



Tan y Coed

Chester Road, Rossett

Transport Statement

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1. Project Brief

To provide a Transport Statement in support of an outline planning application for a residential development of land at Chester Road, Rossett.

Development proposals have previously been submitted and discussed with WCBC officers as part of the informal pre-application process; a copy of the Highway Officer's response is included as an appendix to this report.

2. Location and Description of the property

2.1 The site has an area of approximately 0.2Ha and lies to the west of the B5445, close to the centre of Rossett.

2.2 The site currently contains a single residential dwelling set in a substantial garden area. Development proposals include demolition of the existing property and construction of ten replacement houses.

2.3 The existing property is accessed through a gateway off a shared private road located opposite the B5102, Holt Road junction.

2.4 Chester Road is the former route of the A493 trunk road but all through traffic was diverted to the re-aligned Wrexham Bypass in 1990. Chester Road was re-numbered as the B5445 and provides a link for local traffic between the villages of Gresford, Rossett and Pulford lying between Wrexham and Chester. The road past the site is subject to a 20mph speed restriction that was imposed in 2005.

3 Development Proposals

- 3.1 The application will be submitted in outline only; an indicative layout has been prepared, with a copy included in the appendices.
- 3.2 Proposals indicate a total of 10no. replacement houses served from a road constructed to highway adoptable standard. Concerns have previously been expressed in relation to any increase in the number of traffic movements through the existing access and the potential conflict with customers accessing the co-op store. Development proposals include closure of the existing gateway and the provision of a new vehicular access.
- 3.3 The B5445 past the site is subject to a 20 mph speed restriction; TAN18 Transport would suggest corresponding visibility requirements of 2.4x25m in both directions.
- 3.4 The proposed access will be located on a relatively straight section of road; the following photographs indicate the access location and the extents of potential visibility. The junction visibility splays will be created by removal of a section of boundary wall at the access location; the splays will largely fall across the existing 1.6m wide footway.





3.5 Some concern has been expressed regarding the close proximity of the proposed access to existing speed cushions and central splitter island. The positioning/relocation of traffic calming features is controlled by the Traffic Calming Regulations and is outside of the control of the applicant or any future developer. Should the Highway Authority consider the relocation of the speed cushions to be essential, it would not be unreasonable for the Council's costs, incurred in the relocation of the features, to be covered by a Unilateral Undertaking or Section 104 agreement as part of any planning consent. A swept path diagram showing the turning movements of an 11.2m refuse truck has been included in the appendices.

3.6 Car parking provision within Wrexham is covered by Local Planning Guidance Note 16. The suggested maximum provision for residential development is two spaces for 2 or 3 per bed-roomed houses and three spaces for four bed-roomed properties; garage space is not included in the assessment of parking spaces. The indicative layout shows a minimum of two car parking spaces provided on the driveway of each property although it is accepted that the final layout and provision of spaces will be subject to a further detailed planning application. The proposed garage spaces will be appropriate for the storage of bicycles.

3.7 The TRICS database of traffic surveys has been utilized to determine potential levels of traffic generation. Generation rates vary significantly depending upon the location and nature of the development site; a conservative view has been adopted with the scope of surveys restricted to isolated rural developments. TRICs data is included in the appendices.

3.7 Maximum generation rates per dwelling are shown to be as follows:

	Arrivals	Departures	Total
AM Peak 08.00-09.00	0.41	0.69	1.10
PM Peak 17.00-18.00	1.00	0.75	1.75

3.8 Total generation from a development of 7no. dwelling would be:

	Arrivals	Departures	Total
AM Peak 08.00-09.00	4	7	11
PM Peak 17.00-18.00	10	8	18

3.9 Traffic generation rates of this nature are not considered to be significant in terms of either the operation of the proposed accesses or of the impact on the larger highway network.

4 Highway Safety

4.1 A search of the Crash Map database has been undertaken with results shown in the appendices. The search has revealed two incidents occurring within 250m of the proposed access during the past five years. Both incidents occurred on Holt Road and are not relevant to the

operation of the proposed development. The closest and most recent incident occurred during the evening of 9 November 2020, a car turning right at the Holt Road junction collided with a pedestrian resulting in slight injury.

