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Proposed Supported Living & General
Needs Apartments

Land at Eaton Drive, Wrexham

Transport Note

Prepared on behalf of:



Wales & West Housing
Association Ltd

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1.0 INTRODUCTION

1.1 Overview

1.1.1 This Transport Note (TN) 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 community centre at Eaton Drive, Wrexham, and replacement with a new apartment block comprising supported living apartments on the ground floor and general needs apartments on two upper floors. 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.

1.1.2 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 Transport Note 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 and comparison to extant site use;
- **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 TN1** to this report. This plan identifies the strategic location of the site in Caia Park, to the east of Wrexham Town Centre.

2.1.2 The immediate context of the site, including the layout of the surrounding local highway network is illustrated in **Figure TN2** to this report.

2.2 Existing Site Layout and Land Use

2.2.1 The application site represents a rectangular shaped parcel of land and is bounded by Eaton Drive to the west, green space to the north, residential properties to the east and car parking associated with the existing community centre use of the site and Kingsley Circle shopping arcade to the south.

2.2.2 The site currently comprises a community centre building which is accessed off Eaton Drive via the existing car parking area which serves both the community centre and Kingsley Circle shopping arcade. The existing car park access comprises a circa 4.0m access road with footways to both sides. Dropped kerbs and tactile paving are provided across the access connection with Eaton Drive.

2.3 Relevant Site Planning History & Associated Traffic Demand

Planning Status

2.3.1 As identified above, the existing site is currently occupied by a community centre of circa 300sqm GFA.

2.3.2 The site also currently benefits from planning consent for the demolition of the community centre and erection of a new apartment block comprising

10 * 2-bed apartments and 6 * 1-bed apartments (Planning Application Ref: P/2019/0792, approved at Planning Committee on 7 September 2020, Section 106 pending).

Estimate of Permitted Land-Use Traffic Demand

- 2.3.3 Focus TP are unaware of any available historical operational traffic data for the previous use of the site. Notwithstanding this, estimates of potential traffic demand associated with the baseline use of the site under community centre land use can be calculated via reference to data for example sites held within the TRICS traffic generation database. TRICS is a nationally regarded source of historical trip demand data and contains observed traffic data for a variety of development-type sites and, as such, can be considered to produce reliable trip rate data for typical baseline situations.
- 2.3.4 Details of the reference sites chosen from the TRICS database to inform the review of baseline operation of the application site under continued community centre land use are set out in **Appendix TN1** to this report, with sites selected for general locational characteristics similar to the Eaton Drive site, i.e.:
- Community Centre development size of 100-750 sqm GFA;
 - No town centre or edge of town centre sites; and,
 - Not including sites in Greater London or Eire.
- 2.3.5 A similar exercise has also been undertaken for the approved apartment block site, referencing affordable/local authority flats development sites of between 6-75 units within the TRICS database, with the resultant TRICS output providing in **Appendix TN2**
- 2.3.6 Average all-vehicle trip rates (per 100sqm) for a range of weekday AM / PM 'rush hour' time periods and the core weekday day-time 12-hour period (07:00-19:00) are illustrated in **Table TN2.1** to this report. In order to ensure a robust 'worst case' assessment of potential traffic demand, an

additional trip generation scenario based on the calculated 85th percentile trip rate value of the ranked sites has also been included. Details of the calculated 85th percentile rates are also included in **Table TN2.1 & TN2.2** for community centre and apartment developments respectively.

Table TN2.1: Calculated Average and 85th Percentile Community Centre Land Use Trip Rates from TRICS

Time Period	Average Trip Rates (per 100sqm)			85 th Percentile Trip Rates (per 100sqm)		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (08:00-09:00)	0.529	0.167	0.696	1.1029	0.601	1.704
PM Peak (17:00-18:00)	1.466	0.855	2.321	3.1861	3.011	6.197
12h hour (07:00-19:00)	13.42	13.585	27.005	13.122	11.297	24.42

Trip Rate (Per 100sqm GFA)

Table TN2.2: Calculated Average and 85th Percentile Affordable/Local Authority Flats Trip Rates from TRICS

Time Period	Average Trip Rates (per flat)			85 th Percentile Trip Rates (per flat)		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (08:00-09:00)	0.095	0.142	0.237	0.125	0.181	0.306
PM Peak (17:00-18:00)	0.166	0.162	0.328	0.287	0.289	0.576
12h hour (07:00-19:00)	1.434	1.455	2.889	1.639	1.581	3.220

Trip Rate (Per 100sqm GFA)

- 2.3.7 The above average and 85th Percentile community centre trip rates have been applied to the floor area of the community centre at the application site (300sqm), with the results set out in **Table TN2.3** below. The affordable/local authority flats trip rates have also been applied to the number of dwellings approved at the site (16) in **Table TN2.4**.

Table TN2.3: Predicted Average & 85th Percentile Development Trip Demand for Baseline Community Centre Land Use at the Application Site (300sqm GFA)

Time Period	Trip Demand Average Trip Rates (300sqm GFA)			Trip Demand 85 th Percentile Trip Rates (300sqm GFA)		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (08:00-09:00)	2	1	2	3	2	5
PM Peak (17:00-18:00)	4	3	7	10	9	19
12h hour (07:00-19:00)	40	41	81	39	34	73

All vehicle movements

Table TN2.4: Predicted Average & 85th Percentile Development Trip Demand for Baseline Affordable/Local Authority Flats at the Application Site (16 apartments)

Time Period	Trip Demand Average Trip Rates (16 apartments)			Trip Demand 85 th Percentile Trip Rates (16 apartments GFA)		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (08:00-09:00)	2	2	4	2	3	5
PM Peak (17:00-18:00)	3	3	5	5	5	9
12h hour (07:00-19:00)	23	23	46	26	25	52

All vehicle movements

- 2.3.8 The above exercise demonstrates that existing community centre use of the application site could be expected to generate of the order of 2-7 vehicle movements per hour during the traditional weekday peak periods based on calculated average trip rates. Core 12-hour (07:00-19:00) trip demand associated with community centre use of the site under average trip rate conditions is predicted to be 73 vehicle movements per day (39 in / 34 out).
- 2.3.9 Maximum two-way (in + out) hourly vehicle demand could reach up to 19 vehicles during the PM peak hour of 17:00-18:00 in the 85th percentile scenario.
- 2.3.10 The approved redevelopment scheme at the site to provide 16 apartments could also be anticipated to result in a level of vehicle trip demand of 4-5 vehicle movements in the AM and PM peak hours under average operating conditions, and 5-9 vehicle movements under 85th percentile conditions.
- 2.3.11 It is therefore clear that the application site already holds the potential to generate a level of traffic, associated with either the existing community centre building or the approved apartment scheme. Such baseline traffic levels are a material consideration when reviewing the traffic demand potential of the current proposed application scheme.

3.0 REVIEW OF EXISTING LOCAL HIGHWAY NETWORK CONDITIONS

3.1 Description of the Local Highway Network to the Application Site

3.1.1 Eaton Drive is an unclassified residential road subject to 20mph speed limit. Traffic calming features in the form of speed cushions are available along the route to enforce the 20mph limit. Eaton Drive is an adopted route in the immediate vicinity of the application site and is characterised by a 5.0m vehicle running carriageway with a continuous footway (circa 2.0m width) along both sides, also benefitting from street lighting. Whilst the existing vehicular access to the community centre/Kingsley Circle shopping parade car park is unadopted, the footways into and through the car park are adopted. Additionally, an adopted footpath runs northwards from the existing car park northwards along the application site's eastern boundary, connection to Sycamore Road.

