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Proposed Residential Development of 5 Dwellings Land at Witt Road, Winterslow, Wiltshire, SP5 1PL

Introduction

This Transport Statement has been prepared to support a planning application submitted to Wiltshire Council for the development of five residential dwellings on land located at Witt Road, Winterslow. The location of the site is shown below.



The purpose of this document is to assess the transport and access implications associated with the proposed scheme and to demonstrate that the development will operate safely, efficiently, and sustainably within the local transport network.

Site Location and Context

The site is situated on the western side of Witt Road within the village of Winterslow, part of the administrative area of Wiltshire Council. Winterslow is a rural settlement characterised by dispersed residential properties, community facilities, and a limited local road network. Witt Road connects to the broader local network via The Common and Gunville Road, which ultimately provide access to the A30 and routes towards Salisbury and Andover.

The site comprises a parcel of land currently undeveloped. Surrounding land uses are predominantly residential, with small-scale agricultural and community uses nearby.

Proposed Development

The proposal comprises of 5 detached residential dwellings with associated access, parking, and turning areas and landscaping to boundary treatments. Parking will be provided in accordance with Wiltshire Council's adopted parking standards, ensuring adequate on-plot and visitor provision.

Existing Transport Conditions

Local Highway Network

Witt Road is a local village road with low traffic flows and operates at low speeds due to its geometry and rural residential character. Visibility at key junctions, including the Witt Road / The Street junction, is generally adequate for the road conditions.

The road is generally single track, with passing places and does not benefit from pedestrian footways or street lighting.

A review of the accident history for the area has shown that within the last 5 years there has been just 1 accident that resulted in personal injury, and this occurred at Gunville Road in September 2022. It appears a car reversed into the carriageway, colliding with a passing vehicle resulting in 1 slight injury.

It is interesting to note that despite the lack of formal pedestrian footways within Winterslow, no accidents have occurred involving pedestrians, or cyclists. This would suggest that the surrounding highway network is operating in a safe and efficient manner.

Pedestrian and Cycle Connections

The village benefits from a limited network of informal footways, connecting key community destinations such as local shops, the village hall, school, and recreational facilities. While Winterslow is rural and not heavily served by dedicated cycle infrastructure, the local roads experience relatively low traffic volumes suitable for cycling.

Public Transport

Winterslow is served by local bus services offering connections to Salisbury and surrounding settlements. The nearest bus stops are located immediately to the north of the site at the junction of Witt Road and the Common. These serve the 87, 88, 287 and PR7, park and ride services.

Pre-Application Consultation

The site was the subject of a pre-application submission when the Local Authority gave advice as to the potential of a residential development of 5 dwellings. In considering the highway implications of the development the Officer wrote:

Witt Road is a narrow lane with no pavement. It is frequently used by pedestrians as it provides access to Bentley Woods. The highway implications would be a key material consideration in the assessment of any future application to redevelop the site with housing. As you have identified, any future application must be accompanied by a detailed Transport Statement (TS).

I have liaised with a colleague in the Highways Department who has strong concerns about the impacts of the proposed development and has made detailed comments which I have enclosed. The number of vehicle movements' in Witt Road (which is narrow with few passing opportunities) would significantly increase any potential conflicts between vehicles and pedestrians / cyclists are of great concern.

Furthermore, a well-used bridleway (WSLO76) runs alongside the southern boundary of the site and the impact on users also needs very careful consideration.

Following this, additional comments were made by the highway officer when she said:

I have further considered the pre-application enquiry for a proposed development of 5 dwellings to be served by Witt Road, Winterslow. I note previous comments from the Highway Authority on other nearby sites served by Witt Road and I am mindful of the Planning Inspector's decision on 1 Witt Road. However, as stated by the Planning Inspector, the decision on 1 Witt Road did not set an "undesirable precedent". It is therefore acceptable for this latest proposal, at land opposite Jubilee Cottage, to be considered on its own merits.

The site is located approximately 110m from the junction of Witt Road with The Common / Gunville Road on the southwest side of the road. There is no existing residential use of the site and its main purpose appears to be for storage, presumably with very few associated vehicle trips. Witt Road is a typical rural village road with some residential use along its length. It is characterised by a narrow carriageway which generally does not allow for two vehicles to pass. There is a lack of separate pedestrian facilities meaning that pedestrians share the narrow road with vehicles, and there is no street lighting.

The proposed development of 5 dwellings could result in an additional 15 vehicles using Witt Road for access; together with deliveries, service vehicles and visitors, resulting in an estimated additional 30-40 vehicle movements per day. The proposal would further increase the likelihood of vehicles meeting at narrow points and increase potential conflicts between vehicles and pedestrians /cyclists using Witt Road.

My view on behalf of the Highway Authority continues to be negative in the assessment of the adequacy of Witt Road to serve additional dwellings.

Planning History

Planning Application PL/2022/07116 was submitted for a residential development of 3 dwellings on land to the south of Witt Road and this was accompanied with a Highway Technical Note which included vehicular traffic surveys together with two pedestrian surveys.

Reading the Note, it appears that the vehicular traffic surveys were wrong, in so much as it suggests that the total vehicular flows on Witt Road were 795 over a 12-hour period. An examination of the data has revealed that the survey totaled all traffic on an hourly basis i.e. 7:00 - 8:00 but then again totaled all traffic between 7:15 – 8:15, 7:30 – 8:30, 7:45 - 7: 8:45 etc. this is highlighted in the extract below.

Clearly the level of baseline traffic within this report was wrong, and this Statement addresses the true baseline data within the next section.

WITT RD	LEFT										RIGHT									
	B-C										B-A									
	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS
HOURLY TOTALS																				
07:00 - 08:00	5	0	5	1	0	1	0	0	16.7	6	3	0	3	0	0	0	0	0	0.0	3
07:15 - 08:15	4	1	5	1	0	1	0	0	16.7	6	5	0	5	0	0	0	0	0	0.0	5
07:30 - 08:30	3	1	4	1	0	1	0	0	20.0	5	3	0	3	0	0	0	0	0	0.0	3
07:45 - 08:45	2	1	3	1	0	1	0	0	25.0	4	2	0	2	0	0	0	0	0	0.0	2
08:00 - 09:00	4	1	5	0	0	0	0	0	0.0	5	3	0	3	0	0	0	0	0	0.0	3

With regards to the pedestrian flows, two 12 hour surveys were undertaken on Thursday 13th December and Saturday 15th December 2018 which gave pedestrian flows of just 12 and 15 pedestrians respectively.

Clearly the level of pedestrian usage on Witt Road is actually quite low.

In commenting on the highway implications of this development, the Highway Officer said:

I am familiar with this site having dealt with previous proposals for residential developments in this location, and I am aware of a general lack of support from Highways. Concern has been raised with regards to the suitability of the junction of Witt Road with Gunville Road, together with a lack of pedestrian facilities in terms of footways and street lighting. The previous application ref: 19/03930/OUT was considered at appeal and the inspector was of the view that the proposal would NOT have an unacceptable impact on highway safety, nor have residual cumulative impacts on the road network which would be severe. I therefore do not wish to pursue an adverse highway recommendation in this instance.