5 Sustainable Travel

- 5.1 The site is located close to the centre of Rossett and approximately 8km from the town centres of both Wrexham and Chester and lies on public bus route. There are a number of community facilities within comfortable walking or cycling distance and adequate provision of pedestrian/cycle facilities including footways and dropped crossings with tactile paving.
- 5.2 Appropriate walking distances are dependent upon the location of the specific development; guidelines indicating acceptable walking distances are provided in the Chartered Institution of Highways and Transportation (CIHT) document, “Guidelines for Providing Journeys on Foot”, as shown in the following table.

	Town centres (m)	Commuting/School Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

Table 4.1 – CIHT Guideline Acceptable Walking Distances

- 5.3 In respect of acceptable cycle distances, “Local Transport Note 2/08: *Cycling Infrastructure Design*”, published by DfT, states that many utility cycle trips are less than three miles (approximately five kilometres), but for commuter journeys a distance of over five miles (approximately eight kilometres) is not uncommon.

5.4 The following table indicates distances and travel times to a number of destinations.

Facility	Location	Travel Distance Km	Walking time Minutes	Cycling time Minutes
Education	St Peter's Primary School	0.45	5	1
	Darland High School	0.55	6	1
Supermarket	Co-op	0.1	1	1
Post Office	Station Road	0.55	6	1
Bank/Cash dispenser	Co-op store	0.1	1	1
Doctor/Medical Centre	Alyn doctors Station Road	0.65	8	3
Pharmacy	Rossett Pharmacy Chester Road	0.2	3	1
Children's play area (equipped)	The Green	0.1	1	1
Public Park	The Green	0.1	1	1
Bus stop	Chester Road	0.1	1	-
Rail Station	Wrexham General	8.5	-	36
	Wrexham Central	10.1	-	37
	Chester	11.2	-	40
Public house	The Golden Lion	0.1	2	1
	The Alyn	0.4	5	2
Restaurant	The Hideout bistro	0.1	1	1
	Rossett Hall	0.1	2	1
Fast food take away	Sun Wah	0.5	6	1
Employment	Rossett Business Village	1.3	16	4
Retail Centre	Broughton Shopping Park	8.4	-	25
	Wrexham Town Centre	8.5	-	36
	Chester Town Centre	11.0	-	35

- 5.4 Bus service no.1 stops on Chester Road directly outside of the site frontage. This Wrexham to Chester service runs at 20 minute intervals between Wrexham and Chester, Monday to Saturday between the hours of 06:00 and 23:00. A Sunday service runs at 30 minute intervals between 08:30 and 23:00. A copy of the bus timetable is included within the appendices.
- 5.5 The analysis indicates that the proposed development is situated in a sustainable location and frequency of the bus service could, if needed, justify car parking provision at a lower rate than the maximum allowable by LPGN no.16.

6 Conclusion

It has been shown that the proposed development will not generate a significant increase in the volume of traffic using the highway. There is no significant accident history in the area and the generated traffic will have no significant impact on the safe operation of the highway. Appropriate visibility splays can be provided at the proposed access and large vehicles can adequately negotiate around the splitter island. The site is in a sustainable location with easy access to local community facilities.

Based upon the above, there can be no highway related argument against the proposed redevelopment of the site.

Appendices

Cyngor Bwrdeistref Sirol Wrexham/ Wrexham County Borough Council
Neuadd y Dref, Wrexham. LL11 1AY
Guildhall, Wrexham. LL11 1AY
DX: 721924 - Wrexham 4
www.wrexham.gov.uk www.wrexham.gov.uk



Highway Planning Solutions

Eich Cyf/Your Ref	ET/DC/Pre/2022/007
Ein Cyf/Our ref	22 nd March 2022
Dyddiad/Date	Mr P Palmer
Gofynner am/Ask for	01978 729688
Rhif Cyswilt/Contact No	phil.palmer@wrexham.gov.uk
E-bost/E-mail	

FAO: Colin Simpson

Dear Sir

Proposed Residential Development (10 no. Dwellings) Land @ Tyn y Coed, Chester Road, Rossett.

