J000488-TS01c
NOVEMBER 2024

Proposed Redevelopment of Engedi Methodist Chapel

High Street, Brymbo

Transport Statement

Prepared on behalf of:

Wales & West Housing Association Ltd

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1.0 INTRODUCTION

1.1 Overview

1.1.1 This Transport Statement (TS) has been prepared by Focus Transport Planning on behalf of Wales and West Housing Association Ltd, in support of a planning application for the demolition of the existing Engedi Methodist Chapel, High Street, Brymbo, and replacement with a modern apartment building comprising 16 * 1-bed affordable apartments.

1.1.2 The purpose of the report is to inform the Local Planning and Highway Authority, Wrexham County Borough Council (WCBC), of the anticipated highways and transport related effects associated with the proposed redevelopment scheme.

1.1.3 The scope and nature of matters considered within this report reflects the extent of issues that are understood to be of key interest to WCBC following review of their pre-application Consultation comments. The report therefore includes an assessment of the proposed site access and parking strategy, a review of the sustainability of the site and its accessibility to existing local shops & services, and the opportunity to encourage trips to / from the site to be undertaken by alternative travel modes to the private car.

1.2 Report Structure

1.2.1 The structure of this TS is as follows:

- **Section 2** provides a description of the site and existing landuse / planning position;
- **Section 3** considers the existing baseline highway network conditions;
- **Section 4** sets out the details of the development proposals;
- **Section 5** considers the anticipated private car trip demand that could be expected to be generated by the proposals along with an impact assessment;

- **Section 6** provides a summary and conclusion to the report derived from the analysis presented in the preceding chapters.

2.0 SITE LOCATION & EXISTING CONDITIONS

2.1 Site Location

2.1.1 The location of the application site is illustrated in **Figure TS1** to this report. This plan identifies the strategic location of the site in Brymbo, a village to the northwest of Wrexham.

2.1.2 The immediate context of the site, including the layout of the surrounding local highway network is illustrated in **Figure TS2** to this report.

2.2 Existing Site Layout and Land Use

2.2.1 The application site represents the existing Engedi Chapel, which has been vacant since the Chapel's closure in 2003. The building has fallen into a state of disrepair and is now derelict and unsafe.

2.2.2 The site is located off High Street, which runs to the east of the site, beyond which lies residential properties. The Chapel is bound by Gwalia residential property to the north, Tai Owain to the south, which provides access to the parking area that forms the site's western boundary. The parking area is associated with the Tai Owain sheltered housing.

2.3 Relevant Site Planning History & Associated Traffic Demand

Current Planning Status

2.3.1 As identified above, the existing site represents the existing Engedi Chapel, and has been vacant since 2003. Whilst the site does not incorporate any formal on-site car parking, it is evident that the extant use of the site could have generated a level of traffic associated with the place of worship use. Such baseline traffic levels are a material consideration when reviewing the traffic demand potential of the current proposed application scheme.

Planning History

2.3.2 Historically the following applications have been submitted at the site:

- P/2005/1152 Demolition of chapel building and erection of 4 no. dwelling houses and associated works. Refused 08/03/2007.

- P/2017/0319 Demolition of existing structure and erection of 9 no. affordable apartments with associated parking and access. Appeal Allowed 12/06/2018.

2.3.3 Given the most recent 2018 approval it is evident that the principle of residential use at the site has been established.

3.0 REVIEW OF EXISTING LOCAL HIGHWAY NETWORK CONDITIONS

3.1 Description of the Local Highway Network to the Application Site

3.1.1 The application site is situated immediately northwest of a priority-controlled give-way junction of High Street and Tai Owain.

3.1.2 High Street is an unclassified local road with a carriageway width of circa 5.0m and is lined by a mix of residential and commercial properties. The route has a north-south alignment and is subject to a 20mph speed limit. Parking along the route is restricted by double yellow lines to both sides of the road. Many properties front directly onto the road and therefore footways are limited to sections where there is sufficient carriageway width. The route also serves as a bus route and is furnished with street lighting.

3.1.3 Tai Owain is an unclassified adopted road providing access to a retirement housing development of 20 apartments only and is characterised by a 3m vehicle running carriageway with a continuous footway (circa 1.0m width) along the eastern side. Due to the width of the access road, on-street parking is strictly prohibited as such could impede emergency services needing to access the sheltered housing. Approximately 20m from the priority junction, public footway BRY/1 leads off to the west, providing pedestrian access to Pen-Y-Graig Road.

3.2 Road Safety: Review of Personal Injury Accident Records

3.2.1 Personal Injury Accident data (PIA) for the local highway network in the immediate vicinity of the application site has been obtained via reference to the CrashMap.co.uk database. The data held in this reference tool is approved by the National Statistics Authority and reported on by the Department for Transport each year. Data has been collected for entire period for which data is available January 1999 – December 2022, for the length of High Street circa 150m either side of the application site. The results of this accident search are illustrated in **Figure TS3** to this report.

3.2.2 Review of **Figure TS3** shows that no accident incidents have been recorded within the search area over the course of the 24-year search period.

3.2.3 Based on the above review, it is considered that there are no pre-existing material road safety concerns or other related road safety matters that that would call the application scheme into question.

3.3 Sustainable Transport Connections

3.3.1 The application scheme would need to continue to adhere to key planning and transport related sustainability objectives set out in national and local planning policy, viz:

- Reducing the need to travel, especially by private car;
- Ensuring accessibility to a range of sustainable travel options.

3.3.2 The nature of local sustainable transport connections available within the immediate catchment of the application site are summarised in the paragraphs below.

Accessibility via Walking and Cycling

3.3.3 The location of the application site is anticipated to offer excellent opportunities for a range of journeys to be undertaken on foot or by cycle, being located close to everyday local facilities.

3.3.4 The Institution of Highways and Transportation (IHT, now CIHT) Document 'Providing for Journeys on Foot' identifies a suitable 'preferred maximum' walk distance of 2km for regular commuting journeys to work / school and an alternative 'preferred maximum' walking distance for trips to / from other general 'everyday' facilities of circa 1.2km. **Figure TS4a** to this report illustrates a 2km walking catchment from the site. This exercise illustrates that a 2km catchment stretches across the entire village of Brymbo, Tanyfron to the south, the outskirts of Ffrith to the north and Peter Broughton to the east. Furthermore, the following local 'everyday' services are available within a short walk of the centre of the site:

- Well Pharmacy (c.150m);
- Brymbo Clinic - branch surgery of Forge Road Surgery – (c.500m);
- Brymbo Premier Store & Vape Shop (c.500m);
- A number of pubs & restaurants (c.5m – 550m);
- Brymbo Post Office (c.170m);
- The Style Works hair salon (c.45m);
- Brymbo Conservative Club (c.5m);
- Moss Valley Golf Club (c.2km);
- Brymbo Sports & Social Complex (c.2km);
- Household Recycling Centre (c.1.9km).

3.3.5 **Figure TS4b** to this report shows the extend of public rights of way accessible on foot from the application site.

3.3.6 In addition to walking connections, the pedal cycle has been identified in national guidance as representing a practical travel mode for journeys of up to 5km. **Figure TS5** to this report illustrates the 5km cycle catchment from the site, and demonstrates that a 5km cycle catchment includes the all of Brymbo, stretching to the villages of Llanfynydd, Caergwrle, Cymau and Cefn-y-bedd to the north, Gwersyllt and Bradley to the east, Coedpoeth and the north-western suburbs of Wrexham to the south, and Gwynfryn and Bwlchgwyn to the west.

Access to Buses

3.3.7 The closest bus stops to the application site are located on High Street, circa 40m south of the site. The northbound stop comprises a bus shelter with southbound stop representing a flagpost. Both stops are served by the 12 service between Wrexham and Brymbo, via New Broughton and Pentre Broughton. The service is available at a 30-minute day-time frequency seven days a week and an evening service, Monday to Saturday. Further public transport opportunities are available from Wrexham bus station (the terminus of the 12 service).

Access to Rail

3.3.8 In addition to available local bus links, Wrexham Central and Wrexham General Train Stations are located 300m and 550m walk from Wrexham Bus Station respectively (Wrexham Bus Station accessible via the 12 bus service). These stations lie on the Borderlands Rail Line, and as such services from these stations provide regular (at least hourly) services to key employment and leisure destinations such as Chester, Holyhead, Liverpool, Birmingham and Cardiff.

Summary

3.3.9 Overall, it is concluded that the Brymbo application site represents a suitable location to encourage sustainable residential development, being located within an acceptable walk / cycle catchment of everyday destinations and is accessible by bus services which provide onward connections to railway services. Such locational characteristics should assist in meeting the key sustainable residential planning objectives of promoting opportunities for the use of alternative travel modes to the private car and managing the overall traffic impact associated with new development.

4.0 DESCRIPTION OF THE DEVELOPMENT PROPOSALS

4.1 Overview

4.1.1 The application scheme envisages the demolition of the existing Engedi Chapel and replacement with a modern apartment building comprising 16 * 1-bed affordable apartments.

4.1.2 A masterplan drawing of the application scheme is provided for reference in **Appendix TS1** to this report. This plan also identifies the proposed location and nature of site access and car parking arrangements.

4.2 Highway Access Arrangements

4.2.1 It is proposed that a new vehicular access is delivered off High Street to serve an undercroft parking area for 14 apartments, with access to parking spaces for 2 apartments provides off Tai Owain.

4.2.2 Access to the proposed undercroft parking area is provided via 6m radii and 4.8m access road in accordance with standards. Visibility splays from the proposed access to the undercroft parking area access to High Street is available at 2.0m x 25m in both directions (measured to the centreline of the carriageway in the case of the northbound splay), suitable for access to a route operating under 20mph, such as High Street (see **FTP Drawing J000488/SK102**).

4.2.3 In order to further confirm suitability of available visibility from the site access, a manual speed survey has been undertaken at High Street. The results of the survey are presented in **Appendix TS2**, with this confirming that the 85th percentile wet weather speed of High Street (southbound movements) is 20.5mph.

4.2.4 Core reference guidance on the calculation and nature of relevant sightlines is set out in Manual for Streets 2 (MfS2 – Sept 2010). This guidance notes the following when identifying appropriate sightlines at a study location:

> ***"A minimum x-distance of 2m may be considered in some slow-speed situations when flows on the minor road arm are low, but using this value will mean that the front of some vehicles will protrude slightly into the running carriageway of the major arm, and many drivers will tend to cautiously nose out into traffic. The ability of drivers and cyclists to see this overhang from a reasonable distance, and to manoeuvre around it without undue difficulty should be considered. This also applies in lightly trafficked rural lanes." (MfS2, para 10.5.8)***

4.2.5 It is considered entirely appropriate to apply a 2.0m x-distance in the case of the application site noting that the minor arm would serve just 14 parking spaces, which would result in limited vehicle flow. A 2.0m x-distance represents an industry recognised diver eye position for vehicle access serving such low intensity development.

4.2.6 Furthermore, whilst it is acknowledged that typically visibility splays should be measured to the nearside kerbline, the measurement of the northbound visibility splay to the centreline of the carriageway is considered acceptable in this instance noting that the narrow nature of High Street is such that the overtaking of vehicle is not possible. Accordingly, all vehicles approaching from the north would be visible from a 25m distance of the access, noting the above confirmation that a 25m distance is entirely appropriate based on the recorded 85th percentile speeds. Indeed., the removal of the existing site boundary wall/vegetation would improve forward visibility along High Street.

4.2.7 The proposed two disabled parking spaces accessed off Tai Owain are sited at the approximate location of the existing dropped kerb access to the area of existing gated hardstanding to the south of the Chapel building. It is proposed that the existing dropped kerb would be extended to afford access to both disabled bays at the back of the existing Tai Owain footway. It is proposed that the boundary wall at Tai Owain would be angled and to provide significantly improved visibility and pedestrian intervisibility from the proposed 2 parking spaces, noting that at present the Chapel's main parking area is served off Tai Owain, with strictly limited visibility available. Indeed, the existing access provides circa 7m visibility from a 2m setback (measured to the centreline of the narrow existing carriageway), also noting that the existing parking area provided parking for more than 2 vehicles). Due to the low trafficked nature of Tai Owain, which serves only a small parking area associated with a small retirement apartment development. From the

proposed parking spaces 13m visibility is available for the first parking space and 9m from the second (if a car is parked in the adjacent bay – if no car is present a greater level of visibility is achievable). Vehicles exiting driveway parking spaces would edge out carefully as in any parking situation including the existing site parking arrangement, and such arrangement is therefore considered to be appropriate.

4.2.8 Pre-application comments received from the LPA regarding the scheme have identified a preference for the provision of a footway to be provided along the entire length of the site's eastern boundary. A footway along the site's eastern boundary has been provided for the section where this is achievable, however extending for the entire length of the boundary is not possible due to a requirement for significant retaining structures. Accordingly, it is proposed to install a dropped crossing with tactile paving at the terminus of the new footway to allow pedestrians to safely cross High Street at this location and utilise the footway on the opposite site of the route. The site masterplan attached at **Appendix TS1** to this report therefore illustrates this arrangement which the applicant would be happy to deliver.

4.3 Vehicle Servicing

4.3.1 Servicing requirements are likely to comprise weekly refuse collection and occasional deliveries. It is proposed that such manoeuvres occur on-street. A designated refuse store is provided adjacent to the two car parking spaces off Tai Owain, from where they would be wheeled to kerbside on collection day.