Planning consent was subsequently granted, subject to the installation of a passing place, details of which are covered later within this Statement.

The previous application the Officer referred to was submitted under reference 19/03930/OUT which sought outline approval for three residential units at Witt Road and in considering the highway implications of the proposals, the Highway Officer recommend that the application be refused for the following reason:

Witt Lane by reason of its restricted width, lack of pedestrian facilities and substandard junction onto The Common in terms of sight lines and road widths and where pedestrians will have to walk in the carriageway conflicting with turning vehicles, is considered to be unsuitable to serve the proposed development and the increase in vehicular and pedestrian movements that this will generate. The proposal is therefore contrary to sections 108 and 109 of the NPPF and CP61 of the Wiltshire Core Strategy.

In considering the highway implications of the proposal the Inspector said:

Witt Road is a narrow rural road, which for much of its course does not allow for two vehicles to pass. There are also no footways for pedestrians who therefore have to walk in the road.

The proposed development would result in additional traffic being generated on this road, but as there would only be three dwellings the increase in vehicle trips would be modest.

Witt Road is not to ideal highway standards, being narrow with no street lights for example, but this is not uncommon in rural villages. Furthermore, the lack of accidents recorded in recent years, together with the relatively low level of vehicular or pedestrian trips along Witt Road as demonstrated with the appellant's evidence and my own observations, indicates that this is not a busy or dangerous stretch of highway. It is my conclusion that the low level of additional vehicles likely as a result of the development would not result in this road becoming dangerous or indeed having any discernible impact to highway safety.

Although the Appeal was dismissed on planning grounds, the Inspector found it to be acceptable from a highway safety point of view, hence the reason for the Highway Officer not objecting to the subsequent application submitted under reference PL/2022/07116.

Trip Generation and Traffic Impact

Trip generation associated with five residential units is expected to be minimal and well within the capacity of the existing road network. In order to assess the likely impact however, the TRICS database V 8 has been interrogated. In selecting suitable comparison sites, the following parameters have been used:

- Land Use – Houses – Privately Owned
- Development Size -13 to 42 units
- Location- Villages

The tables below give the TRICS trip rates together with the likely traffic impact that the development could generate.

Vehicle Trip Rates for Privately Owned Houses			
	Arrivals	Departures	Two-way Total
AM Peak	0.174	0.367	0.541
PM Peak	0.341	0.138	0.479
Daily Traffic	2.475	2.547	5.022
Traffic Impact Based on 5 Dwellings			
AM Peak	0.87 (1)	1.84 (2)	3
PM Peak	1.71 (2)	0.69 (1)	3
Daily Traffic	12.38 (12)	12.74 (13)	25

From the above, it can be seen that if permitted, the development would generate just 3 additional vehicle movements in each of the AM and PM peak periods and a total of 25 two-way trips per day.

A similar assessment can also be undertaken as to the likely number of pedestrian movements that the development may generate, and the table below gives pedestrian trip rates and the likely increase in pedestrian traffic.

Pedestrian Trip Rates for Privately Owned Houses			
	Arrivals	Departures	Two-way Total
AM Peak	0.102	0.282	0.384
PM Peak	0.075	0.056	0.131
Daily Traffic	0.982	1.015	1.997
Pedestrian Movements Based on 5 Dwellings			
AM Peak	0.51 (1)	1.41 (1)	2
PM Peak	0.86 (1)	0.28 (0)	1
Daily Traffic	4.91 (5)	5.08 (5)	10

From the above, it can be seen that if permitted, the development would generate just 2 pedestrians in the AM peak, 1 pedestrian in the PM peak and a total of 10 pedestrian movements trips per day.

When judged against the traffic survey data presented in the section below, this level of traffic will not materially impact the operation or safety of Witt Road or nearby junctions. The residual cumulative impact of the development, as defined under the National Planning Policy Framework (NPPF), is not considered to be severe. The TRICS data is included as [Appendix 1](#) to this Note.

The Highway Officer has stated that the site is located 110m from the junction of Witt Road with The Common / Gunville Road where an average person would take approximately 1.5 minutes to walk this length of road. The recent traffic survey results has shown that in the AM peak hour Witt Road accommodated an average of 19 cars (two-way) which equates to around 1 car every 3 minutes. In the PM peak hour, the average was 16 vehicles (two-way) which equates to around 1 car every 4 minutes.

The likelihood of a car and a pedestrian meeting on Witt Road is therefore minimal, however should this be the case, there are numerous opportunities for a pedestrian to take refuge such as driveway entrances and the recently approved passing bay installed as part of the approval for the development at 1 Witt Road. Witt Road is also very straight, meaning that cars and pedestrians will have excellent intervisibility, allowing both parties to take appropriate action.

Access and Visibility

Vehicular access to the site will be taken directly from Witt Road via a newly constructed simple verge crossover located centrally to the site. The access has been designed to provide appropriate visibility splays based on recorded 85th percentile vehicle speeds.

Whilst Witt Road is subject to a 30mph speed limit, on-site observations noted that traffic speeds were less than the posted speed limit.

A 7-day traffic speed and volume survey was therefore undertaken, and a Speed Detection Radar was installed within the vicinity of the proposed access on 28 September 2025. The table below provides a summary of the recorded traffic speeds and volumes, whilst the survey data is included as [Appendix 2](#) to this Note.

Newton Lane 138 (60mph)			
85 th percentile Traffic Speed (mph)		Traffic Volume	
Eastbound	Westbound	Eastbound	Westbound
29.9	29.8	186	172

Using the criteria set out within Manual for Streets where a reaction time of 1.5 seconds is utilised together with a deceleration rate of 0.45g, a visibility Y distance of 43m would be required in both the easterly and westerly directions. As the road is a lightly trafficked, and slow speed rural lane, a 2.0m X distance can be employed.

Drawing numbered NJC-001 is included as [Appendix 3](#) to this Note which shows the location of the new site access together with the associated visibility splays.

All land required to achieve such splays is either within the extent of the public highway, or within land under the control of the Applicant. This has been confirmed by an extent of highway search that has been supplied by Wiltshire Council and is included as [Appendix 4](#).

Parking Provision

Parking provision will comply with Wiltshire Council's adopted parking standards. The anticipated parking strategy includes three on-plot parking spaces per dwelling whilst visitor parking can also be accommodated on-plot. Each unit will be provided with an EV charging point for any demands of future residents with Electric Vehicles. Secure and undercover cycle parking is to be provided within the garages for each plot.

The internal layout will allow for safe maneuvering of cars, service vehicles, and emergency vehicles.

Pedestrian access will be integrated within the layout, allowing safe and convenient pedestrian movement from each dwelling to Witt Road and the wider village.

