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Proposed Residential Development of
23 New Dwellings (Walk-up flats,
bungalows and houses)

Maes Emlyn, Rhyl, Denbighshire

Transport Statement

Prepared on behalf of:



Wales & West Housing
Association

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1.0 INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Focus Transport Planning Ltd (Focus TP) on behalf of Wales & West Housing Association Limited to consider highways and transport matters with respect to proposals for the redevelopment of the existing Maes Emlyn sheltered housing site in Rhyl, Denbighshire, for the delivery of 23 new residential dwellings (mix of general needs walk-up flats, bungalows and houses for social rent). The purpose of the report is to apprise the Local Planning and Highway Authority (LPA & LHA), Denbighshire County Council (DCC), of the proposed highway access arrangements to support residential redevelopment of the site and the anticipated local transport network related effects of the operation of the scheme.
- 1.2 The Application Site comprises the existing Maes Emlyn sheltered housing site, which has been vacant since 2021. Maes Emlyn is located on the outskirts of Rhyl Town Centre, within easy walk of a range of Town Centre shops and services, including the route of regular bus services and train station. It is envisaged that residential development of the site could provide the opportunity to deliver up to 23 general needs properties for social rent, via a mix of housing types, including walk-up flats, bungalows and houses, with the site to be served via an improved Maes Emlyn.
- 1.3 Planning Policy Wales TAN18 “Transport” Annex D identifies that residential developments of under a suggested threshold of 100 dwellings do not trigger the need for the preparation of a detailed Transport Assessment report. Notwithstanding this general rule of thumb, in order to provide a review of the current proposed scheme, this TS has been prepared to apprise the local planning and highway authority (Conwy County Borough Council - CCBC) of highways and transport matters associated with the development proposals and to outline the principles of the proposed site access arrangements.
- 1.4 The core structure of the remainder of this TS report is therefore as follows:

- An audit of the existing characteristics of the immediate highway layout to the site, including highway safety matters, a review of site accessibility via alternative travel modes to the private car;
- A review of the key proposed development elements and proposed site access strategy;
- An assessment of the future traffic levels anticipated to be generated by the development scheme;
- Summary and Conclusions.

2.0 SITE LOCATION, EXISTING SITE USE & RELEVANT PLANNING POLICY

2.1 Site Location

2.1.1 The Application Site is located to the northeast of Rhyl Town Centre. A plan illustrating the strategic location of the Application Site in relation to the surrounding built up areas of Rhyl is included as **Figure TS1** to this report, with an aerial photo plan of the existing site layout and immediate local streets included as **Figure TS2**. The aerial image shows the site represents the Maes Emlyn sheltered housing site, access via Maes Emlyn, which connected to Highfield Park/Churton Road.

2.2 Existing Site and Planning Designations

Existing Site Land Use

2.2.1 The Application Site is of approximately 0.83hectares in size and comprises the Maes Emlyn sheltered housing site, which has been vacant since 2021. Constructed in the 1970s, the site provided sheltered housing. A total of 59 homes were available, comprising 56 * 1-bedroom flats, 2 * 2-bedroom flats and 1 * 4-bedroom warden flat, with 25 car parking spaces.

2.2.2 The site is bounded to the south by the Crewe to Holyhead North Wales Coast Line railway line, the east, north and west by residential properties.

2.2.3 Vehicular access to the site is available via Maes Emlyn, an unadopted route which forms a priority-controlled give-way T-junction with Highfield Park/Churton Road at its western extent. Maes Emlyn represents a cul-de-sac, terminating within the sheltered housing site. A footway is available along the southern side of the initial section of Maes Emlyn from its junction with Highfield Park/Churton Road

Planning Status

2.2.4 The Application Site represents the former Maes Emlyn sheltered housing site, providing 59 homes. Whilst now vacant, with the buildings in a poor condition, it

is evident that the Application Site could result in a level of vehicle movements associated with its former properties, and that residential use at the site is clearly established.

2.3 Relevant Planning Policy Framework

2.3.1 The following paragraphs provide a summary of transport related planning policy matters that are considered relevant to the application scheme. This review includes consideration of transport policy guidance set out in both national and local planning and transport policy documentation.

National Planning Policy: Future Wales - the National Plan 2040

2.3.2 Future Wales represents the national development plan for Wales to 2040 and was updated in February 2021. With reference to transport matters, this document seeks to ensure “a Wales where people live in places where travel is sustainable”, identifying that sustainable transport must be “embedded within development to enable easy and convenient access from one place to another”.

2.3.3 This document references the Active Travel (Wales) Act 2013 as the influence to integrating active travel with new development. The Active Travel Guidance (July 2021) has been referenced in the design of the internal site layout which incorporates footways throughout.

National Planning Policy: Planning Policy Wales (PPW)

2.3.4 PPW12 (February 2024) sets out the land use planning policies of the Welsh Government and is supported by a series of Technical Advice Notes.

2.3.5 Transport is considered in detail in Chapter 4 of PPW. The document sets out the aims “to ensure new development is located and designed in a way which minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, local services and community facilities.”

2.3.6 The document states that this will be done by “integrating development with sustainable transport infrastructure and designing schemes in a way which maximises provision and use of sustainable forms of travel, including prioritising these modes over the private car.”

2.3.7 The document states that the planning system can assist with improving transport choice and achieve the above aims in the following ways:

- Bringing services to people to reduce the need to travel, planning for better physical and digital connectivity to support access to more local services / more home and remote working, to reduce dependency on cars.
- Allowing people and goods to move easily from door-to-door by accessible, sustainable and efficient transport via investing in reliable, efficient and affordable transport services, and ensuring that transport infrastructure is safe, accessible, well-maintained and future-proofed, to adapt to climate change.
- Use sustainable transport hierarchy to give priority to meeting the demand for travel by walking, cycling and public transport ahead of private motor vehicles.
- Encouraging people to make the change to more sustainable transport by making low-carbon sustainable transport more attractive and more affordable, and by adopting innovations.

2.3.8 Accordingly, this TS has been prepared to include the consideration of; accessibility by sustainable modes, including walking, cycling and public transport; road safety; and the impacts of the development on the local highway network.

Technical Advice Note 18: Transport (TAN18)

2.3.9 PPW is supplemented by Technical Advice Note (TAN) 18, published 31 March 2007, which provides detailed guidance on implementing the transport objectives contained in PPW.

2.3.10 TAN18 sets out thresholds of development at which formal transport assessment is considered as being necessary, identifying a threshold of greater than 100 dwellings for residential development schemes. Given that the application scheme only represents a development scheme of 23 dwellings, there is an argument that formal transport appraisal of the project is not required. However, this Transport Assessment report has been prepared to set out key practical aspects of the development, including accessibility by sustainable modes, along with access, parking and servicing arrangements.

