



Nick Culhane
Highway Consultant

Idlewild
Fairclose Drive
Winchester
Hampshire SO22 6QW

07787530717
nick@nickculhane.co.uk

Change of Use of a Former Agricultural Building Under Class R to Class B8 and Class E(iii)g Barn at Stroudwood Lane, Lower Upham SO32 1 HG

Introduction

This Highway Technical Note has been produced in support of a proposed Class R change of use of a former agricultural barn to a commercial use falling within class B8 and Class E(iii)g at Stroudwood Lane, Lower Upham. The location of the application site is shown below.



The Application Site is located on the eastern side of Stroudwood Lane, an unclassified adopted public highway with the identification number U157. The road is rural in character having no pedestrian footways or street lighting and despite the road being subject to the National Speed Limit, observed traffic flows and speeds are both low.

To the north, the road forms a priority junction with the B2177 Winchester Road, whilst to the south Stroudwood Lane forms a priority junction with the B3037 Mortimers Lane. Winchester Road runs between Bishops Waltham to the south-east and Fishers Pond to the north-west, whilst Mortimers Lane links Lower Upham to the east with Fair Oak to the west.

Stroudwood Lane serves a mixture of residential, agricultural, commercial and equestrian development and a review of the accident history for this area has revealed that in the last 5 years there has been just one accident that resulted in a slight injury. This occurred at the Stroudwood Lane / Winchester Road junction which appears to have been an isolated incident and other than this, the surrounding highway network appears to be operating in a safe and efficient manner.

The site benefits from an existing access onto Stroudwood Lane in the form of a simple verge crossing, and historically this has served the various agricultural uses and associated vehicles without incident for many years. Visibility at this site access is good and this is demonstrated below.



Visibility looking South



Visibility looking North

Planning History

The site benefits from a lawful change of use from agricultural to 150sqm of Class E Office by virtue of Prior Notification.

This use would obviously generate a degree of traffic, and in order to ascertain what the likely impact would be, TRICS data has been utilised.

Since the outbreak of the Covid 19 Pandemic, the Government have suggested that an Office Employee should have up to 10 sqm of space, therefore on the face of it, an office with a floor area of 150sqm could accommodate up to 15 employees. Given however the need for toilets, breakout areas etc, it is likely that 25% of this area would be given over to such ancillary uses. It is therefore likely that the overall usable office space would be 112.5sqm resulting in the ability to accommodate 11 employees.

When interrogating the TRICS database, the following parameters were utilised:

- Land Use – Employment – Offices
- No. of Employees 16 to 69
- Date Range – 01/01/15 – 18/10/18
- Location – Suburban and Edge of Town

Using the above criteria, the table below shows the likely traffic generation based on 11 employees

	AM Peak (0800 – 0900)	PM Peak (1600 – 1700)	Daily (12 Hour)
Arrivals	7	1	23
Departures	0	6	23
Total	7	7	46

From the above table, it can be seen that based on TRICS Data the permitted Office use would be likely to generate a total of 7 traffic movements in each of the AM and PM peak periods and a total of 46 daily traffic movements. The TRICS Data is included as [Appendix 1](#) to this Note.

Proposed Development

This application now seeks a change of use under Schedule 2 Class R of the Town and Country Planning (General Permitted Development) Order 2015 for a change of use of 378sqm of the agricultural building, to a use falling within Class B8 and Class E(iii)g. The existing access onto Stroudwood Lane is to be utilised.

Class R development consists of a change of use of a building and any land within its curtilage from a use as an agricultural building to a use falling within Class C1 of the Schedule to the Use Classes Order.

Where the development proposed is development under Class R, development is permitted subject to the condition that before beginning the development, the developer must apply to the local planning authority for a determination as to whether the prior approval of the authority will be required as to—

- (a) transport and highways impact of the development.

This Technical Note therefore assesses the transport and highways impact and concludes that the development does not require highways prior approval.

Traffic Impact

In order to assess the likely traffic impact that this commercial use would generate, the TRICS database v7.11.2 has been interrogated. When selecting suitable comparison sites, the following criteria has been used.