4.4 Car Parking

4.4.1 The application scheme would be served by 16 car parking spaces.

4.4.2 WCBC Car Parking Standards for new developments (as set out in their Local Planning Guidance Note No.16: Parking Standards), sets out the following maximum parking standards:

- C3 Dwellings 1-bedroom: 1.5 car spaces per unit

4.4.3 WCBC's standards also state the following with reference to reduced reliance/ car-free housing:

"Proposals for reduced reliance/car free housing, as supported by TAN 18 - Transport, will be considered on their own merits. It is likely that only small-scale sites will be suitable for such developments where they are demonstrated to be within walking distance to frequent public transport and accessible to a range of employment, shopping and leisure facilities. Where reduced reliance/car free developments are proposed, the Council will need to be satisfied that they will not cause or exacerbate parking problems."

4.4.4 In the case of the application site is 1 car parking space per dwelling is considered appropriate owing to the accessible location of the application site, noting excellent opportunities for access by modes other than the private car, including bus stops within 40m of the site and local shops/services being a short walk away.

4.4.5 Furthermore, it is quite likely that the majority of units would be occupied by single car households at most, with some units likely to have no car.

4.4.6 Indeed, review of 2011 Census data for car ownership in social rented housing in Wrexham, identifies that 52% of households have no cars or vans, compared to 22% for all housing in Wrexham. The fact that less than 50% of residents of social rented housing own a car therefore confirms that the level of car parking proposed is appropriate given the car ownership statistics of the surrounding local area. (Source: Nomis, dataset DC4416EWla - Tenure by car or van availability).

4.4.7 Such level of parking provision is also supported by parking surveys of affordable housing developments with similar characteristics to the application scheme. The applicant has collected data regarding car ownership amongst residents of each development where possible and has also undertaken surveys over three days, with data collected in the morning (06:00-07:00) and evening (after 19:00) in order to establish peak parking demand. A summary of the results is provided in **Table TS4.1**.

Table TS4.1: W&WHA Development Parking Review

Development	Number of units	Number of parking spaces	Car ownership amongst residents (%'age of residents)	Maximum recorded parking demand (%'age of residents)
The Tannery, Wrexham	20 (1-bed)	20 (100%)	9 (45%)	11 (55%)
Trooper Court, Wrexham	9 (1-bed)	9 (100%)	5 (44%)	4 (44%)
Cadets Court, Wrexham	12 (1-bed)	13 (108%)	5 (58%)	7 (58%)
Galahad Court, Wrexham	9 (1-bed)	9 (100%)	4(33%)	5 (56%)
Llys Jenkin, Abergele (housing element excluded)	12 (inc. 2 supported living units) – 2, 3 & 4-beds	12 (100%)	3 (25%)	4 (33%)
Llys Colwyn, Old Colwyn	24 (7 * 1-bed + 17 * 2-bed)	24 (100%)	9 (38%)	10 (42%)
Derby Villas, Wrexham	24 (2-bed)	14◊ (58%)	Data not available	10 (42%)
Sylvester Court / Shields Court, Wrexham^	50	34 (68%)	Data not available	19 (38%)
Average			(42%)	(46%)

◊spaces unmarked, parking capacity calculated by applying a standard parking space width of 2.4m to available parking areas.
^surveys undertaken by survey sub-consultant on Friday 26th January 2024 14:30-20:00 & Saturday 27th January 2024 to support a planning application at the site

4.4.8 Review of **Table TS4.1** demonstrates that car ownership amongst residents is low, averaging just 42%. Surveys of resident parking areas undertaken during early morning and late evening periods identifies that parking demand averages 46% of resident parking. It is evident from this information that the proposed 100% parking provision at the application site represents a level in excess of the average recorded parking demand at other W&WHA developments.

4.4.9 Car parking spaces would be provided at 2.4m x 4.8m in accordance with LHA standards.

4.4.10 The two spaces adjacent to the two accessible apartments within the scheme would be designed to mobility standard.

4.4.11 Swept path assessments of access to all parking bays is provided in **Drawings J000488/ATR001-005**.

4.5 Cycle Parking

4.5.1 An area within the undercroft car park would be set aside for cycle parking, providing secure covered parking for 12 cycles. Such level of parking is entirely appropriate for the application site based on the applicant's experience of operation of other similar schemes.

5.0 PREDICTED DEVELOPMENT RELATED TRAVEL DEMAND

5.1 Introduction

5.1.1 This section of the Transport Statement seeks to identify the levels of traffic demand anticipated to be generated by the application scheme. This exercise has been carried out via reference to vehicle trip rates derived for suitable example private residential development sites held within the TRICS database. TRICS is a nationally regarded source of historical trip demand data, containing observed traffic data for a large variety of development-type sites. As such, the database can be considered to produce reliable base trip rates.

5.2 Predicted Trip Demand Levels

5.2.1 As noted in section 4.1 to this report, the application scheme is proposed to deliver a modern apartment building comprising 16 1-bed affordable apartments.

5.2.2 Trip demand associated with the application scheme have been calculated with reference to the TRICS trip rate database. It is considered that the retirement flats land use within the TRICS database is most comparable to the proposed landuse.

5.2.3 Details of the reference sites chosen from the TRICS database to inform the review of the proposed affordable apartments land use are set out in **Appendix TS3** to this report, with sites selected for general locational characteristics similar to the Engedi Methodist Chapel site, i.e.:

- Affordable/LA flat development size of 6-25 dwellings,
- No town centre or edge of town centre sites; and,
- Not including sites in Greater London or Eire.

5.2.4 The chosen sites provide a varying level of parking, with an average of around 100%. Such average level of parking broadly corresponds with the level of parking available at the proposal scheme.

5.2.5 Average trip rates (per dwelling) for the traditional AM / PM 'rush hour' time periods and 12-hour period are illustrated in **Table TS5.**1.

Table TS5.1: Calculated Average Affordable Apartments Trip Rates from TRICS

Time Period	Average Trip Rates (per dwelling)		
	Arrive	Depart	Total
AM Peak (08:00-09:00)	0.080	0.123	0.203
PM Peak (17:00-18:00)	0.187	0.150	0.337
12h hour (07:00-19:00)	1.097	1.135	2.232

Trip Rate (Per dwelling)

5.2.6 The above average trip rates have been applied to the total residential development size proposed at the application site (16 dwellings), with the results set out in **Tables TS5.2** below.

Table TS5.2: Predicted Average Affordable Apartments Trip Demand for Proposed Apartments at the Application Site (16 beds)

Time Period	Trip Demand (16 apartments)		
	Arrive	Depart	Total
AM Peak (08:00-09:00)	1	2	3
PM Peak (17:00-18:00)	3	2	5
12h hour (07:00-19:00)	18	18	36

All vehicle movements

5.2.7 The above exercise demonstrates that the application scheme is not anticipated to generate a substantive level of travel demand during traditional 'rush hour periods', with maximum two-way (in + out) vehicle demand associated with the proposals predicted to be no more than 5 two-way vehicles per hour during the traditional highway peak hours of 08:00-09:00 & 17:00-18:00. Such demand is the equivalent of less than 1 development vehicle trip movement every 12 minutes and is considered unlikely to result in a severe impact on prevailing local highway network operating conditions, especially when considering the extant place of worship use of the building would have its own trip generation, potentially in excess of the proposed residential use.

5.3 Impact Statement

5.3.1 Traditionally the review of highway link impact suggests that more detailed assessment is typically only required, should traffic flow changes exceed the following guideline thresholds:

- Traffic to / from the development exceeds 10% of existing two-way traffic on the adjoining highway; or,

- Where traffic to / from the development exceeds 5% of the existing two-way traffic flow on the adjoining highways at locations where traffic congestion exists within the assessment period or in other sensitive locations.

5.3.2 March 2007 Welsh Government Guidance TAN18 Annex E (para E4) further reinforces the 5% threshold as a reasonable starting point for the identification of likely material increases in traffic demand.

5.3.3 In practice it is considered unlikely that the predicted additional development related traffic levels highlighted above (no more than 5 additional vehicles per hour, would give rise to any material detrimental change in local highway network conditions. Indeed, it is likely that the operational effects of the small volume of additional development traffic movements associated with the scheme would be virtually indistinguishable from day-to-day variations in general baseline traffic levels (typically + or – 10%).

6.0 SUMMARY

6.1 This Transport Statement has been prepared by Focus Transport Planning on behalf of Wales and West Housing Association Ltd to consider highways and transport matters related to the proposed demolition of the existing Engedi Methodist Chapel, High Street, Brymbo and replacement with a modern apartment building comprising 16 1-bed affordable apartments. The report has been prepared to inform the Local Planning & Highway Authority of the design and nature of the proposed site access arrangements and any highway network operational impacts associated with the residential development proposals.

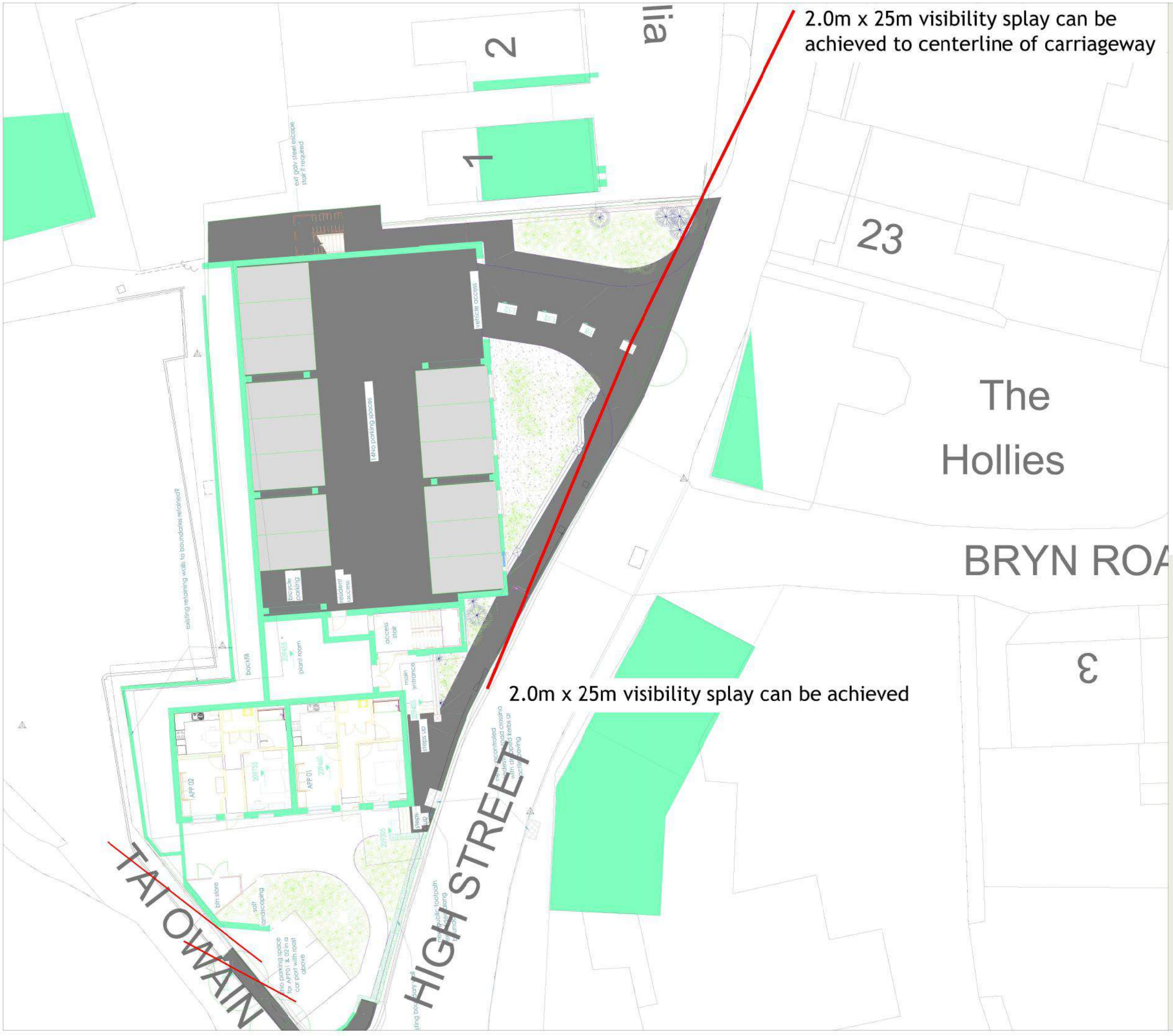
6.2 This report has demonstrated that the application scheme would represent appropriate and sustainable development when considered in highways and transport terms. The site is located adjacent to a mature residential area and offers the potential to encourage access by alternative sustainable travel modes to the private car for some day-to-day journeys. The proposals incorporate a suitable level of car and cycle parking, and appropriate servicing arrangements are available for refuse collection and delivery vehicles. The applicant proposes to provide a footway along a section of the site frontage to High Street, with tactile dropped crossing point to the eastern side of the route, to improve pedestrian accessibility.

6.3 There is no evidence to suggest that the application scheme would give rise to a severe detrimental impact on local highway network operation, especially when considering the baseline place of worship land use. Development traffic increases would be of a strictly limited scale and would not require the provision of specific network capacity improvements.