3.1.2 Circa 20m south of the application site car park access, Eaton Drive terminates at a roundabout junction, 'Kingsley Circular', with Churchill Drive, Allington Drive, Prince Charles Road and Deva Way. To the north, Eaton Drive forms a priority-controlled junction with Hullah Lane, which ultimately provides access to Wrexham Town Centre to the west via Stryt Holt.

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 the most recent five-year period January 2016 - December 2020, for the immediate section of Eaton Drive and the Kingsley Circular roundabout junction. The results of this accident search are illustrated in **Figure TN3** to this report.

- 3.2.2 Review of **Figure TN3** shows that two accident incidents have been recorded within the search area over the course of the 5-year search period, both at the Kingsley Circular roundabout junction (slight in severity).
- 3.2.3 Closer review of the accident reports (available in **Appendix TN3** to this report) identify that one incident involved a taxi/private hire car reversing and colliding with a pedestrian in the carriageway crossing from the driver's offside. The second incident involved a collision between a goods vehicle and pedal cyclist, both in the act of turning right.
- 3.2.4 Based on the above review, it is considered that the nature and frequency of recorded local road traffic accident events does not highlight any pre-existing material road safety conditions 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 adjacent 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 TN4** to this report illustrates 2km walking catchments from the site. This exercise illustrates that a 2km catchment stretches to Wrexham town centre to the west, also incorporating the residential areas of Rhosnesni to the north and High Town to the south. Furthermore, the following local 'everyday' services are available within a short walk of the centre of the site:

- Kingsley Circle shopping arcade (comprising convenience store, pharmacy and take-aways);
- GP Surgeries including Caia Park Surgery;
- Schools including Hafod Y Wern Community Primary, St Anne's RC Primary, Ysgol Morgan Llwyd, Rhosnesni High School;
- Leisure opportunities including Queensway Sports Complex and Wrexham Rugby Club;
- A number of food and convenience shops including Asda, Tesco, Lidl, Farmfoods and Coop food retail opportunities;
- Border Retail Park / Eagles meadow Shopping Centre / other town centre retail & leisure opportunities;
- Several pubs, takeaways and restaurants;
- Employment opportunities including at Whitegate & Queensgate Industrial Estates;
- Post offices.

3.3.5 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 TN5** to this report illustrates the 5km cycle catchment from the site, and demonstrates that a 5km cycle catchment includes the majority of Wrexham, stretching to Wrexham Industrial Estate to the east, Marchwiell to the south, Caego to the west and Pandy to the north.

Access to Buses

- 3.3.6 The closest existing bus stops to the application site are located on Churchill Drive, immediately east of Kingsley Circle shopping arcade, and therefore well within the acceptable walking distance thresholds from new development as identified in good practice guidance (i.e. 200m). The eastbound stop is location within a bus layby and includes flagpost, shelter and timetable information plate, with no formal marking available for the westbound stop. Services 7/7S & 8/8S are accessible from these stops. Both services are circular routes, running from Wrexham Town Centre via Rhosnesni, Caia Park, The Dunks and Hightown operating with a 30minute frequency in each direction. These services provide frequent access to key employment, education, retail and leisure opportunities in Wrexham, as well as further public transport opportunities available from Wrexham bus station (the terminus of the 7 & 8 services) and Wrexham Central Train Station (located less than 300m walk from Wrexham bus station).

Access to Rail

- 3.3.7 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 7 and 8 bus services). 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

- 3.3.8 Overall, it is concluded that the Eaton Drive application site represents a suitable location to encourage sustainable residential development, being located within an acceptable walk / cycle catchment of a range 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 dilapidated community centre building and replacement with a 3-storey apartment building with associated parking and landscaping.

4.1.2 The ground floor of the proposed apartment building would comprise supported living units including one apartment with 4 bedrooms and shared living facilities, along with 4 additional self-contained 1-bedrooms apartments and a further staff bedroom. The two upper floors would comprise 12 * 1-bedroom apartments and 2 * 2-bedroom apartments, some of which would be adapted properties.

4.1.3 A masterplan drawing of the application scheme is provided for reference as **Figure TN6** to this report. This plan also identifies the proposed location and nature of car parking and the site's internal layout.

4.2 Highway Access Arrangements

4.2.1 Access to the apartment building would be via the existing parking area for the community centre and Kingsley Circle shopping arcade car park off Eaton Drive, as per the recently approved apartment scheme at the site. A new 5.5m connection would be provided from the northern side of the existing car park to the proposed new apartment building car park.

4.2.2 It is also proposed that the access to the Kingsley Circle shopping arcade car park from Eaton Drive is widened to 5.5m. A 2.0m footway would be retained to both side of the site access. Dropped kerbs and tactile paving (1200mm x 1200mm minimum) would be re-provided at the widened access as per the existing arrangement. Appropriate visibility splays suitable for access to a 20mph route such as Eaton Drive are available from the existing car park, i.e. minimum 2.4m x 25m, as identified in **Figure TN7**. The access improvement scheme would not impact any existing street lighting.

- 4.2.3 A total of 18 car parking spaces would be provided on-site, including 2 designed to mobility standard.

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 within the on-site car park. A designated refuse store is provided within the car park. **Figure TN8** demonstrate the appropriate on-site refuse vehicle manoeuvre, undertaken with an 11.2m refuse vehicle at the require of WCBC Highways.

4.4 Car Parking

- 4.4.1 The application scheme would be served via car parking provision designed to be in accordance with WCBC Car Parking Standards for new developments as set out in their Local Planning Guidance Note No.16: Parking Standards. The following maximum parking standards are considered relevant to the application scheme:

- Sheltered Housing* 1 car space per 4 units
+ 1 car space per resident staff and access for an ambulance
- C3 Dwellings 1-bedroom: 1.5 car spaces per unit
2-bedroom: 2.0 car spaces per unit

**sheltered housing land use is considered most comparable to the proposed supported living element of the application scheme*

- 4.4.2 In light of the nature of the application scheme, 2 parking spaces are proposed to be allocated for use by the supported living apartments (8-bedrooms total), with a further parking space for the 1 resident staff member (i.e. 3 parking spaces total for the supported living element).
- 4.4.3 With reference to the 14 general needs apartments, it is proposed to provide 1 car parking space per unit plus 1 additional space for visitors (i.e.

15 total). Such level of provision is considered entirely appropriate when considering the accessible location of the application site, adjacent to a convenience store, pharmacy and frequent bus services. Furthermore, review of 2011 Census data for the Caia Park area (mid-layer super output area W02000087: Wrexham 010), identifies that 47% of households have no cars or vans, compared to 22% for the entire of Wrexham. The level of car parking proposed is therefore appropriate given the car ownership statistics of the surrounding local area. (Source: Nomis, dataset KS404EW - Car or van availability, accessed 5 February 2021).

4.4.4 It is acknowledged that the delivery of the new access to the proposed apartment building car park would result in the loss of 2 parking spaces from the Kingsley Circle shopping arcade car park. It should be noted, however, that this car park was previously shared with the community centre use. As the proposed apartment scheme (which would replace the community centre) would provide its own car park, and 22 spaces would be retained within the Kingsley Circle shopping arcade car park, it is considered that the application represents an overall improvement to parking provision.

4.4.5 In their Pre-application Consultation response, the LHA have confirmed that this is considered acceptable in this instance given the relatively sustainable location of the site.

4.5 **Cycle Parking**

4.5.1 WCBC cycle parking standards relevant to the proposed development are as follows:

- 1 cycle space per 10 bed spaces and 1 cycle space per 10 employees
- Sufficient space to provide at least 2 secure cycle parking spaces per dwelling. In the case of flats, this should be provided via safe and secure communal cycle parking areas

- 4.5.2 Given that the application scheme comprises 8 supported living bedrooms, with a small level of staffing, 2 cycle parking spaces are proposed for this element of the scheme in accordance with WCBC standards.
- 4.5.3 With reference to the general needs units, it is anticipated that the majority of units would be occupied by a single person, and accordingly providing one cycle parking space per apartment is considered appropriate in this case (i.e. 14 total for the general needs units).
- 4.5.4 Accordingly, a total of 16 cycle parking spaces are proposed for the development.