- Land Use – Employment – Industrial Unit
- Size 150sqm – 715sqm
- Date Range – 01/01/12 – 04/10/23
- Location – Suburban Area, Edge of Town and Free Standing

Using the above criteria, the table below shows the likely traffic generation based on 365 sqm.

	AM Peak (0800 – 0900)	PM Peak (1600 – 1700)	Daily (12 Hour)
Arrivals	3	1	21
Departures	2	1	21
Total	5	2	42

From the above table, it can be seen that based on TRICS Data the proposed commercial use would be likely to generate 5 traffic movements in the AM peak period, 2 movements in the PM peak period and a total of some 42 daily traffic movements. The TRICS Data for the commercial use is included as [Appendix 2](#) to this Note.

When this is compared to the likely traffic generation from the permitted Class E use, it can be seen that there would be a slight reduction in traffic generation. In this case the level of traffic generated by the Class R use is deemed to be acceptable.

Parking and Servicing

The site historically accommodated large, slow moving agricultural vehicles whilst it is anticipated that the largest vehicle likely to be generated by this modest commercial use would be a 10m long rigid chassis HGV. Drawing numbered NJC-001 is therefore included as [Appendix 3](#) which shows the ability of such a vehicle to enter the site from both the northerly and southerly directions, turn and leave in both directions.

With regards to car parking, Eastleigh Borough Councils Consultation Draft Parking standards suggests that for a Class E Light Industry / B2 Industrial use a standard of 1 spaces per 45sqm should be employed. In this case based on a worse case of 378sqm of such a use would require 8 parking spaces. Drawing NJC-001 includes 6 parking spaces as, based on the TRICS data traffic impact will be low with the development not requiring the full 8 parking spaces. @ cars could be parked informally within the site if required however.

Summary and Conclusion

This Highway Technical Note has been produced to support a Class R application for a change of use from Agricultural use to a Class B8 and Class E(iii)g use at Stroudwood Lane, Lower Upham.

Using TRICS data it has been demonstrated that if permitted, the use will generate a similar level of traffic to that of the existing permitted Class E Office use.

Adequate parking and turning can be provided with the existing site, whilst a turning area is provided for the largest commercial vehicle likely to be generated.

The highway implications of the Class R application are therefore deemed to be acceptable.

Nick Culhane May 2026

Appendix 1

TRICS Data – Office Development

Calculation Reference: AUDIT-405201-240717-0745

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
TOTAL VEHICLES

<u>Selected regions and areas:</u>		
02	SOUTH EAST	
	ES EAST SUSSEX	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
09	NORTH	
	DA DARLINGTON	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 Employees
 Actual Range: 16 to 69 (units:)
 Range Selected by User: 16 to 69 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 18/10/18

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

Selected survey days:

Tuesday 2 days
 Thursday 1 days

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

Selected survey types:

Manual count 3 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) 2
 Edge of Town 1

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 2
 No Sub Category 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
 Servicing vehicles Excluded 3 days - Selected

Secondary Filtering selection:

Use Class:

Not Known 3 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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

75,001 to 100,000	1 days
100,001 to 125,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	2 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	3 days
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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	DA-02-A-02	ENGINEERING COMPANY	DARLINGTON
	ALDERMAN BEST WAY		
	DARLINGTON		
	Edge of Town		
	No Sub Category		
	Total No of Employees:	69	
	Survey date: THURSDAY	18/10/18	Survey Type: MANUAL
2	ES-02-A-11	HOUSING COMPANY	EAST SUSSEX
	THE SIDINGS		
	HASTINGS		
	ORE VALLEY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Employees:	16	
	Survey date: TUESDAY	17/11/15	Survey Type: MANUAL
3	WM-02-A-04	OFFICE	WEST MIDLANDS
	BOURNVILLE LANE		
	BIRMINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Employees:	50	
	Survey date: TUESDAY	10/11/15	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 02 - EMPLOYMENT/A - OFFICE