Servicing and Waste Collection

The internal layout will include adequate turning space to accommodate an Ocado type Transit Van, and drawing numbered NJC-002 is included as [Appendix 5](#) to this Note which shows the ability of such a vehicle to enter the site, turn and exit in forward gear. Refuse collection is expected to occur from within the immediately access adjacent to the site boundary, consistent with existing village practice. A suitable bin collection point is provided to ensure bins are kept clear of the access and do not impede visibility.

Summary and Conclusion

This Transport Statement supports a planning application for 5 dwellings with a new access at Witt Road, Winterslow.

Recent traffic surveys have shown that this section of Witt Road is relatively lightly trafficked, and vehicles are travelling at slow speed.

A review of the accident history for the area has revealed that in the last 5 years there has been just 1 recorded accident that resulted in injury in Gunville Road. There have been no recorded accidents that involved pedestrians in the whole of Winterslow.

Using TRICS data it has been established that if permitted, the development would result in just 3 additional vehicular traffic movements in the AM and PM peak hours, and just 2 additional pedestrians in the AM peak, and 1 in the PM Peak.

Visibility at the site access can be provided commensurate with the recorded 85th percentile traffic speeds on this section of Witt Road.

The site accommodates parking in accordance with adopted standards whilst the internal layout of the site can accommodate the turning requirements of a Transit type van, which is the largest vehicle likely to need to gain access.

Whilst the Highway Officer, through a pre-application consultation raised concerns about the highway impact that the development could create, similar impact was previously considered by an Appeal Inspector for a 3-house scheme to the north of this site.

In allowing the scheme the Inspector said:

There may be other potential development sites along Witt Road, but any future proposals would need to be considered at that time against adopted planning policy. As such, I do not regard this proposed development as setting an undesirable precedent with each case considered on its own merits.

The inspector therefore recognised that there was potential for additional development to be brought forward but did not rule this out. He merely suggested that each development should be considered on its own merits.

The pedestrian situation has in fact been improved since the Appeal was allowed in so much as an additional passing place has been added to the site frontage to the 3 house scheme which allows for two cars to pass but also acts as a safe refuge for any pedestrians should a car be passing.

This Highway Technical Note therefore demonstrates that the proposed development of five residential dwellings at Witt Road, Winterslow is acceptable in transport and highway terms. The scheme provides safe vehicular and pedestrian access, generates minimal vehicular and pedestrian traffic capable of being accommodated by the existing network and complies with local parking standards.

Accordingly, the development is considered to accord with the transport and accessibility objectives of Wiltshire Council and the National Planning Policy Framework particularly in regard to paragraph 115 of the latter as the development would not result in an unacceptable impact on highway safety, nor would the residual cumulative impacts be severe.

Audit Code: 1c19dce5-1ea2-4085-9617-cf0db86f5ecd

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	SC	SURREY	1 day
03	SOUTH WEST		
	SM	SOMERSET	2 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 day
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	2 days
11	SCOTLAND		
	HI	HIGHLAND	1 day

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

Audit Code: 1c19dce5-1ea2-4085-9617-cf0db86f5ecd**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:	DWELLS
Actual Range:	13 to 42 (units:DWELLS)
Range Selected by User:	13 to 42 (units:DWELLS)
Parking Spaces Range:	6 - 2604

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	05/05/87 to 30/06/25

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:

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

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

Selected survey types:

Manual count	7
Direction ATC Count	0

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:

Neighbourhood Centre	7 days
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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Village	7 days
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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 Vehicle Counts:

Servicing vehicles Excluded	1 days
Servicing vehicles Included	3 days
Servicing vehicles Unknown	3 days

Audit Code: 1c19dce5-1ea2-4085-9617-cf0db86f5ecd

Secondary Filtering Selection:

Use Class:

C3	7 surveys
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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:

72 - 3966

Population within 1 mile:

1,000 or Less	1 surveys
1,001 to 5,000	4 surveys
10,001 to 15,000	1 surveys
5,001 to 10,000	1 surveys

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

Population within 5 miles:

100,001 to 125,000	1 surveys
25,001 to 50,000	1 surveys
5,001 to 25,000	1 surveys
50,001 to 75,000	1 surveys
75,001 to 100,000	3 surveys

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	1 surveys
1.1 to 1.5	6 surveys

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.

Audit Code: 1c19dce5-1ea2-4085-9617-cf0db86f5ecd

Petrol filling station:

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

Travel Plan:

No	6 surveys
Yes	1 surveys

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

COVID-19 Restrictions:

No

Audit Code: 1c19dce5-1ea2-4085-9617-cf0db86f5ecd

LIST OF SITES relevant to selection parameters:

Site 1:	AC-03-A-03	Site area:	0.9100000262260437 hect
Development Name:	SEMI-DETACHED & TERRACED	Number of dwellings:	40 DWELLS
Location:	NORTHWICH	Housing density:	50.38
Postcode:	CW8 4WA	Total Bedrooms:	102.00
Main Location Type:	Neighbourhood Centre	Survey Date:	04/06/2019
Sub Location Type:	Village	Survey Day:	Tuesday
PTAL:	n/a		
Site 2:	AC-03-A-06	Site area:	6.800000190734863 hect
Development Name:	DETACHED HOUSES	Number of dwellings:	99 DWELLS
Location:	NEAR CHESTER	Housing density:	14.95
Postcode:	CH3 7QJ	Total Bedrooms:	311.00
Main Location Type:	Neighbourhood Centre	Survey Date:	29/04/2022
Sub Location Type:	Village	Survey Day:	Friday
PTAL:	n/a		
Site 3:	HI-03-A-16	Site area:	1.32 hect
Development Name:	PRIVATLEY OWNED HOUSES	Number of dwellings:	13 DWELLS
Location:	NEAR FORT WILLIAM	Housing density:	9.85
Postcode:	PH33 7RD	Total Bedrooms:	47.00
Main Location Type:	Neighbourhood Centre	Survey Date:	10/10/2024
Sub Location Type:	Village	Survey Day:	Thursday
PTAL:	n/a		
Site 4:	SC-03-A-10	Site area:	1.4199999570846558 hect
Development Name:	MIXED HOUSES	Number of dwellings:	32 DWELLS
Location:	ASH	Housing density:	25.20
Postcode:	GU12 6BT	Total Bedrooms:	93.00
Main Location Type:	Neighbourhood Centre	Survey Date:	14/09/2022
Sub Location Type:	Village	Survey Day:	Wednesday
PTAL:	n/a		
Site 5:	SF-03-A-06	Site area:	2.680000066757202 hect
Development Name:	DETACHED & SEMI-DETACHED	Number of dwellings:	38 DWELLS
Location:	KENTFORD	Housing density:	14.18
Postcode:	CB8 7UU	Total Bedrooms:	129.00
Main Location Type:	Neighbourhood Centre	Survey Date:	22/09/2017
Sub Location Type:	Village	Survey Day:	Friday
PTAL:	n/a		
Site 6:	SM-03-A-02	Site area:	2.869999885559082 hect
Development Name:	MIXED HOUSES	Number of dwellings:	42 DWELLS
Location:	NEAR TAUNTON	Housing density:	26.75
Postcode:	TA3 5FG	Total Bedrooms:	160.00
Main Location Type:	Neighbourhood Centre	Survey Date:	25/09/2018
Sub Location Type:	Village	Survey Day:	Tuesday
PTAL:	n/a		
Site 7:	SM-03-A-03	Site area:	2.6500000953674316 hect
Development Name:	MIXED HOUSES	Number of dwellings:	41 DWELLS
Location:	NEAR TAUNTON	Housing density:	41.84
Postcode:	TA3 5FB	Total Bedrooms:	137.00
Main Location Type:	Neighbourhood Centre	Survey Date:	25/09/2018
Sub Location Type:	Village	Survey Day:	Tuesday
PTAL:	n/a		

