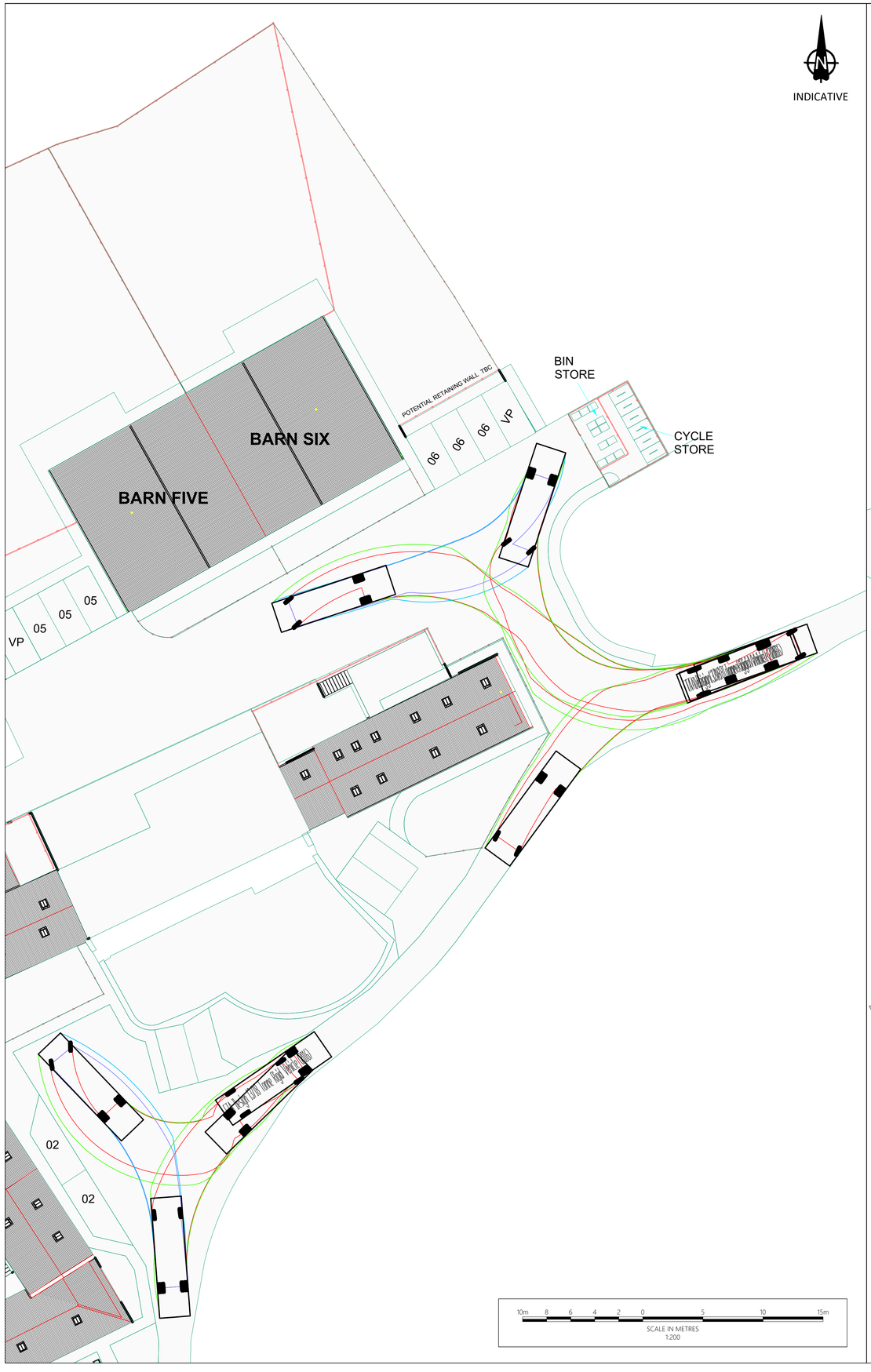
Sheet Status: S4 - FOR APPROVAL

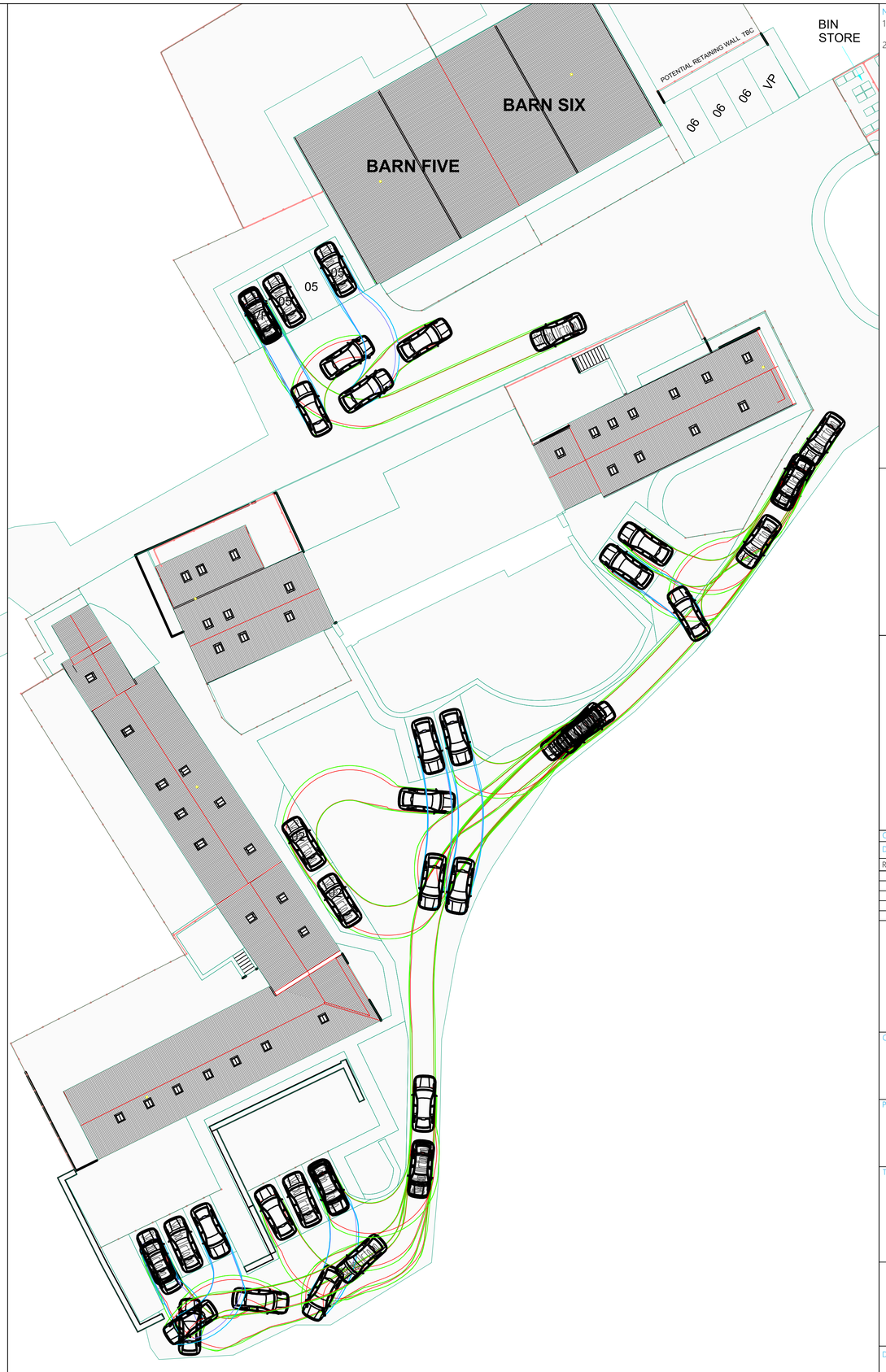
Project No.: IANC21-0050

Drawing No.: GNF-NOR-ZZ- ZZ-DR-A-90004

Rev.: P03

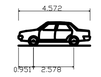
Appendix 2



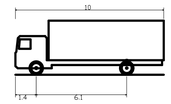


Notes

1. Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.
2. This drawing has been based upon topographical survey information and Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.



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



FTA Design 13/18 Tonne Rigid Vehicle (2016)	
Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

Drawing Revisions

Rev:	Drn:	Date:	Details:	Chk:
-	JW	24/02/22	First issue	GC
A	JW	25/02/22	Added tracking	GC
B	JW	10/03/22	Added tracking	GC
C	JW	14/03/22	Updated layout	GC
D	JW	30/03/22	Updated layout	GC