TOTAL VEHICLES

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	45	0.089	3	45	0.015	3	45	0.104
07:30 - 08:00	3	45	0.207	3	45	0.007	3	45	0.214
08:00 - 08:30	3	45	0.333	3	45	0.007	3	45	0.340
08:30 - 09:00	3	45	0.289	3	45	0.007	3	45	0.296
09:00 - 09:30	3	45	0.178	3	45	0.037	3	45	0.215
09:30 - 10:00	3	45	0.074	3	45	0.044	3	45	0.118
10:00 - 10:30	3	45	0.037	3	45	0.022	3	45	0.059
10:30 - 11:00	3	45	0.067	3	45	0.059	3	45	0.126
11:00 - 11:30	3	45	0.052	3	45	0.022	3	45	0.074
11:30 - 12:00	3	45	0.067	3	45	0.052	3	45	0.119
12:00 - 12:30	3	45	0.074	3	45	0.148	3	45	0.222
12:30 - 13:00	3	45	0.052	3	45	0.074	3	45	0.126
13:00 - 13:30	3	45	0.126	3	45	0.074	3	45	0.200
13:30 - 14:00	3	45	0.052	3	45	0.089	3	45	0.141
14:00 - 14:30	3	45	0.059	3	45	0.044	3	45	0.103
14:30 - 15:00	3	45	0.067	3	45	0.067	3	45	0.134
15:00 - 15:30	3	45	0.022	3	45	0.126	3	45	0.148
15:30 - 16:00	3	45	0.044	3	45	0.096	3	45	0.140
16:00 - 16:30	3	45	0.067	3	45	0.200	3	45	0.267
16:30 - 17:00	3	45	0.059	3	45	0.304	3	45	0.363
17:00 - 17:30	3	45	0.007	3	45	0.267	3	45	0.274
17:30 - 18:00	3	45	0.015	3	45	0.148	3	45	0.163
18:00 - 18:30	3	45	0.015	3	45	0.119	3	45	0.134
18:30 - 19:00	3	45	0.000	3	45	0.074	3	45	0.074
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.052			2.102			4.154

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:	16 - 69 (units:)
Survey date range:	01/01/15 - 18/10/18
Number of weekdays (Monday-Friday):	3
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 2

TRICS Data – Industrial Unit

Calculation Reference: AUDIT-405201-240909-0901

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	2 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	2 days
09	NORTH	
	CU CUMBERLAND	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: Gross floor area
Actual Range: 150 to 715 (units: sqm)
Range Selected by User: 150 to 715 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 04/10/23

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:

Tuesday 1 days
Wednesday 1 days
Thursday 3 days
Friday 2 days

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

Selected survey types:

Manual count 7 days
Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 3
Edge of Town 3
Free Standing (PPS6 Out of Town) 1

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:

Industrial Zone 7

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 6 days - Selected

Secondary Filtering selection:

Use Class:

Not Known 7 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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	1 days
50,001 to 100,000	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	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	3 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	3 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	7 days
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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	7 days
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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	CU-02-C-01	STEEL FABRICATION	CUMBERLAND
	BLACKDYKE ROAD		
	CARLISLE		
	KINGSTOWN IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	715 sqm	
	Survey date: FRIDAY	15/10/21	Survey Type: MANUAL
2	DS-02-C-02	GLASS SPECIALISTS	DERBYSHIRE
	STONEGRAVELS LANE		
	CHESTERFIELD		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	530 sqm	
	Survey date: WEDNESDAY	04/10/23	Survey Type: MANUAL
3	LC-02-C-03	TIMBER SUPPLIES	LANCASHIRE
	GOLDEN HILL LANE		
	LEYLAND		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	150 sqm	
	Survey date: TUESDAY	06/11/18	Survey Type: MANUAL
4	LC-02-C-06	STEEL FABRICATION	LANCASHIRE
	TOLLGATE ROAD		
	BURSCOUGH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	700 sqm	
	Survey date: THURSDAY	21/04/22	Survey Type: MANUAL
5	LE-02-C-01	COMMERCIAL VEHICLE SERVICES	LEICESTERSHIRE
	WYMESWOLD ROAD		
	NEAR LOUGHBOROUGH		
	BURTON ON THE WOLDS		
	Free Standing (PPS6 Out of Town)		
	Industrial Zone		
	Total Gross floor area:	175 sqm	
	Survey date: FRIDAY	17/06/22	Survey Type: MANUAL
6	NF-02-C-03	SHEET METAL CONTRACTOR	NORFOLK
	ELVIN WAY		
	NORWICH		
	HELLESDON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	260 sqm	
	Survey date: THURSDAY	07/11/19	Survey Type: MANUAL
7	NF-02-C-04	EXHIBITION DESIGN & MANUF.	NORFOLK
	FLETCHER WAY		
	NORWICH		
	UPPER HELLESDON		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	690 sqm	
	Survey date: THURSDAY	14/11/19	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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	438	0.000	2	438	0.000	2	438	0.000
05:30 - 06:00	2	438	0.114	2	438	0.000	2	438	0.114
06:00 - 06:30	2	438	0.114	2	438	0.000	2	438	0.114
06:30 - 07:00	2	438	0.229	2	438	0.114	2	438	0.343
07:00 - 07:30	7	460	0.124	7	460	0.000	7	460	0.124
07:30 - 08:00	7	460	0.435	7	460	0.155	7	460	0.590
08:00 - 08:30	7	460	0.404	7	460	0.217	7	460	0.621
08:30 - 09:00	7	460	0.280	7	460	0.373	7	460	0.653
09:00 - 09:30	7	460	0.248	7	460	0.155	7	460	0.403
09:30 - 10:00	7	460	0.217	7	460	0.155	7	460	0.372
10:00 - 10:30	7	460	0.280	7	460	0.248	7	460	0.528
10:30 - 11:00	7	460	0.280	7	460	0.342	7	460	0.622
11:00 - 11:30	7	460	0.280	7	460	0.217	7	460	0.497
11:30 - 12:00	7	460	0.124	7	460	0.186	7	460	0.310
12:00 - 12:30	7	460	0.186	7	460	0.186	7	460	0.372
12:30 - 13:00	7	460	0.311	7	460	0.280	7	460	0.591
13:00 - 13:30	7	460	0.248	7	460	0.280	7	460	0.528
13:30 - 14:00	7	460	0.155	7	460	0.155	7	460	0.310
14:00 - 14:30	7	460	0.248	7	460	0.093	7	460	0.341
14:30 - 15:00	7	460	0.155	7	460	0.280	7	460	0.435
15:00 - 15:30	7	460	0.311	7	460	0.217	7	460	0.528
15:30 - 16:00	7	460	0.248	7	460	0.435	7	460	0.683
16:00 - 16:30	7	460	0.093	7	460	0.435	7	460	0.528
16:30 - 17:00	7	460	0.062	7	460	0.311	7	460	0.373
17:00 - 17:30	7	460	0.093	7	460	0.093	7	460	0.186
17:30 - 18:00	7	460	0.062	7	460	0.093	7	460	0.155
18:00 - 18:30	6	448	0.074	6	448	0.112	6	448	0.186
18:30 - 19:00	6	448	0.000	6	448	0.112	6	448	0.112
19:00 - 19:30	2	438	0.000	2	438	0.114	2	438	0.114
19:30 - 20:00	2	438	0.114	2	438	0.114	2	438	0.228
20:00 - 20:30	2	438	0.000	2	438	0.000	2	438	0.000
20:30 - 21:00	2	438	0.000	2	438	0.000	2	438	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			5.489			5.472			10.961