Denbighshire Local Development Plan 2006 - 2021 (DLDP)

2.3.11 The Denbighshire Local Development Plan (DDP) is the adopted development plan for Denbighshire for the 15-year period 2006 - 2021. Although the adopted LDP became time expired at the end of 2021 it remains the adopted Development Plan for Denbighshire, as there have been delays in the preparation of the replacement Local Plan. DCC are at the early stages of preparing a replacement Plan for the County, with the Preferred Strategy as amended by the report to Council of 9 May 2023 having been approved to form the basis for developing the Deposit Replacement Local Development Plan 2018 to 2033 for consultation. The consultation on this Plan has now ended with responses currently being considered to inform the development of the Deposit Plan.

2.3.12 In advance of the adoption of a replacement Local Plan, the policies with the 2006-2021 DLDP remain the reference planning guidance when considering the suitability of new development. DLDP policies relevant to the consideration of highways and transport matters associated are as set out below:

Policy RD 1 - Sustainable Development and Good Standard Design

Development proposals will be supported within development boundaries provided that all the following criteria are met...

vii) Provides safe and convenient access for disabled people, pedestrians, cyclists, vehicles and emergency vehicles together with adequate parking, services and manoeuvring space. Proposals should also consider impacts on the wider Rights of Way network surrounding the site; and

viii) Does not have an unacceptable effect on the local highway network as a result of congestion, danger and nuisance arising from traffic generated and incorporates traffic management/calming measures where necessary and appropriate. A transport assessment and travel plan will be required where appropriate; and

ix) Has regard to the adequacy of existing public facilities and services....

Policy ASA 1 - New Transport Infrastructure

Development proposals for the provision of new transport infrastructure and improvements to existing infrastructure facilities will be supported providing that the following criteria are met:

- > there is a need and justification for the proposal on economic and/or social grounds; and***
- > there are no unacceptable effects on the natural and built environment; and***
- > provision is made for safe access by all users, including cyclists, pedestrians and the mobility impaired.***

Policy ASA 2 - Provision of Sustainable Transport Facilities

Development proposals expected to result in a need to bring forward improvements to public transport, walking or cycling infrastructure will be required to incorporate or contribute to the cost of their provision. Subject to individual assessments, schemes may be required to provide or contribute to:

- > Capacity improvements or connection to the cycle network;***
- > Provision of walking and cycling links with public transport facilities;***
- > Improvement of public transport services.***

Policy ASA 3 - Parking Standards

Development proposals, including changes of use, will be expected to provide appropriate parking spaces for cars and bicycles. If the use of a property or premises requires parking infrastructure for mobility impaired people, these facilities will be taken into account when determining the amount of parking space required. Consideration will be given to the following circumstances (where they apply) in determining parking provision:

- > The site is located within a high-densely populated area;***

- ***Access to and availability of public transport is secured;***
- ***Parking is available within reasonable distance of the site;***
- ***Alternative forms of transport are available in the area.***

2.3.13 Supporting text to policy ASA1 also notes that:

“Major developments will have implications on existing travel patterns in an area. Locating retail, housing, education facilities and health services can cause change to travel directions, travel frequencies and the choice of means of transport. A Transport Assessment for a proposed development should assist in predicting implications and identifying measures to counteract the likelihood of negative impacts. Like non-motorised user audits, the conclusions and recommendations of a transport assessment should be incorporated into the development proposal.”

“Information with regard to transport assessment requirements and process can be found in Technical Advice Note (TAN) 18: Transport, Appendix D.”

2.3.14 It is noted that the Draft Preferred Strategy for the replacement Local Plan states the following regarding transport and accessibility matters:

“Proposals for new facilities, and improvements to existing facilities, which improve accessibility to employment and services, particularly by sustainable means, will be supported.

“Developments will be expected to make provision for Active Travel and green infrastructure as part of their design, and link into wider networks.”

2.3.15 The application scheme would help to meet the core transport and accessibility policy objectives identified in prevailing and draft future Local Plan policy, by locating the proposed residential development adjacent to existing mature residential areas and within a short walking distance of Rhyl Town Centre shops and services, including bus stops and railway station. Furthermore, the site would be designed and developed to encourage trip making by alternative travel modes to the private car (walking / cycling / public transport).

North Wales Joint Local Transport Plan 2015

2.3.16 The North Wales Joint Local Transport Plan (LTP) was jointly prepared by the six North Wales Local Authorities. The LTP's vision is to "remove barriers to economic growth, prosperity and well-being by delivering safe, sustainable, affordable and effective transport networks".

2.3.17 The LTP aims to address the following key issues for North Wales:

- The ability of the strategic road and rail corridors to provide the necessary good connectivity, for people and freight, within North Wales, to the ports and to the rest of the UK to support the economy and jobs, including tourism;
- The lack of resilience of the road and rail networks to planned and unplanned events including extreme weather;
- The need for good access to and between the three Enterprise Zones in North Wales;
- The lack of viable and affordable alternatives to the car to access key employment sites and other services; and
- The need for good road links to / from the trunk road network into the rural areas to help retain the viability of local businesses and support the Welsh language and culture.

2.3.18 The LTP provides the strategic baseline for considering developments that have a transportation element within the wider area. With reference to the proposed residential development which is the subject of this TS, consideration will be made of the wider integration within the highways network and the promotion of access by sustainable travel modes.

3.0 REVIEW OF EXISTING LOCAL HIGHWAY NETWORK CONDITIONS

3.1 Description of the Local Highway Network to the Application Site

- 3.1.1 As noted in section 2.2 to this report, access to the Application Site is via the unadopted Maes Emlyn, which forms the minor-arm approach to a priority-controlled give-way T-junction with Highfield Park/Churton Road at its western extent (Maes Emlyn located on the outside of a bend).
- 3.1.2 Maes Emlyn represents a cul-de-sac, terminating within the sheltered housing site at two car parking areas. The route is of 5m width and turns though a 90-degree bend on approach to the sheltered housing units. A 2m wide footway is available along the southern side of the initial section of Maes Emlyn from its junction with Highfield Park/Churton Road. Highfield Park is a residential route bound by predominantly semi-detached properties to both sides. A small level of on-street parking has been observed associated with residential properties, albeit as the route is of 7m width this generally does not impede the 2-way passage of vehicles. 2m footways are available to both sides. Highfield Park connects to St Georges Crescent and Bryntirion Avenue at a priority-controlled give-way T-junction 235m to the northeast of its junction with Maes Emlyn. Churton Road forms the minor arm approach to a priority-controlled give-way T-junction 58m to the northwest with Churton Road continuing beyond this junction in a northwest direction towards the coast and Brighton Road continuing in a southwest direction towards Rhyl Town Centre. The initial section of Churton Road is subject to double yellow line waiting restrictions, with on-street parking bays for circa 7 vehicles available on the eastern side, where parking is limited to 20minutes / no return within 1 hour for the period 08:00-18:00 in the vicinity of a local shop / post office.
- 3.1.3 Local routes provide 2m footways to both sides, are street-lit and operate under 20mph speed limit.