5.0 PREDICTED DEVELOPMENT RELATED TRAVEL DEMAND

5.1 Introduction

5.1.1 This section of the Transport Note seeks to identify the levels of traffic demand anticipated to be generated by the application scheme and the likely assignment of this traffic across the immediate study area. 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 supported living units on the ground floor (one apartment with 4 * bedrooms and shared living facilities), along with 4 * additional self-contained 1-bedrooms apartments and a further staff bedroom. The two upper floors would comprise 12 * 1-bedroom apartments and 2 * 2-bedroom apartments (all general needs), some of which would be adapted properties.

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 sheltered accommodation land use within the TRICS database is most comparable to the supported living element of the application scheme and affordable/local authority flats most comparable to the apartments.

5.2.3 The reference sites chosen from the TRICS have been selected for their general characteristics similar to the Eaton Road application site, as set out in section 2.3 to this report. TRICS output files are attached as **Appendix TN4** for the sheltered accommodation and **Appendix TN2** for flats.

5.2.4 Average trip rates (per dwelling) for the traditional AM / PM 'rush hour' time periods are illustrated in **Tables TN5.1 & 5.2** for sheltered accommodation and

flats respectively. As a sensitivity test, an additional development trip generation scenario has been considered for the application site, based on the calculated 85th percentile trip rate value of the ranked sites as identified from the TRICS database. Such 85th percentile estimates provide an indication of a realistic ‘maximum’ trip generation demand for travel to / from a development site and therefore ensures a robust ‘worst case’ assessment of operational impact. Details of the 85th percentile rates are also included in **Tables TN5.1 & 5.2** below.

Table TN5.1: Calculated Average and 85th Percentile Sheltered Accommodation Land Use Trip Rates from TRICS

Time Period	Average Trip Rates (per unit)			85 th Percentile Trip Rates (per unit)		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (08:00-09:00)	0.107	0.097	0.204	0.148	0.138	0.286
PM Peak (17:00-18:00)	0.122	0.153	0.275	0.207	0.207	0.415
12h hour (07:00-19:00)	1.914	1.892	3.806	2.761	2.632	5.393

Trip Rate (Per 100sqm GFA)

Table TN5.2: Calculated Average and 85th Percentile Affordable/Local Authority Flats Trip Rates from TRICS

Time Period	Average Trip Rates (per flat)			85 th Percentile Trip Rates (per flat)		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (08:00-09:00)	0.095	0.142	0.237	0.125	0.181	0.306
PM Peak (17:00-18:00)	0.166	0.162	0.328	0.287	0.289	0.576
12h hour (07:00-19:00)	1.434	1.455	2.889	1.639	1.581	3.220

Trip Rate (Per 100sqm GFA)

- 5.2.5 The above average and 85th percentile trip rates have been applied to the total residential development size proposed at the Eaton Drive site (8 supported living beds and 14 general needs apartments), with the results set out in **Tables TN5.3 & 5.4** below, with total trip demand of the application site set out in **Table TN5.5**.

Table TN5.3: Predicted Average & 85th Percentile Development Trip Demand for Proposed Sheltered Accommodation at the Application Site (8 beds)*

Time Period	Trip Demand Average Trip Rates (8 beds)			Trip Demand 85 th Percentile Trip Rates (8 beds)		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (08:00-09:00)	1	1	2	1	1	2
PM Peak (17:00-18:00)	1	1	2	2	2	3
12h hour (07:00-19:00)	15	15	30	22	21	43

All vehicle movements

NB: the trip demand estimates of the supported living element of the scheme has been calculated with reference to the number of resident beds proposed (i.e. 8) rather than the number of units (i.e. 5) in order to ensure a robust assessment (1 * 4-bed & 4 * 1-bed supported living units are proposed).

Table TN5.4: Predicted Average & 85th Percentile Development Trip Demand for Proposed Affordable/Local Authority Flats at the Application Site (14 apartments)

Time Period	Trip Demand Average Trip Rates (14 apartments)			Trip Demand 85 th Percentile Trip Rates (14 apartments GFA)		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (08:00-09:00)	1	2	3	2	3	4
PM Peak (17:00-18:00)	2	2	5	4	4	8
12h hour (07:00-19:00)	20	20	40	23	22	45

All vehicle movements

Table TN5.5: Total Predicted Average & 85th Percentile Development Trip Demand for the Application Site

Time Period	Trip Demand Average Trip Rates			Trip Demand 85 th Percentile Trip Rates		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (08:00-09:00)	2	3	5	3	4	7
PM Peak (17:00-18:00)	3	3	7	6	6	11
12h hour (07:00-19:00)	35	36	71	45	43	88

All vehicle movements

- 5.2.6 The above exercise demonstrates that the Eaton Drive 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 11 vehicles per hour (AM peak 08:00-09:00, 85th percentile rates). Such demand is the equivalent of less than 1

development vehicle trip movement every 4 minutes and is considered unlikely to result in a severe impact on prevailing local highway network operating conditions.

5.3 Predicted Net Change in Application Site Traffic Demand Compared to Baseline Community Centre Land Use / Recently Approved Apartment Scheme

5.3.1 The likely change in traffic demand associated with the application site as a result of the application scheme can be calculated via the comparison of the results of the TRICS estimate for the application scheme set out in section 5.2 above, to the TRICS based estimates for baseline community centre land use and consented apartment scheme (see section 2.3 to this report). The differences in the anticipated day-to-day trip demand potential of the site represents the extent of likely local network traffic effects that could be expected to result from the change of use proposals.

5.3.2 The results of this comparison exercise are summarised in **Table TN5.6** and **Table TN5.7** to this report for the community centre and consented apartment scheme comparisons respectively. This net trip assessment has been based on the 85th percentile trip demand estimates.

Table TN5.6 Comparison of Estimated Traffic Demand: Proposed Supported Living & General Needs Apartments v Baseline Community Centre Land Use (85th Percentile Trip Rates)

Hour Begin	Baseline Community Centre	Proposed Supported Living & General Needs Apartments Land Use	Difference
08:00	5	7	+2
17:00	19	11	-8
12hr 07-19	73	88	+15

Total Vehicles (Two-way)

Table TN5.7 Comparison of Estimated Traffic Demand: Proposed Supported Living & General Needs Apartments v Consented Apartment Scheme (85th Percentile Trip Rates)

Hour Begin	Consented Apartment Scheme	Proposed Supported Living & General Needs Apartments Land Use	Difference
08:00	5	7	+2
17:00	9	11	+2
12hr 07-19	52	88	+36

Total Vehicles (Two-way)

- 5.3.3 Review of this exercise identifies that future use of the site under proposed supported living and general needs scheme an additional 15-36 total vehicle movements over the weekday period 07:00-19:00 when compared to the baseline community centre land-use / consented apartment scheme. Whilst some fluctuations in traffic demand could be expected within individual hours, predicted traffic demand during critical weekday ‘rush hour’ peak periods (i.e. 08:00-09:00 and 17:00-18:00) could be expected to be fairly similar following redevelopment of the site when compared to both baseline community centre land use and the consented apartment scheme.

5.4 Impact Statement

- 5.4.1 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.

