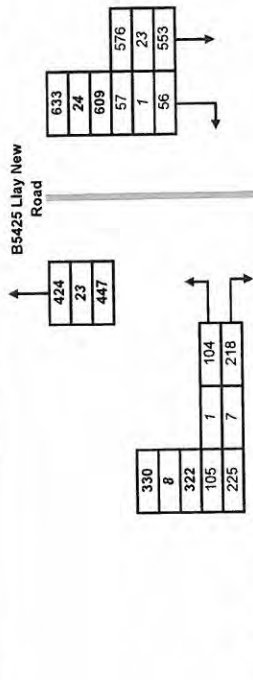
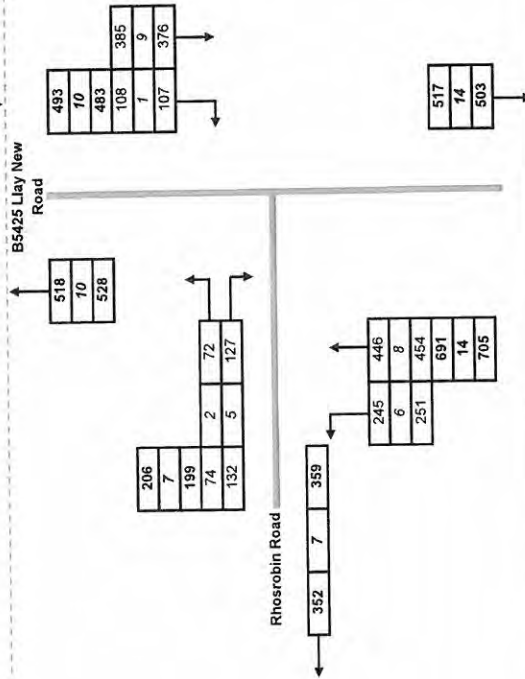