Audit Code: 1c19dce5-1ea2-4085-9617-cf0db86f5ecd

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

Total Vehicles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Period	Trips per 1 DWELLS DWELLS		
	Inbound	Outbound	Total
08:00-09:00	0.174	0.367	0.541
17:00-18:00	0.341	0.138	0.479

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	7	44	0.108	0.338	0.446
08:00-09:00	7	44	0.174	0.367	0.541
09:00-10:00	7	44	0.180	0.269	0.449
10:00-11:00	7	44	0.180	0.190	0.370
11:00-12:00	7	44	0.164	0.177	0.341
12:00-13:00	7	44	0.190	0.203	0.393
13:00-14:00	7	44	0.174	0.157	0.331
14:00-15:00	7	44	0.180	0.216	0.396
15:00-16:00	7	44	0.256	0.207	0.463
16:00-17:00	7	44	0.285	0.167	0.452
17:00-18:00	7	44	0.341	0.138	0.479
18:00-19:00	7	44	0.243	0.118	0.361
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.475	2.547	5.022

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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Audit Code: 1c19dce5-1ea2-4085-9617-cf0db86f5ecd

Parameter Summary:

Trip rate parameter range selected:	13 - 42 (units: DWELLS)
Survey date date range:	22/09/2017 - 10/10/2024
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 1c19dce5-1ea2-4085-9617-cf0db86f5ecd

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

Total People

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Period	Trips per 1 DWELLS DWELLS		
	Inbound	Outbound	Total
08:00-09:00	0.315	0.885	1.200
17:00-18:00	0.561	0.308	0.869

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	7	44	0.174	0.508	0.682
08:00-09:00	7	44	0.315	0.885	1.200
09:00-10:00	7	44	0.311	0.439	0.750
10:00-11:00	7	44	0.298	0.318	0.616
11:00-12:00	7	44	0.230	0.279	0.509
12:00-13:00	7	44	0.351	0.348	0.699
13:00-14:00	7	44	0.266	0.220	0.486
14:00-15:00	7	44	0.311	0.361	0.672
15:00-16:00	7	44	0.652	0.430	1.082
16:00-17:00	7	44	0.492	0.295	0.787
17:00-18:00	7	44	0.561	0.308	0.869
18:00-19:00	7	44	0.430	0.220	0.650
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			4.391	4.611	9.002

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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Audit Code: 1c19dce5-1ea2-4085-9617-cf0db86f5ecd

Parameter Summary:

Trip rate parameter range selected:	13 - 42 (units: DWELLS)
Survey date date range:	22/09/2017 - 10/10/2024
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 1c19dce5-1ea2-4085-9617-cf0db86f5ecd

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

Vehicle Occupants

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	7	44	0.125	0.407	0.532
08:00-09:00	7	44	0.200	0.538	0.738
09:00-10:00	7	44	0.203	0.334	0.537
10:00-11:00	7	44	0.210	0.243	0.453
11:00-12:00	7	44	0.200	0.213	0.413
12:00-13:00	7	44	0.256	0.269	0.525
13:00-14:00	7	44	0.216	0.174	0.390
14:00-15:00	7	44	0.220	0.282	0.502
15:00-16:00	7	44	0.361	0.266	0.627
16:00-17:00	7	44	0.374	0.230	0.604
17:00-18:00	7	44	0.452	0.203	0.655
18:00-19:00	7	44	0.344	0.177	0.521
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.161	3.336	6.497

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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Audit Code: 1c19dce5-1ea2-4085-9617-cf0db86f5ecd

Parameter Summary:

Trip rate parameter range selected:	13 - 42 (units: DWELLS)
Survey date date range:	22/09/2017 - 10/10/2024
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 1c19dce5-1ea2-4085-9617-cf0db86f5ecd

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

Pedestrians

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	7	44	0.043	0.069	0.112
08:00-09:00	7	44	0.102	0.282	0.384
09:00-10:00	7	44	0.105	0.062	0.167
10:00-11:00	7	44	0.066	0.066	0.132
11:00-12:00	7	44	0.026	0.046	0.072
12:00-13:00	7	44	0.082	0.079	0.161
13:00-14:00	7	44	0.043	0.043	0.086
14:00-15:00	7	44	0.069	0.069	0.138
15:00-16:00	7	44	0.243	0.141	0.384
16:00-17:00	7	44	0.072	0.059	0.131
17:00-18:00	7	44	0.075	0.056	0.131
18:00-19:00	7	44	0.056	0.043	0.099
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.982	1.015	1.997

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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Audit Code: 1c19dce5-1ea2-4085-9617-cf0db86f5ecd

Parameter Summary:

Trip rate parameter range selected:	13 - 42 (units: DWELLS)
Survey date date range:	22/09/2017 - 10/10/2024
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 1c19dce5-1ea2-4085-9617-cf0db86f5ecd

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

Public Transport Users

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	7	44	0.000	0.016	0.016
08:00-09:00	7	44	0.003	0.036	0.039
09:00-10:00	7	44	0.000	0.026	0.026
10:00-11:00	7	44	0.010	0.010	0.020
11:00-12:00	7	44	0.003	0.007	0.010
12:00-13:00	7	44	0.000	0.000	0.000
13:00-14:00	7	44	0.003	0.000	0.003
14:00-15:00	7	44	0.010	0.007	0.017
15:00-16:00	7	44	0.033	0.013	0.046
16:00-17:00	7	44	0.023	0.003	0.026
17:00-18:00	7	44	0.016	0.013	0.029
18:00-19:00	7	44	0.016	0.000	0.016
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.117	0.131	0.248

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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Audit Code: 1c19dce5-1ea2-4085-9617-cf0db86f5ecd

Parameter Summary:

Trip rate parameter range selected:	13 - 42 (units: DWELLS)
Survey date date range:	22/09/2017 - 10/10/2024
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:	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 1

TRICS Data

Appendix 2

Traffic Survey Data

Speed Bins Report ATC 000042132512 2025-09-28 to 2025-10-03

Site Name 42132512
 Site ID 000042132512
 Grid 424770132537
 Description Witt Road