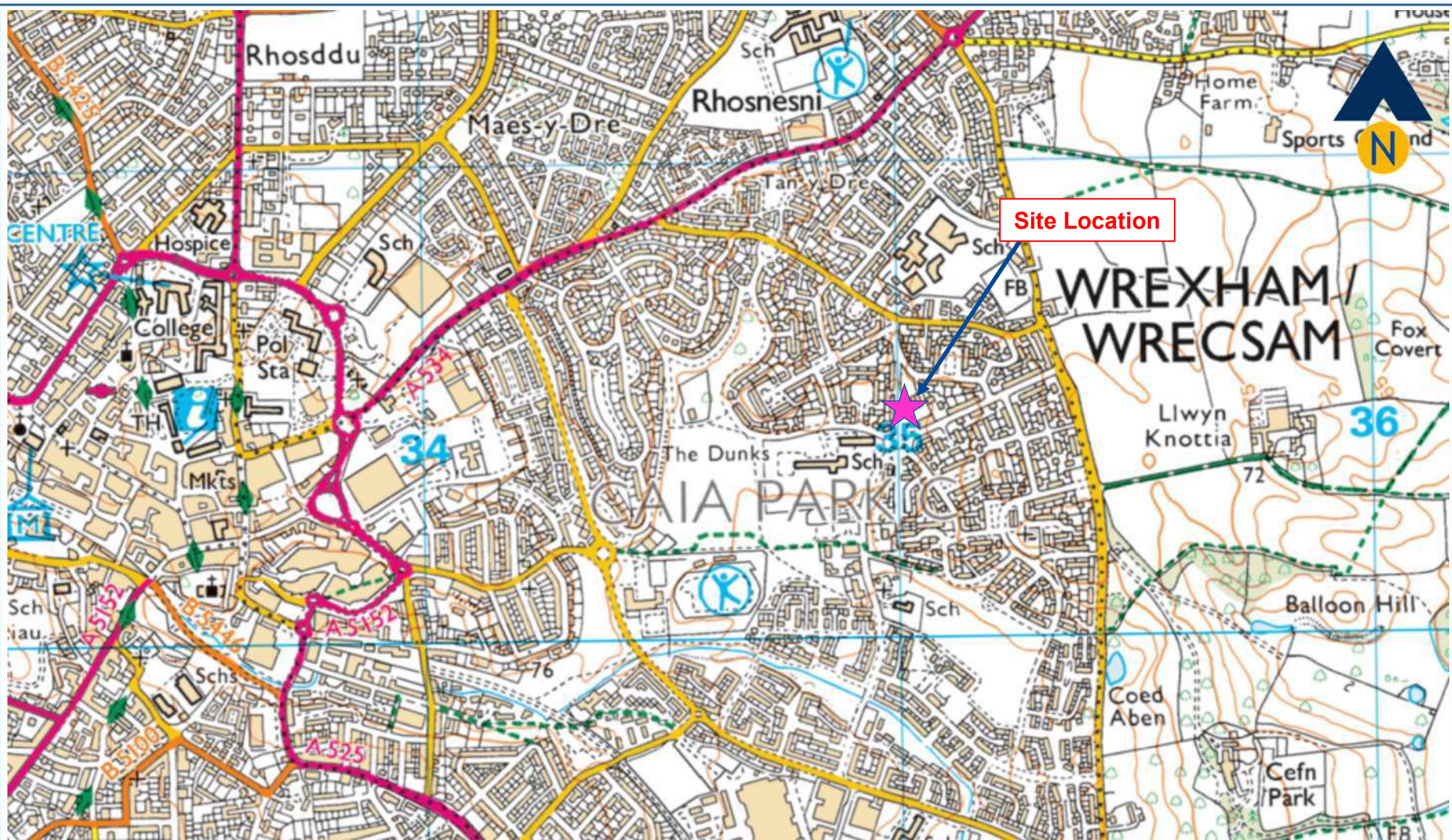
- 5.4.2 March 2007 Welsh Government Guidance TAN18 Annex E (para E4) further reinforces the 5% threshold as a reasonable starting point for the identification of likely material increases in traffic demand.
- 5.4.3 In practice it is considered unlikely that the predicted additional development related traffic levels highlighted above (2 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%).

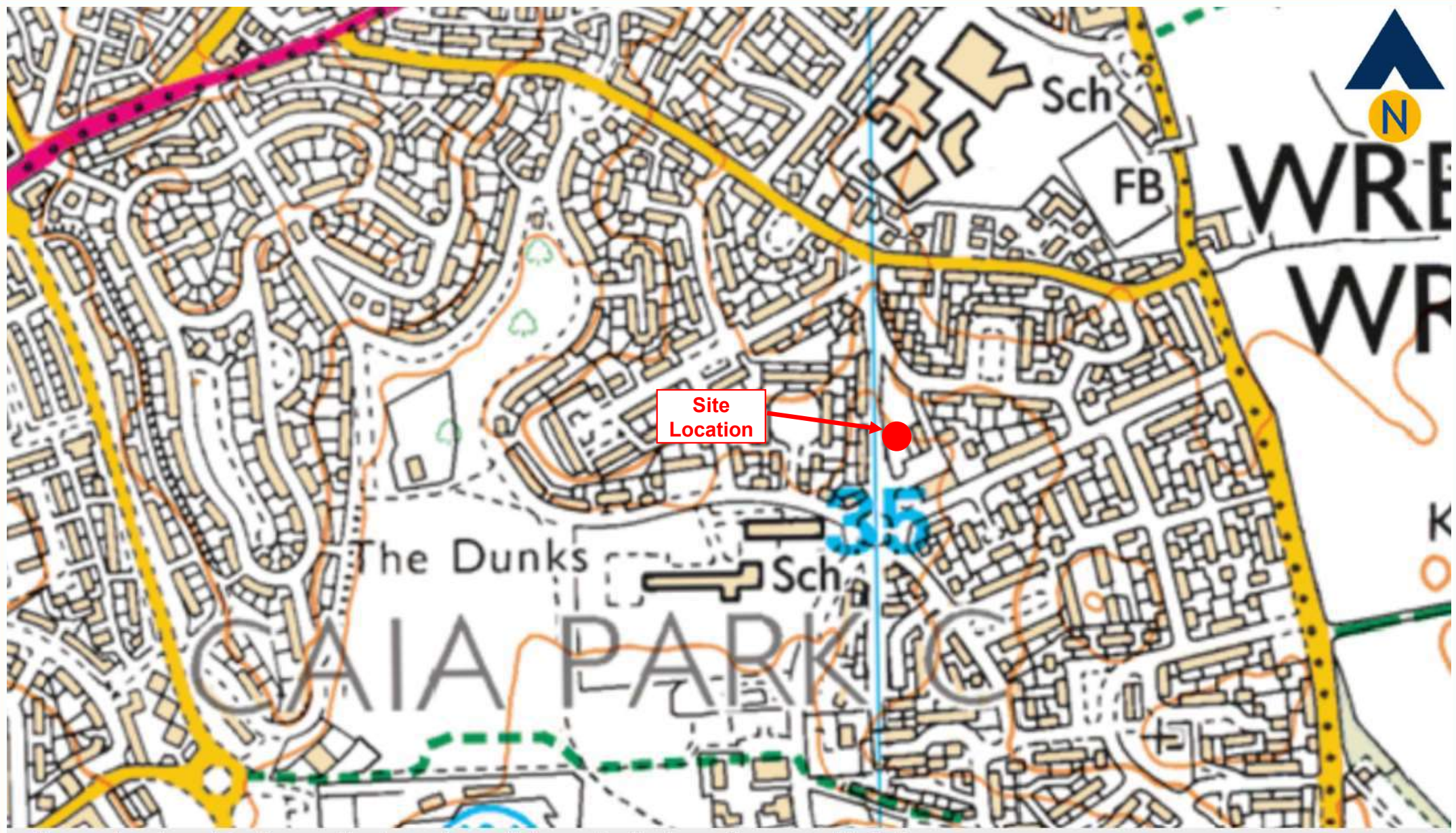
6.0 SUMMARY

- 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 a planning application for the development of supported living units (including one apartment with 4 bedrooms and shared living facilities, along with 4 additional self-contained 1-bedrooms apartments and a further staff bedroom) and 12 * 1-bedroom general needs apartments and 2 * 2-bedroom general needs apartments at Eaton Drive, Wrexham. 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 Eaton Drive 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, cycle and mobility scooter parking, and appropriate servicing arrangements are available for refuse collection and delivery vehicles.
- 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 community centre land use and recently approved apartment scheme. 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.