Client

Galbraith Group

Project

Proposed Change of Use, Demesne Farm Buildings, Gunnerton, Northumberland

Title

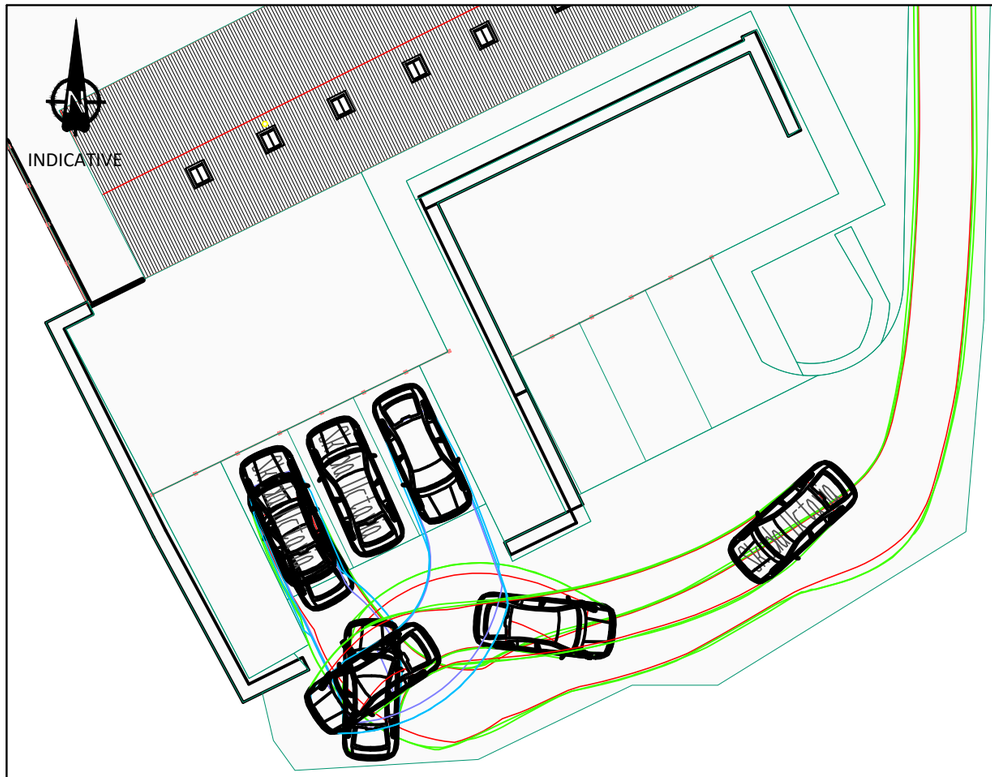
Swept Path Analysis - 10m Rigid Vehicle and Car

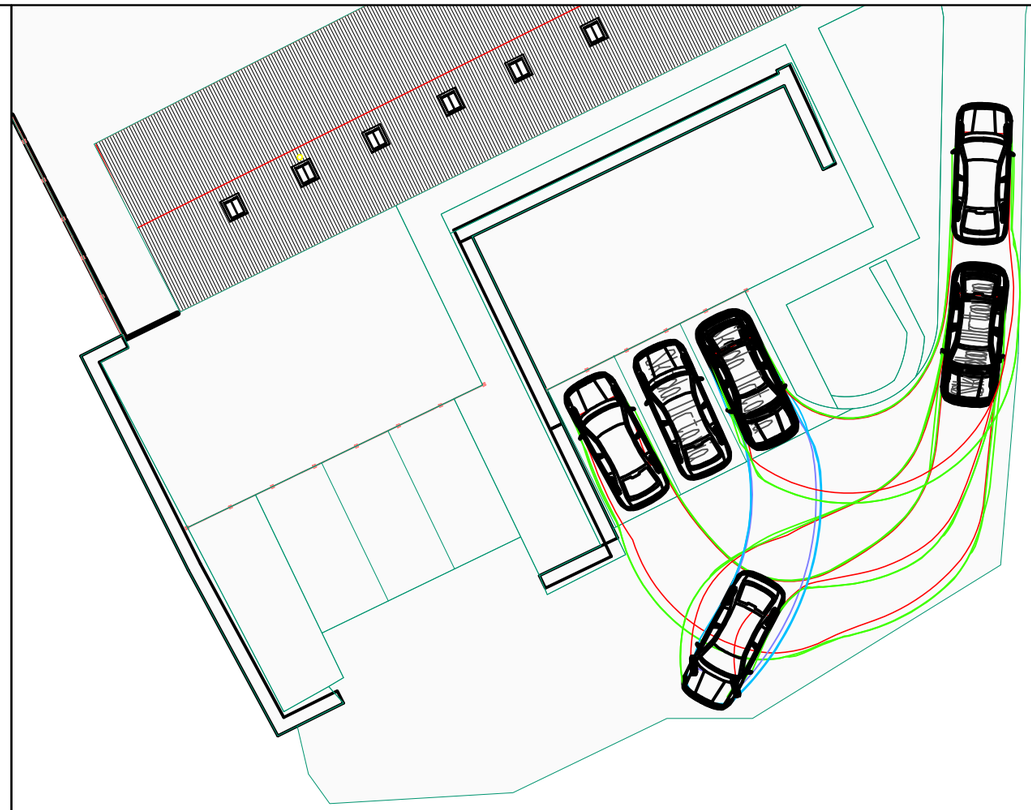
MILESTONE TRANSPORT PLANNING
Abbey House, 282 Farnborough Rd, Farnborough, Hants GU14 7NA
Tel: 01483 397888
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN
Tel: 0191 338 7220
web: www.milestonetp.co.uk