Appendix C – Committed Development Surveyed Traffic Flows

AM Peak Period



PM Peak Period



Key

10	total vehicles
2	HGVs
12	PCUs

Figure TA3

1520-01

2014 Surveyed Traffic Flows

Rhosrobin Residential Site, Wrexham

June 2014

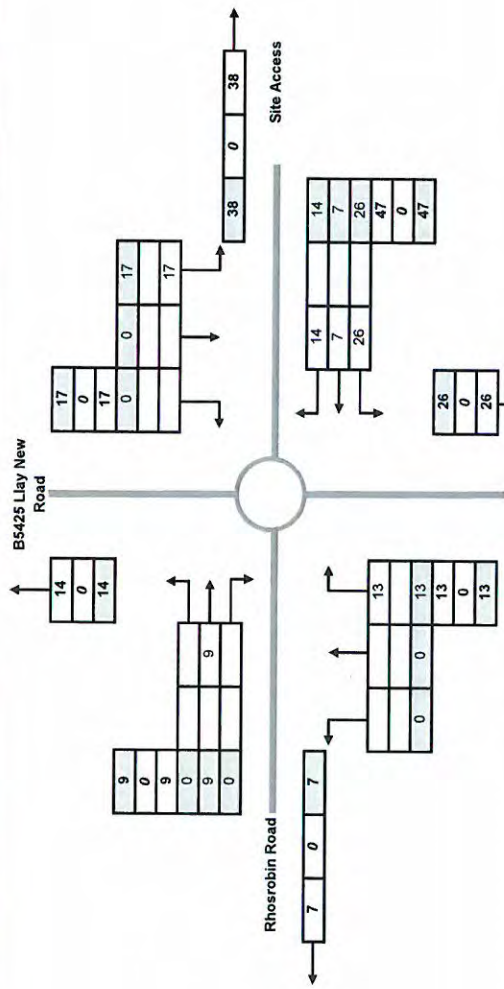


Camellia House
76 Water Lane,
Wilmslow
Cheshire, SK9 5BB

Appendix D – Committed Development Traffic Assignment

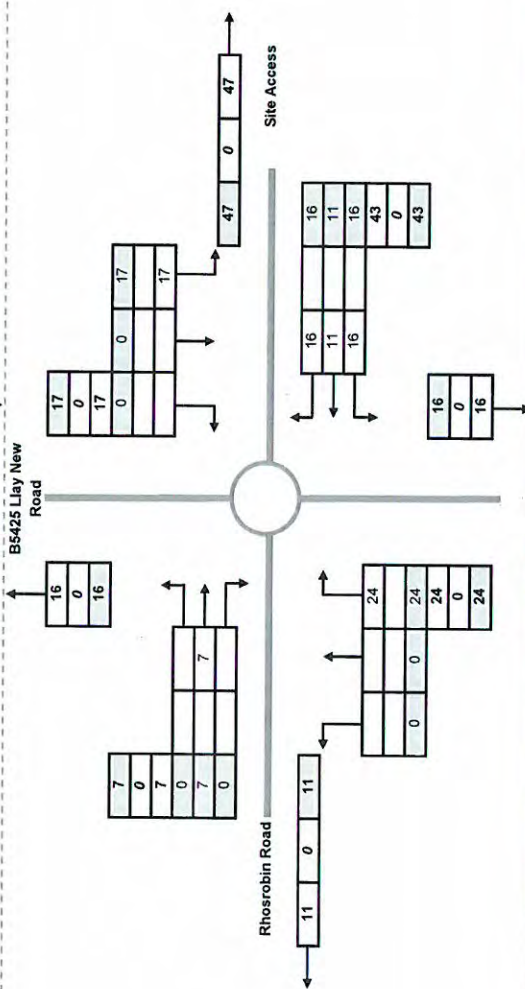
AM Peak Period

Total Trips	Arrivals	Departures
	38	47



PM Peak Period

Total Trips	Arrivals	Departures
	47	43



Key	10	total vehicles
	2	HGVs
	12	PGUs

Figure TA10

Proposed Residential Development Traffic Assignment

1520-01

Rhosrobin Residential Site, Wrexham

June 2014



Camellia House
76 Water Lane,
Wilmslow
Cheshire, SK9 5BB

Appendix E – TRICS Output

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	2 days
	NT NOTTINGHAMSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	2 days
10	WALES	
	CF CARDIFF	1 days

Filtering Stage 2 selection:

Parameter: Number of dwellings
 Actual Range: 101 to 237 (units:)
 Range Selected by User: 100 to 1000 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 22/09/12

Selected survey days:

Monday	2 days
Tuesday	4 days
Wednesday	1 days
Friday	2 days

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

Selected Locations:

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

Selected Location Sub Categories:

Residential Zone	7
Out of Town	1
No Sub Category	1

Filtering Stage 3 selection:

Use Class:

C3	9 days
----	--------

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
15,001 to 20,000	6 days

Filtering Stage 3 selection (Cont.):

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	1 days
100,001 to 125,000	4 days
125,001 to 250,000	3 days

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	6 days

Travel Plan:

No	9 days
----	--------

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
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	9	162	0.089	9	162	0.294	9	162	0.383
08:00 - 09:00	9	162	0.140	9	162	0.413	9	162	0.553
09:00 - 10:00	9	162	0.159	9	162	0.219	9	162	0.378
10:00 - 11:00	9	162	0.142	9	162	0.193	9	162	0.335
11:00 - 12:00	9	162	0.175	9	162	0.160	9	162	0.335
12:00 - 13:00	9	162	0.213	9	162	0.186	9	162	0.399
13:00 - 14:00	9	162	0.190	9	162	0.160	9	162	0.350
14:00 - 15:00	9	162	0.188	9	162	0.190	9	162	0.378
15:00 - 16:00	9	162	0.311	9	162	0.195	9	162	0.506
16:00 - 17:00	9	162	0.343	9	162	0.203	9	162	0.546
17:00 - 18:00	9	162	0.387	9	162	0.246	9	162	0.633
18:00 - 19:00	9	162	0.241	9	162	0.198	9	162	0.439
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.578			2.657			5.235

Parameter summary

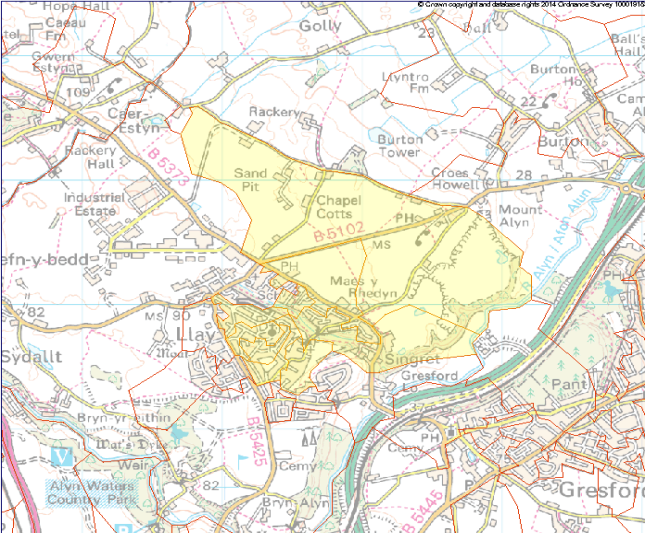
Trip rate parameter range selected: 101 - 237 (units:)
 Survey date range: 01/01/06 - 22/09/12
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