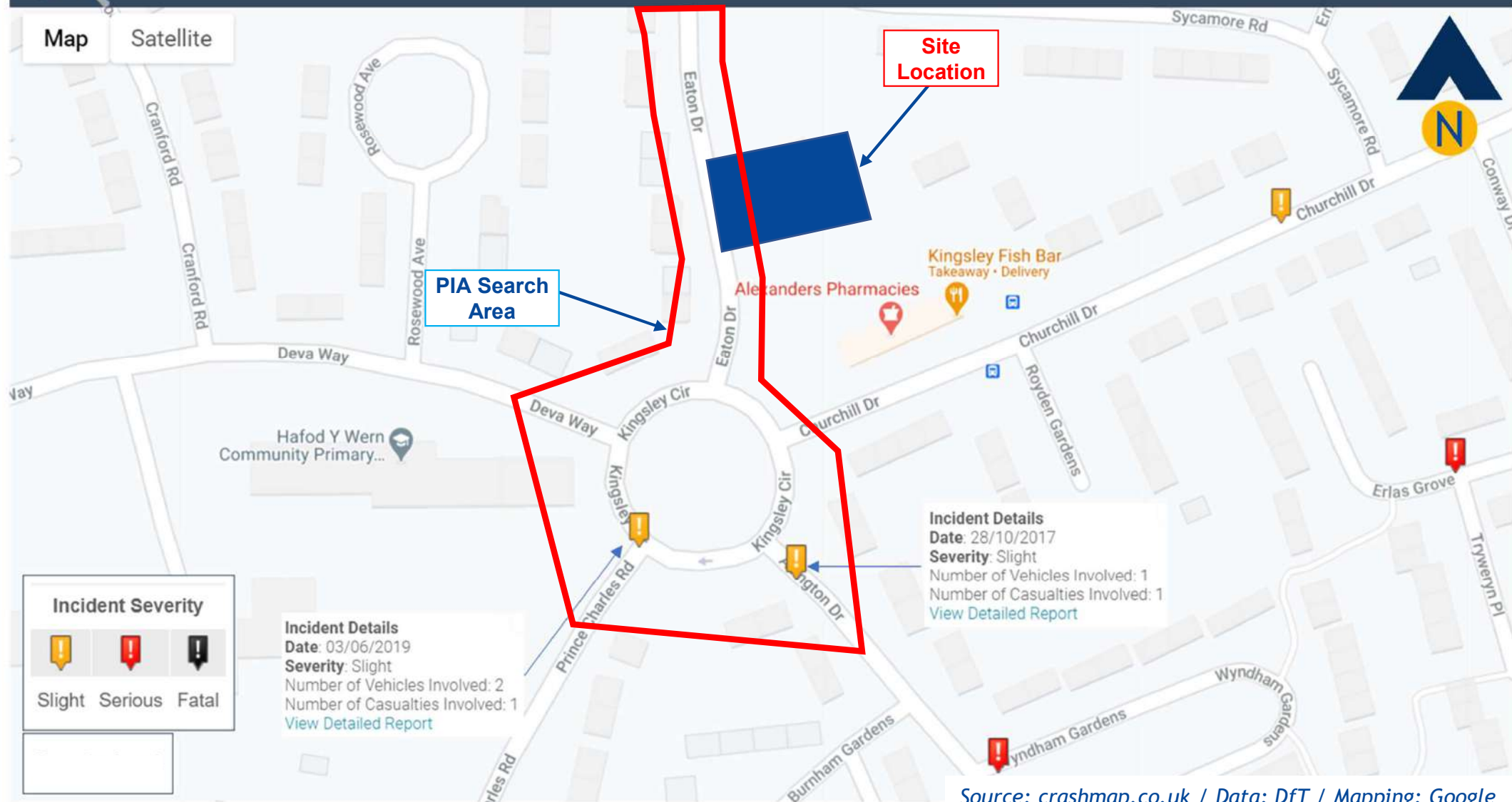


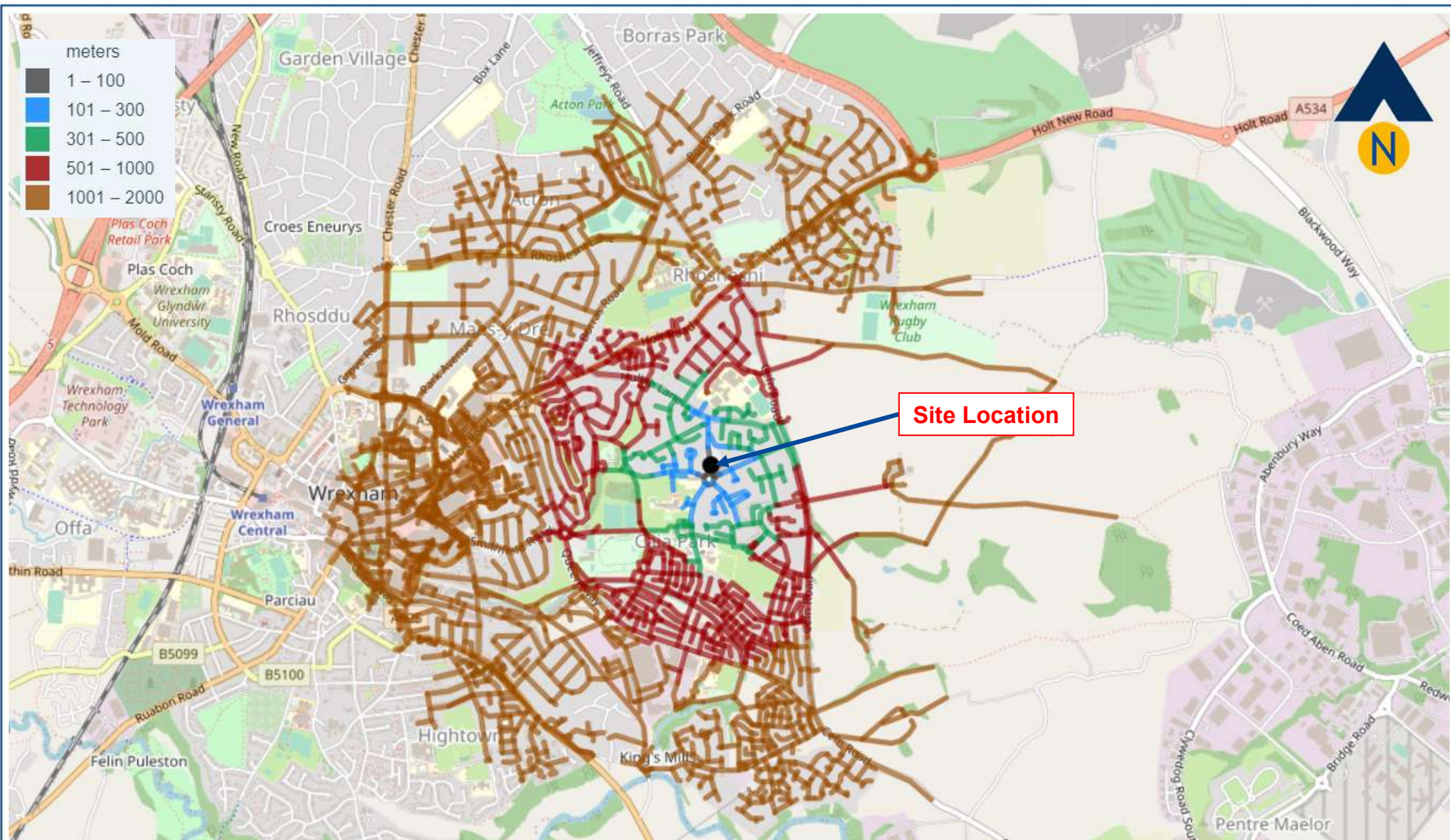


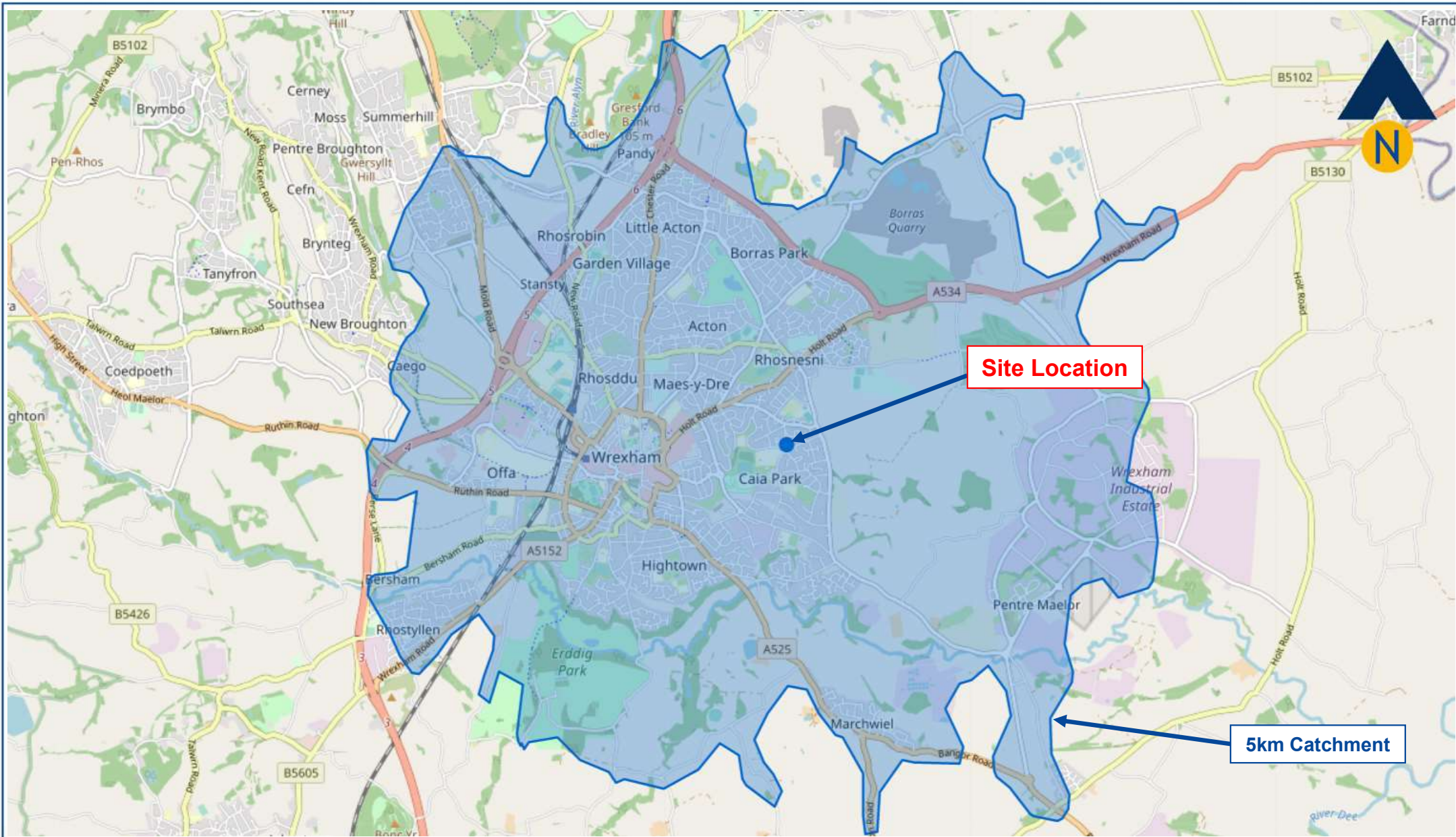


Map

Satellite









- General Notes
1. Contractor to verify all dimensions and check level datums on site
 2. All of the designs are the sole property of TACP Architects Ltd and may not be used without their written agreement
 3. All prints, specifications and their copyright are the property of TACP Architects Ltd
 4. Do not scale off drawings
 5. All dimensions shall be checked on site before commencement of shop drawings, manufacture and all discrepancies must be reported to TACP Architects Ltd

Figure TN6

Revisions					
Rev	Date	Description	By	Check	
P01	09.09.21	Issued for comment	KA	MG	
P02	20.09.21	Bin store relocated, cycle store added. Sheds added to private gardens.	KA		
P03	21.09.21	Notes added to identify 2m wide pathways around site, as per planning requests	KA		