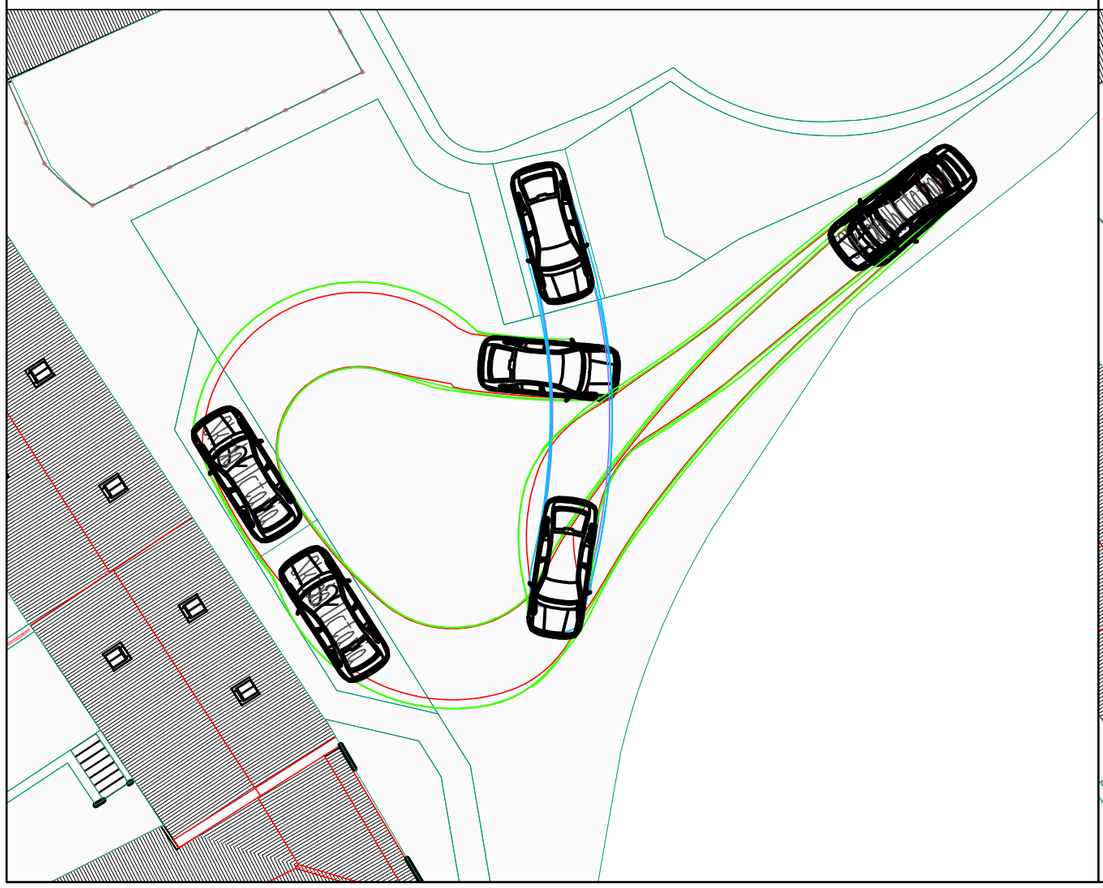
Drawing Number: 21-173-TK01

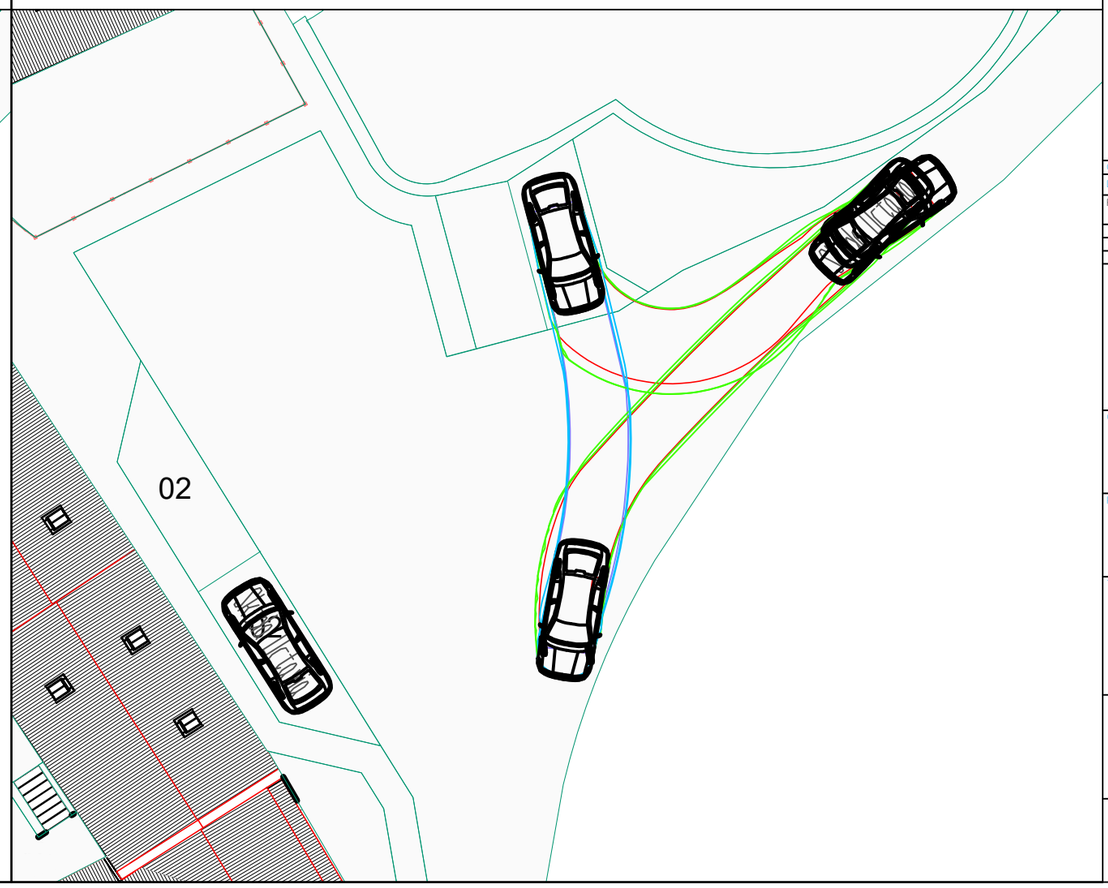
Scale: 1:200 @ A1

Revision: D









Notes

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2. This drawing has been based upon topographical survey information and Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.

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

Drawing Revisions

Rev:	Drn:	Date:	Details:	Chk:
-	JW	10/03/22	First issue	GC
A	JW	14/03/22	Updated layout	GC
B	JW	22/03/22	Updated layout	GC
C	JW	30/03/22	Updated layout	GC

Client

Galbraith Group

Project

Proposed Change of Use,
Demesne Farm Buildings,
Gunnerton, Northumberland

Title

Swept Path Analysis -
(Sheet 1 of3)