3.2 Road Safety: Review of Personal Injury Accident Records

- 3.2.1 An appraisal of the operational safety of the immediate local highway network to the Application Site has been carried out through a review of historical Personal Injury Accident (PIA) data obtained from the crashmap.co.uk database for the 5-year search period (Jan 2020 to Dec 2024 inclusive). This database includes for all accident incidents as recorded by the police & emergency services and therefore represents ‘industry standard’ data utilised for the calculation of accident rates and the assessment of highway safety. The specification of a five-year search period accords with study requirements recommended in good practice guidance, with the study area including for the existing length of Maes Emlyn, and initial sections of Highfield Park, Churton Road and Brighton Road.
- 3.2.2 Details of the extent of the search area is illustrated in **Figure TS3** to this report.
- 3.2.3 Review of the recorded accident data demonstrates that no accident events have taken place across the search area. It is therefore concluded that there are no prevailing road safety issues involving traffic using immediate routes to the Application Site that would call the redevelopment of the site into question. It is ultimately concluded that there is no requirement for the implementation of new highway safety mitigation measures to cater for predicted development traffic levels.

4.0 SITE ACCESSIBILITY AUDIT

4.1 Introduction

4.1.1 Development of the Application Site for residential land use would need to satisfy the key planning and transport related sustainability objectives of:

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

4.1.2 The nature of local sustainable transport connections available within the immediate catchment of the Application Site are summarised below.

4.2 Access to Public Transport

4.2.1 The nearest local bus stop to the Application Site are available at Highfield Park, approximately 200m northeast of Maes Emlyn. This stop is of a simple flagpost design and is served by the 47 service, which provides a circular route from Rhyl Town Centre to Brynhedydd, with 2 buses per day Monday-Saturday.

4.2.2 Further stops at Russell Road, circa 400m from the application site. The eastbound stop represents a simple flagpost (no identifier for westbound) and are served by the 11C, 11F, 11M, 11X, 47, F18 and F19 services, details of which are summarised in **Table TS4.1**. Services connect to Rhyl bus and train stations from where further public transport options are available. A plan of bus services in Denbighshire is attached at **Figure TS4**.

Table TS4.1: Bus Services Available from Local Bus Stops to the Site

Service	Route	Frequency	
		Mon-Sat	Sun
11C/F/M/X	Rhyl to Chester via Prestatyn, Ffynnongroyw, Flint, Connahs Quay and Broughton	2/hr	1/2hrs
47	Rhyl - Brynhedydd - Rhyl	2/day	-
F18	Flint Cornist - Holywell - Prestatyn - Rhyl	2/day	-
F19	Flint - Holywell - Whitford - Prestatyn - Rhyl	2/day	-

4.2.3 The closest railway station to the site is Rhyl railway station. The station is a circa 850m walk from the site, also accessible via the above listed bus services (Rhyl bus station located immediately north of the rail station). Rhyl station is located on the Crewe to Holyhead North Wales Coast Line. The station is served regular services to Holyhead, Llandudno, Chester, Cardiff Central, Crewe, Birmingham International, Manchester Airport and London Euston. A plan of rail connections is attached at **Figure TS5**.

4.3 Accessibility to Local Facilities (Walking and Cycling)

4.3.1 In addition to the above identified local public transport connections, the Application Site's location on the outskirts of Rhyl Town Centre also provides the opportunity for access to local shops, services and community facilities by foot or cycle. National planning guidance notes that walking is the most important mode of travel at the local scale, offering the greatest potential to replace short distance car trips of under 2km. Guidance produced by CIHT also notes that 800m represents an 'acceptable' walking distance to community facilities and shops, with 1.2km representing a 'preferred maximum'. 2km has been identified as a suitable walk distance for regular commuting trips and journeys to / from school.

4.3.2 Local footway connections on immediate sections of Maes Emlyn, Highfield Park, Churton Road, Brighton Road and onwards towards the town centre are of generally of good quality (typically of minimum 2m width).

4.3.3 **Figure TS6** to this report illustrates suitable walking catchments from the site and **Figure TS7** demonstrates the location of everyday type destinations that lie within a convenient and practical walking distance, including:

- Local schools (pre-school, primary and secondary);
- Shops and services including foodstores;
- Library, post office, banks;
- Public houses, restaurants and take-aways.

4.3.4 **Figure TS8** to this report illustrates existing key formal active travel connections within Rhyl which further encourage local foot access.

4.3.5 National planning guidance also notes that cycling has the potential to substitute for short car trips - particularly those journeys of 5km or less, or which could form part of a longer journey by public transport. The location of the Application Site allows for practical cycling access to a range of local areas including the majority of the built-up area of Rhyl within a 2km range. The 5km cycle catchment extends to include Kinmel Bay, Towyn, Rhuddlan, and the outskirts of Prestatyn. (**Figure TS9**).

4.3.6 The long-distance National Cycle Route 5 (Reading to Holyhead) runs along the seafront through Rhyl. A link route to NCR 5 is available from the Churton Road / Brighton Road junction via Queens Walk and Conwy Road.

4.4 Accessibility Summary

4.4.1 Overall, it is concluded that the Application Site represents a suitable location for residential development, forming part of an established town and within a practical walking distance of good frequency public transport services (bus and rail) and a variety of shops, schools, services & facilities.

4.4.2 Such locational characteristics would deliver the potential for residents of the Application Site to utilise sustainable transport for some everyday journeys and therefore meet core 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.

5.0 REVIEW OF THE DEVELOPMENT PROPOSALS

5.1 Development Principles

5.1.1 The application scheme represents the redevelopment of the Maes Emlyn sheltered housing site, which has been vacant since 2021. The proposed site plan of the application scheme is included as **Appendix TS1** to this report.

5.1.2 The proposals envisage the delivery of 23 new affordable residential dwellings, providing the following schedule of units:

- 6 * 1-bedroom walk-up flats
- 2 * 2-bedroom bungalows
- 6 * 2 bedroom houses;
- 5 * 3-bedroom houses;
- 3 * 4-bedroom houses;
- 1 * 5-bedroom house.

5.1.3 The attached site plan also identifies the layout of proposed internal site vehicle arrangements, car parking areas and ancillary landscaping zones.