Setup Setup230164
 Lanes Each Lane
 Show Average
 Time Period 1 hour
 Averaged over All days
 Speed units mph
 Exclude data: None

All directions																
	Average Flow	<5.0mph	5.0-10.0mph	10.0-15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	>50.0mph	Invalid Reading	85 th %ile	Mean Speed	Std Dev
00:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	14.2		
01:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0			
02:00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	26.6		
03:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0			
04:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6		
05:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	25.4		
06:00:00	4	0	1	1	1	1	0	0	0	0	0	0	0	24.3	16.6	6.4
07:00:00	9	0	2	1	4	2	0	0	0	0	0	0	0	21.9	16.2	5.3
08:00:00	16	0	3	2	5	4	1	0	0	0	0	0	0	22.4	16.4	5.9
09:00:00	18	0	2	3	6	6	0	0	0	0	0	0	0	22	17.1	4.9
10:00:00	14	0	2	3	5	3	1	0	0	0	0	0	0	21.1	16.3	5.3
11:00:00	14	0	4	3	5	2	1	0	0	0	0	0	0	20.9	15.5	5.7
12:00:00	17	0	3	3	6	5	0	0	0	0	0	0	0	22	16.7	5.2
13:00:00	17	0	4	1	7	5	1	0	0	0	0	0	0	23.1	16.9	5.8
14:00:00	18	0	2	2	8	5	0	0	0	0	0	0	0	22.8	18	4.8
15:00:00	14	0	2	2	7	2	1	0	0	0	0	0	0	21.4	16.9	4.9
16:00:00	17	0	0	4	8	4	1	0	0	0	0	0	0	22	17.6	4
17:00:00	16	0	2	3	6	5	0	0	0	0	0	0	0	22.1	17	4.8
18:00:00	15	0	2	3	6	4	0	0	0	0	0	0	0	21.7	16.5	4.9
19:00:00	11	0	1	2	6	2	0	0	0	0	0	0	0	21.4	17.1	4.5
20:00:00	4	0	0	1	1	1	0	0	0	0	0	0	0	21.7	17.6	5.3
21:00:00	2	0	0	0	1	0	0	0	0	0	0	0	0	23.2	19	3.8
22:00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	18.1		
23:00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	22.7		
07-19	184	0	28	30	74	46	5	0	0	0	0	0	0	22	16.8	5.2
06-22	204	0	30	33	83	51	6	0	0	0	0	0	0	22	16.9	5.1
06-24	205	0	30	34	84	51	6	0	0	0	0	0	0	22	16.9	5.1
00-24	206	0	30	34	84	52	7	0	0	0	0	0	0	22.1	16.8	5.2
am Peak	09:00:00		11:00:00	10:00:00	09:00:00	09:00:00	08:00:00	08:00:00						02:00:00	02:00:00	
Peak Volume	18		4	3	6	6	1	0						26.6	23.7	2
pm Peak	14:00:00		13:00:00	16:00:00	14:00:00	13:00:00	15:00:00	14:00:00						21:00:00	21:00:00	
Peak Volume	18		4	4	8	5	1	0						23.2	19	3.6

NB	Average Flow	<5.0mph	5.0-10.0mph	10.0-15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	>50.0mph	Invalid Reading	85 th %ile	Mean Speed	Std Dev
00:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0			
01:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0			
02:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	26.6		
03:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0			
04:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6		
05:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0			
06:00:00	3	0	1	0	1	1	0	0	0	0	0	0	0	24.3	17.6	6.1
07:00:00	7	0	1	0	3	2	0	0	0	0	0	0	0	22	17.1	5.2
08:00:00	9	0	2	1	3	3	1	0	0	0	0	0	0	22.4	16.9	6
09:00:00	10	0	1	1	3	4	0	0	0	0	0	0	0	23.2	18.5	4.7
10:00:00	9	0	2	2	3	2	0	0	0	0	0	0	0	22.6	16.4	5.7
11:00:00	8	0	2	1	2	2	1	0	0	0	0	0	0	23.9	16	6.4
12:00:00	8	0	2	1	2	3	0	0	0	0	0	0	0	22.2	16.7	6.1
13:00:00	7	0	2	0	2	3	1	0	0	0	0	0	0	24.1	17.3	6.8
14:00:00	10	0	1	1	4	3	0	0	0	0	0	0	0	22.8	17.9	5.2
15:00:00	6	0	1	0	3	1	1	0	0	0	0	0	0	21.9	16.9	5.9
16:00:00	7	0	0	1	2	2	0	0	0	0	0	0	0	22.8	18.3	4.7
17:00:00	7	0	1	1	2	2	0	0	0	0	0	0	0	22.9	17.3	5.3
18:00:00	8	0	1	1	3	2	0	0	0	0	0	0	0	21.7	16.4	5.4
19:00:00	5	0	1	1	3	1	0	0	0	0	0	0	0	21.4	16.7	4.8
20:00:00	2	0	0	0	0	1	0	0	0	0	0	0	0	28	20.1	6.5
21:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9		
22:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2		
23:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	21.4		
07-19	95	0	17	11	34	29	4	0	0	0	0	0	0	22.8	17.2	5.6
06-22	106	0	19	12	38	31	5	0	0	0	0	0	0	22.8	17.2	5.6
06-24	106	0	19	12	38	32	5	0	0	0	0	0	0	22.7	17.2	5.7
00-24	106	0	19	12	38	32	5	0	0	0	0	0	0	22.8	17.1	5.7
am Peak	09:00:00		08:00:00	10:00:00	09:00:00	09:00:00	11:00:00							02:00:00	09:00:00	
Peak Volume	10		2	2	3	4	1							26.6	18.5	4.6
pm Peak	14:00:00		12:00:00	16:00:00	14:00:00	14:00:00	13:00:00	14:00:00						20:00:00	20:00:00	
Peak Volume	10		2	1	4	3	1	0						28	20.1	6.2