MILESTONE TRANSPORT PLANNING
Abbey House, 282 Farnborough Rd, Farnborough, Hants GU14 7NA
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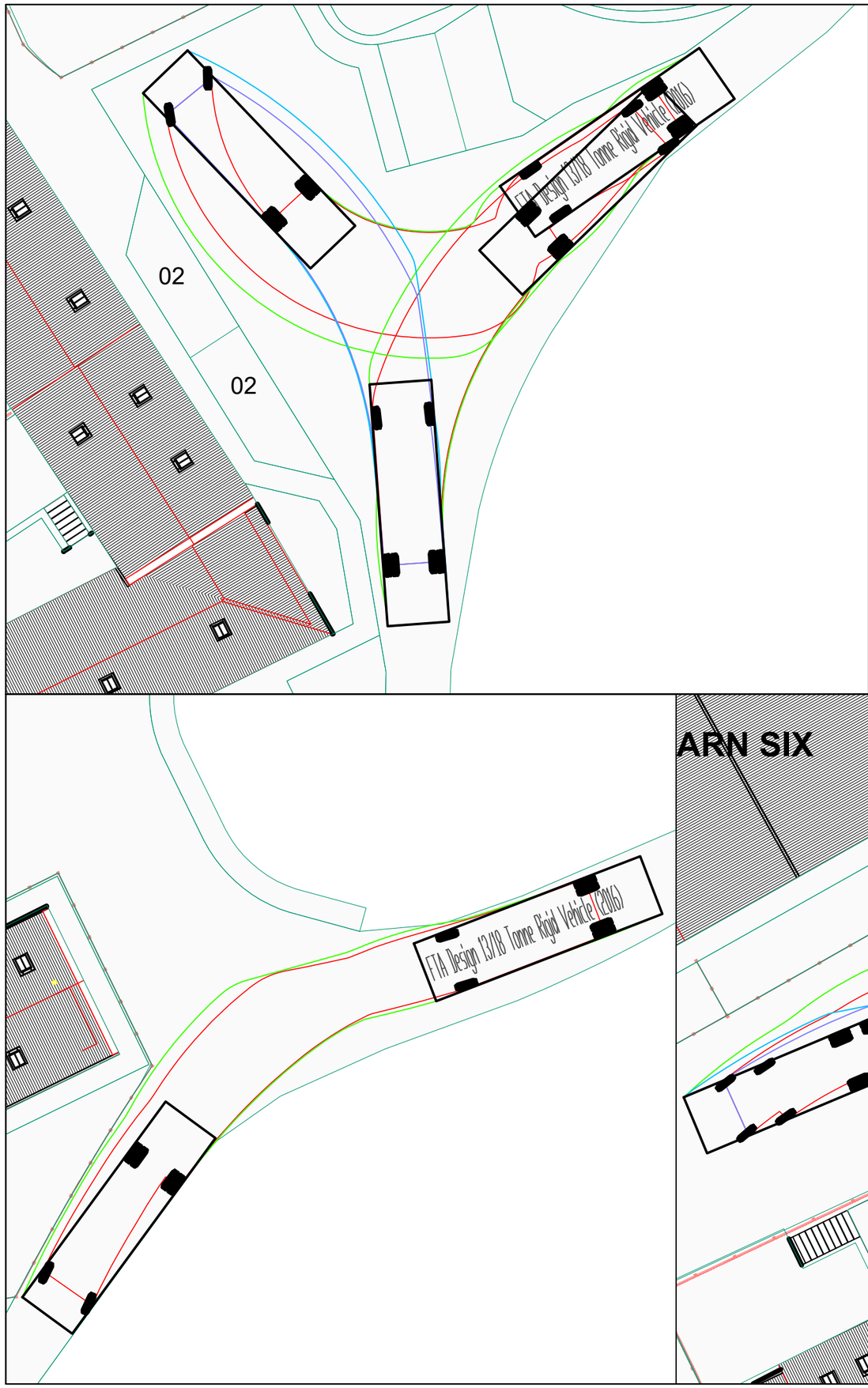
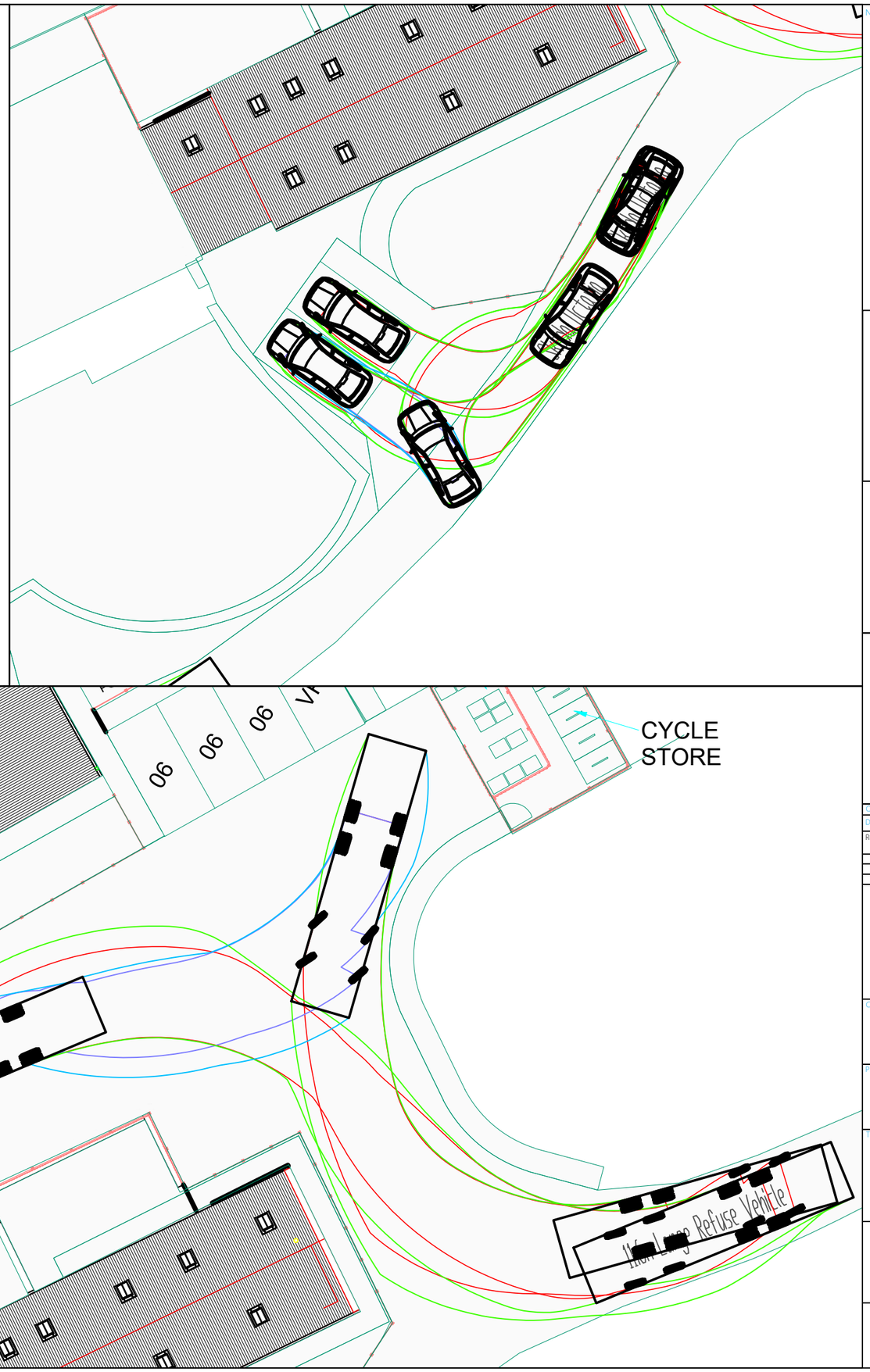
Tel: 0191 338 7220
web: www.milestonetp.co.uk

21-173-TK02

Scale: 1:200 @ A3

Revision: C





Notes

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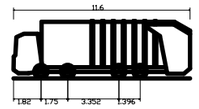
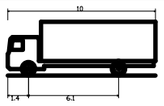
2. This drawing has been based upon topographical survey information and Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.