Appendix F – SWS Census Distribution Summary

SWS Census Analysis

Origin OAs:

- 00NLPZ0001
- 00NLPZ0002
- 00NLPZ0005
- 00NLPZ0011
- 00NLPZ0013
- 00NLPZ0014
- 00NLPZ0015
- 00NLPZ0016
- 00NLPZ0017



Local Authority	%	Route	
Chester	10.4%	10.4%	
Denbighshire	2.2%	1.1%	1.1%
Ellesmere Port & Neston	1.8%	0.9%	0.9%
Flintshire	11.6%	11.6%	
Liverpool	0.9%	0.9%	
Nuneaton and Bedworth	0.9%	0.9%	
Tamworth	0.9%	0.9%	
Wrexham	65.1%		
Other:	6.2%	6.2%	
	100.0%		

Wrexham	%	Route	
Borras Park	0.4%	0.4%	
Brynyffynnon	8.3%	4.2%	4.2%
Cartrefle	0.4%	0.4%	
Cefn	0.9%	0.9%	
Chirk South	0.4%	0.4%	
Coedpoeth	0.4%	0.4%	
Gresford East and West	2.1%	2.1%	
Grosvenor	7.9%	3.9%	3.9%
Gwersyllt East and South	2.7%	1.3%	1.3%
Gwersyllt West	2.2%	1.1%	1.1%
Hermitage	0.4%	0.2%	0.2%
Holt	9.4%	9.4%	
Johnstown	0.9%	0.9%	
Llay	18.7%	4.7%	4.7%
Maesydre	1.8%	0.9%	0.9%
Marchwiell	1.6%	0.8%	0.8%
New Broughton	0.4%	0.2%	0.2%
Offa	1.3%	0.7%	0.7%
Pant	0.4%	0.4%	
Ponciau	1.3%	1.3%	
Rossett	2.4%	2.4%	
Whitegate	0.4%	0.4%	
	65.1%		65.1%

Assignment Summary

	Route	Proportion
B5102 Straight Mile, then north along A483		18.4%
B5102 Straight Mile, then east at Rossett Interchange		2.4%
Rackery Lane		18.3%
Llay Road then B5102 Llay Road at mini-roundabout		1.3%
Llay Road then Llay New Road at mini-roundabout		18.3%
Llay Road then First Avenue at mini-roundabout		4.7%
Gresford Road to Clappers Lane, then south along B5445 Chester Road		27.4%
Gresford Road to Clappers Lane, then north along B5445 Chester Road		2.1%
Gresford Road, then west along Nant-Y-Gaer Road		7.1%
		100.0%

Turning Proportions Summary

Site Access 1 - Left out			6.1%	0.4%	6.1%	1.6%			14.2%
Site Access 1 - Right out	18.4%	2.4%							20.8%
Site Access 2 - Left out							13.7%	1.0%	18.3%
Site Access 2 - Right out			6.1%	0.4%	6.1%	1.6%			14.2%
Site Access 3 - Left out							13.7%	1.0%	18.3%
Site Access 3 - Right out			6.1%	0.4%	6.1%	1.6%			14.2%
	100.0%								100.0%

Assumptions

- Traffic would drive through the development to access The Straight Mile (via Site Access 1)
- Traffic would drive through the development to access Gresford Road (via Site Access 2 or 3)
- All other proportions have been assigned equally between Access 1, 2 and 3

Appendix G – Proposed Committed Development Access Junction

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Follow any figured dimensions - do not scale. IF IN DOUBT ASK.
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.

