



Nick Culhane
Highway Consultant

Idlewild
Fairclose Drive
Winchester
Hampshire SO22 6QW

07787530717
nick@nickculhane.co.uk

Residential Development of 8 Dwellings
Land Adjacent to Home Farm, St Johns Road, Hedge End SO30 4DF

Introduction

This Highway Technical Note has been commissioned by Wykeham Homes Ltd in support of a planning application submission to Eastleigh Borough Council for a residential development of 8 dwellings on land adjacent to Home Farm, St Johns Road, Hedge End. The location of the site is shown below.



St Johns Road is a single carriageway road which forms part of the B3033 between Hedge End, at its north-eastern end, and the A27 West End Road, at its south-western end. At this point it is subject to a 30mph speed limit and benefits from a pedestrian footway on its western side.

A review of the accident history for this area has established that in the last 5 years, there has been just one recorded accident within the vicinity of the site that resulted in a slight injury. This occurred to the north east of the application site where a vehicle reversed out of an access and struck another vehicle driving along the main carriageway. This resulted in one slight injury and other than this, the road appears to be operating in a safe and efficient manner. Details of the accident are included as [Appendix 1](#) to this Note.

Proposed Development

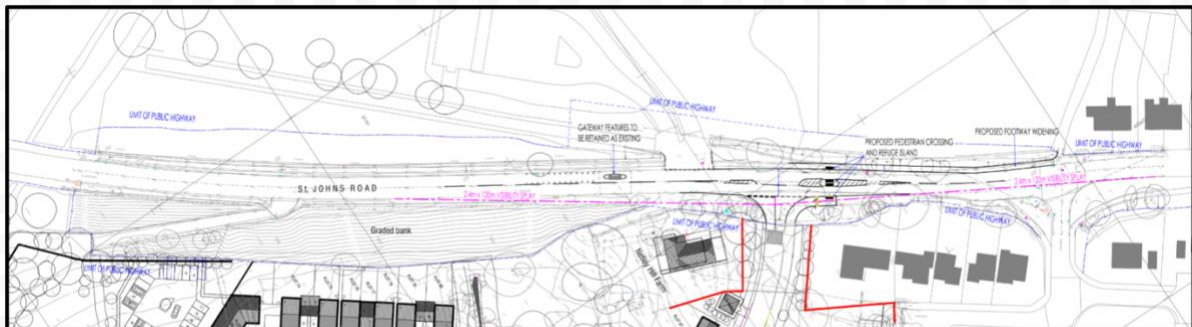
The site currently takes the form of a grass paddock accessed from a recently constructed residential development of 14 dwellings which has an access from St Johns Road. This proposed development will see the access road extended to serve a small residential development of 8 dwellings accessed by a private drive. The details are shown on drawing PP1433/SK 14 A included as [Appendix 2](#).

Planning History

There is a considerable planning history to this area which is summarised below.

Application F/15/76804 - Construction of 109 dwellings with new link road, new vehicular access off St Johns Road, pedestrian & cycle links through Greenfield Close.

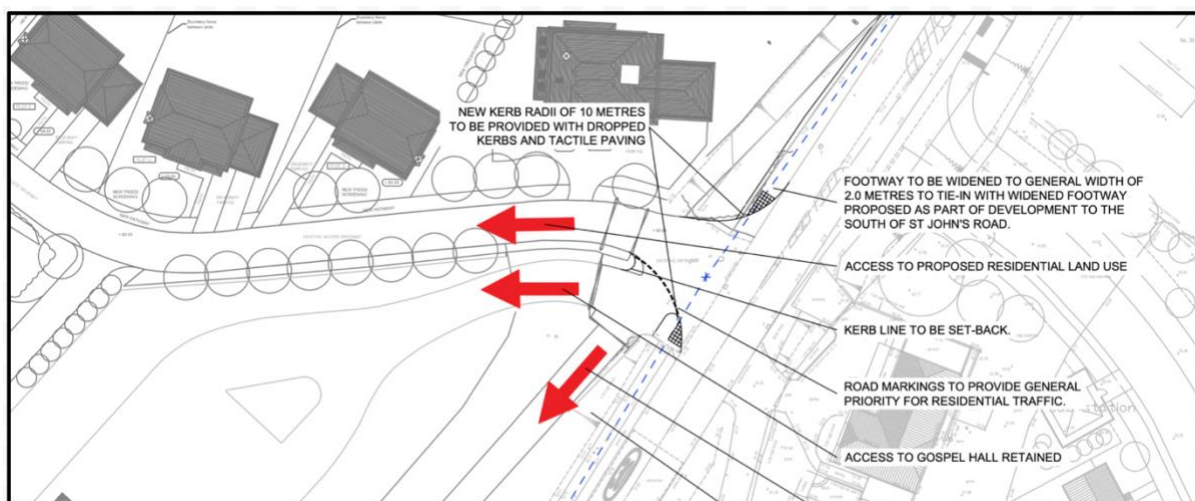
This application sought to construct 109 new dwellings from a new access road served by St Johns Road opposite this current application site. The application was supported with a full Traffic Impact Assessment that addressed the highway implications of the development. This included the provision of a new protected right turn lane site access junction with St Johns Road, details of which are shown below.