INDICATIVE



11.6m Large Refuse Vehicle	
Overall Length	11.600m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
Wall to Wall Turning Radius	11.330m

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



FTA Design 13/18 Tonne Rigid Vehicle (2016)	
Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

Drawing Revisions

Rev:	Drn:	Date:	Details:	Chk:
-	JW	10/03/22	First issue	GC
A	JW	14/03/22	Updated Tracking	GC
B	JW	22/03/22	Updated Tracking	GC
C	JW	30/03/22	Updated Tracking	GC

Client

Galbraith Group

Project

Proposed Change of Use,
Demesne Farm Buildings,
Gunnerton, Northumberland

Title

Swept Path Analysis -
(Sheet 2 of 3)

MILESTONE TRANSPORT PLANNING
Abbey House, 282 Farnborough Rd, Farnborough, Hants GU14 7NA
Tel: 01483 397888
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web: www.milestonetp.co.uk

21-173-TK03

Scale: 1:200 @ A3

Revision: C

INDICATIVE

BARN SIX

BARN FIVE

POTENTIAL RETAINING WALL TBC

06 06 06 VP

BIN STORE

CYCLE STORE

05 05

FTA Design 13/18 Tonne Rigid Vehicle (2016)

Notes

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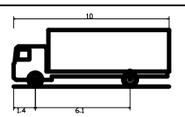
2. This drawing has been based upon topographical survey information and Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.

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



FTA Design 13/18 Tonne Rigid Vehicle (2016)	
Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

Ordnance Survey Licence number: 100057360

Drawing Revisions

Rev:	Drn:	Date:	Details:	Chk:
-	JW	10/03/22	First issue	GC
A	JW	14/03/22	Updated layout	GC
B	JW	22/03/22	Updated layout	GC
C	JW	30/03/22	Updated layout	GC

Client

Galbraith Group

Project

Proposed Change of Use,
Demesne Farm Buildings,
Gunnerton, Northumberland

Title

Swept Path Analysis -
(Sheet 3 of 3)

MILESTONE TRANSPORT PLANNING
Abbey House, 282 Farnborough Rd, Farnborough, Hants GU14 7NA
Tel: 01483 397888
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Tel: 0191 338 7220
web: www.milestonetp.co.uk

21-173-TK04

Scale: 1:200 @ A3

Revision: C

Appendix 3

Calculation Reference: AUDIT-740101-220113-0121

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	DC	DORSET	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
	SF	SUFFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	1 days
10	WALES		
	VG	VALE OF GLAMORGAN	1 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: No of Dwellings
Actual Range: 10 to 28 (units:)
Range Selected by User: 6 to 30 (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 16/06/21

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
Wednesday	3 days

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

Selected survey types:

Manual count	6 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 undertaking using machines.

Selected Locations:

Edge of Town	6

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

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:

C3	6 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:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	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	4 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	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	6 days

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

LIST OF SITES relevant to selection parameters

1	CH-03-A-09 GREYSTOKE ROAD MACCLESFIELD HURDSFIELD Edge of Town Residential Zone Total No of Dwellings:	TERRACED HOUSES	24	CHESHIRE
	Survey date: MONDAY		*24/11/14*	*Survey Type: MANUAL*
2	DC-03-A-08 HURSTDENE ROAD BOURNEMOUTH CASTLE LANE WEST Edge of Town Residential Zone Total No of Dwellings:	BUNGALOWS	28	DORSET
	Survey date: MONDAY		*24/03/14*	*Survey Type: MANUAL*
3	NF-03-A-03 HALING WAY THETFORD Edge of Town Residential Zone Total No of Dwellings:	DETACHED HOUSES	10	NORFOLK
	Survey date: WEDNESDAY		*16/09/15*	*Survey Type: MANUAL*
4	NY-03-A-11 HORSEFAIR BOROUGHBRIDGE Edge of Town Residential Zone Total No of Dwellings:	PRIVATE HOUSING	23	NORTH YORKSHIRE
	Survey date: WEDNESDAY		*18/09/13*	*Survey Type: MANUAL*
5	SF-03-A-05 VALE LANE BURY ST EDMUNDS Edge of Town Residential Zone Total No of Dwellings:	DETACHED HOUSES	18	SUFFOLK
	Survey date: WEDNESDAY		*09/09/15*	*Survey Type: MANUAL*
6	VG-03-A-01 ARTHUR STREET BARRY Edge of Town Residential Zone Total No of Dwellings:	SEMI-DETACHED & TERRACED	12	VALE OF GLAMORGAN
	Survey date: MONDAY		*08/05/17*	*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
HF-03-A-04	Covid
KC-03-A-09	Covid
SH-03-A-06	Very low peak hour vehicle trip rate
WK-03-A-02	Very low peak hour vehicle trip rate