SB	Average Flow	<5.0mph	5.0-10.0mph	10.0-15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	>50.0mph	Invalid Reading	85 th %ile	Mean Speed	Std Dev
00:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	14.2		
01:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0			
02:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	24.2		
03:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0			
04:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0			
05:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	25.4		
06:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	14.8		
07:00:00	2	0	1	1	1	0	0	0	0	0	0	0	0	18.1	13.3	4.8
08:00:00	6	0	1	2	2	1	0	0	0	0	0	0	0	22.6	15.7	5.9
09:00:00	8	0	1	2	3	2	0	0	0	0	0	0	0	21	15.4	4.7
10:00:00	5	0	0	2	2	1	0	0	0	0	0	0	0	19.8	16.1	4.5
11:00:00	7	0	1	2	3	1	0	0	0	0	0	0	0	19.9	15	4.8
12:00:00	9	0	1	2	4	2	0	0	0	0	0	0	0	20.9	16.7	4.4
13:00:00	10	0	2	1	5	3	0	0	0	0	0	0	0	20.9	16.6	5
14:00:00	8	0	1	1	4	2	0	0	0	0	0	0	0	23	18	4.3
15:00:00	7	0	1	1	4	1	0	0	0	0	0	0	0	20.4	16.9	3.9
16:00:00	10	0	0	3	6	1	0	0	0	0	0	0	0	20.4	17.1	3.5
17:00:00	9	0	1	2	4	3	0	0	0	0	0	0	0	21.9	16.7	4.4
18:00:00	7	0	1	1	3	2	0	0	0	0	0	0	0	21.4	16.6	4.5
19:00:00	6	0	0	1	3	1	0	0	0	0	0	0	0	21.5	17.5	4.2
20:00:00	2	0	0	1	1	0	0	0	0	0	0	0	0	20.3	16	3.6
21:00:00	1	0	0	0	1	0	0	0	0	0	0	0	0	23.2		
22:00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	18.1		
23:00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	22.7		
07-19	88	0	11	19	40	18	1	0	0	0	0	0	0	20.9	16.4	4.6
06-22	98	0	11	21	45	19	1	0	0	0	0	0	0	20.9	16.5	4.6
06-24	100	0	12	21	46	20	1	0	0	0	0	0	0	20.9	16.5	4.6
00-24	100	0	12	22	46	20	1	0	0	0	0	0	0	20.9	16.4	4.6
am Peak	09:00:00		11:00:00	09:00:00	09:00:00	09:00:00	08:00:00	08:00:00						05:00:00	02:00:00	
Peak Volume	8		1	2	3	2	0	0						25.4	22.8	1.4
pm Peak	16:00:00		13:00:00	16:00:00	16:00:00	13:00:00	16:00:00							21:00:00	21:00:00	
Peak Volume	10		2	3	6	3	0							23.2	18.9	3.7

Event key: QC Failure QC Outlier QC Atypical Events Special Holiday Offline
Weekends and defined holidays Holiday-affected days

Notes on data:

Recorder Speed Resolution = 0.06 mph

Averages are calculated as the simple average of values across the period.

Holidays & Events:

None

Weekly Volume Report ATC 000042132512 2025-09-28 to 2025-10-03

Site Name 42132512
 Site ID 000042132512
 Grid 424770132537
 Description Witt Road

Setup Setup230164
 Lanes Each Lane
 Time Period 1 hour
 Exclude data: None

All directions												
	<--		Average of each					-->		Average		Total
	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Workday	7 Day	Count		
00:00:00	0	0	0	0	0		1	0	0	0	1	
01:00:00	0	0	0	0	0		0	0	0	0	0	
02:00:00	0	0	0	0	0		3	1	0	1	4	
03:00:00	0	0	0	0	0		0	0	0	0	0	
04:00:00	0	0	1	0	0		0	0	0	0	1	
05:00:00	0	1	0	0	0		0	0	0	0	1	
06:00:00	5	7	1	7	2		2	1	4	4	25	
07:00:00	15	9	9	16	7		8	1	11	9	65	
08:00:00	10	18	23	14	16		18	12	16	16	111	
09:00:00	20	22	24	12	15		17	13	19	18	123	
10:00:00	13	15	12	18	12		14	13	14	14	97	
11:00:00	20	8	13	16	5		16	21	12	14	99	
12:00:00	18	13	11	14	24		19	19	16	17	118	
13:00:00	19	20	12	12	21		13	24	17	17	121	
14:00:00	21	19	23	17	21		11	12	20	18	124	
15:00:00	22	12	11	16	12		8	14	15	14	95	
16:00:00	19	19	14	22	15		13	14	18	17	116	
17:00:00	16	23	11	19	19		10	13	18	16	111	
18:00:00	18	11	17	16	23		8	12	17	15	105	
19:00:00	16	9	12	8	14		14	4	12	11	77	
20:00:00	7	1	3	6	3		5	3	4	4	28	
21:00:00	2	0	2	2	2		2	1	2	2	11	
22:00:00	0	3	0	0	2		0	2	1	1	7	
23:00:00	0	2	2	0	0		1	0	1	1	5	
07-19	211	189	180	192	190		155	168	192	184	1285	
06-22	241	206	198	215	211		178	177	214	204	1426	
06-24	241	211	200	215	213		179	179	216	205	1438	
00-24	241	212	201	215	213		183	180	216	206	1445	
am Peak	09:00:00	09:00:00	09:00:00	10:00:00	08:00:00		08:00:00	11:00:00	09:00:00	09:00:00		
Peak Volume	20	22	24	18	16		18	21	19	18		
pm Peak	15:00:00	17:00:00	14:00:00	16:00:00	12:00:00		12:00:00	13:00:00	14:00:00	14:00:00		
Peak Volume	22	23	23	22	24		19	24	20	18		

NB	Average of each										Total Count	
	<--							-->		Average		
	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Workday	7 Day			
00:00:00	0	0	0	0	0		0	0	0	0		
01:00:00	0	0	0	0	0		0	0	0	0		
02:00:00	0	0	0	0	0		1	0	0	1		
03:00:00	0	0	0	0	0		0	0	0	0		
04:00:00	0	0	1	0	0		0	0	0	1		
05:00:00	0	0	0	0	0		0	0	0	0		
06:00:00	5	6	1	6	2		1	1	4	3		
07:00:00	11	8	8	12	3		6	1	8	7		
08:00:00	7	11	14	8	12		9	5	10	9		
09:00:00	10	11	14	7	11		7	8	11	10		
10:00:00	9	11	9	11	7		9	5	9	9		
11:00:00	8	5	6	9	3		9	13	6	8		
12:00:00	10	4	5	6	9		14	7	7	8		
13:00:00	7	9	5	4	9		2	16	7	7		
14:00:00	11	13	12	10	11		6	7	11	10		
15:00:00	11	4	2	10	5		5	6	6	6		
16:00:00	10	8	7	6	5	3	7	7	7			
17:00:00	6	9	5	8	9	4	8	7	7			
18:00:00	8	3	9	6	13	5	10	8	8			
19:00:00	8	6	6	4	8	5	1	6	5			
20:00:00	2	1	1	3	0	3	1	1	2			
21:00:00	1	0	0	1	0	0	0	0	0			
22:00:00	0	0	0	0	1	0	0	0	0			
23:00:00	0	1	0	0	0	0	0	0	0			
07-19	108	96	96	97	97	79	93	99	95			
06-22	124	109	104	111	107	88	96	111	106			
06-24	124	110	104	111	108	88	96	111	106			
00-24	124	110	105	111	108	89	96	112	106			
am Peak	07:00:00	08:00:00	08:00:00	07:00:00	08:00:00	08:00:00	11:00:00	09:00:00	09:00:00			
Peak Volume	11	11	14	12	12	9	13	11	10			
pm Peak	14:00:00	14:00:00	14:00:00	14:00:00	18:00:00	12:00:00	13:00:00	14:00:00	14:00:00			
Peak Volume	11	13	12	10	13	14	16	11	10			