5.2 Highway Access Arrangements

5.2.1 Vehicle access to the application scheme is proposed to be taken via the existing Maes Emlyn, which would be widened and realigned to smooth the 90-degree bend and ensure the passage of two cars. Forward visibility splays of 25m (suitable for speeds of 20mph) are available as shown in **Figure TS10**.

5.2.2 The existing footway available on the southern side of Maes Emlyn from its junction with Highfield Park / Churton Road would be retained, continuing on the southern side only for 40m, before being provided to both sides of the realigned estate road from this point onwards where land availability allows. Turning heads suitable for accommodating typical service vehicles required to serve residential development (large refuse collection vehicles / delivery vehicles) are provided.

5.2.3 It is intended that the improved internal highway network would be offered to the LHA for adoption to the LHA for adoption, save for a short section of shared surface route serving properties 17-20 which would be retained as private.

5.3 Development Car Parking & Cycle Parking

Car Parking

5.3.1 Guidance on suitable car parking levels to support new development in Denbighshire is set out in DCC Supplementary Planning Guidance Note “Parking Requirements in New Developments”. Review of this document identifies that the Application Site would fall within ‘Parking Zone 1’ (i.e. County Urban Areas), with parking for new residential development in these areas to be provided as follows:

- *Apartments*: 1 space per bedroom (up to a maximum of 3 spaces), 1 space per 5 dwellings for visitors.
- *Houses*: 1 space per bedroom (up to a maximum of 3 spaces), 1 space per 5 dwellings for visitors.

5.3.2 It should be noted that the DCC car parking standards are ‘maximum’ standards. The supporting text to the guidance notes that exceptions to the delivery of these maximum standards may be acceptable under the following circumstances:

- Where the implementation of these standards would cause road safety or congestion problems additional provision will be required.
- Should a particular development not justify the levels of parking indicated, the Authority may give consideration to a variation in standards relating to the nature of development, a lower level of car ownership in urban areas and those well serviced by public transport. In these circumstances, a fully reasoned assessment of the parking provision proposed (covering areas such as existing

public transport or parking provision) will be the subject of negotiation with the Council.

- Local circumstances (e.g. the availability and existing capacity of nearby parking and public transport). Each planning application will be assessed on their own merits according to the size, nature, location, density, employment and traffic generation characteristics of the proposed development.

5.3.3 In the case of the application scheme, resident car parking will be provided at the following levels that are broadly in accordance with the maximum standards set out in the SPGN, viz:

- Walk up apartment properties: 1 space per unit.
- Houses: 2 car parking spaces.
- Visitors: 6 spaces across the site

5.3.4 There is a slight shortfall in parking associated with the 3-, 4- & 5-bed dwellings when compared to DCC maximum standards, however this is considered entirely acceptable on the basis of the highly accessible nature of the Application Site, within an easy walking & cycling distance of everyday local facilities such as convenience shopping, town centre shops/services, schools, and bus stops / Rhyl Railway Station, as set out in chapter 4.

5.3.5 Furthermore, review of local census data for the Denbighshire 004 super output area - mid layer identifies that 57% of residents in rented properties locally (houses and apartments) do not own a car or van. It is therefore evident that the proposed quantity of parking proposed to support the application scheme is entirely appropriate to meet demand.

Cycle Parking

5.3.6 DCC parking standards do not set out any prescribed standards for cycle parking to support new residential development, although the SPGN text does note that secure and convenient communal cycle parking areas may be required in

appropriate circumstances (e.g. higher density developments with limited or no car parking). In order to encourage active travel to / from the Application Site and promote the management of car trip demand, the development proposals include for a cycle shelter adjacent to the flats, whilst cycle storage for the houses could be provided within the garden areas.

5.4 Site Servicing

- 5.4.1 The internal road layout to the application scheme has been designed to be able to accommodate typical service vehicle movements appropriate to a residential land use. Residential schemes typically generate a relatively low level of HGV demand, with service vehicle access being mainly restricted to waste collection and ad-hoc deliveries of goods to residents. Many of these delivery movements would likely be undertaken by Transit Van / Luton Van style max 7.5t mgw vehicles and would not require a long duration of stay on site.
- 5.4.2 In recognition of the need to accommodate occasional larger service vehicle movements, the application scheme internal highway layout has been designed to include for a suitable large vehicle turning / manoeuvring head areas - one at the end of the Maes Emlyn cul-de-sac, with the access to plots 7-12 also forming a turning head. **Appendix TS2** to this report demonstrates vehicle swept path assessment runs within the site, including the movement of large refuse collection and delivery vehicles.

6.0 PREDICTED TRAVEL DEMAND ASSOCIATED WITH THE APPLICATION SCHEME AND ANTICIPATED DEVELOPMENT TRAFFIC IMPACT

6.1 Predicted Trip Demand Levels Associated with the Application Scheme

6.1.1 This section of the TA report seeks to identify the future level of traffic demand anticipated to be generated by the residential development proposals. These estimates have been undertaken via reference to representative residential development sites held within the industry standard TRICS development trip rate 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 base trip rate data.

6.1.2 The reference residential sites chosen from the TRICS database (see **Appendix TS3** to this report for full TRICS output) have been selected for general characteristics similar to the Application Site and surrounding area, viz:

- Edge of town centre, suburban area and edge of town sites only.
- Development sites of under 75 units (average 36 units).
- Not including sites in Greater London or Eire.

6.1.3 Estimates of the trip generation likely to be associated with the proposed residential development, are included in **Table TS6.1** below.

Table TS6.1: Average Residential Trip Rates from TRICS

Time Period	Average Trip Rates (per dwelling)		
	Arrive	Depart	Total
AM Peak (08:00-09:00)	0.105	0.224	0.329
PM Peak (17:00-18:00)	0.296	0.224	0.520
12h hour (07:00-19:00)	2.333	2.249	4.582

Trip rate (per dwelling)

6.1.4 The above average trip rates have been applied to the total residential development size proposed at the Application Site (23 dwellings), with the results set out in **Table TS6.2** below.

Table TS6.2: Predicted Development Trip Demand (23 Dwellings)

Time Period	Trip Demand (Average Trip Rates)		
	Arrive	Depart	Total
AM Peak (08:00-09:00)	2	5	8
PM Peak (17:00-18:00)	7	5	12
12h hour (07:00-19:00)	54	52	105

Vehicle movements

6.1.5 The above exercise demonstrates that residential development at the Application Site is not anticipated to generate a substantive level of vehicle trip demand during traditional weekday ‘rush hour periods’, with maximum two-way (in + out) vehicle demand associated with the proposals predicted to be no more than 12 vehicles per hour (during the PM peak hour). Such demand is the equivalent of 1 additional development vehicle trip movement every 5 minutes and is therefore unlikely to result in any distinguishable operational impact on prevailing local network conditions.