This development has now been built out and the junction arrangements are operating in a safe and efficient manner.

Application F/15/76447 - Construction of 14no. dwellings and a proposed light industrial unit with associated access, parking, landscaping, acoustic fence and dedication of woodland for public access following the demolition of existing industrial building.

This application was supported by a Transport Statement which also addressed the highway implications and following initial comments by the Highway Authority provided an improved junction arrangement, which is shown below.



This application was granted consent and the development has been built out including the improved access which was deemed to be acceptable to the Highway Authority and is shown below.



Access and Visibility

The access to Home Farm was improved to provide 10.0m radii with a footway leading into the site on the northern side. Tactile paving is in place on both sides of the junction to aid pedestrian crossing. Despite the access being located within a 30mph speed limit, visibility splays of in excess of 90.0m are available in both the north eastern and south western directions. Such a junction arrangement was deemed to be acceptable to the Highway Authority for the proposed 14 dwellings and the commercial development.

This development utilises this same access, therefore it is considered that the access junction with St Johns Lane is appropriate to serve the additional 8 dwellings.

Traffic Impact

The proposed development consists of a mixture of 8 semi-detached and detached dwellings, therefore in order to ascertain what the likely additional traffic impact will be from this development, the TRICS database v7.9.4 has been interrogated. The search criteria used is shown below.

- Residential Houses Privately Owned – Detached and Semi Detached
- Range between 6 and 36 Dwellings
- Date Range between 01/01/11 to 25/09/19
- Location – Suburban Area

The TRICS data and likely net increase in trip generation from the development is shown below.

TRICS Trip Rate for Residential Houses (Privately Owned)			
	Arrivals	Departures	Two-way Total
AM Peak Hour	0.115	0.349	0.464
PM Peak Hour	0.292	0.161	0.453
Daily Traffic	2.058	2.156	4.214
Vehicle Trip Generation Based on 8 Units			
AM Peak Hour	0.92 (1)	2.79 (3)	4
PM Peak Hour	2.34 (2)	1.23 (1)	3
Daily Traffic	16.47 (16)	17.25 (17)	33

From the above, it can be seen that the development of 8 residential units will generate just 4 additional traffic movements in the AM peak period, 3 in the PM peak whilst the dwellings will add an additional 33 two-way traffic movements to St Johns Road on a daily basis. Such a small increase is considered to be de minimis and will not result in any detriment to highway safety.

The TRICS data is included as [Appendix 3](#) to this note.

Car and Cycle Parking

The requirement for car parking is set out within the Eastleigh Borough Council document Residential Parking Standards – Supplementary Planning Document January 2009. These standards are shown below.

Car Parking Standards (on-plot allocated)			
No. of Beds	Spaces required	Cycle Spaces	Visitor Cycle Spaces
2/3 Bed	2	2	1
4 bed	3	3	1

The development proposes 8 dwellings, consisting of two number 2-bed units, four number 3-bed units and two number 4-bed units. The spaces will be provided as allocated within each plot.

The development provides a total of 20 parking spaces in the form of 5 garages and 13 on plot parking spaces. In addition, 2 visitor parking spaces are proposed.

Cycle parking can be accommodated within the garages for the 3 properties that benefit from such facilities whilst the remaining units will have secure and undercover provision in the form of sheds located in the rear gardens. Rear access will be available to the gardens to ensure that cycles will not have to be brought through the dwellings. Cycle parking for visitors can be accommodated through hoops or loops attached to the frontage of each dwelling.

The level of car and cycle parking is therefore deemed to be in accordance with the adopted standards.

Servicing

It is anticipated that the most frequent delivery vehicles that are likely to visit will be Supermarket Transit type vans, and the turning requirements of these vehicles can easily be accommodated within the site.

Refuse collection will be provided from within the development and the site layout has been designed to accommodate the turning requirements of an 11.2m long refuse freighter. Drawing numbered NJC-001 is included as [Appendix 4](#) to this Note which shows the swept path tracking of such a vehicle and its ability to turn, so as to enter and exit the highway in forward gear.