P04	21.09.21	Pedestrian crossing and notes added to new access road in accordance with highway recommendations	KA		

Consultants

Client
Wales & West Housing Association



Project Title
Eaton Drive, Wrexham

Drawing Title
Site layout

Scale	Date	Drawn By	Checked By	Office
1 : 200@A1	09/09/21	KA	MG	Wrexham

Job Number	Project•Originator•Zone•Level•Type•Role•Number	Revision
20022	EDW -TACP- PS- XX-DR- A- 704	P04

TACP Architects Ltd
Pembroke House
Ellice Way, Wrexham Technology Park,
Wrexham, LL13 7YT
01978 291161

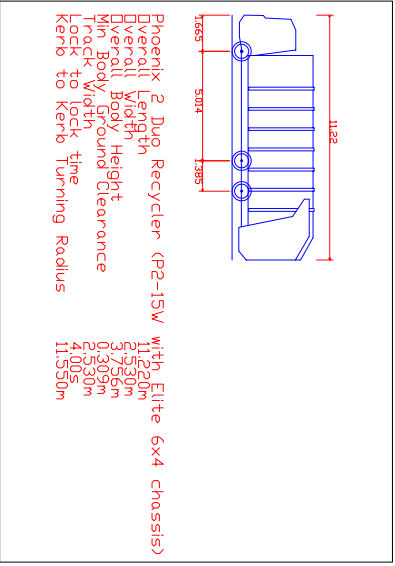


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Revision: 27.10.21
A Update site plan / revised refuse vehicle



Client: Wales & West Housing Association	
Project: Eaton Drive, Wrexham	
Drawing Title: Refuse Vehicle Swept Path Assessment	
FIGURE TN8	
Drawing Number: J000227_ATR101	Revision: A
Date: 07.02.2021	Scale: 1:500@A3
Drawn By: KG	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.