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.78

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	19	0.113	6	19	0.287	6	19	0.400
08:00 - 09:00	6	19	0.130	6	19	0.348	6	19	0.478
09:00 - 10:00	6	19	0.130	6	19	0.235	6	19	0.365
10:00 - 11:00	6	19	0.209	6	19	0.183	6	19	0.392
11:00 - 12:00	6	19	0.209	6	19	0.270	6	19	0.479
12:00 - 13:00	6	19	0.252	6	19	0.278	6	19	0.530
13:00 - 14:00	6	19	0.226	6	19	0.200	6	19	0.426
14:00 - 15:00	6	19	0.209	6	19	0.157	6	19	0.366
15:00 - 16:00	6	19	0.235	6	19	0.217	6	19	0.452
16:00 - 17:00	6	19	0.278	6	19	0.174	6	19	0.452
17:00 - 18:00	6	19	0.383	6	19	0.174	6	19	0.557
18:00 - 19:00	6	19	0.261	6	19	0.157	6	19	0.418
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.635			2.680			5.315

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

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

Parameter summary

Trip rate parameter range selected:	10 - 28 (units:)
Survey date date range:	01/01/13 - 16/06/21
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	4

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 show. 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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	19	0.000	6	19	0.026	6	19	0.026
08:00 - 09:00	6	19	0.000	6	19	0.009	6	19	0.009
09:00 - 10:00	6	19	0.000	6	19	0.009	6	19	0.009
10:00 - 11:00	6	19	0.000	6	19	0.000	6	19	0.000
11:00 - 12:00	6	19	0.000	6	19	0.017	6	19	0.017
12:00 - 13:00	6	19	0.017	6	19	0.009	6	19	0.026
13:00 - 14:00	6	19	0.017	6	19	0.009	6	19	0.026
14:00 - 15:00	6	19	0.009	6	19	0.000	6	19	0.009
15:00 - 16:00	6	19	0.026	6	19	0.000	6	19	0.026
16:00 - 17:00	6	19	0.009	6	19	0.000	6	19	0.009
17:00 - 18:00	6	19	0.017	6	19	0.000	6	19	0.017
18:00 - 19:00	6	19	0.000	6	19	0.000	6	19	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.095			0.079			0.174

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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	19	0.043	6	19	0.087	6	19	0.130
08:00 - 09:00	6	19	0.139	6	19	0.191	6	19	0.330
09:00 - 10:00	6	19	0.035	6	19	0.070	6	19	0.105
10:00 - 11:00	6	19	0.078	6	19	0.113	6	19	0.191
11:00 - 12:00	6	19	0.096	6	19	0.087	6	19	0.183
12:00 - 13:00	6	19	0.078	6	19	0.035	6	19	0.113
13:00 - 14:00	6	19	0.104	6	19	0.052	6	19	0.156
14:00 - 15:00	6	19	0.078	6	19	0.096	6	19	0.174
15:00 - 16:00	6	19	0.104	6	19	0.165	6	19	0.269
16:00 - 17:00	6	19	0.113	6	19	0.078	6	19	0.191
17:00 - 18:00	6	19	0.139	6	19	0.122	6	19	0.261
18:00 - 19:00	6	19	0.078	6	19	0.061	6	19	0.139
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.085			1.157			2.242

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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	19	0.000	6	19	0.000	6	19	0.000
08:00 - 09:00	6	19	0.000	6	19	0.009	6	19	0.009
09:00 - 10:00	6	19	0.000	6	19	0.017	6	19	0.017
10:00 - 11:00	6	19	0.009	6	19	0.009	6	19	0.018
11:00 - 12:00	6	19	0.000	6	19	0.009	6	19	0.009
12:00 - 13:00	6	19	0.009	6	19	0.000	6	19	0.009
13:00 - 14:00	6	19	0.000	6	19	0.000	6	19	0.000
14:00 - 15:00	6	19	0.000	6	19	0.000	6	19	0.000
15:00 - 16:00	6	19	0.000	6	19	0.000	6	19	0.000
16:00 - 17:00	6	19	0.052	6	19	0.009	6	19	0.061
17:00 - 18:00	6	19	0.009	6	19	0.009	6	19	0.018
18:00 - 19:00	6	19	0.000	6	19	0.009	6	19	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.079			0.071			0.150

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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.78

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	19	0.165	6	19	0.487	6	19	0.652
08:00 - 09:00	6	19	0.287	6	19	0.774	6	19	1.061
09:00 - 10:00	6	19	0.174	6	19	0.374	6	19	0.548
10:00 - 11:00	6	19	0.330	6	19	0.374	6	19	0.704
11:00 - 12:00	6	19	0.374	6	19	0.435	6	19	0.809
12:00 - 13:00	6	19	0.400	6	19	0.383	6	19	0.783
13:00 - 14:00	6	19	0.374	6	19	0.304	6	19	0.678
14:00 - 15:00	6	19	0.357	6	19	0.270	6	19	0.627
15:00 - 16:00	6	19	0.522	6	19	0.417	6	19	0.939
16:00 - 17:00	6	19	0.565	6	19	0.313	6	19	0.878
17:00 - 18:00	6	19	0.739	6	19	0.374	6	19	1.113
18:00 - 19:00	6	19	0.426	6	19	0.252	6	19	0.678
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.713			4.757			9.470

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.*