6.4 Focus Transport Planning would therefore commend the proposals to the Council.

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DRAWINGS



Revision:

A Updated site plan 07.11.24

Client: Wales & West Housing

Project: Brymbo Engedi Chapel

Drawing Title: Visibility From Proposed Site Access

Drawing Number: J000488-SK102

Revision: A

Date: 17.04.24

Scale: 1:250

Drawn By: KG

Checked By: KG

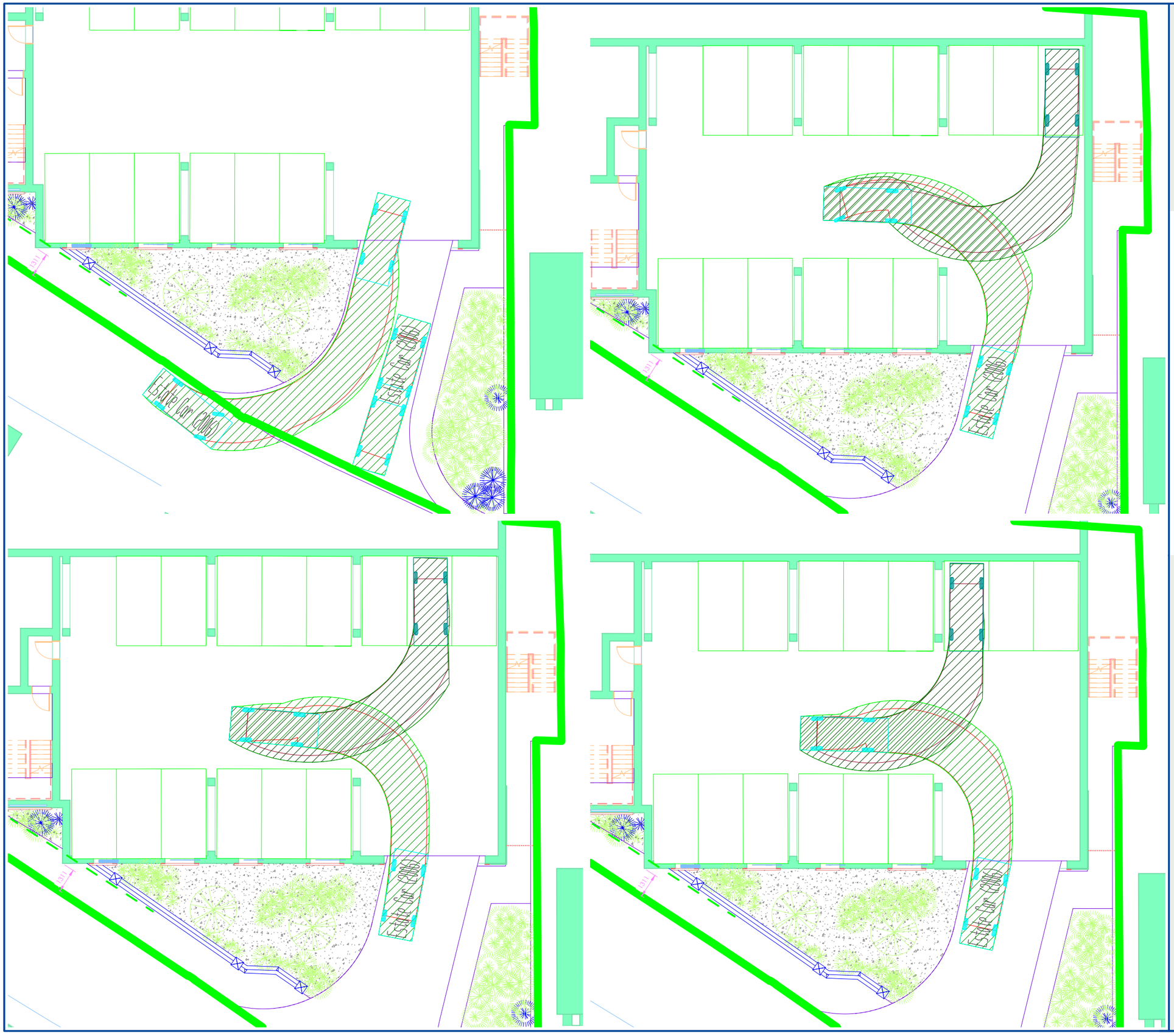
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Revision:

A	Updated site plan	17.02.24
B	Updated site plan	07.11.24

Client:
Wales & West Housing

Project:
Brymbo Engedi Chapel

Drawing Title:
Swept Path Assessment
Car Park Access &
Parking Bays Nos. 1 to 3

Drawing Number: J000488-ATR001

Revision: B

Date: 19.12.23

Scale: 1:200

Drawn By: LV

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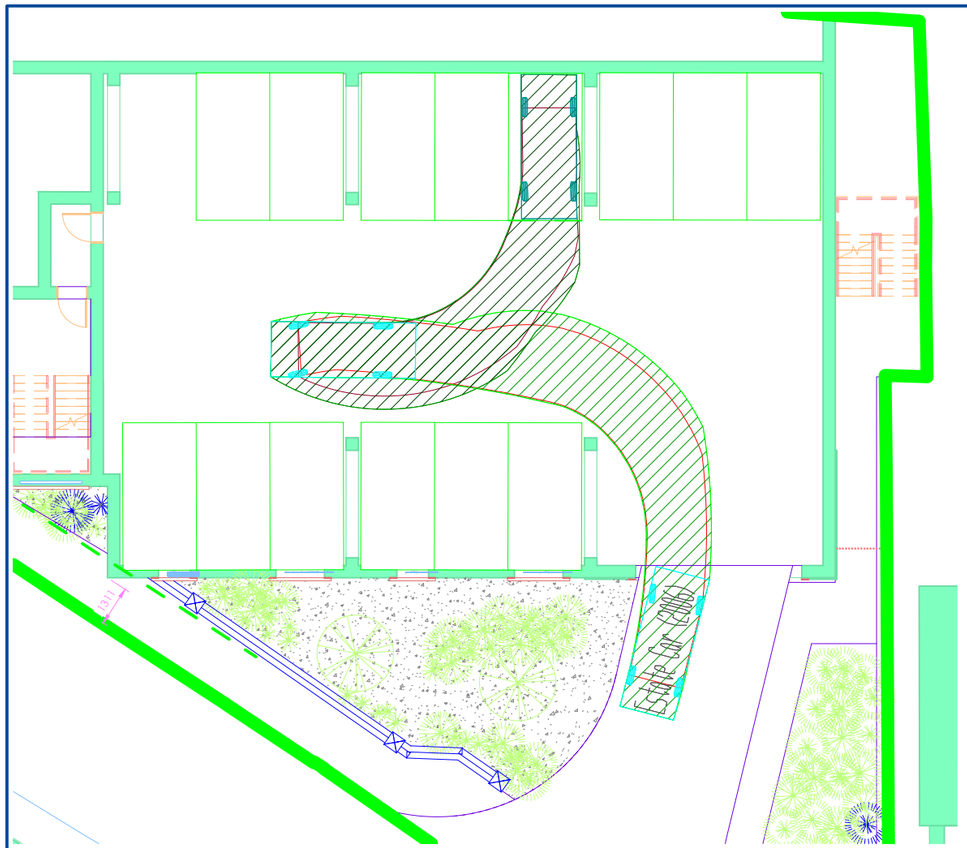
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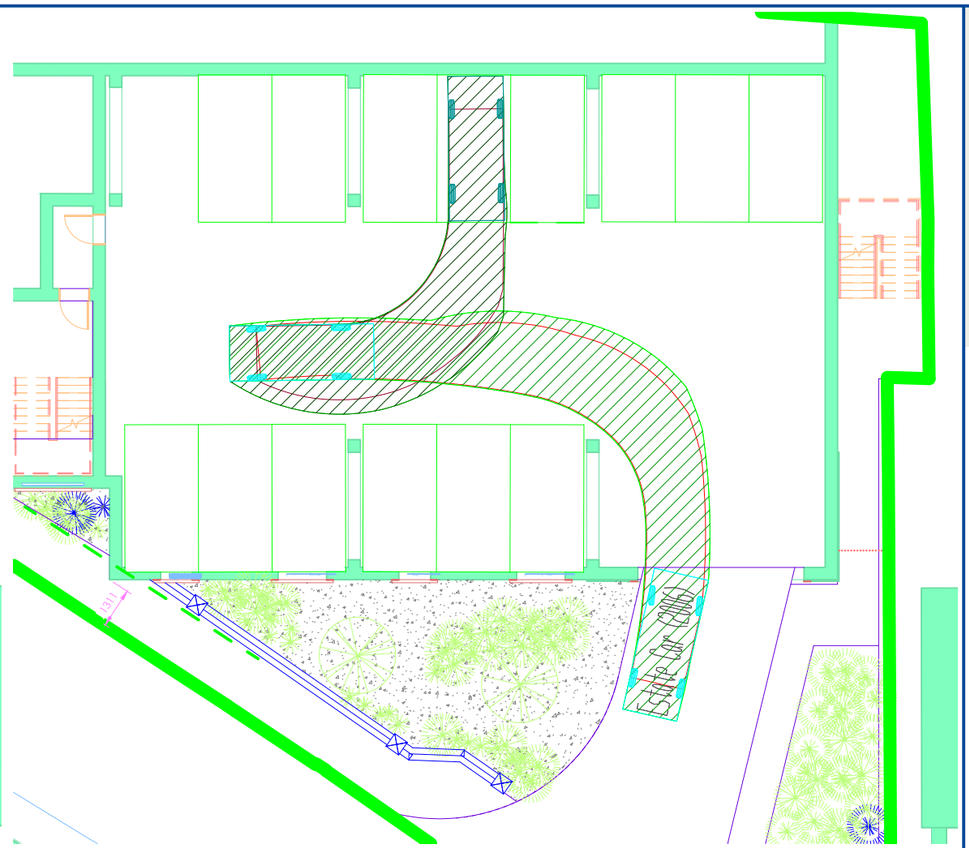
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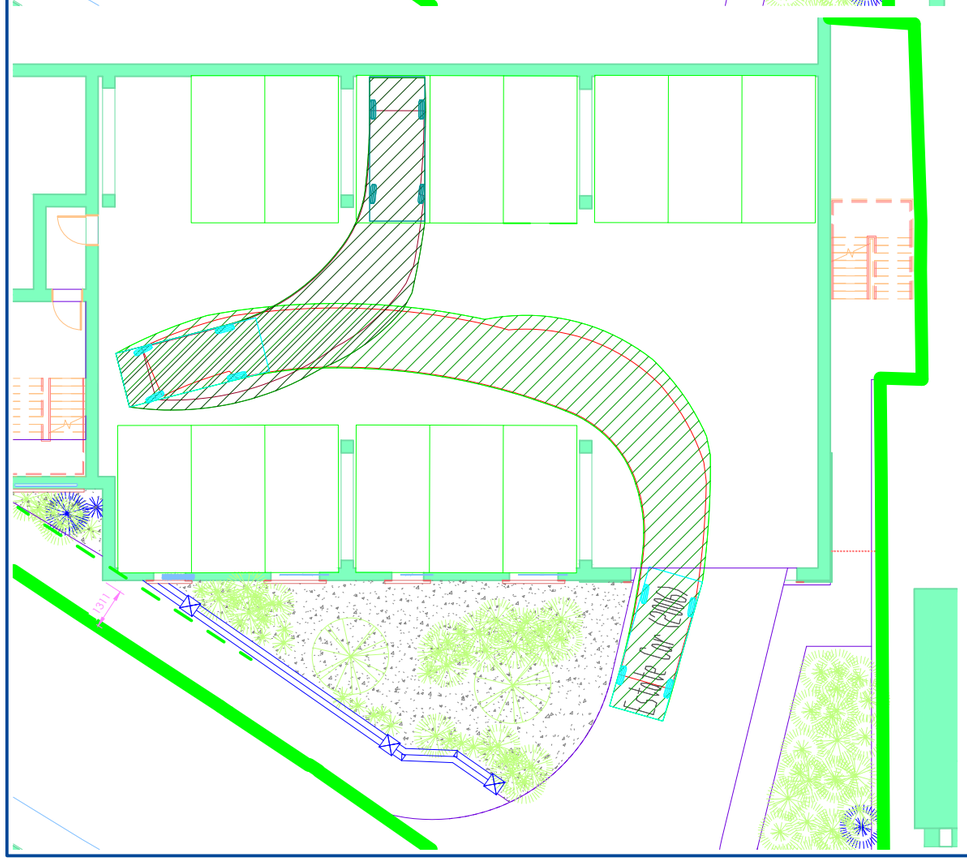
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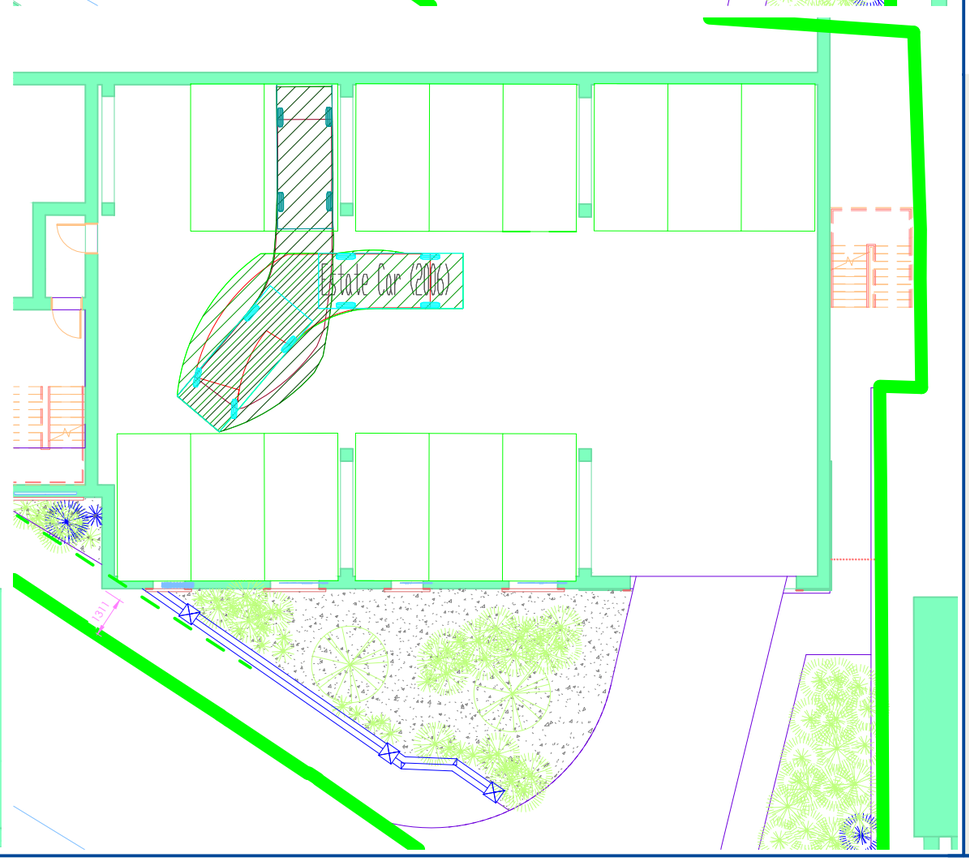
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Revision:

A	Updated site plan	17.02.24
B	Updated site plan	07.11.24

Client:
Wales & West Housing

Project:
Brymbo Engedi Chapel

Drawing Title:
Swept Path Assessment
Car Park Access &
Parking Bays Nos. 4 to 7

Drawing Number: J000488-ATR002

Revision: B

Date: 19.12.23

Scale: 1:200

Drawn By: LV

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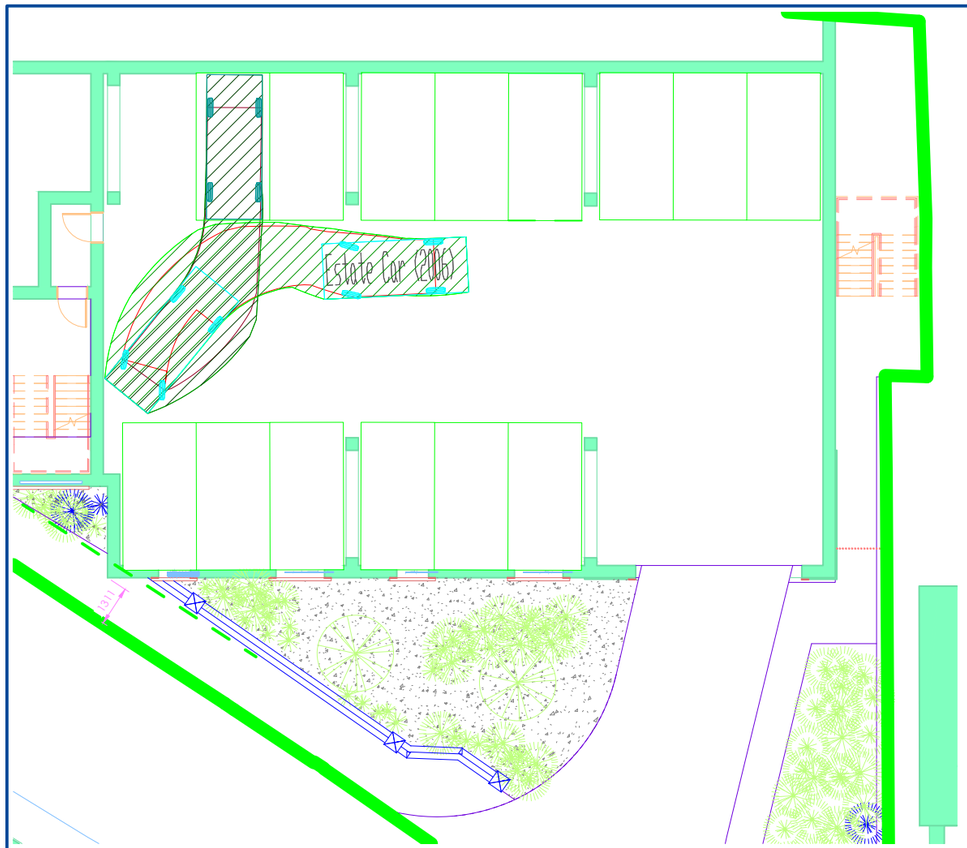
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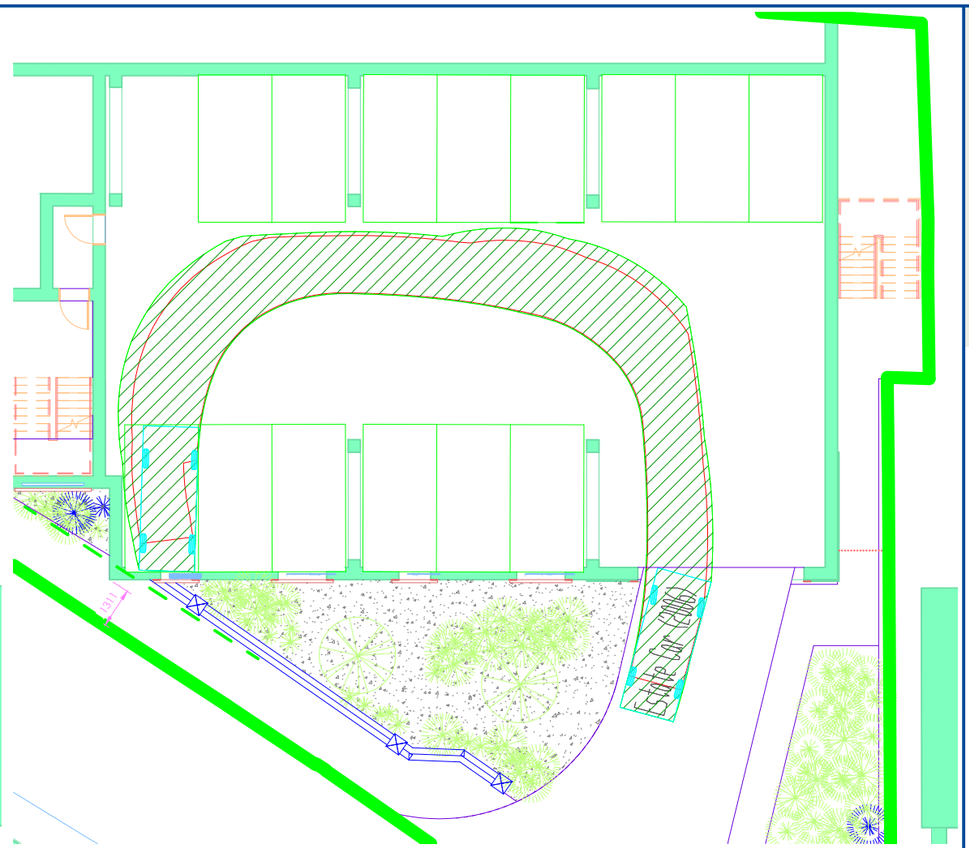
This drawing has been prepared for feasibility purposes and does not represent a construction plan. All design aspects to be confirmed at the appropriate detailed design stage.

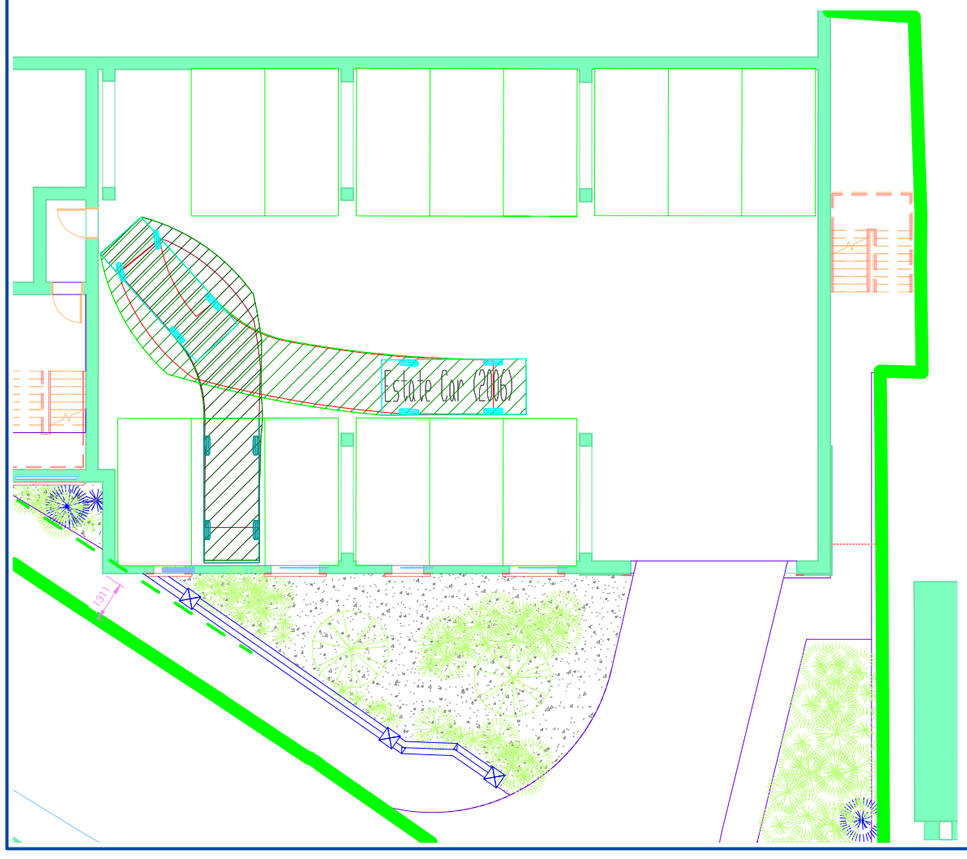
Pentland House
Village Way, Wilmslow
SK9 2GH

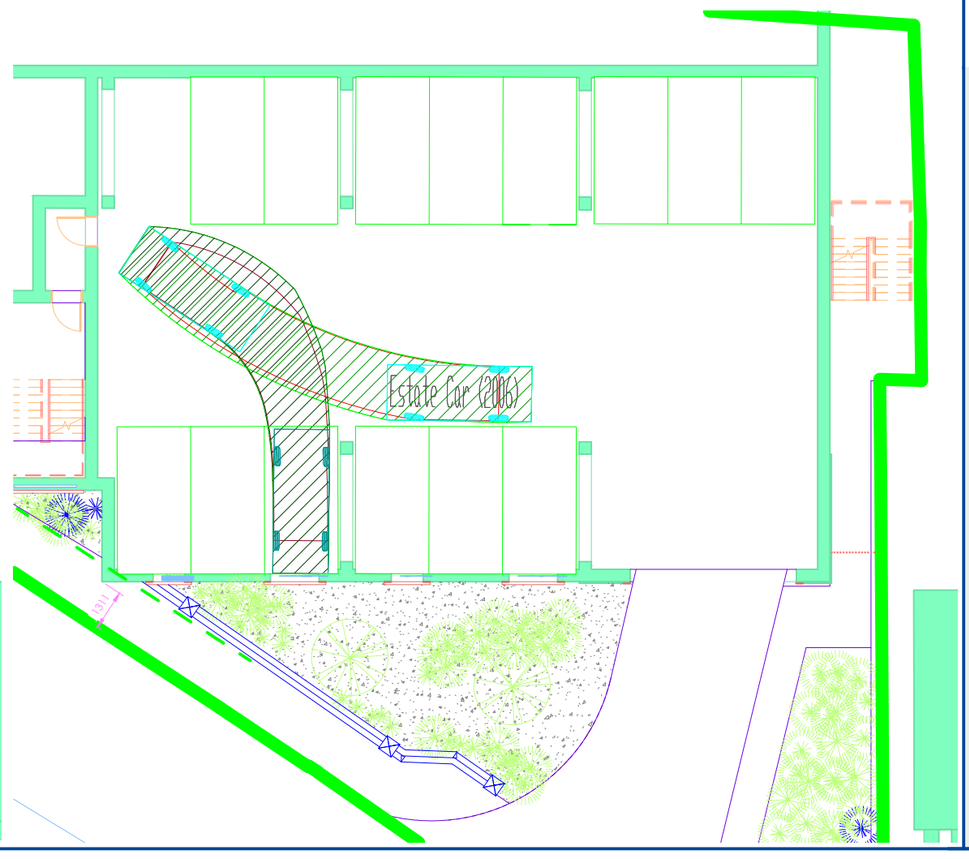
0161 826 4631
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TRANSPORT PLANNING









Revision:

A	Updated site plan	17.02.24
B	Updated site plan	07.11.24

Client:
Wales & West Housing

Project:
Brymbo Engedi Chapel

Drawing Title:
Swept Path Assessment
Car Park Access &
Parking Bays Nos. 8 to 11

Drawing Number: J000488-ATR003

Revision: B

Date: 19.12.23

Scale: 1:200

Drawn By: LV

Checked By: KG

Status: Information

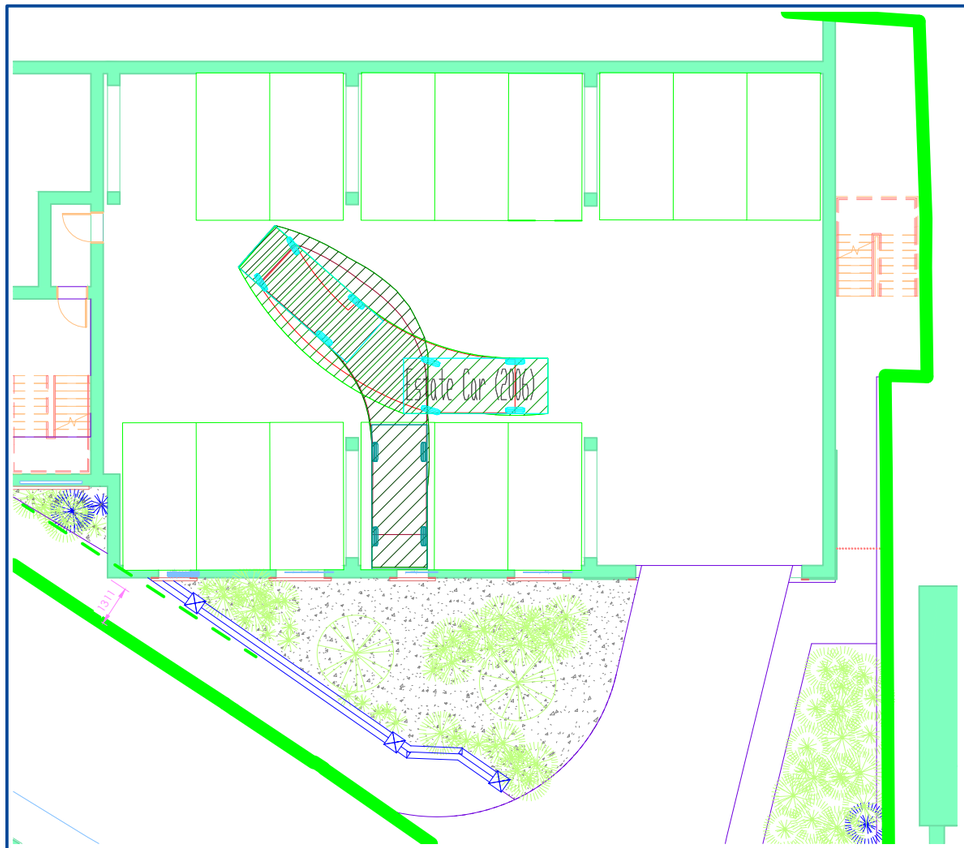
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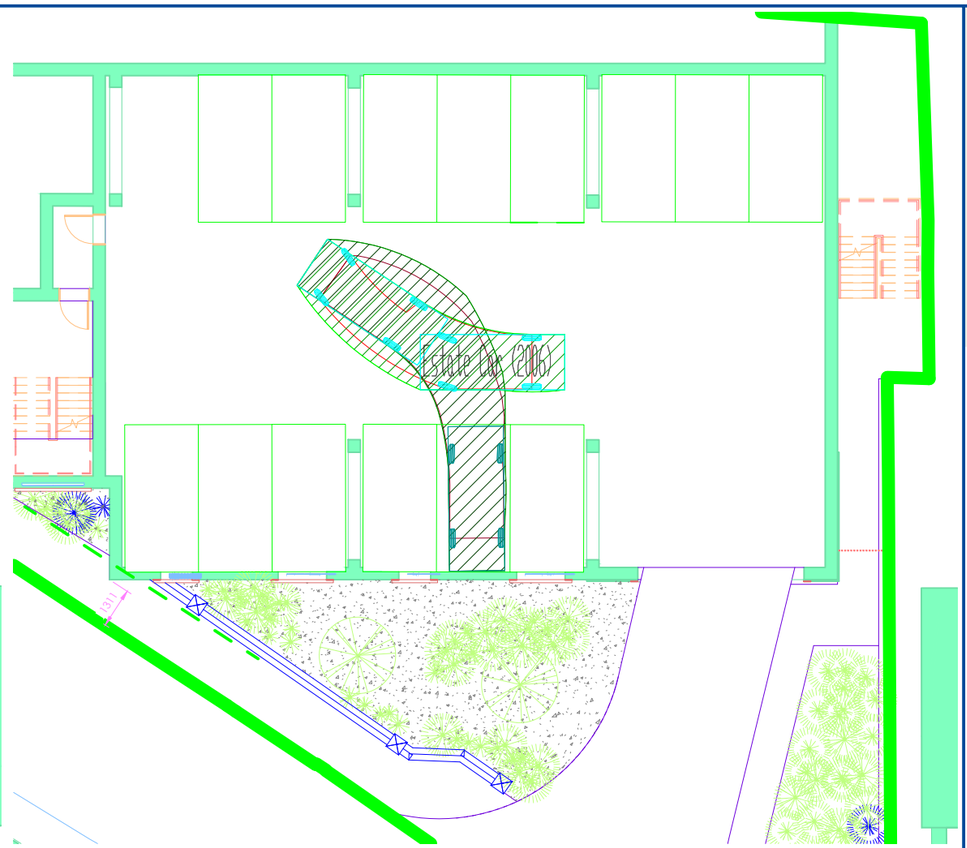
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Revision:

A	Updated site plan	17.02.24
B	Updated site plan	07.11.24

Client:
Wales & West Housing

Project:
Brymbo Engedi Chapel

Drawing Title:
Swept Path Assessment
Car Park Access &
Parking Bays Nos. 12 to 14

Drawing Number: J000488-ATR004

Revision: B

Date: 19.12.23

Scale: 1:200

Drawn By: LV

Checked By: KG

Status:
Information

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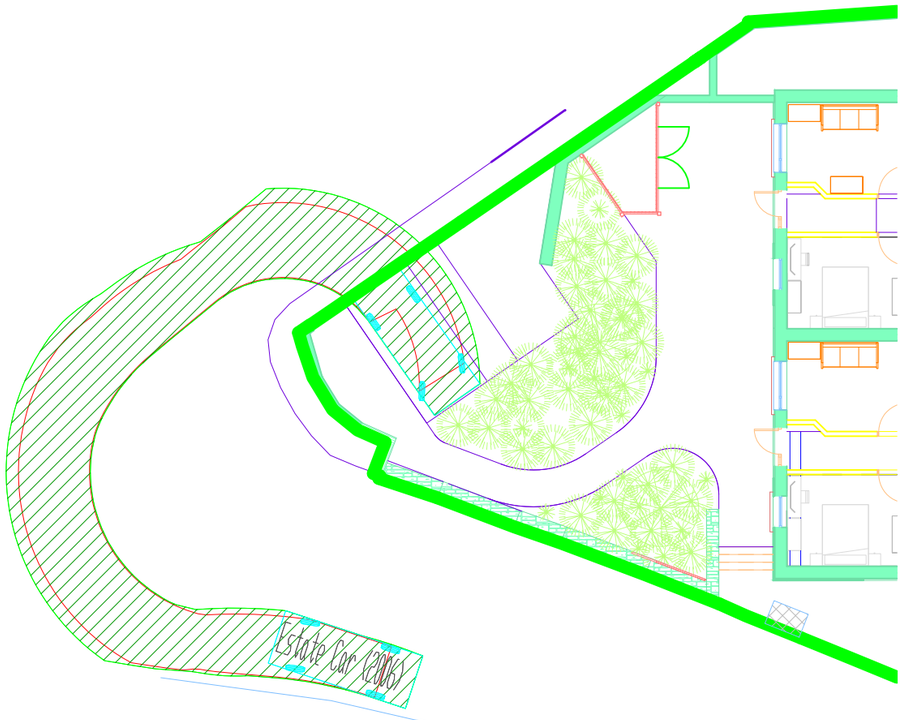
DO NOT SCALE - Follow any figured dimensions.

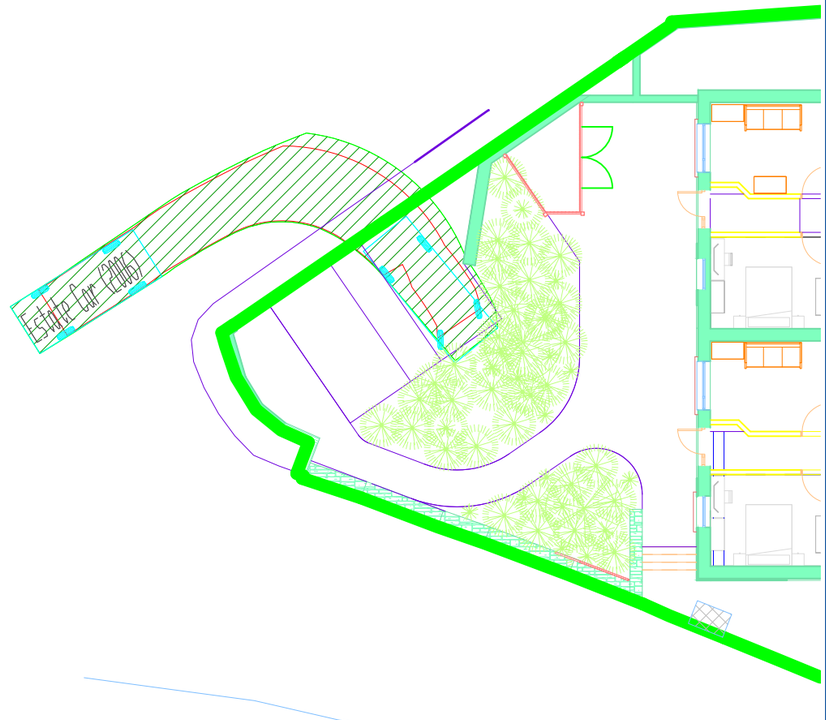
This drawing has been prepared for feasibility purposes and does not represent a construction plan. All design aspects to be confirmed at the appropriate detailed design stage.

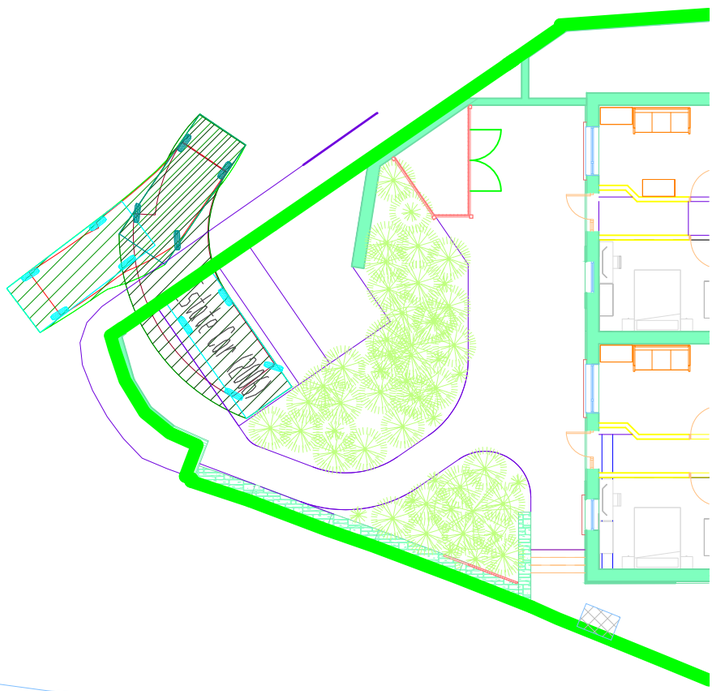
Pentland House
Village Way, Wilmslow
SK9 2GH

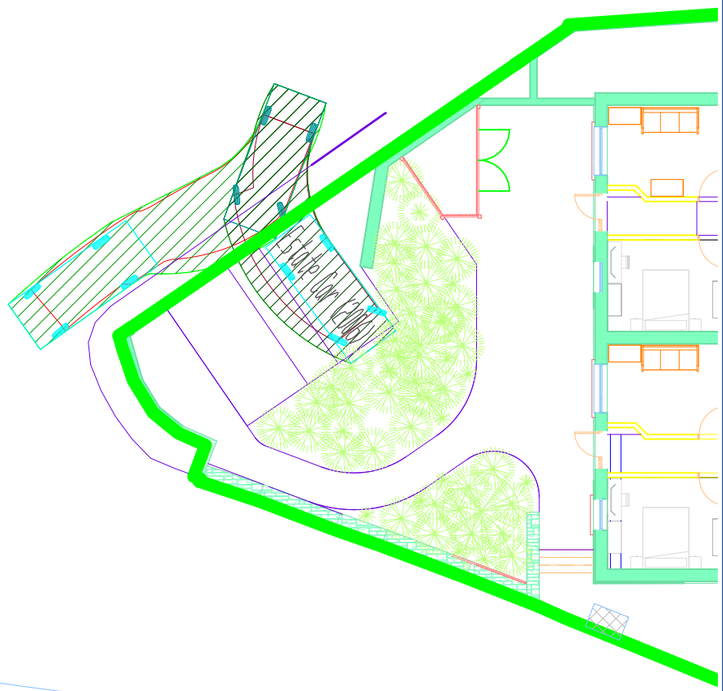
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Revision:

A	Updated site plan	17.02.24
B	Updated site plan	07.11.24

Client:
Wales & West Housing

Project:
Brymbo Engedi Chapel

Drawing Title:
Swept Path Assessment
Car Park Access &
Parking Bays 16-17

Drawing Number: J000488-ATR005

Revision: B

Date: 19.12.23

Scale: 1:200

Drawn By: LV

Checked By: KG

Status:
Information

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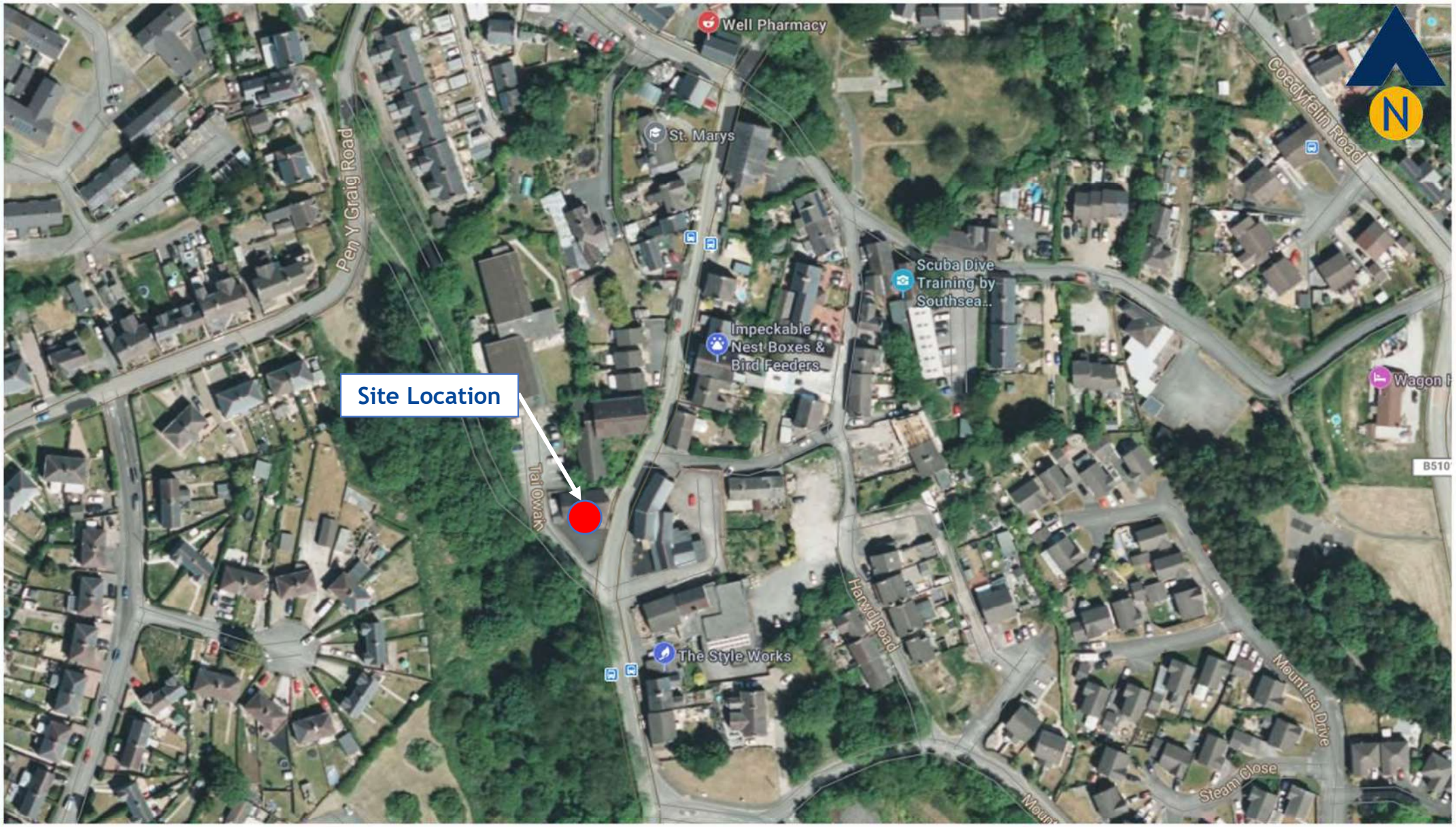
FIGURES



FOCUS TRANSPORT PLANNING

Figure TS1 **SITE LOCATION: STRATEGIC CONTEXT**

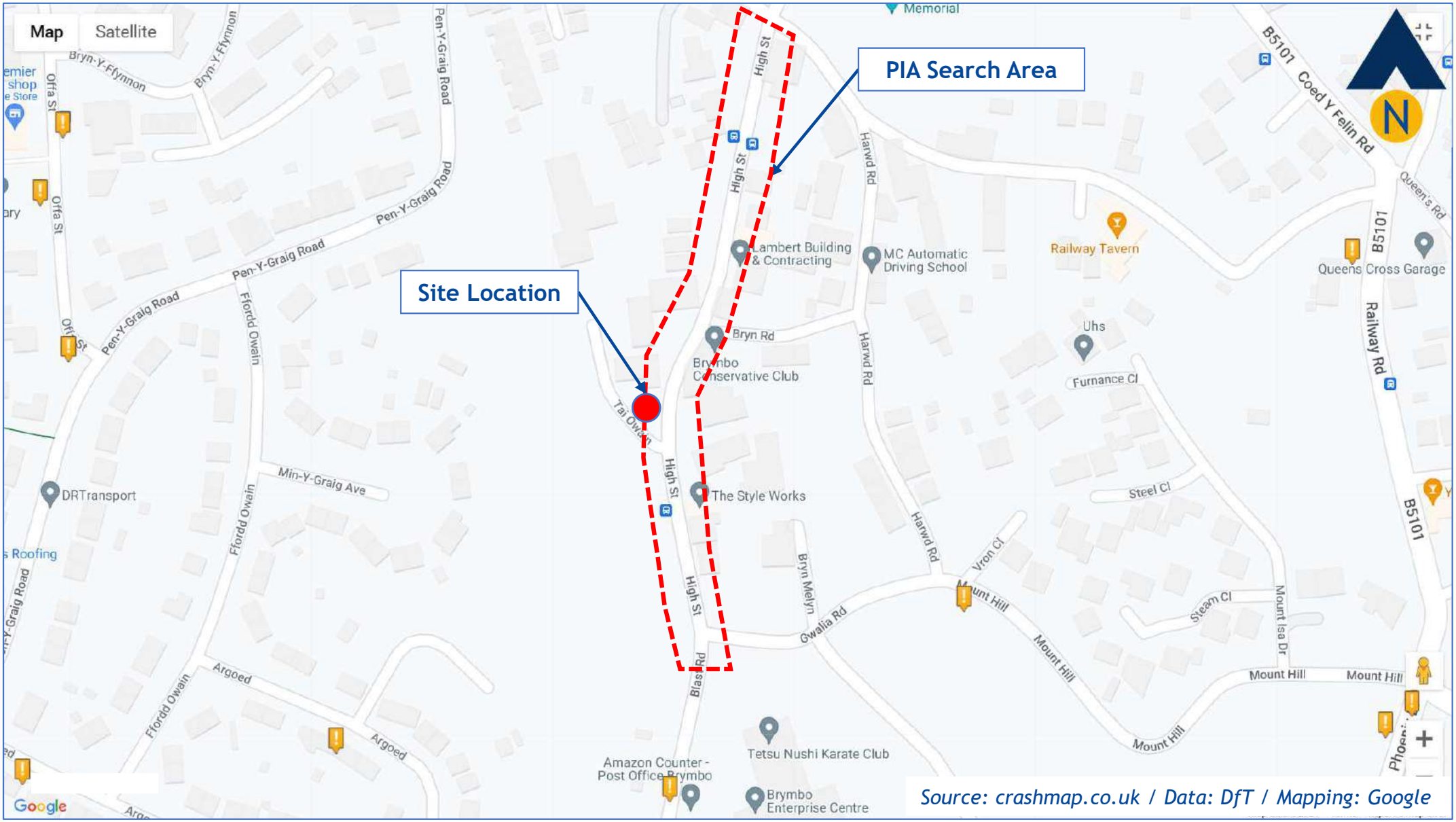
J000488 Engedi Chapel, High Street, Brymbo April 2024



FOCUS TRANSPORT PLANNING

Figure TS2 **SITE LOCATION: IMMEDIATE CONTEXT**

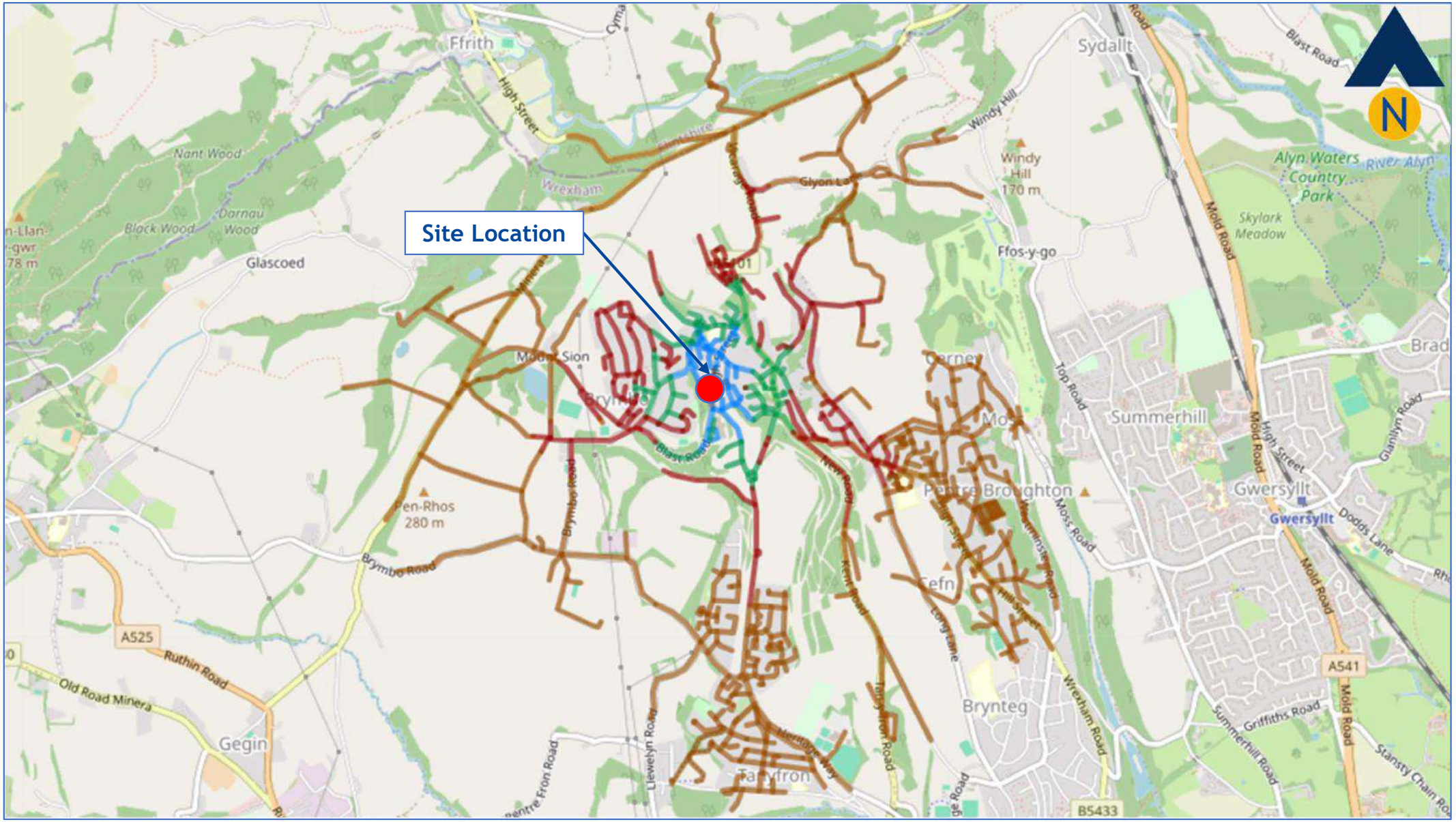
J000488 Engedi Chapel, High Street, Brymbo April 2024



FOCUS TRANSPORT PLANNING

Figure TS3 **LOCATION OF RECORDED PERSONAL INJURY ACCIDENT INCIDENTS (01/01/99 - 31/12/22)**

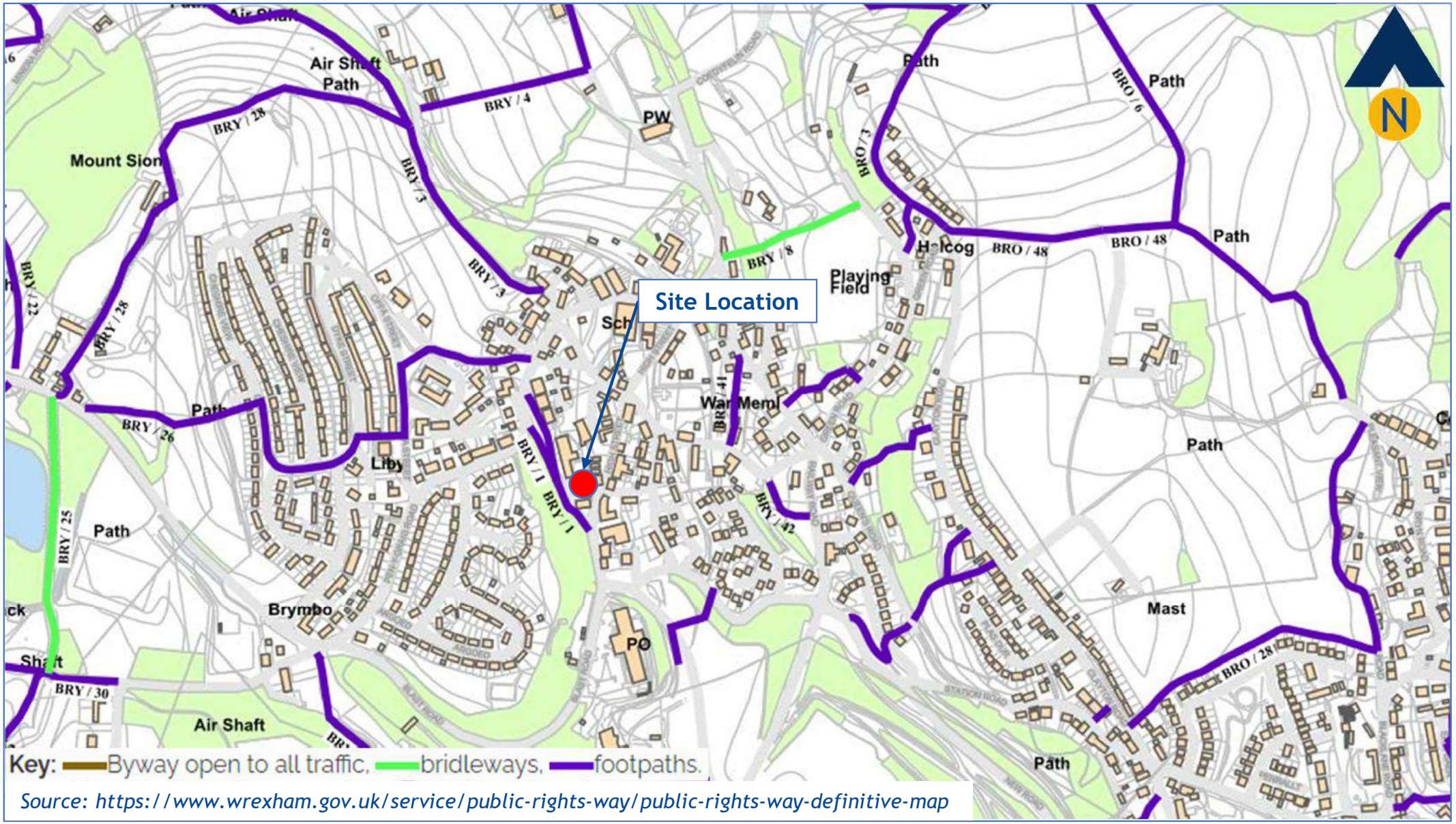
J000488 Engedi Chapel, High Street, Brymbo April 2024