6.1.6 Core weekday 12hr day-time trip demand (07:00-09:00) associated with the site is anticipated to be of the order of 105 vehicle movements (54 in / 52 out), or on average just circa 9 vehicle movements per hour (in+out). Again, such traffic levels are considered to be negligible and would not be expected to give rise to a discernible change in local highway network operating conditions.

6.2 Impact Statement

6.2.1 It is important to note that the proposed residential development would replace the Mael Emlyn sheltered housing site. Although currently vacant, historically it is likely that the scheme would have resulted in a level of trip demand in excess of the residential redevelopment proposals, noting that the site currently represents 59 dwellings / 64 bedrooms, whilst the proposal includes 23 dwellings / 54 bedrooms.

6.2.2 Given the above it is considered that there is no requirement for further highway assessment and that there is no requirement for the implementation of application scheme funded capacity improvements.

7.0 SUMMARY AND CONCLUSIONS

7.1 This Transport Assessment (TA) has been prepared by Focus Transport Planning Ltd (Focus TP) on behalf of Wales & West Housing Association Limited to consider highways and transport matters with respect to proposals for the redevelopment of the existing Maes Emlyn sheltered housing site in Rhyl, Denbighshire, for the delivery of 23 new residential dwellings (mix of general needs walk-up flats and houses for social rent). The purpose of the report is to apprise the Local Planning and Highway Authority (LPA & LHA), Denbighshire County Council (DCC), of the proposed highway access arrangements to support redevelopment of the site and the anticipated local transport network related effects of the operation of the scheme. The Application Site comprises the existing Maes Emlyn sheltered housing site, which has been vacant since 2021. The site is located on the edge of Rhyl Town Centre, within easy walk of a range of town centre shops and services, including the route of regular bus services and train station. It is envisaged that residential development of the site could provide the opportunity to deliver up to 23 properties, via a mix of housing types, with the site to be served via an improved Maes Emlyn.

Site Location & Relevant Planning Status

7.2 The Application Site is of approximately 0.83hectares in size and represents the Maes Emlyn sheltered housing site which includes 59 homes, comprising 56 * 1-bedroom flats, 2 * 2-bedroom flats and 1 * 4-bedroom warden flat, with 25 car parking spaces. Vehicular access to the site is available via Maes Emlyn, an unadopted route which forms a priority-controlled give-way T-junction with Highfield Park/Churton Road at its western extent. Vehicular access to the site is available via Maes Emlyn, an unadopted cul-de-sac which forms a priority-controlled give-way T-junction with Highfield Park/Churton Road at its western extent.

7.3 Whilst currently vacant and in a poor state of repair, it is therefore evident that historically the Application Site has resulted in a level of vehicle movements, and that residential use at the site is well established.

Existing Local Highway Network Conditions

7.4 Maes Emlyn represents a cul-de-sac of 5m width, with 2m wide footway along the southern side of the initial section of Maes Emlyn from its junction with Highfield Park/Churton Road. Highfield Park is a residential route of 7m width connecting to St Georges Crescent and Bryntirion Avenue at a priority-controlled give-way T-junction 235m to the northeast of Maes Emlyn. Churton Road forms the minor arm approach to a priority-controlled give-way T-junction 58m to the northwest, with Churton Road continuing beyond this junction in a northwest direction towards the coast and Brighton Road continuing in a southwest direction towards Rhyl Town Centre. Local routes provide 2m footways to both sides, are street-lit and operate under 20mph speed limit.

7.5 An appraisal of the operational safety of the immediate local highway network to the Application Site has been carried out through a review of historical Personal Injury Accident (PIA) data obtained from the crashmap.co.uk database for the 10-year search period (Jan 2020 to Dec 2024 inclusive). Review of the recorded accident data demonstrates that no accident events have taken place along the length of Maes Emlyn, and initial sections of Highfield Park, Churton Road and Brighton Road. Given this review it is concluded that there are no prevailing road safety issues that would call the redevelopment scheme into question.

Site Accessibility

7.6 It is considered that the Application Site represents a suitable location for residential development, being located within an established town and within a practical walking distance of good frequency public transport services (bus and rail) and a variety of shops, schools, services & facilities.

7.7 Such locational characteristics will deliver the potential for residents of the Application Site to utilise sustainable transport for some everyday journeys and therefore meet core 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.

Review of Key Development Scheme Principles

7.8 The application scheme represents the development of the Maes Emlyn sheltered housing site to provide 23 new affordable residential dwellings.

7.9 Vehicle access to the application scheme is proposed to be taken via an improved Maes Emlyn, with footways and turning heads suitable for accommodating larger service vehicles provided.

7.10 Parking is proposed to be provided broadly in accordance with DCC maximum standards, viz:

- Walk up apartment properties: 1 space per unit.
- Houses: 2 car parking spaces.
- Visitors: 6 spaces across the site

7.11 Such level of provision is considered entirely acceptable on the basis of the highly accessible nature of the Application Site, within an easy walking & cycling distance of local facilities such as convenience shopping, town centre shops/services, schools, and bus stops / Rhyl Railway Station. Furthermore, review of local census data for the Denbighshire 004 super output area - mid layer identifies that 57% of residents in rented properties locally do not own a car or van. It is therefore evident that the proposed quantity of parking proposed to support the application scheme is entirely appropriate to meet demand.

Predicted Development Trip Demand & Network Assignment

7.12 Estimates of predicted traffic demand associated with the application scheme have been undertaken via reference to trip rates derived from the TRICS database. Review of this exercise suggests that the application scheme would only be

expected to result in rush hour peak traffic levels of circa 8-12 vehicles per hour (in + out) or less than 1 vehicle every 5 minutes.

- 7.13 It is important to note that the proposed residential development would replace the Mael Emlyn sheltered housing site. Although currently vacant, historically it is likely that the scheme would have resulted in a level of trip demand in excess of the residential redevelopment proposals, noting that the site currently represents 59 dwellings / 64 bedrooms, whilst the proposal includes 23 dwellings / 54 bedrooms.
- 7.14 Given the above review of issues, it is considered that Application Site development traffic impact could be expected to only be of generally limited scale and would not result in 'severe' network operational effects that would require the provision of additional network capacity or safety improvements.

Summary & Conclusions

- 7.15 Overall, it is concluded that the development of the Application Site for residential land use would not result in a material impact on the existing and future operation of the immediate local highway network. The proposals are not anticipated to result in an increase in development flows on local links, and the location of the Application Site is considered to offer practical opportunities to encourage the use of alternative travel modes to the private car for a range of everyday journeys, with the proposals considered suitable to meet key transport objectives re: encouraging sustainable development.
- 7.16 Based on the review of issues set out in this report, Focus TP would have no hesitation in commending the scheme to the Council with respect to highways and transport matters.