I refer to your email / enquiry dated 16/03/2022 in respect of the above.

Access

The proposed development site is located off the B5445 Chester Road which is a classified road subject to a 20mph speed limit.

Assuming typical vehicle speeds of 20mph, any proposed / existing access would normally be required to provide visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

The provision of such splays would require modifications to the existing boundary wall. It would appear that this area is within a conservation zone. This detail will need to be confirmed by the Planning Department.

Existing Bus Stop

There is an existing bus stop located in the southbound lane almost directly opposite the proposed access. I understand that the existing bus service operates every 10-12 minutes. Any vehicles turning right into the access are likely to have impeded forward visibility when buses are occupying the bus stop which is of concern. However, given the relatively low number of dwellings being proposed and associated traffic movements, it may not justify any objection to such a development in this instance.

Rydym yn croesawu goheblaeth yn Gymraeg. Byddwn yn ymateb i unrhyw oheblaeth yn Gymraeg ac ni fydd hyn yn arwain at unrhyw oedl.
We welcome correspondence in Welsh. We will respond to any correspondence in Welsh and this will not lead to any delay.



BUDDSODDWR | INVESTORS
MEWN POBL | IN PEOPLE

Speed Cushions

The proposed access appears to be located directly opposite the existing speed cushions located on Chester Road. I would recommend that these speed cushions are re-located so they do not affect turning movements into the site. I would recommend that the applicant liaises with our Traffic Section on this matter.

Refuge Island

There is an existing pedestrian refuge located to the north of the proposed access on Chester Road. Any larger vehicles eg/ refuse vehicles exiting the site may have difficulty negotiating this refuge when turning left. I would recommend that appropriate swept path details are submitted indicating the required movements of an 11.2m long refuse vehicle in the northerly direction.

Proposed Layout

Comments as follows (based on 10 dwellings):-

- The proposed estate road will need to be constructed to WCBC adoptable standards.
- An access width of 4.8m, 6m kerb radii, 2m footways would be considered acceptable. Alternatively, 1.8m service strips could be provided but footways into the site just beyond a rumble strip / accessway ramp (with crossing points / tactiles) would be required.
- A 30m centreline radius would be considered adequate.
- A turning head to WCBC adoptable standards would be required (see attached details).
- Swept Path details of an 11.2m refuse vehicles accessing, negotiating, turning and exiting the estate road will need to be submitted.
- Parking provision in accordance with WCBC LPGN 16 requirements and WCBC Standard Driveway Details (see attached details).
- A scheme of street lighting for the internal estate will be required. I would recommend that the applicant liaises with our Street Lighting Section (Contact: Paul Rogers) on Tel: 01978 729673 for further advice.
- In terms of Active Travel design guidance, I would recommend that you discuss with my colleague Daniel Morris (Tel: 01978 729689).

Surface Water Drainage

Details of a suitable surface water drainage system will need to be submitted / approved. I would recommend that the applicant contacts our SABs Section to discuss / agree a suitable drainage system.

I have no objections in principle to the proposed development on highway grounds. The developer will need to enter into a s.38 / 278 agreement with the Council in order to construct the proposed development site.

Construction Traffic Management Plan (including details of contractor parking)

In order to construct the proposed scheme, I would recommend that the developer / applicant submits a Construction Traffic Management Plan including details of contractor parking for further approval. This could be included as a planning condition.

You are advised that the above comments are those of an officer of the council and do not commit the Council in any way with regard to the determination of any formal planning application that may be submitted. You are also advised that the above comments take account of policies and guidance adopted by the Council at the present time and which remain open to continuous review.

Yours faithfully,

A handwritten signature in black ink, appearing to be 'R. Khan' or similar, written in a cursive style.