SB	Average of each										Total	
	<-- Mon	Tue	Wed	Thu	Fri	Sat	Sun	Workday	7 Day		Count	
00:00:00	0	0	0	0	0	1	0	0	0		1	
01:00:00	0	0	0	0	0	0	0	0	0		0	
02:00:00	0	0	0	0	0	2	1	0	0		3	
03:00:00	0	0	0	0	0	0	0	0	0		0	
04:00:00	0	0	0	0	0	0	0	0	0		0	
05:00:00	0	1	0	0	0	0	0	0	0		1	
06:00:00	0	1	0	1	0	1	0	0	0		3	
07:00:00	4	1	1	4	4	2	0	3	2		16	
08:00:00	3	7	9	6	4	9	7	6	6		45	
09:00:00	10	11	10	5	4	10	5	8	8		55	
10:00:00	4	4	3	7	5	5	8	5	5		36	
11:00:00	12	3	7	7	2	7	8	6	7		46	
12:00:00	8	9	6	8	15	5	12	9	9		63	
13:00:00	12	11	7	8	12	11	8	10	10		69	
14:00:00	10	6	11	7	10	5	5	9	8		54	
15:00:00	11	8	9	6	7	3	8	8	7		52	
16:00:00	9	11	7	16	10	10	7	11	10		70	
17:00:00	10	14	6	11	10	6	5	10	9		62	
18:00:00	10	8	8	10	10	3	2	9	7		51	
19:00:00	8	3	6	4	6	9	3	5	6		39	
20:00:00	5	0	2	3	3	2	2	3	2		17	
21:00:00	1	0	2	1	2	2	1	1	1		9	
22:00:00	0	3	0	0	1	0	2	1	1		6	
23:00:00	0	1	2	0	0	1	0	1	1		4	
07-19	103	93	84	95	93	76	75	94	88		619	
06-22	117	97	94	104	104	90	81	103	98		687	
06-24	117	101	96	104	105	91	83	105	100		697	
00-24	117	102	96	104	105	94	84	105	100		702	
am Peak	11:00:00	09:00:00	09:00:00	10:00:00	10:00:00	09:00:00	10:00:00	09:00:00	09:00:00			
Peak Volume	12	11	10	7	5	10	8	8	8			
pm Peak	13:00:00	17:00:00	14:00:00	16:00:00	12:00:00	13:00:00	12:00:00	16:00:00	16:00:00			
Peak Volume	12	14	11	16	15	11	12	11	10			

Event key:  QC Failure  QC Outlier  QC Atypical  Events  Special  Holiday  Offline

Notes on data: Weekly (7-day) averages are calculated as the average of workday values and weekend values, weighted in the proportion 5:2.

Holidays & Events:
None

Appendix 3

Access and Visibility



Project
RESIDENTIAL DEVELOPMENT AT WITT ROAD

Drawing Title
ACCESS AND VISIBILITY

Drawing Status
FOR INFORMATION

Drawn PN	Designed NC	Date DEC 2025	Scale 1:250	Size A3
Drawing No. NJC-001				Rev A