FOCUS TRANSPORT PLANNING

Figure TS4a **2KM WALKING CATCHMENT FROM THE APPLICATION SITE**

J000488 Engedi Chapel, High Street, Brymbo April 2024

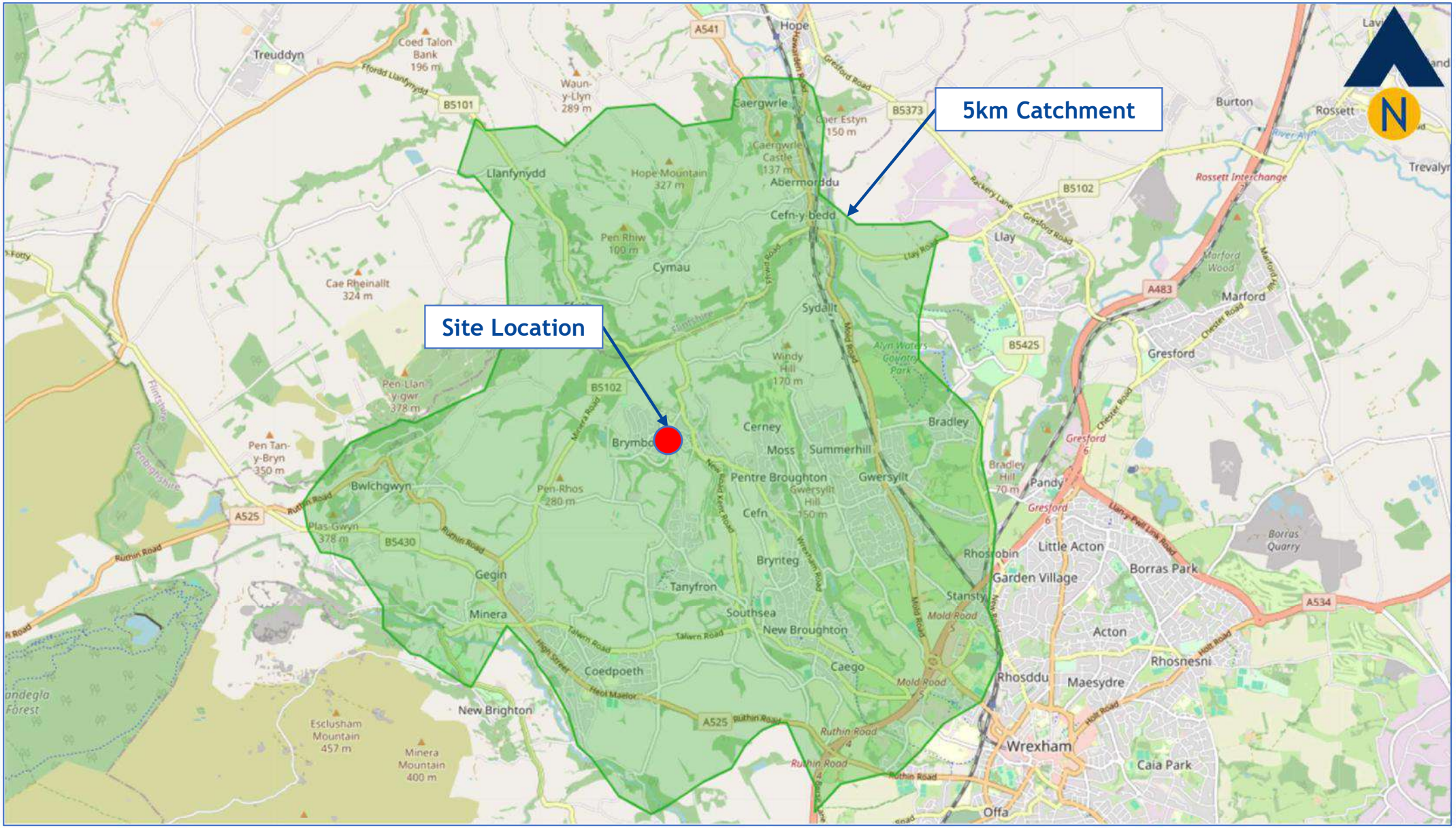


Source: https://www.wrexham.gov.uk/service/public-rights-way/public-rights-way-definitive-map

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Figure TS4b **PUBLIC RIGHTS OF WAY LOCAL TO THE APPLICATION SITE**

J000488 Engedi Chapel, High Street, Brymbo April 2024



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Figure TS5 **5KM CYCLE CATCHMENT FROM THE APPLICATION SITE**

J000488 Engedi Chapel, High Street, Brymbo April 2024

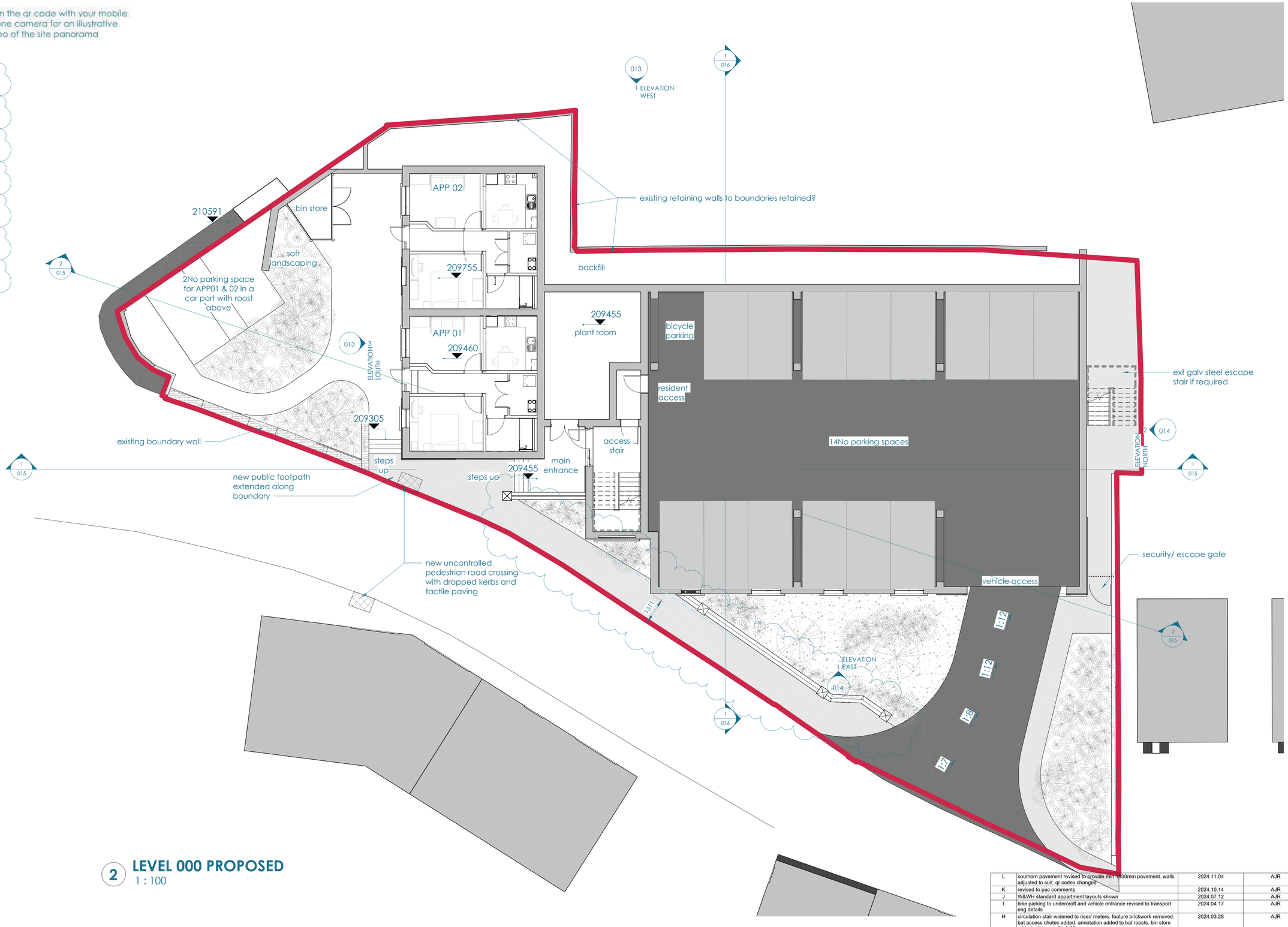


APPENDICES



APPENDIX TS1

scan the qr code with your mobile phone camera for an illustrative video of the site panorama



2 LEVEL 000 PROPOSED
1 : 100

Revision	Description	Date of Revision	Issued by
L	southern pavement revised to provide min 1800mm pavement. walls adjusted to suit. qr codes changed	2024.11.04	AJR
K	revised to pac comments.	2024.10.14	AJR
J	W&WH standard appartment layouts shown	2024.07.12	AJR
I	bike parking to undercroft and vehicle entrance revised to transport eng details	2024.04.17	AJR
H	circulation stair widened to riser/ meters. feature brickwork removed. bat access chutes added. annotation added to bat roosts. bin store added adj to app 01 & 02	2024.03.28	AJR
G	qr code revised. window cill added to ground floor walkup apartment. pedestrian road corossing added to floor plans	2024.02.16	AJR
F	bin store revised to accomodate 3No 1100ltr, 1No 660ltr & 12No 240ltr. pedestrian crossing shown. comunal corridor reduced to 1350 wide. artstone cills added to windows within render	2024.02.15	AJR
E	revised to suit client comments.	2024.02.07	AJR
D	revised and issued for client review	2024.01.16	AJR
C	site section lines added	2023.12.07	AJR
B	north west boundary refined based on site visit	2023.12.06	AJR
A	issued for client review	2023.11.30	AJR

drawing status: for construction; for approval; for discussion

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Project name C484 **Drawing No** 020 **Revision** L

Project: ENGEDI CHAPEL, BRYMBO **Sheet name:** LEVEL 000 PROPOSED

Scale@A1: 1 : 100 **Date:** 2023.11.27

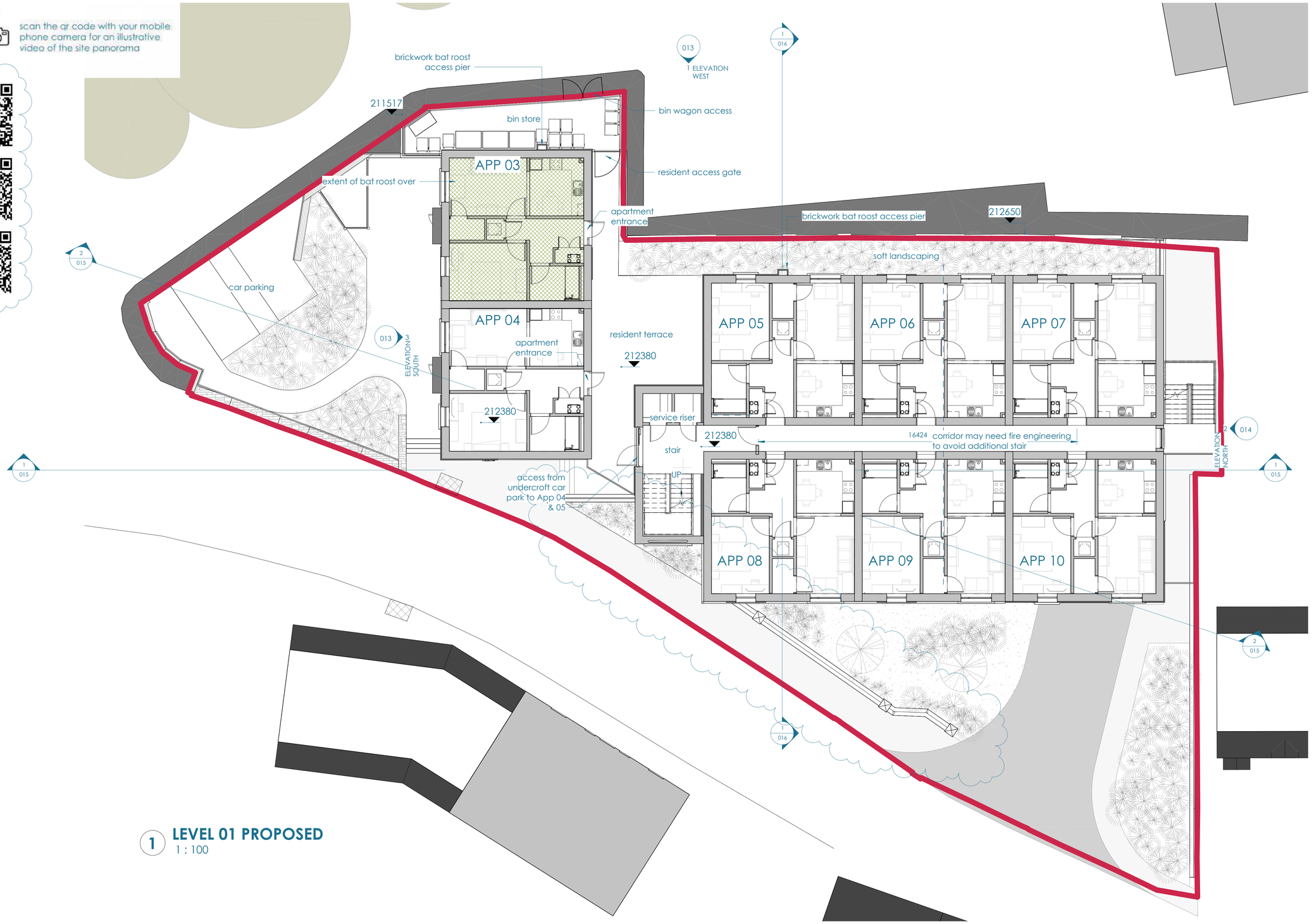
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cartref workstage 3