Chief Officer, Environment & Technical

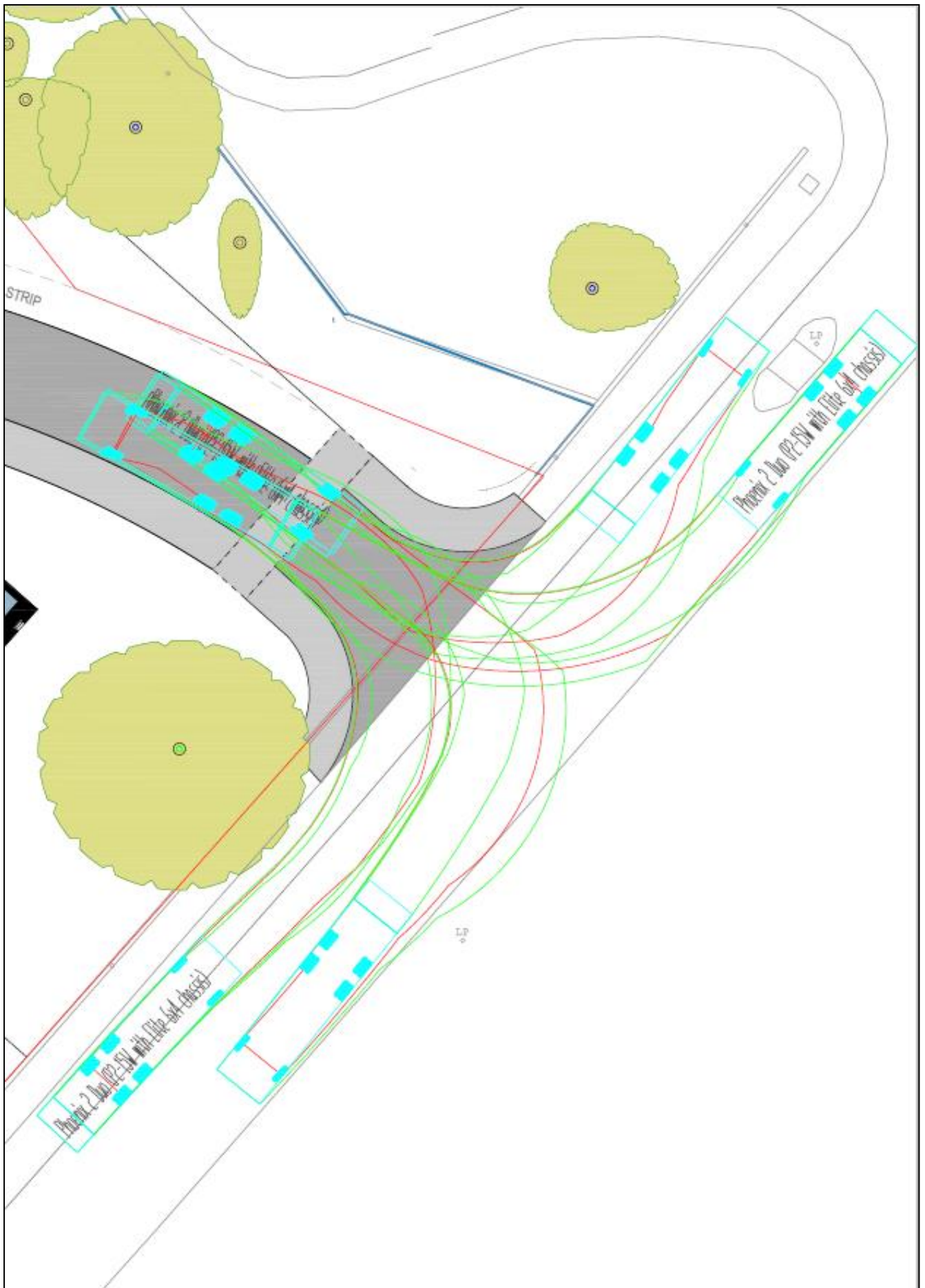


Application site

Site Location

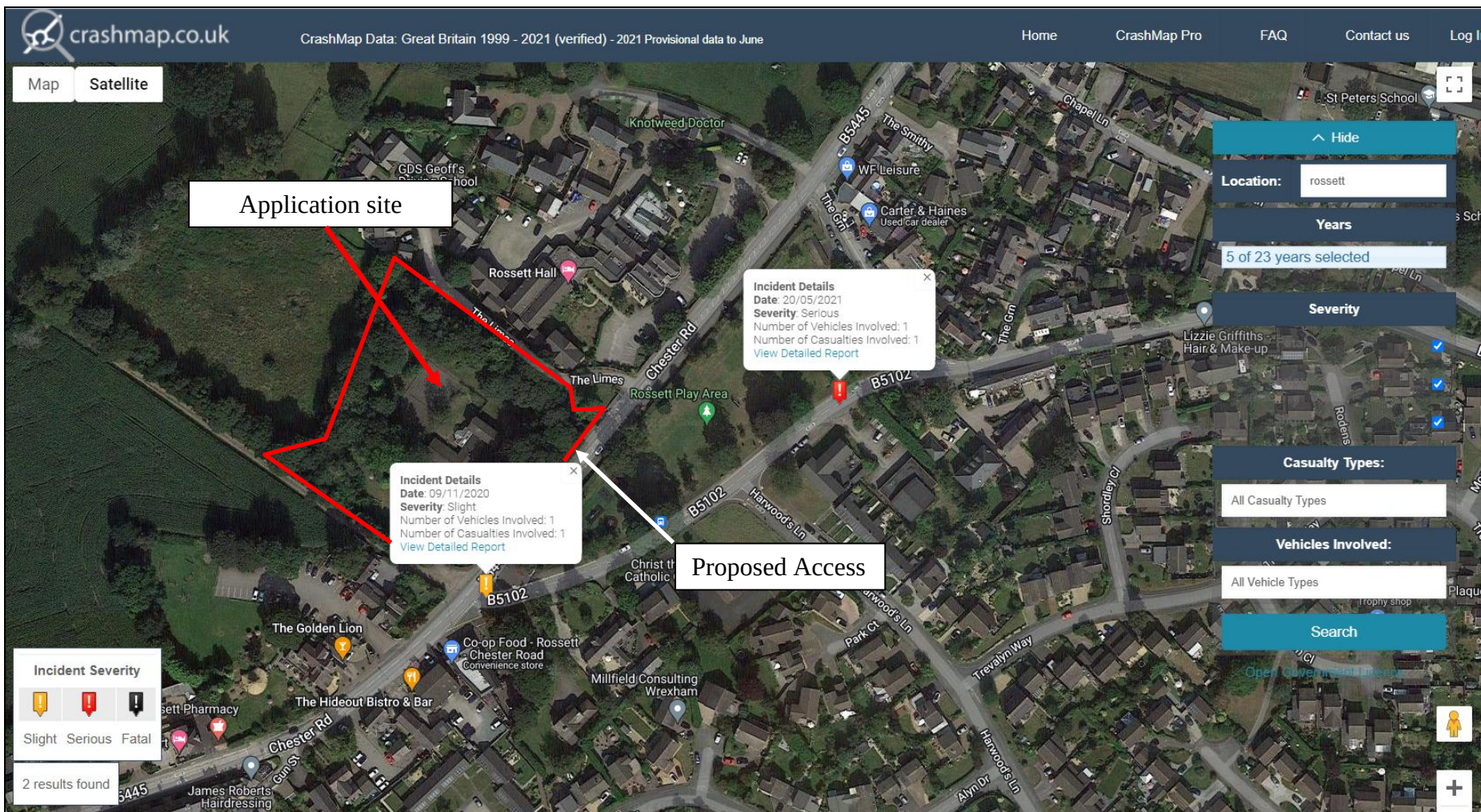


Proposed development



Swept path of an 11.2m long refuse truck

Traffic Accident Data

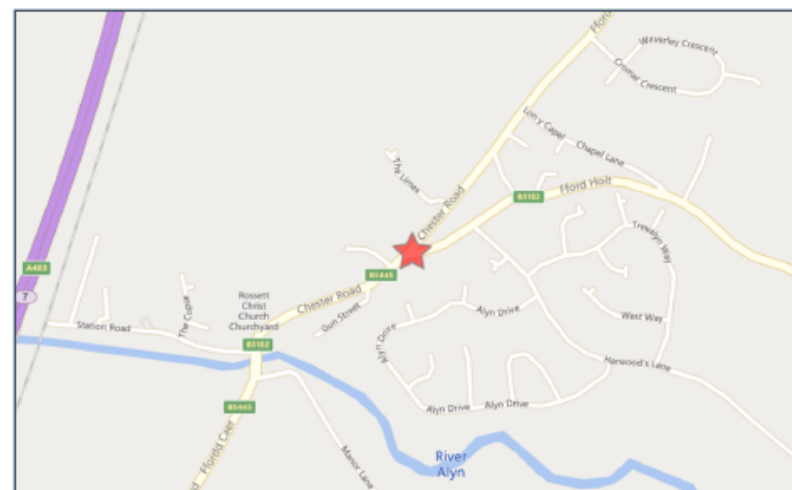


5 Year Accident Records



Crash Date: Monday, November 09, 2020 **Time of Crash:** 6:15:00 PM **Crash Reference:** 202060Y165022

Road Number: B5102 **Number of Casualties:** 1
Number of Vehicles: 1
OS Grid Reference: 336777 357282



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crashmap.co.uk

Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Female	26 - 35	Vehicle is in the act of turning right	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	11 - 15	In carriageway, crossing elsewhere	Crossing from driver's offside

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