Such a turning area will also allow for a fire appliance or large pantechnicon to also enter the site, turn and leave in forward gear.

Summary and Conclusion

This Technical Note has been commissioned by Wykeham Homes Ltd in support of a planning application for a residential redevelopment of 8 units on land adjacent to Home Farm, St Johns Road, Hedge End.

Access is to be taken through the existing 14 dwelling development where access onto St Johns Road was undertaken to the satisfaction of the Highway Authority.

Using TRICS data, it has been demonstrated that the development is likely to result in a minimal increase in traffic movements in each of the AM and PM Peak periods and an overall increase of just 33 daily vehicular traffic movements.

Car and cycle parking is to be provided in accordance with Eastleigh Borough Councils adopted Parking Policies.

A refuse vehicle will have the ability to enter the site, turn and leave in forward gear.

The proposed residential development is therefore considered to be acceptable in highway safety terms.

Nick Culhane March 2023

Appendix 1

Accident Data



crashmap.co.uk

Validated Data

Crash Date: Monday, June 28, 2021

Time of Crash: 6:44:00 PM

Crash Reference: 2021440254602

Highest Injury Severity: Slight

Road Number: B3033

Number of Casualties: 1

Highway Authority: Hampshire

Number of Vehicles: 2

Local Authority: Eastleigh Borough

OS Grid Reference: 448466 112124

Weather Description: Fine without high winds

Road Surface Description: Wet or Damp

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

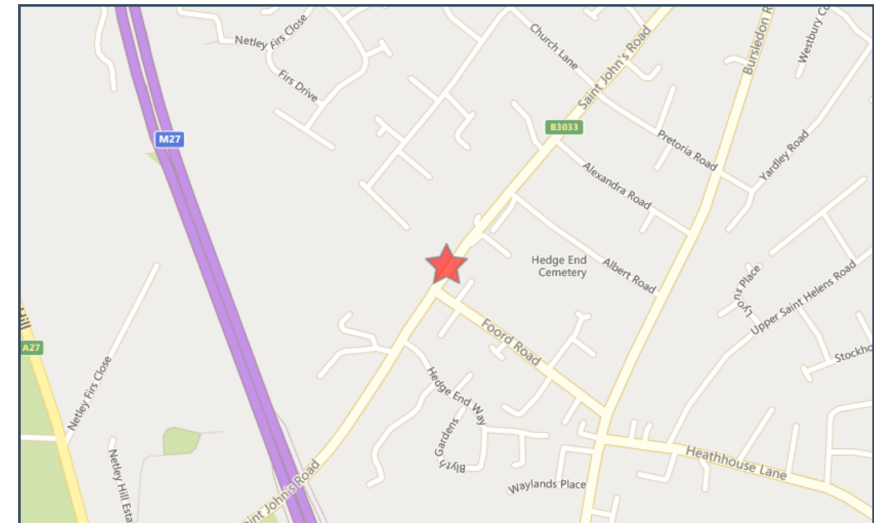
Carriageway Hazards: None

Junction Detail: Using private drive or entrance

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Commuting to/from work	None	None
2	Car (excluding private hire)	14	Female	16 - 20	Vehicle is reversing	Back	Unknown	None	None