Calculation Reference: AUDIT-506501-210205-0219

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : Q - COMMUNITY CENTRE
 TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	2 days
11	SCOTLAND	
	FA FALKIRK	1 days
17	ULSTER (NORTHERN IRELAND)	
	DO DOWN	1 days

Primary Filtering selection:

Parameter: Gross floor area
 Actual Range: 100 to 750 (units: sqm)
 Range Selected by User: 100 to 750 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 24/05/19

Selected survey days:

Monday	3 days
Tuesday	1 days
Wednesday	1 days
Friday	3 days

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	6

Selected Location Sub Categories:

Residential Zone	2
Retail Zone	1
Village	3
No Sub Category	2

Secondary Filtering selection:

Use Class:

D1	1 days
D2	7 days

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

50,001 to 75,000	3 days
75,001 to 100,000	2 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	1 days
1.6 to 2.0	1 days

Travel Plan:

No	8 days
----	--------

PTAL Rating:

No PTAL Present	8 days
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LIST OF SITES relevant to selection parameters

1	CA-07-Q-01 HIGH STREET COTTENHAM	COMMUNITY CENTRE	CAMBRIDGESHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total Gross floor area:	500 sqm	
	Survey date: MONDAY	15/10/12	Survey Type: MANUAL
2	CH-07-Q-01 WARRINGTON ROAD MERE	COMMUNITY CENTRE	CHESHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total Gross floor area:	100 sqm	
	Survey date: TUESDAY	07/11/17	Survey Type: MANUAL
3	DO-07-Q-01 CHURCH ROAD NEAR BELFAST MONEYREAGH	COMMUNITY CENTRE	DOWN
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total Gross floor area:	450 sqm	
	Survey date: FRIDAY	19/06/15	Survey Type: MANUAL
4	FA-07-Q-02 PARKHALL DRIVE FALKIRK MADDISTON	COMMUNITY CENTRE	FALKIRK
	Edge of Town Residential Zone		
	Total Gross floor area:	400 sqm	
	Survey date: MONDAY	03/06/13	Survey Type: MANUAL
5	NY-07-Q-01 SHUTE ROAD CATTERRICK GARRISON	COMMUNITY CENTRE	NORTH YORKSHIRE
	Neighbourhood Centre (PPS6 Local Centre) No Sub Category		
	Total Gross floor area:	316 sqm	
	Survey date: WEDNESDAY	10/05/17	Survey Type: MANUAL
6	TW-07-Q-01 HIGH STREET GATESHEAD WREKENTON	COMMUNITY CENTRE	TYNE & WEAR
	Neighbourhood Centre (PPS6 Local Centre) No Sub Category		
	Total Gross floor area:	450 sqm	
	Survey date: FRIDAY	04/10/13	Survey Type: MANUAL
7	TW-07-Q-03 ASKEW ROAD W GATESHEAD TEAMS	COMMUNITY CENTRE	TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Gross floor area:	750 sqm	
	Survey date: FRIDAY	24/05/19	Survey Type: MANUAL
8	WY-07-Q-01 WATERLOO LANE LEEDS BRAMLEY	COMMUNITY CENTRE	WEST YORKSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Retail Zone		
	Total Gross floor area:	625 sqm	
	Survey date: MONDAY	19/10/15	Survey Type: MANUAL

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	4	373	0.201	4	373	0.000	4	373	0.201
08:00 - 09:00	8	449	0.529	8	449	0.167	8	449	0.696
09:00 - 10:00	8	449	0.891	8	449	0.473	8	449	1.364
10:00 - 11:00	8	449	0.613	8	449	0.529	8	449	1.142
11:00 - 12:00	8	449	0.724	8	449	0.808	8	449	1.532
12:00 - 13:00	8	449	0.808	8	449	0.752	8	449	1.560
13:00 - 14:00	8	449	0.640	8	449	0.668	8	449	1.308
14:00 - 15:00	8	449	0.390	8	449	0.473	8	449	0.863
15:00 - 16:00	8	449	0.891	8	449	1.114	8	449	2.005
16:00 - 17:00	7	468	0.366	7	468	0.947	7	468	1.313
17:00 - 18:00	7	468	1.466	7	468	0.855	7	468	2.321
18:00 - 19:00	6	421	2.772	6	421	1.505	6	421	4.277
19:00 - 20:00	6	421	2.297	6	421	2.614	6	421	4.911
20:00 - 21:00	6	421	0.832	6	421	1.426	6	421	2.258
21:00 - 22:00	4	419	0.000	4	419	1.254	4	419	1.254
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		13.420			13.585				27.005

Parameter summary

Trip rate parameter range selected: 100 - 750 (units: sqm)
 Survey date range: 01/01/12 - 24/05/19
 Number of weekdays (Monday-Friday): 8
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0



Calculation Reference: AUDIT-506501-210205-0217

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
10	WALES	
	CF CARDIFF	1 days

Primary Filtering selection:

Parameter: No of Dwellings
 Actual Range: 15 to 66 (units:)
 Range Selected by User: 6 to 75 (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: 01/01/12 to 07/10/16

Selected survey days:

Tuesday	2 days
Wednesday	1 days
Thursday	4 days
Friday	1 days

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	2

Selected Location Sub Categories:

Residential Zone	8
------------------	---

Secondary Filtering selection:

Use Class:

C3	8 days
----	--------

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	4 days
50,001 to 100,000	1 days

Secondary Filtering selection (Cont.):

Population within 5 miles:

5,001 to 25,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	4 days

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	3 days

Travel Plan:

No	8 days
----	--------

PTAL Rating:

No PTAL Present	8 days
-----------------	--------

LIST OF SITES relevant to selection parameters

1	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
2	CH-03-D-01	BLOCK OF FLATS	CHESHIRE
	HEATH LANE		
	CHESTER		
	BOUGHTON HEATH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	30	
	Survey date: THURSDAY	24/05/12	Survey Type: MANUAL
3	ES-03-D-06	FLATS & HOUSES	EAST SUSSEX
	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
4	HC-03-D-06	BLOCKS OF FLATS	HAMPSHIRE
	HANNAY RISE		
	SOUTHAMPTON		
	THORNHILL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	66	
	Survey date: TUESDAY	24/11/15	Survey Type: MANUAL
5	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
6	NT-03-D-02	BLOCK OF FLATS	NOTTINGHAMSHIRE
	WATCOMBE ROAD		
	NOTTINGHAM		
	CARRINGTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	22	
	Survey date: TUESDAY	23/06/15	Survey Type: MANUAL
7	WO-03-D-02	BLOCKS OF FLATS	WORCESTERSHIRE
	CRANHAM DRIVE		
	WORCESTER		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	18	
	Survey date: THURSDAY	22/05/14	Survey Type: MANUAL
8	WY-03-D-03	BLOCK OF FLATS	WEST YORKSHIRE
	CARR STREET		
	HECKMONDWIKE		
	LIVERSEDGE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	56	
	Survey date: THURSDAY	01/05/14	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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	32	0.047	8	32	0.103	8	32	0.150
08:00 - 09:00	8	32	0.095	8	32	0.142	8	32	0.237
09:00 - 10:00	8	32	0.103	8	32	0.150	8	32	0.253
10:00 - 11:00	8	32	0.126	8	32	0.130	8	32	0.256
11:00 - 12:00	8	32	0.087	8	32	0.099	8	32	0.186
12:00 - 13:00	8	32	0.111	8	32	0.103	8	32	0.214
13:00 - 14:00	8	32	0.134	8	32	0.107	8	32	0.241
14:00 - 15:00	8	32	0.142	8	32	0.162	8	32	0.304
15:00 - 16:00	8	32	0.142	8	32	0.119	8	32	0.261
16:00 - 17:00	8	32	0.162	8	32	0.087	8	32	0.249
17:00 - 18:00	8	32	0.166	8	32	0.162	8	32	0.328
18:00 - 19:00	8	32	0.119	8	32	0.091	8	32	0.210
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.434			1.455			2.889

Parameter summary

Trip rate parameter range selected:	15 - 66 (units:)
Survey date date range:	01/01/12 - 07/10/16
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