04/11/2024 12:03:40

200 100 50 10mm

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1 LEVEL 01 PROPOSED
1 : 100

Revision	Description	Date of Revision	Issued by
L	southern pavement revised to provide min 1800mm pavement. walls adjusted to suit. qr codes changed	2024.11.04	AJR
K	revised to pac comments.	2024.10.14	AJR
J	W&WH standard appartment layouts shown	2024.07.12	AJR
I	bike parking to undercroft and vehicle entrance revised to transport eng details	2024.04.17	AJR
H	circulation stair widened to riser/ meters. feature brickwork removed. bat access chutes added. annotation added to bat roosts. bin store added adj to app 01 & 02	2024.03.28	AJR
G	qr code revised. window cill added to ground floor walkup apartment. pedestrian road corossing added to floor plans	2024.02.16	AJR
F	bin store revised to accomodate 3No 1100ltr, 1No 660ltr & 12No 240ltr. pedestrian crossing shown. comunal corridor reduced to 1350 wide. artstone cills added to windows within render	2024.02.15	AJR
E	revised to suit client comments.	2024.02.07	AJR
D	revised and issued for client review	2024.01.16	AJR
C	site section lines added	2023.12.07	AJR
B	north west boundary refined based on site visit	2023.12.06	AJR
A	issued for discussion	2023.11.06	

drawing status: for construction, for approval, for discussion

creu
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Project name C484 **Drawing No** 021 **Revision** L

Project: ENGEDI CHAPEL, BRYMBO **Sheet name:** LEVEL 001 PROPOSED

Scale@A1: 1 : 100 **Date:** 2023.11.30

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cartref workstage 3

04/11/2024 11:49:38

200 100 50 10mm

scan the qr code with your mobile phone camera for an illustrative video of the site panorama



1 LEVEL 02 PROPOSED
1 : 100

Revision	Description	Date of Revision	Issued by
L	southern pavement revised to provide min 1800mm pavement. walls adjusted to suit. qr codes changed	2024.11.04	AJR
K	revised to pac comments.	2024.10.14	AJR
J	W&WH standard appartment layouts shown	2024.07.12	AJR
I	bike parking to undercroft and vehicle entrance revised to transport eng details	2024.04.17	AJR
H	circulation stair widened to riser/ meters. feature brickwork removed. bat access chutes added. annotation added to bat roosts. bin store added adj to app 01 & 02	2024.03.28	AJR
G	qr code revised. window cill added to ground floor walkup apartment. pedestrian road corossing added to floor plans	2024.02.16	AJR
F	bin store revised to accomodate 3No 1100ltr, 1No 660ltr & 12No 240ltr. pedestrian crossing shown. comunal corridor reduced to 1350 wide. artstone cills added to windows within render	2024.02.15	AJR
E	revised to suit client comments.	2024.02.07	AJR
D	revised and issued for client review	2024.01.16	AJR
C	site section lines added	2023.12.07	AJR
B	north west boundary refined based on site visit	2023.12.06	AJR
A	issued for client review	2023.11.30	AJR

drawing status: for construction ● for approval ● for discussion ●

creu
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Project name C484 **Drawing No** 022 **Revision** L

Project: ENGEDI CHAPEL, BRYMBO
Sheet name: LEVEL 002 PROPOSED
Scale@A1: 1 : 100
Date: 2023.11.27

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cartref workstage 3

04/11/2024 11:50:02

200 100 50 10mm

scan the qr code with your mobile phone camera for an illustrative video of the site panorama



1 PROPOSED SITE
1 : 100

04/11/2024 11:48:24

cartref workstage 3

Revision	Description	Date of Revision	Issued by
H	southern pavement revised to provide min 1800mm pavement. walls adjusted to suit. qr codes changed	2024.11.04	AJR
G	revised to pac comments.	2024.10.14	AJR
F	bike parking to undercroft and vehicle entrance revised to transport eng details	2024.04.17	AJR
E	circulation stair widened to riser/ meters. feature brickwork removed. bat access chutes added. annotation added to bat roosts. bin store added adj to app 01 & 02	2024.03.28	AJR
D	qr code revised. window cill added to ground floor walkup apartment. pedestrian road corossing added to floor plans	2024.02.16	AJR
C	bin store revised to accomodate 3No 1100ltr, 1No 660ltr & 12No 240ltr. pedestrian crossing shown. comunal corridor reduced to 1350 wide. artstone cills added to windows within render	2024.02.15	AJR
B	revised to suit client comments.	2024.02.07	AJR
A	revised and issued for client review	2024.01.16	AJR

drawing status: for construction; for approval; for discussion

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Project name C484 **Drawing No** 006 **Revision** H

Project: ENGEDI CHAPEL, BRYMBO **Sheet name:** PROPOSED SITE

Scale@A1: 1 : 100 **Date:** 2024.01.16

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APPENDIX TS2

southbound am

SPEED (MPH)	CAR	LGV	HGV	BUS
10	0	0	0	0
11	0	0	0	0
12	0	0	0	0
13	0	0	0	0
14	0	0	0	0
15	4	0	0	1
16	5	0	0	0
17	2	1	1	0
18	5	0	0	1
19	3	1	0	1
20	6	1	0	0
21	5	0	0	0
22	3	0	0	0
23	0	0	0	0
24	0	0	0	0
25	1	0	0	0
26	1	0	0	0
27	0	0	0	0
28	0	0	0	0
29	0	0	0	0
30	0	0	0	0
31	0	0	0	0
32	0	0	0	0
33	0	0	0	0
34	0	0	0	0
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64	0	0	0	0
65	0	0	0	0
66	0	0	0	0
67	0	0	0	0
68	0	0	0	0
69	0	0	0	0
70	0	0	0	0

sounthbound pm

SPEED (MPH)	CAR	LGV	HGV	BUS
10	0	0	0	0
11	0	0	0	0
12	0	0	0	0
13	0	0	0	0
14	0	0	0	0
15	1	0	1	1
16	1	0	0	0
17	6	0	0	0
18	5	1	0	3
19	3	0	0	1
20	4	1	0	1
21	2	1	0	0
22	0	1	0	0
23	4	0	0	0
24	2	0	0	0
25	2	0	0	0
26	1	1	0	0
27	0	1	0	0
28	0	0	0	0
29	0	0	0	0
30	1	0	0	0
31	0	0	0	0
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64	0	0	0	0
65	0	0	0	0
66	0	0	0	0
67	0	0	0	0
68	0	0	0	0
69	0	0	0	0
70	0	0	0	0

southbound am + pm

SPEED (MPH)	CAR	LGV	HGV	BUS
10	0	0	0	0
11	0	0	0	0
12	0	0	0	0
13	0	0	0	0
14	0	0	0	0
15	5	0	1	2
16	6	0	0	0
17	8	1	1	0
18	10	1	0	4
19	6	1	0	2
20	10	2	0	1
21	7	1	0	0
22	3	1	0	0
23	4	0	0	0
24	2	0	0	0
25	3	0	0	0
26	2	1	0	0
27	0	1	0	0
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64	0	0	0	0
65	0	0	0	0
66	0	0	0	0
67	0	0	0	0
68	0	0	0	0
69	0	0	0	0
70	0	0	0	0

85th perce 23

wet weath **20.5**



APPENDIX TS3

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	BH	BRIGHTON & HOVE	1 days
	HC	HAMPSHIRE	1 days
	OX	OXFORDSHIRE	1 days
03	SOUTH WEST		
	BR	BRISTOL CITY	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
	NG	NOTTINGHAM	1 days
06	WEST MIDLANDS		
	WO	WORCESTERSHIRE	1 days
10	WALES		
	CF	CARDIFF	1 days
11	SCOTLAND		
	DU	DUNDEE CITY	1 days
17	ULSTER (NORTHERN IRELAND)		
	AN	ANTRIM	1 days

Primary Filtering selection:

Parameter: No of Dwellings
Actual Range: 6 to 24 (units:)
Range Selected by User: 6 to 25 (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: 01/01/03 to 07/10/16

Selected survey days:

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

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	6
Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	2

Selected Location Sub Categories:

Residential Zone	10
No Sub Category	1

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

Population within 500m Range:
All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	3 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 100,000	1 days

Population within 5 miles:

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

Car ownership within 5 miles:

0.6 to 1.0	7 days
1.1 to 1.5	4 days

Secondary Filtering selection (Cont.):

Travel Plan:
No 11 days

PTAL Rating:
No PTAL Present 11 days

LIST OF SITES relevant to selection parameters

1 AN-03-D-02 FLATS/SEMI DETACHED ANTRIM
MILL STREET
LISBURN

Edge of Town
Residential Zone
Total No of Dwellings: 22
Survey date: WEDNESDAY *13/09/06* *Survey Type: MANUAL*

2 BH-03-D-03 FLATS & HOUSES BRIGHTON & HOVE
WELLINGTON ROAD
BRIGHTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 15
Survey date: THURSDAY *16/10/14* *Survey Type: MANUAL*

3 BR-03-D-01 BLOCKS OF FLATS BRISTOL CITY
HONEY GARSTON ROAD
BRISTOL
HARTCLIFFE
Edge of Town
Residential Zone
Total No of Dwellings: 16
Survey date: THURSDAY *02/10/03* *Survey Type: MANUAL*

4 CF-03-D-01 BLOCKS OF FLATS CARDIFF
TYN-Y-PARC ROAD
CARDIFF
WHITCHURCH
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: FRIDAY *07/10/16* *Survey Type: MANUAL*

5 DU-03-D-01 FLATS IN HOUSES DUNDEE CITY
JUBILEE PARK
NEAR DUNDEE
LETHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 17
Survey date: FRIDAY *06/05/11* *Survey Type: MANUAL*

6 HC-03-D-02 FLATS HAMPSHIRE
BOURNEMOUTH ROAD
EASTLEIGH
AMPFIELD
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 10
Survey date: FRIDAY *16/11/07* *Survey Type: MANUAL*

7 LN-03-D-02 FLATS LINCOLNSHIRE
ADDISON DRIVE
LINCOLN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 22
Survey date: WEDNESDAY *01/07/15* *Survey Type: MANUAL*

8 NF-03-D-01 BLOCK OF FLATS NORFOLK
DICKENS AVENUE
GREAT YARMOUTH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 15
Survey date: TUESDAY *20/09/05* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9	NG-03-D-01 WATCOMBE ROAD NOTTINGHAM CARRINGTON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	BLOCK OF FLATS	22	NOTTINGHAM
	Survey date: TUESDAY		*23/06/15*	*Survey Type: MANUAL*
10	OX-03-D-01 FAIRLAWN END OXFORD UPPER WOLVERCOTE Edge of Town Residential Zone Total No of Dwellings:	FLATS	6	OXFORDSHIRE
	Survey date: TUESDAY		*05/10/10*	*Survey Type: MANUAL*
11	WO-03-D-02 CRANHAM DRIVE WORCESTER Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings:	BLOCKS OF FLATS	18	WORCESTERSHIRE
	Survey date: THURSDAY		*22/05/14*	*Survey Type: MANUAL*

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	17	0.021	11	17	0.091	11	17	0.112
08:00 - 09:00	11	17	0.080	11	17	0.123	11	17	0.203
09:00 - 10:00	11	17	0.070	11	17	0.112	11	17	0.182
10:00 - 11:00	11	17	0.070	11	17	0.112	11	17	0.182
11:00 - 12:00	11	17	0.059	11	17	0.048	11	17	0.107
12:00 - 13:00	11	17	0.102	11	17	0.070	11	17	0.172
13:00 - 14:00	11	17	0.096	11	17	0.091	11	17	0.187
14:00 - 15:00	11	17	0.107	11	17	0.075	11	17	0.182
15:00 - 16:00	11	17	0.080	11	17	0.086	11	17	0.166
16:00 - 17:00	11	17	0.134	11	17	0.086	11	17	0.220
17:00 - 18:00	11	17	0.187	11	17	0.150	11	17	0.337
18:00 - 19:00	11	17	0.091	11	17	0.091	11	17	0.182
19:00 - 20:00	1	6	0.000	1	6	0.333	1	6	0.333
20:00 - 21:00	1	6	0.167	1	6	0.000	1	6	0.167
21:00 - 22:00	1	6	0.000	1	6	0.000	1	6	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.264			1.468			2.732

Parameter summary

Trip rate parameter range selected:	6 - 24 (units:)
Survey date date range:	01/01/03 - 07/10/16
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