Casualties

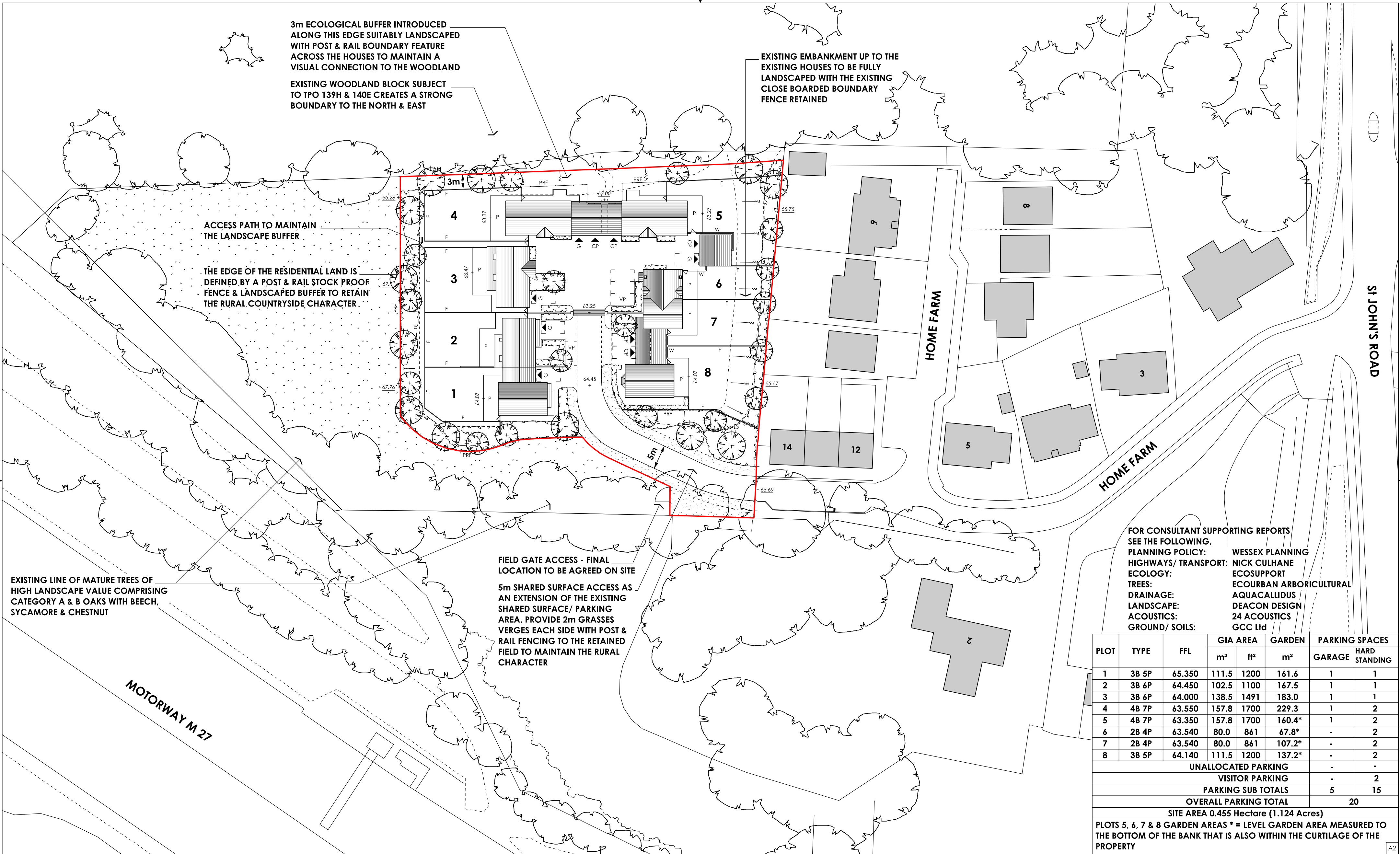
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

Appendix 2

Proposed Site Plan



FOR CONSULTANT SUPPORTING REPORTS
SEE THE FOLLOWING:
PLANNING POLICY: WESSEX PLANNING
HIGHWAYS/ TRANSPORT: NICK CULHANE
ECOLOGY: ECOSUPPORT
TREES: ECOURBAN ARBORICULTURAL
DRAINAGE: AQUACALLIDUS
LANDSCAPE: DEACON DESIGN
ACOUSTICS: 24 ACOUSTICS
GROUND/ SOILS: GCC Ltd

PLOT	TYPE	FFL	GIA AREA		GARDEN	PARKING SPACES	
			m²	ft²	m²	GARAGE	HARD STANDING
1	3B 5P	65.350	111.5	1200	161.6	1	1
2	3B 6P	64.450	102.5	1100	167.5	1	1
3	3B 6P	64.000	138.5	1491	183.0	1	1
4	4B 7P	63.550	157.8	1700	229.3	1	2
5	4B 7P	63.350	157.8	1700	160.4*	1	2
6	2B 4P	63.540	80.0	861	67.8*	-	2
7	2B 4P	63.540	80.0	861	107.2*	-	2
8	3B 5P	64.140	111.5	1200	137.2*	-	2
UNALLOCATED PARKING						-	-
VISITOR PARKING						-	2
PARKING SUB TOTALS						5	15
OVERALL PARKING TOTAL						20	
SITE AREA 0.455 Hectare (1.124 Acres)							
PLOTS 5, 6, 7 & 8 GARDEN AREAS * = LEVEL GARDEN AREA MEASURED TO THE BOTTOM OF THE BANK THAT IS ALSO WITHIN THE CURTILAGE OF THE PROPERTY							