Appendix 4

Extent of Adopted Highway



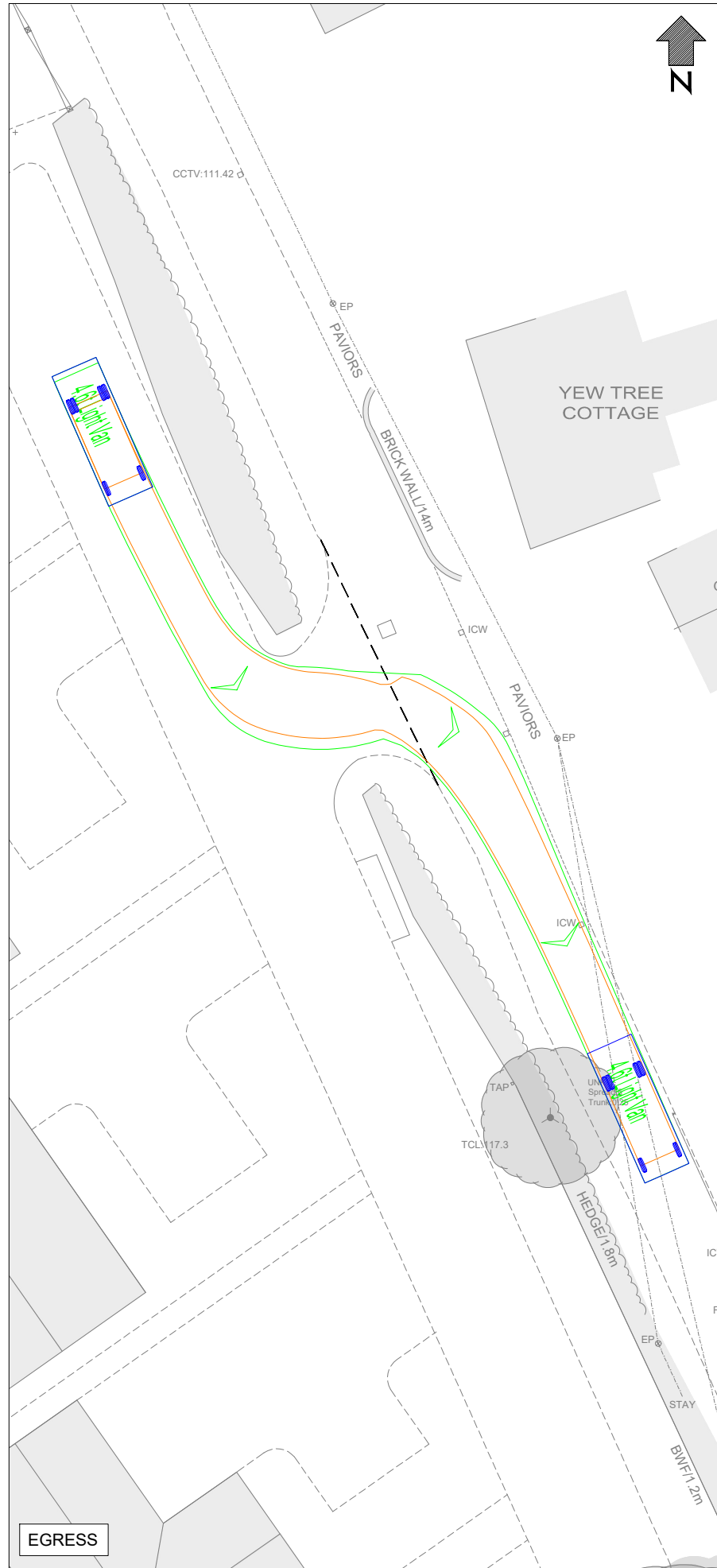
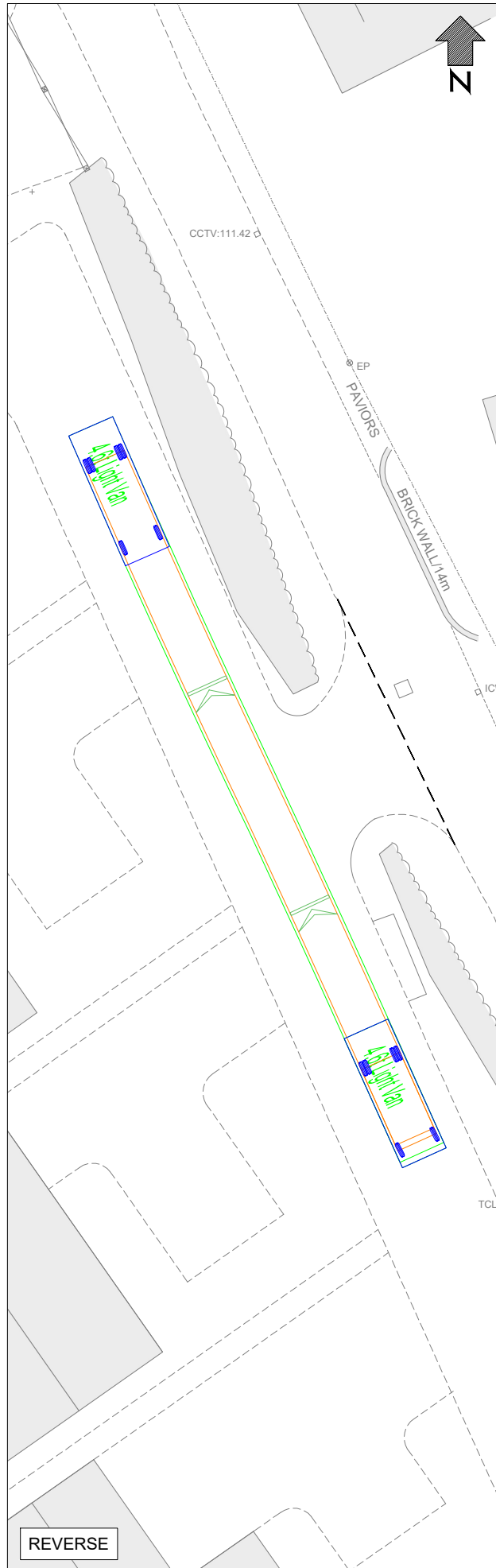
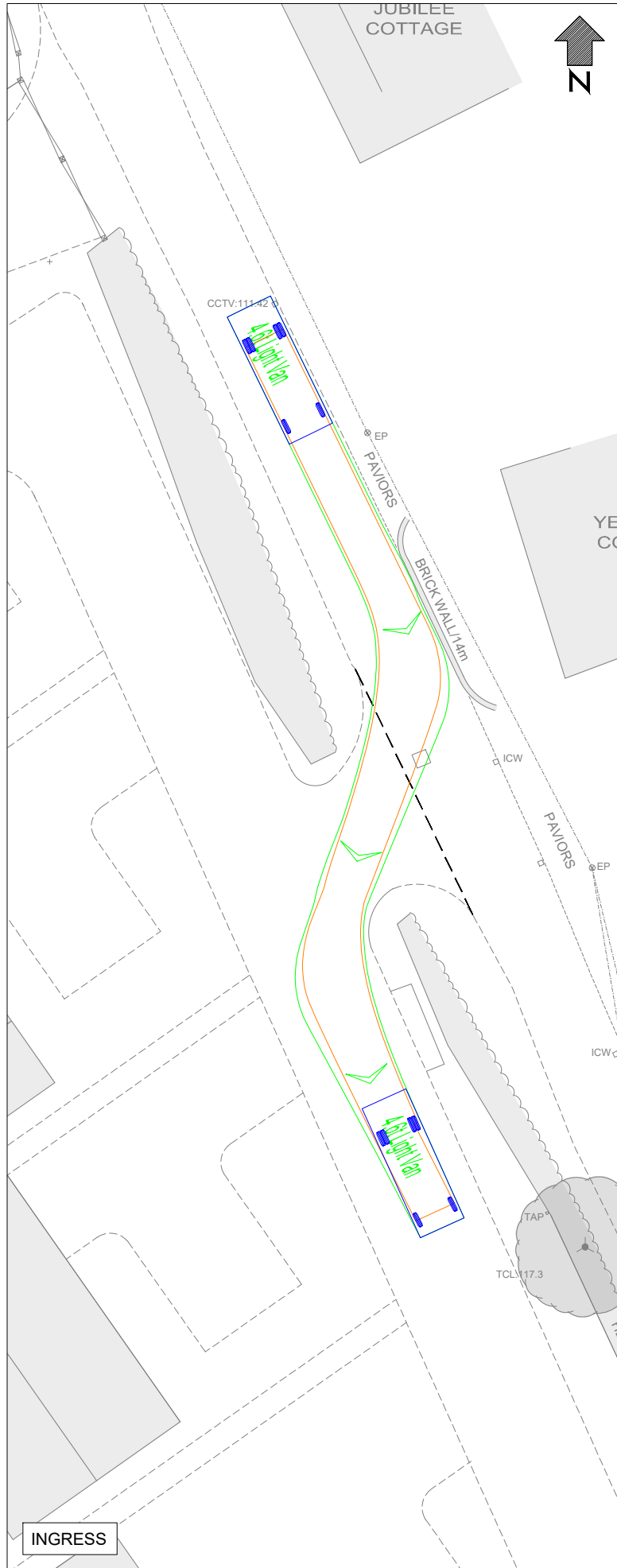
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Survey 100049050

Please Note

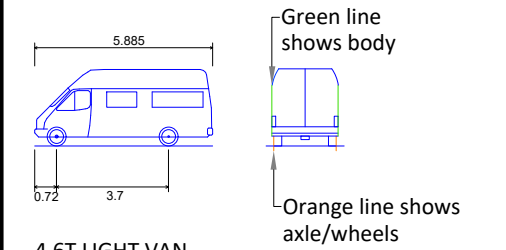
The highway extent shown on this plan has been prepared for the property named above.
The extent shown cannot be relied upon for any highways that do not abut or serve the property.

Appendix 5

Swept Path Tracking – Service Vehicle



VEHICLE DETAILS:



4.6T LIGHT VAN

Overall Length	5.885m
Overall Width	2.000m
Overall Body Height	2.526m
Min Body Ground Clearance	0.299m
Track Width	1.765m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.000m

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



Project
RESIDENTIAL DEVELOPMENT AT WITT ROAD

Drawing Title
SWEPT PATH TRACKING

Drawing Status
FOR INFORMATION

Drawn PN	Designed NC	Date DEC 2025	Scale 1:250	Size A3
Drawing No. NJC-002				Rev A