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

Public Transport

1 Wrexham to Chester Rail Station

via Gresford, Marford, Lavister and Chester Business Park - Valid from Sunday, March 6, 2022 to Thursday, July 7, 2022

Monday to Friday - Chester Railway Station

	1	1	1		1	1	1		1	1	1		1	1		1	1
Wrexham Bus Station	0540	0600	0620		40	00	20		1800	1820	1850		20	50		2220	2250
Marford Red Lion Hotel	0555	0615	0635	Then at	55	15	35	past each	1815	1835	1903	Then at	33	03	past each	2233	2303
Chester Business Park Lakewood	0609	0629	0650	these mins	10	30	50	hour until	1830	1850	1916	these mins	46	16	hour until	2246	2316
Chester Railway Station	0623	0643	0705		25	45	05		1845	1905	1930		00	30		2300	2330

Monday to Friday - Wrexham Bus Station

	1	1		1	1	1		1	1	1	1	1		1	1		1	1	1
Chester Railway Station	0629	0649	Then at these mins	09	29	49	past each hour until	1829	1854	1914	1939	2005	Then at these mins	35	05	past each hour until	2235	2305	2335
Chester Kings School	0640	0700		20	40	00		1840	1903	1923	1948	2014		44	14		2244	2314	2344
Marford Red Lion Hotel	0700	0720		40	00	20		1900	1921	1941	2006	2032		02	32		2302	2332	0002
Wrexham Bus Station	0715	0735		55	15	35		1915	1934	1954	2019	2045		15	45		2315	2345	0015

Saturday - Chester Railway Station

	1	1	1		1	1	1		1	1	1		1	1		1	1
Wrexham Bus Station	0540	0600	0620		40	00	20		1800	1820	1850		20	50		2220	2250
Marford Red Lion Hotel	0555	0615	0635	Then at	55	15	35	past each	1815	1835	1903	Then at	33	03	past each	2233	2303
Chester Business Park Lakewood	0608	0628	0650	these mins	10	30	50	hour until	1830	1850	1916	these mins	46	16	hour until	2246	2316
Chester Railway Station	0621	0641	0705		25	45	05		1845	1905	1930		00	30		2300	2330