A2

PROPOSED HEDGE/ SHRUB PLANTING - SEE LANDSCAPE DESIGN FOR DETAILS

PROPOSED NEW TREE - SEE LANDSCAPE DESIGN FOR DETAILS

EXISTING TREES

P

GATE

BRICK WALL

1.8m TIMBER FENCE

PRF

+ 63.95

+ 63.95

TIMBER POST & RAIL FENCE WITH STOCK PROOF MESH

2m WIDE GRASSED SERVICE MARGIN

EXISTING GROUND LEVEL

PROPOSED LEVEL

G

CP

VP

GARAGE INTERNAL DIMENSION MIN 6 x 3 m

OPEN SIDED CAR PORT

HARDSTANDING PARKING SPACE

VISITOR PARKING SPACE

NORTH

POPE PRIESTLEY ARCHITECTS

ARCHITECTURE | TOWN PLANNING | URBAN DESIGN

12A, VICARAGE FARM BUSINESS PARK, WINCHESTER ROAD, FAIR OAK, HAMPSHIRE SO50 7HD T: +44 (0)23 80335228 E: info@popepriestley.co.uk

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SCALE BAR 10mm INTERVALS WHEN PRINTED AT TRUE SCALE

SCALE 1: 500

DATE 03.04.2023

AUTHOR JT

CHECK DP

HOME FARM HEDGE END HAMPSHIRE SO30 4DF

SITE LAYOUT

DRAWING STATUS PLANNING ISSUE

DRAWING NO. PP1433/ 101

REVISION P1

Appendix 3

TRICS Data

Calculation Reference: AUDIT-405201-230222-0214

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	PB PETERBOROUGH	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
11	SCOTLAND	
	AG ANGUS	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: 6 to 36 (units:)
Range Selected by User: 6 to 36 (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: 01/01/11 to 25/09/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	5 days
Wednesday	2 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	11
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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	10 days - Selected

Secondary Filtering selection:

Use Class:

C3	11 days
----	---------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 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
5,001 to 10,000	4 days
10,001 to 15,000	2 days
15,001 to 20,000	2 days
20,001 to 25,000	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:

25,001 to 50,000	2 days
50,001 to 75,000	3 days
75,001 to 100,000	2 days
125,001 to 250,000	3 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	7 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:

Yes	2 days
No	9 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	11 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

The 'browse and select' feature in TRICS was used to choose the sites to be included in this selected set. The TRICS user browsed the full list of sites for this land use category and selected directly from this list.

1	AC-03-A-04 LONDON ROAD NORTHWICH LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 24 Survey date: THURSDAY 06/06/19	TOWN HOUSES	CHESHIRE WEST & CHESTER	Survey Type: MANUAL
2	AG-03-A-01 KEPTIE ROAD ARBROATH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 7 Survey date: TUESDAY 22/05/12	BUNGALOWS / DET.	ANGUS	Survey Type: MANUAL
3	HC-03-A-17 CANADA WAY LIPHOOK Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 36 Survey date: THURSDAY 12/11/15	HOUSES & FLATS	HAMPSHIRE	Survey Type: MANUAL
4	LN-03-A-03 ROOKERY LANE LINCOLN BOULTHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 22 Survey date: TUESDAY 18/09/12	SEMI DETACHED	LINCOLNSHIRE	Survey Type: MANUAL
5	NF-03-A-01 YARMOUTH ROAD CAISTER-ON-SEA Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 27 Survey date: TUESDAY 16/10/12	SEMI DET. & BUNGALOWS	NORFOLK	Survey Type: MANUAL
6	NY-03-A-08 NICHOLAS STREET YORK Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 21 Survey date: MONDAY 16/09/13	TERRACED HOUSES	NORTH YORKSHIRE	Survey Type: MANUAL
7	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 10 Survey date: WEDNESDAY 10/05/17	TERRACED HOUSES	NORTH YORKSHIRE	Survey Type: MANUAL
8	PB-03-A-03 PETERBOROUGH THORPE PARK ROAD Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 9 Survey date: TUESDAY 18/10/11	DETACHED	PETERBOROUGH	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	SF-03-A-04	DETACHED & BUNGALOWS	SUFFOLK
	NORMANSTON DRIVE		
	LOWESTOFT		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	7	
	Survey date: TUESDAY	23/10/12	Survey Type: MANUAL
10	WK-03-A-01	TERRACED / SEMI / DET.	WARWICKSHIRE
	ARLINGTON AVENUE		
	LEAMINGTON SPA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	6	
	Survey date: FRIDAY	21/10/11	Survey Type: MANUAL
11	WK-03-A-03	DETACHED HOUSES	WARWICKSHIRE
	BRESE AVENUE		
	WARWICK		
	GUY'S CLIFFE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	23	
	Survey date: WEDNESDAY	25/09/19	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.