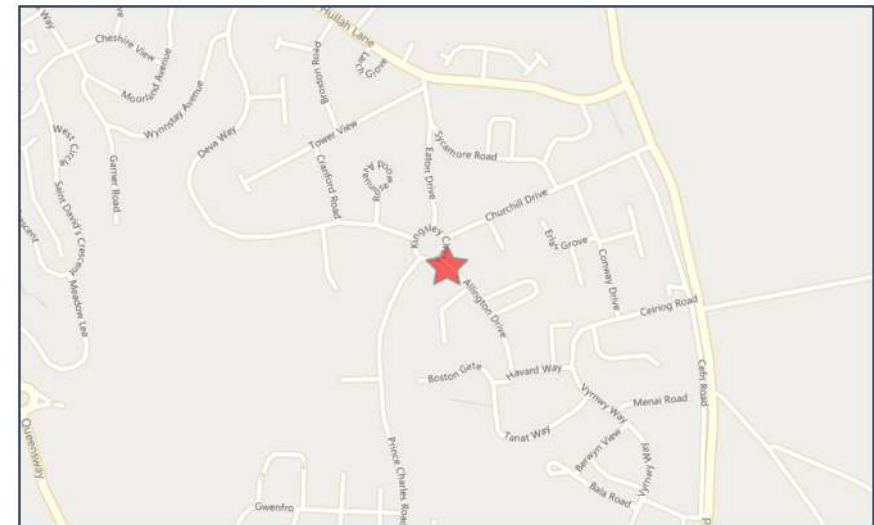




No

Crash Date: Saturday, October 28, 2017 **Time of Crash:** 11:07:00 PM **Crash Reference:** 201760V163979

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Wrexham	Number of Vehicles:	1	OS Grid Reference:	335033 350388
Local Authority:	Wrexham County Borough				
Weather Description:	Unknown				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Darkness: street lighting unknown				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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



No

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	Taxi/Private hire car	-1	Male	Unknown	Vehicle is reversing	Back	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	26 - 35	In carriageway, crossing elsewhere	Crossing from driver's offside

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

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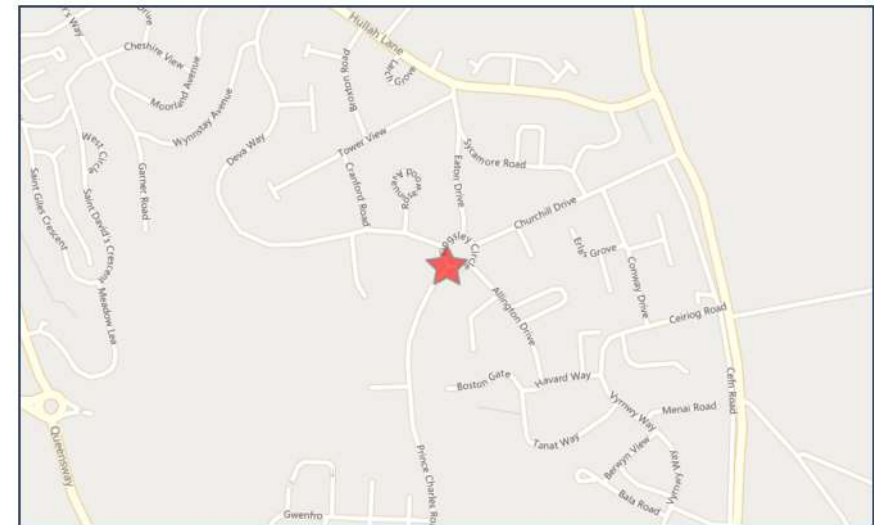


crashmap.co.uk

No

Crash Date: Monday, June 03, 2019 **Time of Crash:** 8:15:00 AM **Crash Reference:** 201960X077595

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Wrexham			Number of Vehicles:	2
Local Authority:	Wrexham County Borough			OS Grid Reference:	334988 350398
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



No

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	Good vehicles of unknown weight	-1	Male	26 - 35	Vehicle is in the act of turning right	Offside	Other	None	None
2	Pedal cycle	-1	Female	46 - 55	Vehicle is in the act of turning right	Nearside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

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

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



Calculation Reference: AUDIT-506501-210208-0254

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : F - SHELTERED ACCOMMODATION
 TOTAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
11	SCOTLAND	
	AG ANGUS	1 days

Primary Filtering selection:

Parameter: No of Dwellings
 Actual Range: 14 to 49 (units:)
 Range Selected by User: 14 to 50 (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: 01/01/12 to 21/06/19

Selected survey days:

Monday	1 days
Tuesday	1 days
Thursday	2 days
Friday	2 days

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	1

Selected Location Sub Categories:

Residential Zone	6
------------------	---

Secondary Filtering selection:

Use Class:

C3	6 days
----	--------

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	2 days

Travel Plan:

No	6 days
----	--------

PTAL Rating:

No PTAL Present	6 days
-----------------	--------

LIST OF SITES relevant to selection parameters

1	AG-03-F-01	SHELTERED HOUSING	ANGUS
	CLIFFBURN ROAD EAST		
	ARBROATH		
	HAYSHEAD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	39	
	Survey date: FRIDAY	28/04/17	Survey Type: MANUAL
2	GM-03-F-07	SHELTERED HOUSING	GREATER MANCHESTER
	LANCASTER ROAD		
	SALFORD		
	SWINTON PARK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	32	
	Survey date: FRIDAY	21/06/19	Survey Type: MANUAL
3	LE-03-F-02	SHELTERED HOUSING	LEICESTERSHIRE
	AYLESTONE LANE		
	LEICESTER		
	WIGSTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	49	
	Survey date: THURSDAY	27/09/12	Survey Type: MANUAL
4	LN-03-F-01	SHELTERED HOUSING	LINCOLNSHIRE
	WILLOW CLOSE		
	HECKINGTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: TUESDAY	11/12/12	Survey Type: MANUAL
5	WK-03-F-01	SHELTERED HOUSING	WARWICKSHIRE
	NORTHUMBERLAND ROAD		
	LEAMINGTON SPA		
	MILVERTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	14	
	Survey date: THURSDAY	25/10/12	Survey Type: MANUAL
6	WY-03-F-02	SHELTERED HOUSING	WEST YORKSHIRE
	CHESTER ROAD		
	HALIFAX		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	22	
	Survey date: MONDAY	22/10/18	Survey Type: MANUAL

TRIP RATE for Land Use 03 - RESIDENTIAL/F - SHELTERED ACCOMMODATION

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	33	0.077	6	33	0.071	6	33	0.148
08:00 - 09:00	6	33	0.107	6	33	0.097	6	33	0.204
09:00 - 10:00	6	33	0.158	6	33	0.189	6	33	0.347
10:00 - 11:00	6	33	0.194	6	33	0.189	6	33	0.383
11:00 - 12:00	6	33	0.240	6	33	0.230	6	33	0.470
12:00 - 13:00	6	33	0.184	6	33	0.168	6	33	0.352
13:00 - 14:00	6	33	0.184	6	33	0.235	6	33	0.419
14:00 - 15:00	6	33	0.189	6	33	0.173	6	33	0.362
15:00 - 16:00	6	33	0.148	6	33	0.112	6	33	0.260
16:00 - 17:00	6	33	0.214	6	33	0.163	6	33	0.377
17:00 - 18:00	6	33	0.122	6	33	0.153	6	33	0.275
18:00 - 19:00	6	33	0.097	6	33	0.112	6	33	0.209
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.914			1.892			3.806

Parameter summary

Trip rate parameter range selected: 14 - 49 (units:)
 Survey date range: 01/01/12 - 21/06/19
 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