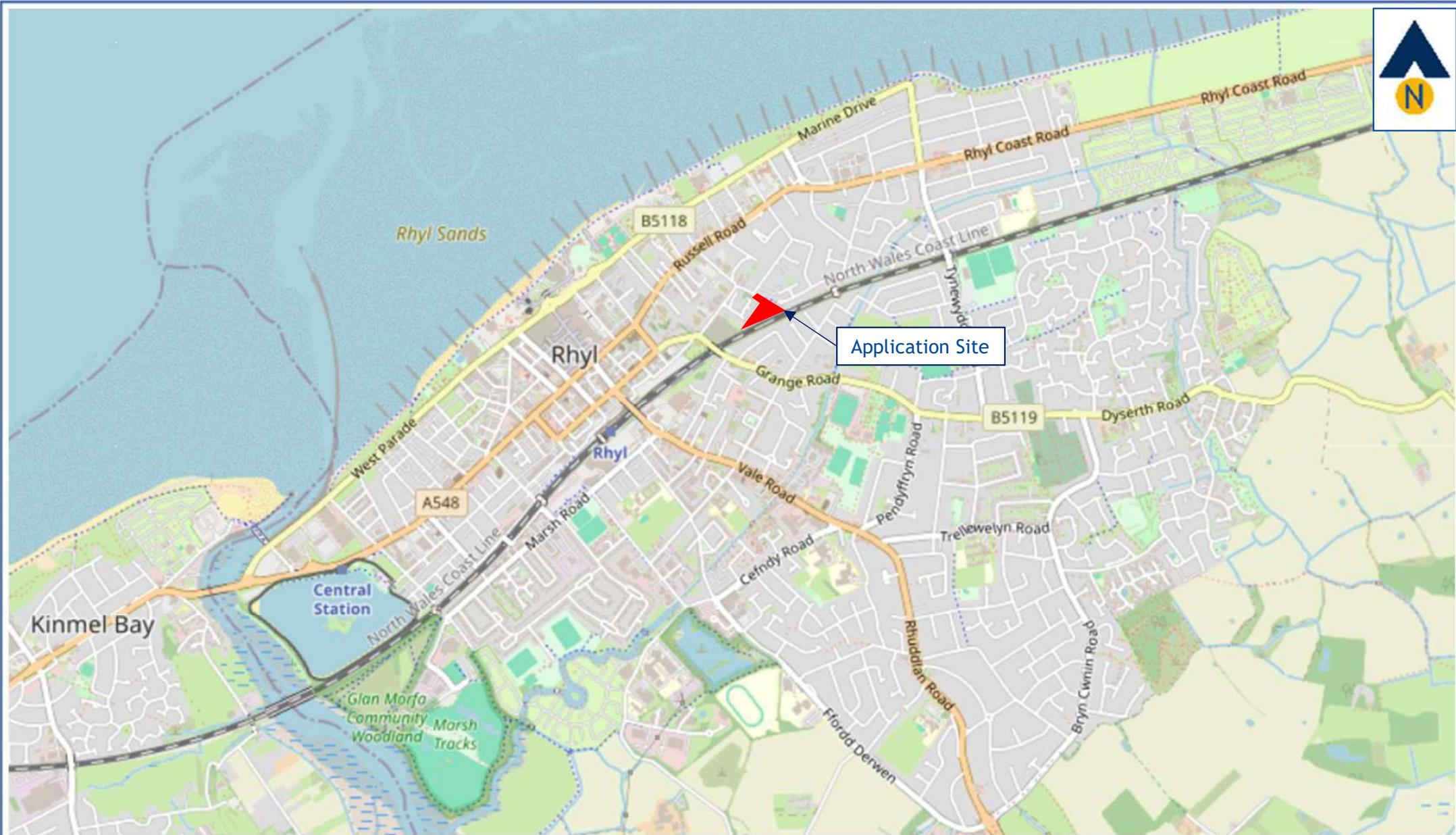


Figure TS1 Site Location: Wider Context



Figure TS2

Site Location: Local Context

J000666

Maes Emlyn, Rhyd

February 2026

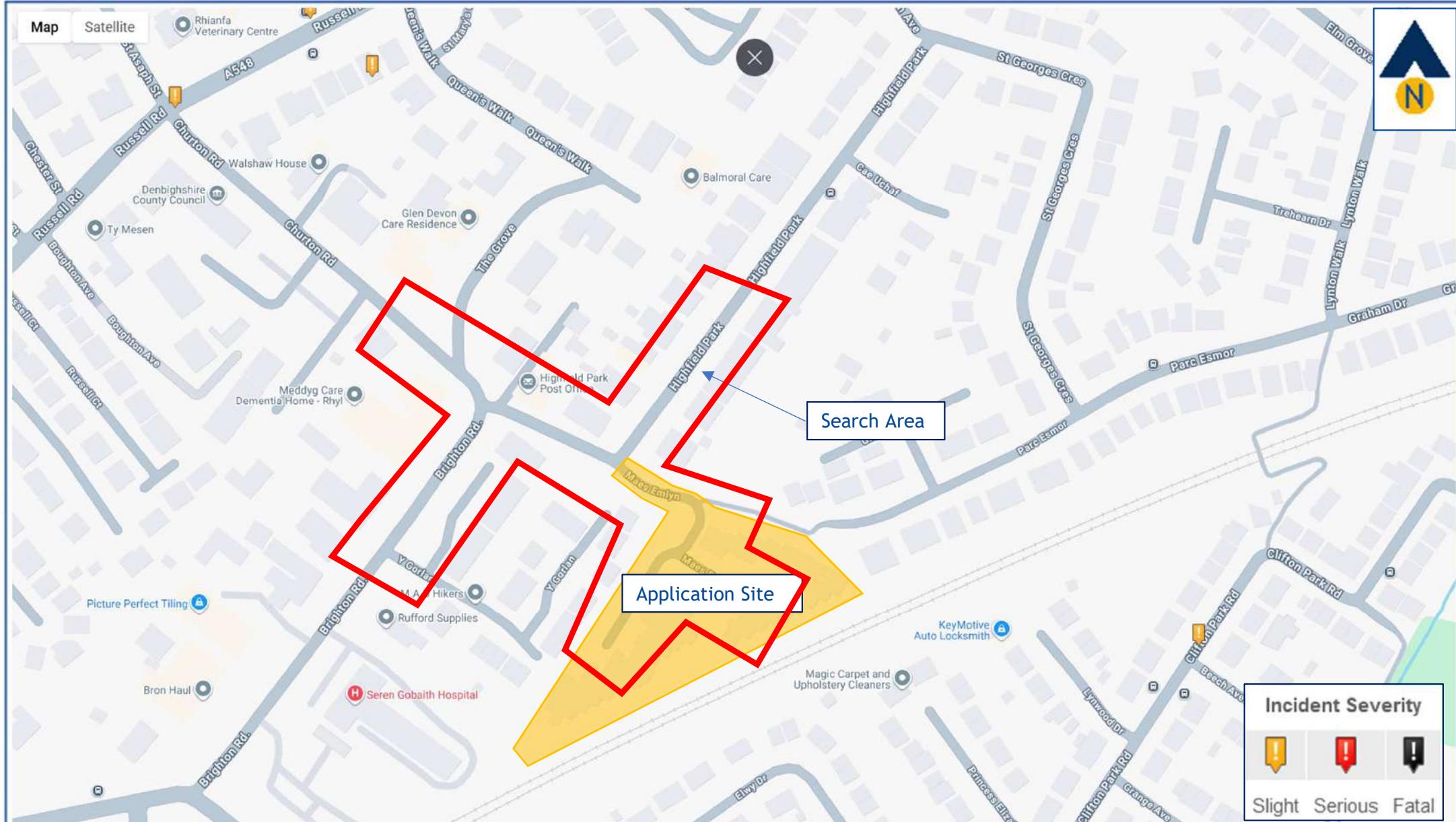


Figure TS3

J000666

Recorded Personal Injury Accident Events (2020 - 2024)