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	11	17	0.057	11	17	0.271	11	17	0.328
08:00 - 09:00	11	17	0.115	11	17	0.349	11	17	0.464
09:00 - 10:00	11	17	0.146	11	17	0.141	11	17	0.287
10:00 - 11:00	11	17	0.125	11	17	0.115	11	17	0.240
11:00 - 12:00	11	17	0.120	11	17	0.109	11	17	0.229
12:00 - 13:00	11	17	0.161	11	17	0.120	11	17	0.281
13:00 - 14:00	11	17	0.125	11	17	0.177	11	17	0.302
14:00 - 15:00	11	17	0.214	11	17	0.234	11	17	0.448
15:00 - 16:00	11	17	0.240	11	17	0.172	11	17	0.412
16:00 - 17:00	11	17	0.260	11	17	0.172	11	17	0.432
17:00 - 18:00	11	17	0.292	11	17	0.161	11	17	0.453
18:00 - 19:00	11	17	0.203	11	17	0.135	11	17	0.338
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.058			2.156			4.214

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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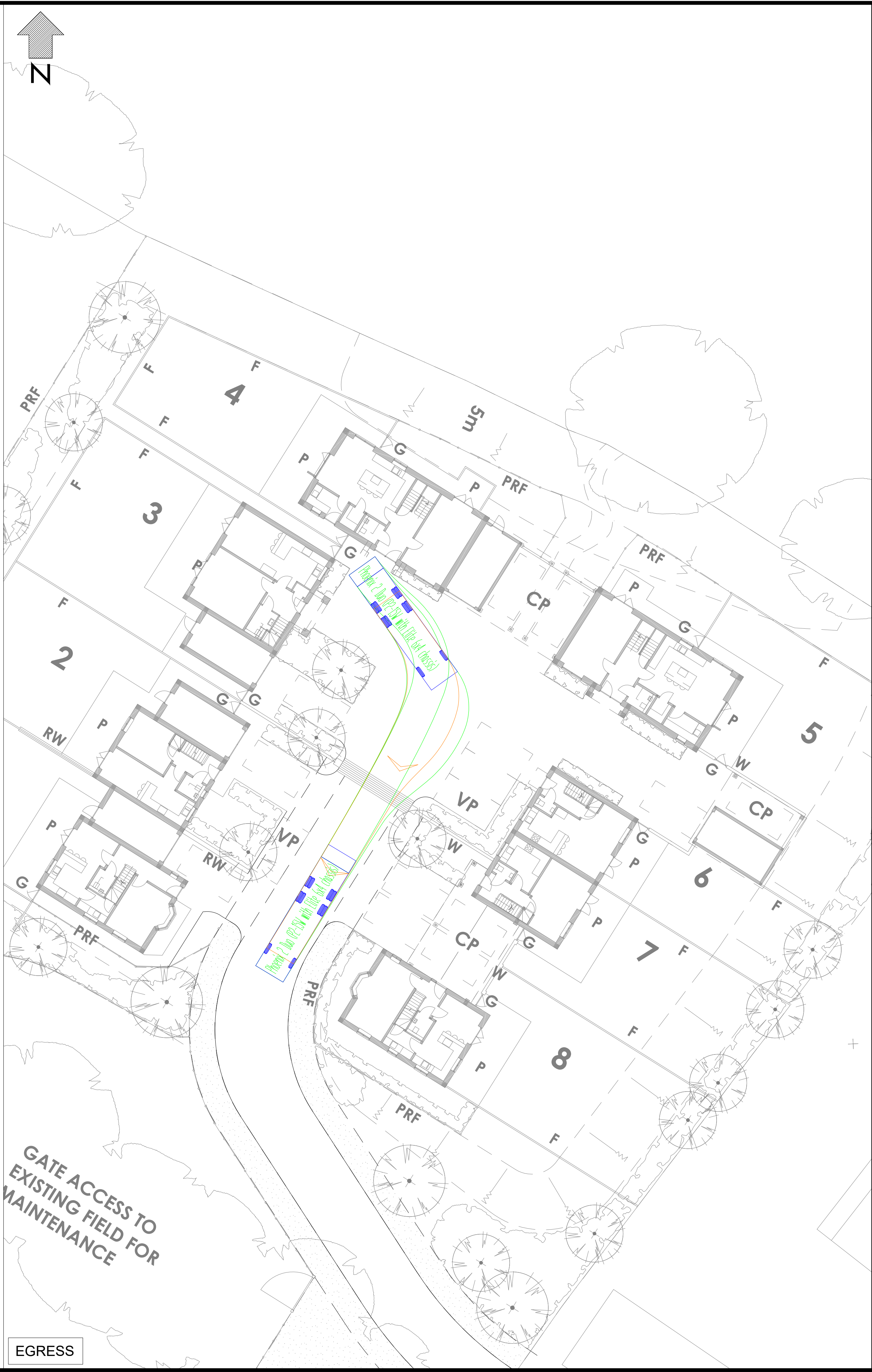
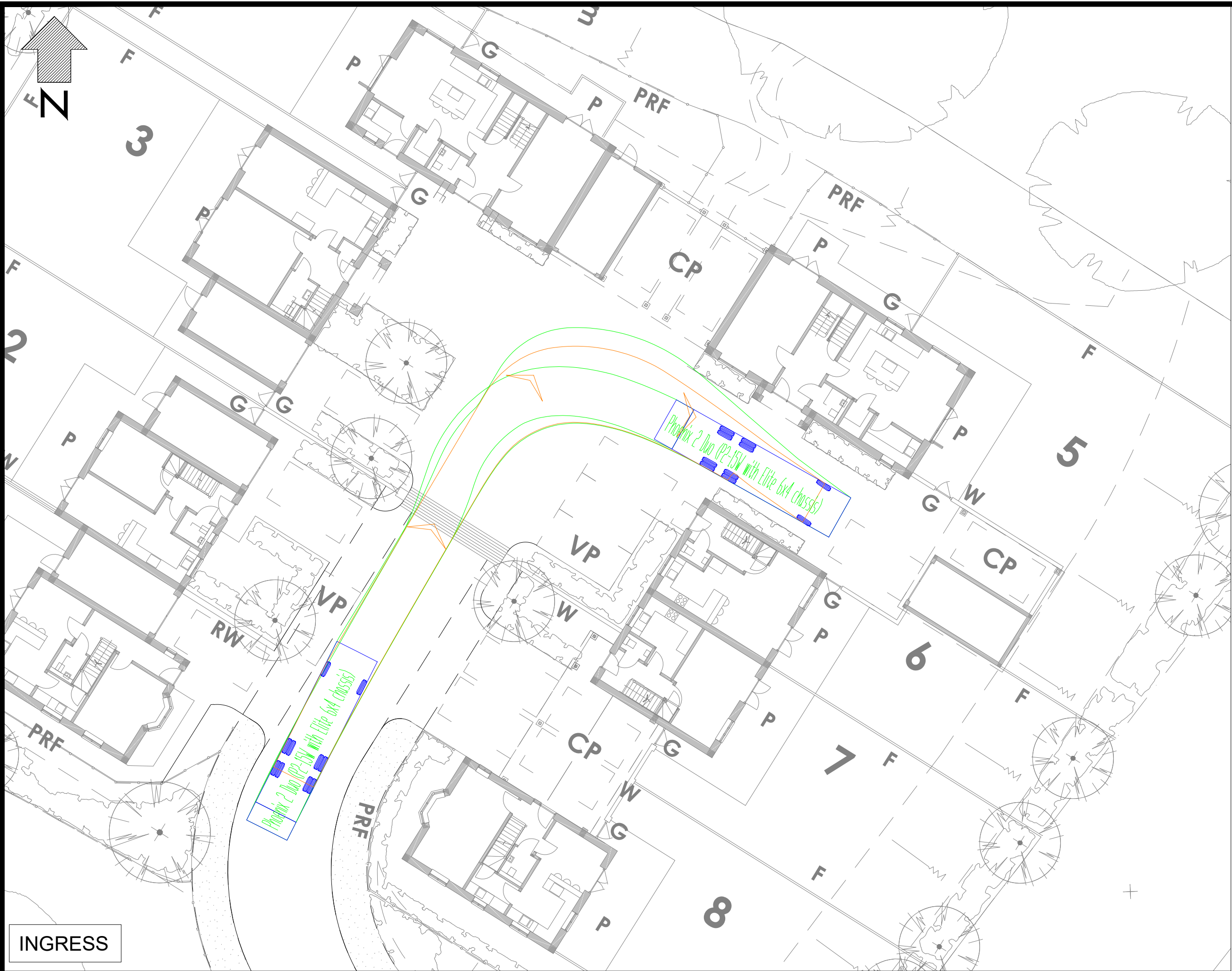
Parameter summary

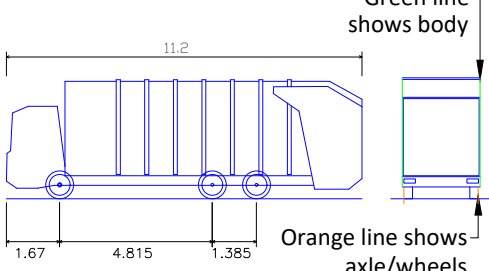
Trip rate parameter range selected: 6 - 36 (units:)
Survey date range: 01/01/11 - 25/09/19
Number of weekdays (Monday-Friday): 11
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix 4

Refuse Vehicle Swept Path Tracking



VEHICLE DETAILS:	
	