Saturday - Wrexham Bus Station

	1	1		1	1	1		1	1	1	1	1		1	1		1	1	1
Chester Railway Station	0629	0649	Then at these mins	09	29	49	past each hour until	1829	1854	1914	1939	2005	Then at these mins	35	05	past each hour until	2235	2305	2335
Chester Kings School	0640	0700		20	40	00		1840	1903	1923	1948	2014		44	14		2244	2314	2344
Marford Red Lion Hotel	0700	0720		40	00	20		1900	1921	1941	2006	2032		02	32		2302	2332	0002
Wrexham Bus Station	0715	0735		55	15	35		1915	1934	1954	2019	2045		15	45		2315	2345	0015

Sunday - Chester Railway Station

	1	1		1	1		1	1	1	1	1	1					
Wrexham Bus Station	0815	0845		15	45		past	1815	1850	1950	2050	2150	2250				
Marford Red Lion Hotel	0830	0900	Then at	30	00		hour until	1830	1903	2003	2103	2203	2303				
Chester Business Park Lakewood	0845	0915	these mins	45	15		hour until	1845	1916	2016	2116	2216	2316				
Chester Railway Station	0900	0930		00	30			1900	1930	2030	2130	2230	2330				

Sunday - Wrexham Bus Station

	1	1		1	1		1	1	1	1	1	1					
Chester Railway Station	0914	0944		14	44		past	1914	1935	2035	2135	2235	2335				
Chester Kings School	0925	0955	Then at	25	55		hour until	1925	1944	2044	2144	2244	2344				
Marford Red Lion Hotel	0945	1015	these mins	45	15		hour until	1945	2002	2102	2202	2302	0002				
Wrexham Bus Station	1000	1030		00	30			2000	2015	2115	2215	2315	0015				

TRICs Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : M - MIXED PRIVATE/AFFORDABLE HOUSING
VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	DH DURHAM	1 days
10	WALES	
	WR WREXHAM	1 days
11	SCOTLAND	
	HI HIGHLAND	2 days

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

Filtering Stage 2 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: Number of dwellings
 Actual Range: 16 to 285 (units:)
 Range Selected by User: 16 to 285 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/94 to 27/09/12

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

Selected survey days:

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

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

Selected survey types:

Manual count	6 days
Directional ATC Count	2 days

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

Selected Locations:

Edge of Town	7
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	6
Village	1
No Sub Category	1

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

Filtering Stage 3 selection:

Use Class:

C3 8 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

Not Known	1 days
1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

Not Known	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	3 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

Not Known	1 days
0.6 to 1.0	6 days
1.1 to 1.5	1 days

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

Travel Plan:

Not Known	3 days
No	5 days

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

LIST OF SITES relevant to selection parameters

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

1	CB-03-M-03	SEMI-DETACHED		CUMBRIA
	MOORCLOSE ROAD			
	SALTERBECK			
	WORKINGTON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	82		
	Survey date: MONDAY	20/06/05		Survey Type: MANUAL
2	DH-03-M-02	SEMI DET. & DETACHED		DURHAM
	PUDSEY WALK			
	DARLINGTON			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	39		
	Survey date: WEDNESDAY	10/11/10		Survey Type: MANUAL
3	HI-03-M-03	SEMI DETACHED		HIGHLAND
	HOME FARM ROAD			
	PORTREE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	32		
	Survey date: FRIDAY	26/08/94		Survey Type: DIRECTIONAL ATC COUNT
4	HI-03-M-04	SEMI DETACHED		HIGHLAND
	GENERAL BOOTH ROAD			
	KINMYLIES			
	INVERNESS			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	62		
	Survey date: WEDNESDAY	22/07/98		Survey Type: DIRECTIONAL ATC COUNT
5	LC-03-M-03	MIXED HOUSES		LANCASHIRE
	HIGH ROAD			
	HALTON			
	NEAR LANCASTER			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total Number of dwellings:	81		
	Survey date: WEDNESDAY	14/06/06		Survey Type: MANUAL
6	LE-03-M-01	SEMI DETACHED		LEICESTERSHIRE
	RYDER ROAD			
	BRAUNSTONE FRITH			
	LEICESTER			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	16		
	Survey date: THURSDAY	27/09/12		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