Maes Emlyn, Rhyl

February 2026

general Monday to Friday
daytime frequency

11C,11M - every 30 minutes

12 - every 12 minutes

13 - every 60 minutes

35,36 - every 30 minutes

51,51B - every 30 minutes

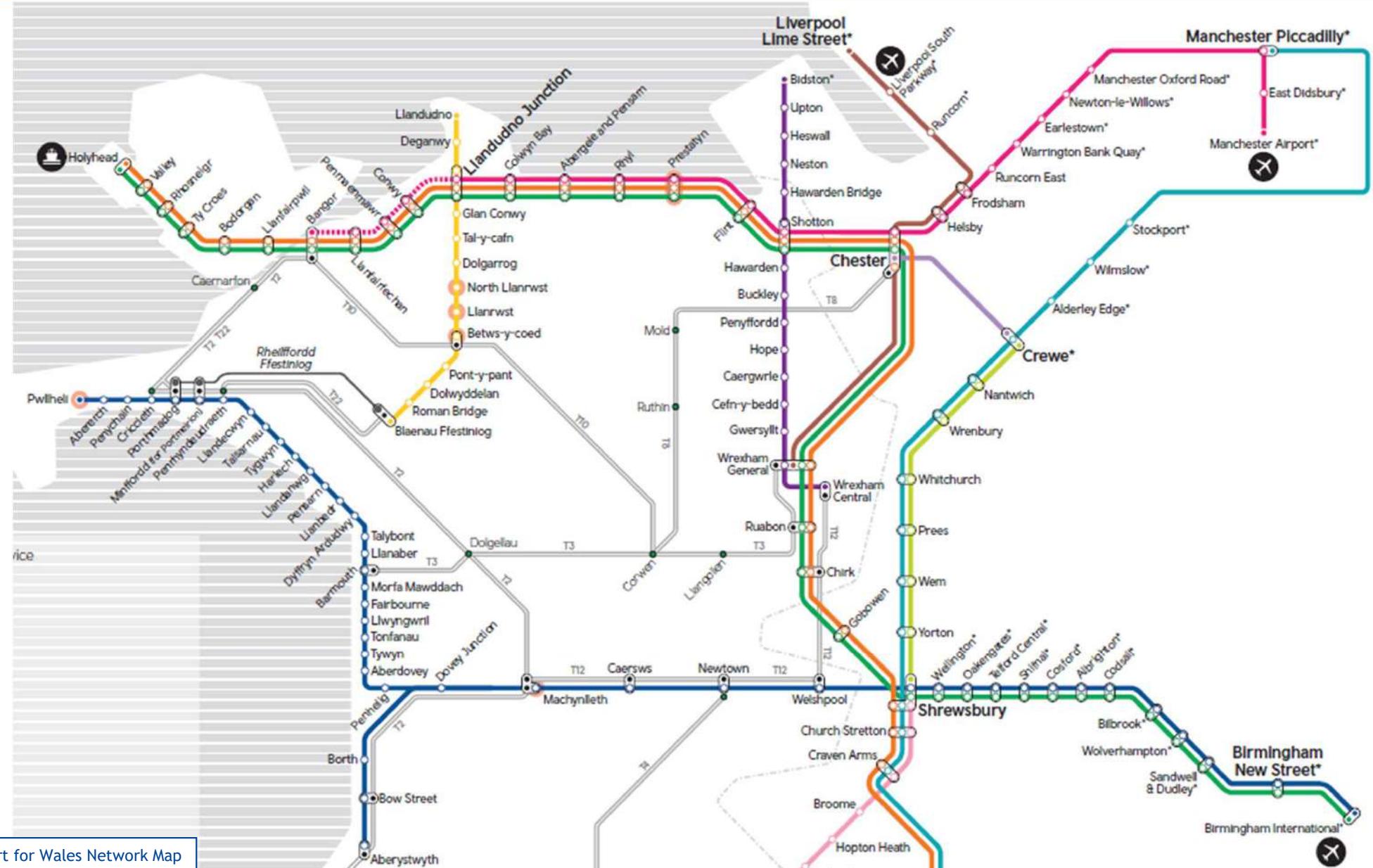