PHOENIX 2 DUO (P2-15W WITH ELITE 6X4 CHASSIS)	
Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	9.500m

Client

 **Nick Culhane**
Highway Consultant

Project

HOME FARM

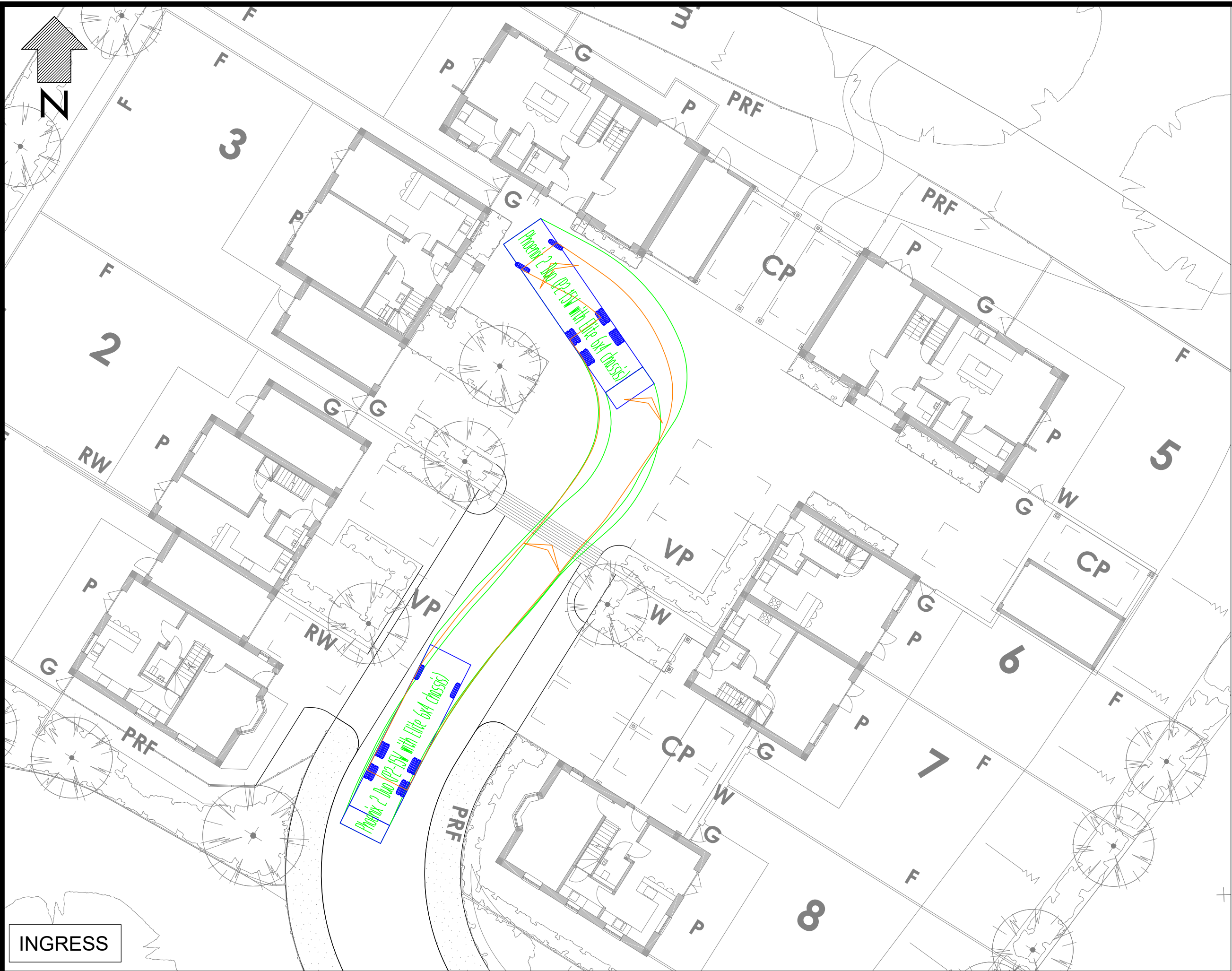
Drawing Title

SWEPT PATH TRACKING

Drawing Status

FOR INFORMATION

Date	Scale	Size
MAR 2023	1:200	A1
Drawing No.	Rev	
NJC-001	A	



VEHICLE DETAILS:

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	9.500m

Client

 Nick Culhane
Highway Consultant

Project

HOME FARM

Drawing Title

SWEPT PATH TRACKING

Drawing Status

FOR INFORMATION

Date	Scale	Size
MAR 2023	1:200	A1
Drawing No.	Rev	
NJC-001	A	