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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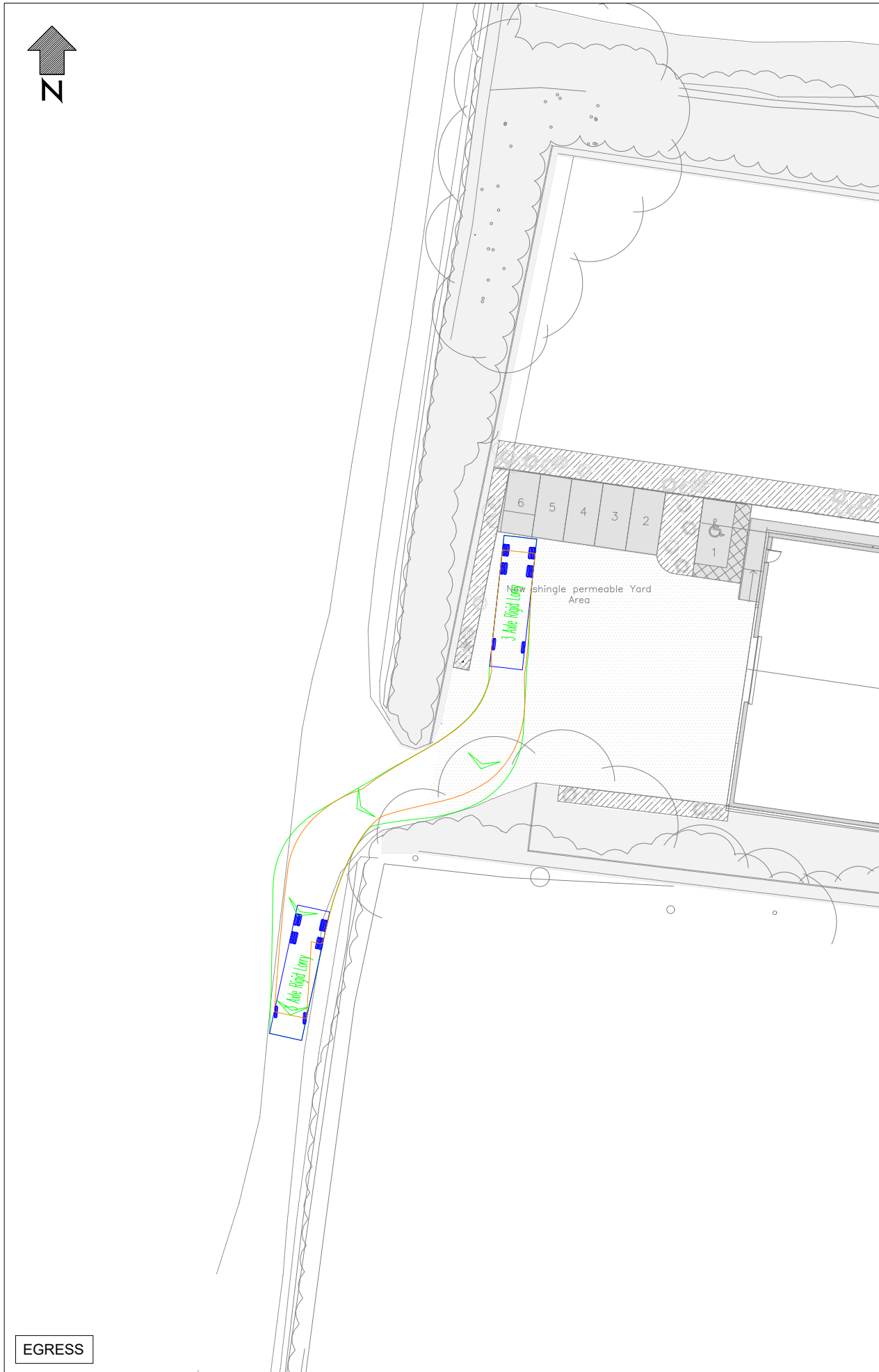
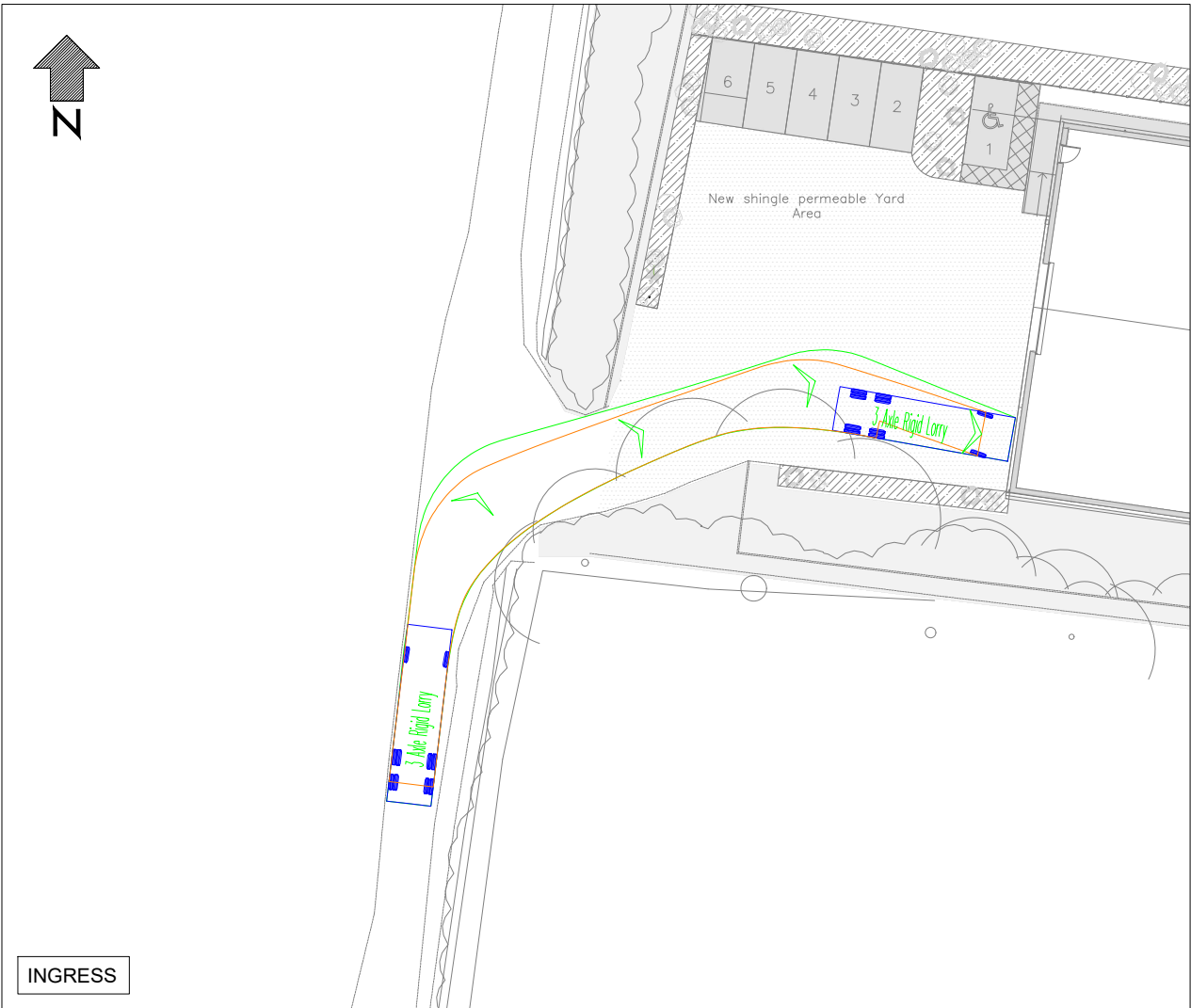
Parameter summary

Trip rate parameter range selected:	150 - 715 (units: sqm)
Survey date date range:	01/01/16 - 04/10/23
Number of weekdays (Monday-Friday):	7
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix 3

Swept Path Tracking



VEHICLE DETAILS:

3 AXLE RIGID LORRY

Overall Length 10.000m
Overall Width 2.500m
Overall Body Height 3.632m
Min Body Ground Clearance 0.427m
Track Width 2.500m
Lock-to-lock time 6.90s
Wall to Wall Turning Radius 12.000m

Green line shows body
Orange line shows axle/wheels

Design speed 16kph for all Forward movements
Design speed 10kph for all Reverse movements

Client

Nick Culhane
Highway Consultant

Project

CLASS R COMMERCIAL DEVELOPMENT AT
STROUDWOOD LANE , LOWER UPHAM

Drawing Title

SWEPT PATH TRACKING

Drawing Status

FOR INFORMATION

Date OCT 2024	Scale 1:200	Size A1
Drawing No. NJC-001	Rev B	