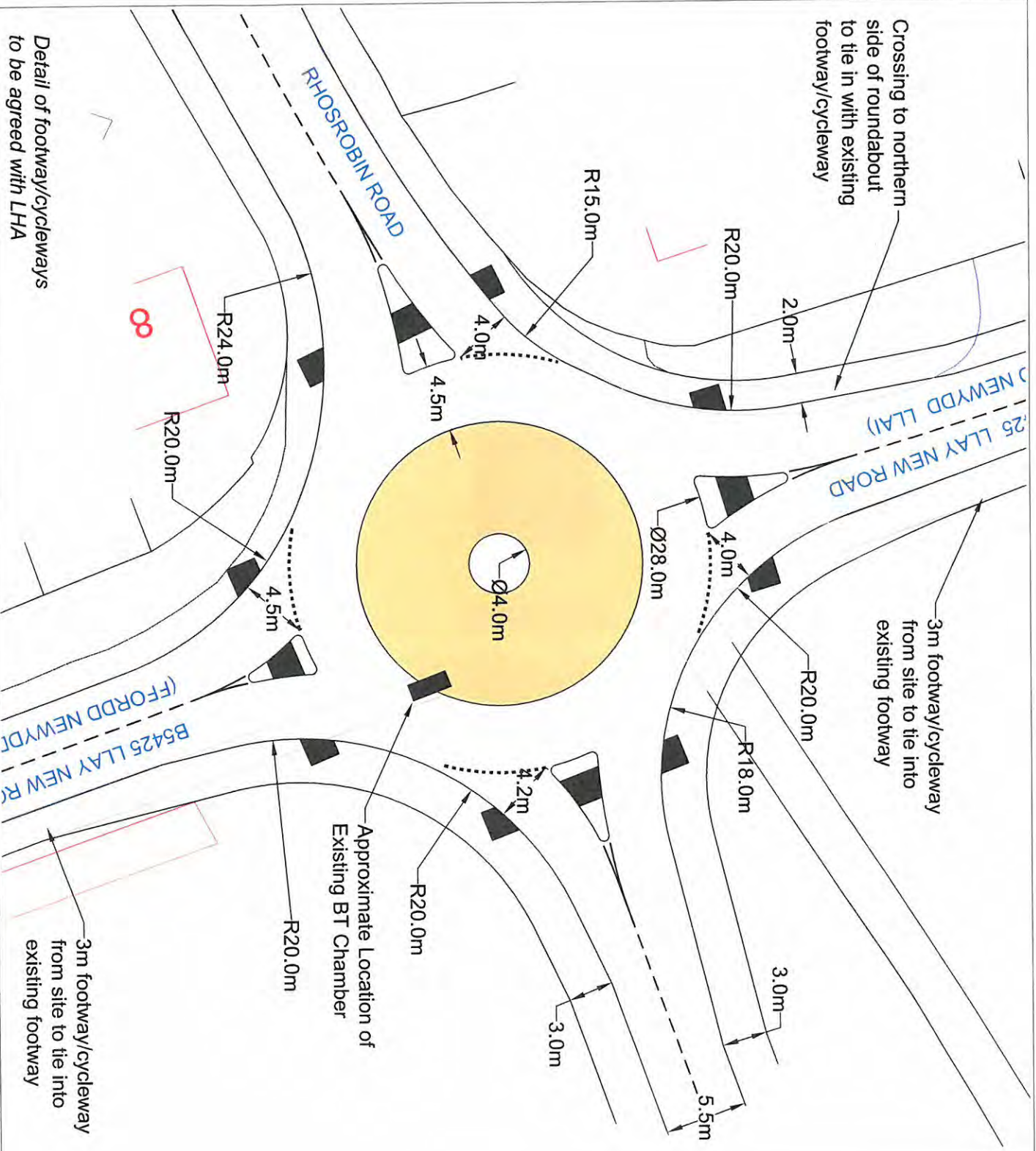
Revision History		Date
A	Footway/cycleway improvements	17.04.13
B	desc	date b
C	desc	date c
D	desc	date d
E	desc	date e
F	desc	date f
G	desc	date g
H	desc	date h
I	desc	date i
J	desc	date j

NOTES:

1: Roundabout designed in accordance with DMRB 6.2.3 TD16/07

2: Maximum entry path radii on each arm as follows:

B5425 New Lay Road (S)	48.9m
Rhosrobin Road	117.5m
New Lay Road (N)	63.1m
Proposed Site Access	57.0m



Client: Castle Mead Group Ltd.	
Project: Rhosrobin Residential Site, Wrexham	
Drawing title: Proposed Roundabout Access Junction Option From B5425 New Lay Road	
Scale: 1:250 (A3)	Date: 05.03.14
Drawing number: 1520-01-SK103	Rev: A
Status: Information	Rev: A
Planning environment design	