7	WD-03-M-02	SEMI DETACHED		WORCESTERSHIRE
	PRESTWICH AVENUE			
	PERRYWOOD			
	WORCESTER			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	126		
	Survey date: FRIDAY	08/03/02		Survey Type: MANUAL
8	WR-03-M-01	HOUSING		WREXHAM
	MONGER ROAD			
	WREXHAM			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	285		
	Survey date: TUESDAY	23/09/03		Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

RANK ORDER for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
VEHICLES

Ranking Type: **TOTALS** Time Range: 08:00-09:00
 WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
 20 surveys is not recommended by TRICS and may be misleading.
 15th Percentile = No. **7** LE-03-M-01 Tot: 0.250
 85th Percentile = No. **2** DH-03-M-02 Tot: 0.667

<u>Median Values</u>	<u>Mean Values</u>
Arrivals: 0.144	Arrivals: 0.145
Departures: 0.283	Departures: 0.340
Totals: 0.426	Totals: 0.484

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	HI-03-M-03	SEMI DETACHED	PORTREE	HIGHLAND	32	Fri	26/08/94	0.406	0.688	1.094	
2	DH-03-M-02	SEMI DET. & DE	DARLINGTON	DURHAM	39	Wed	10/11/10	0.026	0.641	0.667	1.54
3	LC-03-M-03	MIXED HOUSES	NEAR LANCASTER	LANCASHIRE	81	Wed	14/06/06	0.148	0.321	0.469	1.99
4	WO-03-M-02	SEMI DETACHED	WORCESTER	WORCESTERSHIRE	126	Fri	08/03/02	0.119	0.317	0.436	
5	WR-03-M-01	HOUSING	WREXHAM	WREXHAM	285	Tue	23/09/03	0.168	0.249	0.417	
6	CB-03-M-03	SEMI-DETACHED	WORKINGTON	CUMBRIA	82	Mon	20/06/05	0.146	0.268	0.414	1.74
7	LE-03-M-01	SEMI DETACHED	LEICESTER	LEICESTERSHIRE	16	Thu	27/09/12	0.063	0.188	0.250	1.13
8	HI-03-M-04	SEMI DETACHED	INVERNESS	HIGHLAND	62	Wed	22/07/98	0.081	0.048	0.129	

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

RANK ORDER for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
 VEHICLES

Ranking Type: **TOTALS** Time Range: 17:00-18:00
 WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
 20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. 7 LE-03-M-01 Tot: 0.313
 85th Percentile = No. 2 CB-03-M-03 Tot: 0.793

<u>Median Values</u>	<u>Mean Values</u>
Arrivals: 0.365	Arrivals: 0.414
Departures: 0.253	Departures: 0.269
Totals: 0.618	Totals: 0.683

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	HI-03-M-03	SEMI DETACHED	PORTREE	HIGHLAND	32	Fri	26/08/94	1.000	0.750	1.750	
2	CB-03-M-03	SEMI-DETACHED	WORKINGTON	CUMBRIA	82	Mon	20/06/05	0.500	0.293	0.793	1.74
3	DH-03-M-02	SEMI DET. & DE	DARLINGTON	DURHAM	39	Wed	10/11/10	0.590	0.128	0.718	1.54
4	WO-03-M-02	SEMI DETACHED	WORCESTER	WORCESTERSHIRE	126	Fri	08/03/02	0.373	0.270	0.643	
5	LC-03-M-03	MIXED HOUSES	NEAR LANCASTER	LANCASHIRE	81	Wed	14/06/06	0.358	0.235	0.593	1.99
6	WR-03-M-01	HOUSING	WREXHAM	WREXHAM	285	Tue	23/09/03	0.239	0.144	0.383	
7	LE-03-M-01	SEMI DETACHED	LEICESTER	LEICESTERSHIRE	16	Thu	27/09/12	0.125	0.188	0.313	1.13
8	HI-03-M-04	SEMI DETACHED	INVERNESS	HIGHLAND	62	Wed	22/07/98	0.129	0.145	0.274	

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.