83,83A - every 30 minutes

84,84A - every 30 minutes



Irish Sea





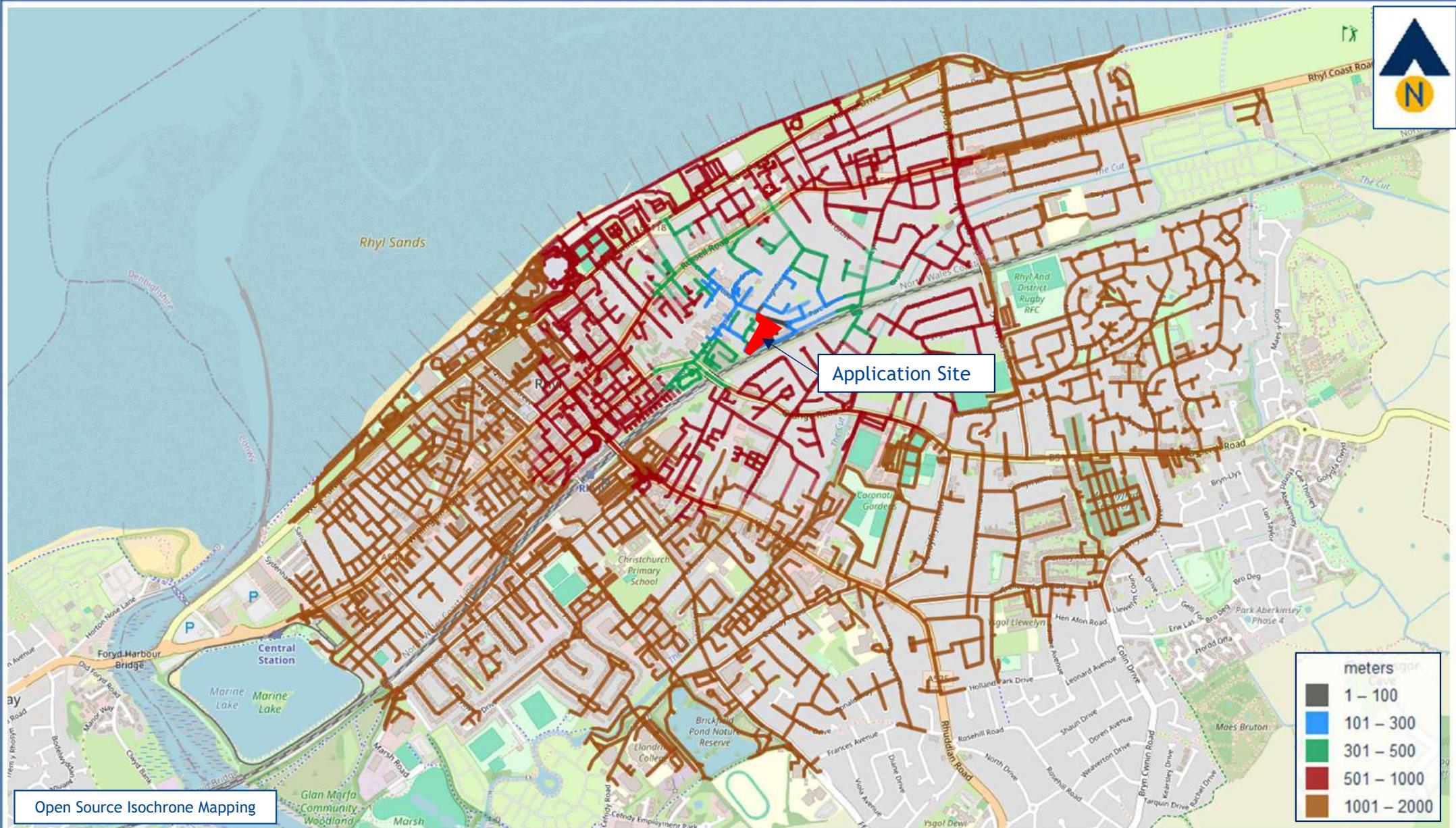


Figure TS6

J000666

Extent of 2km Walk Catchment from Application Site

Maes Emlyn, Rhyl

February 2026

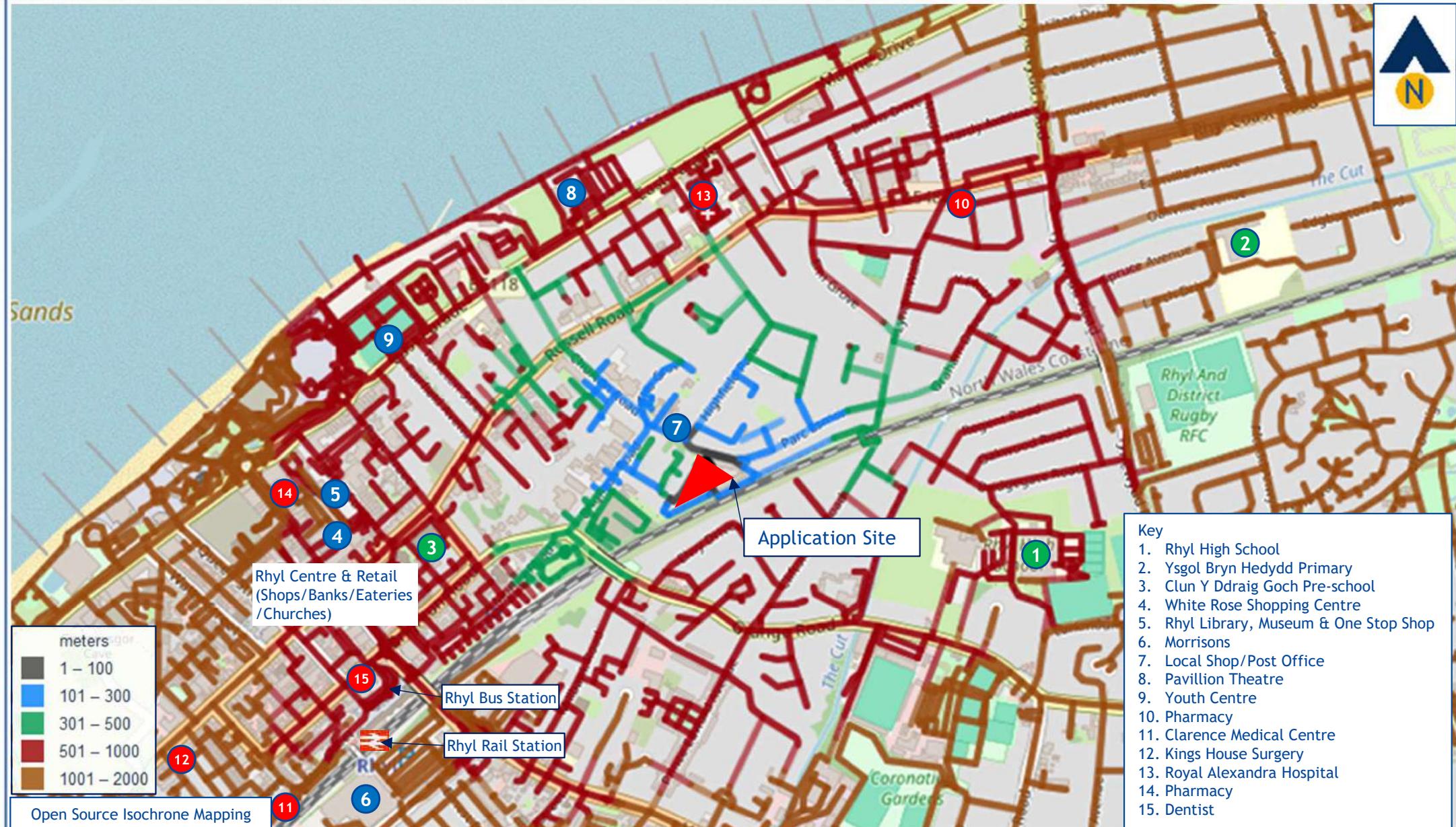


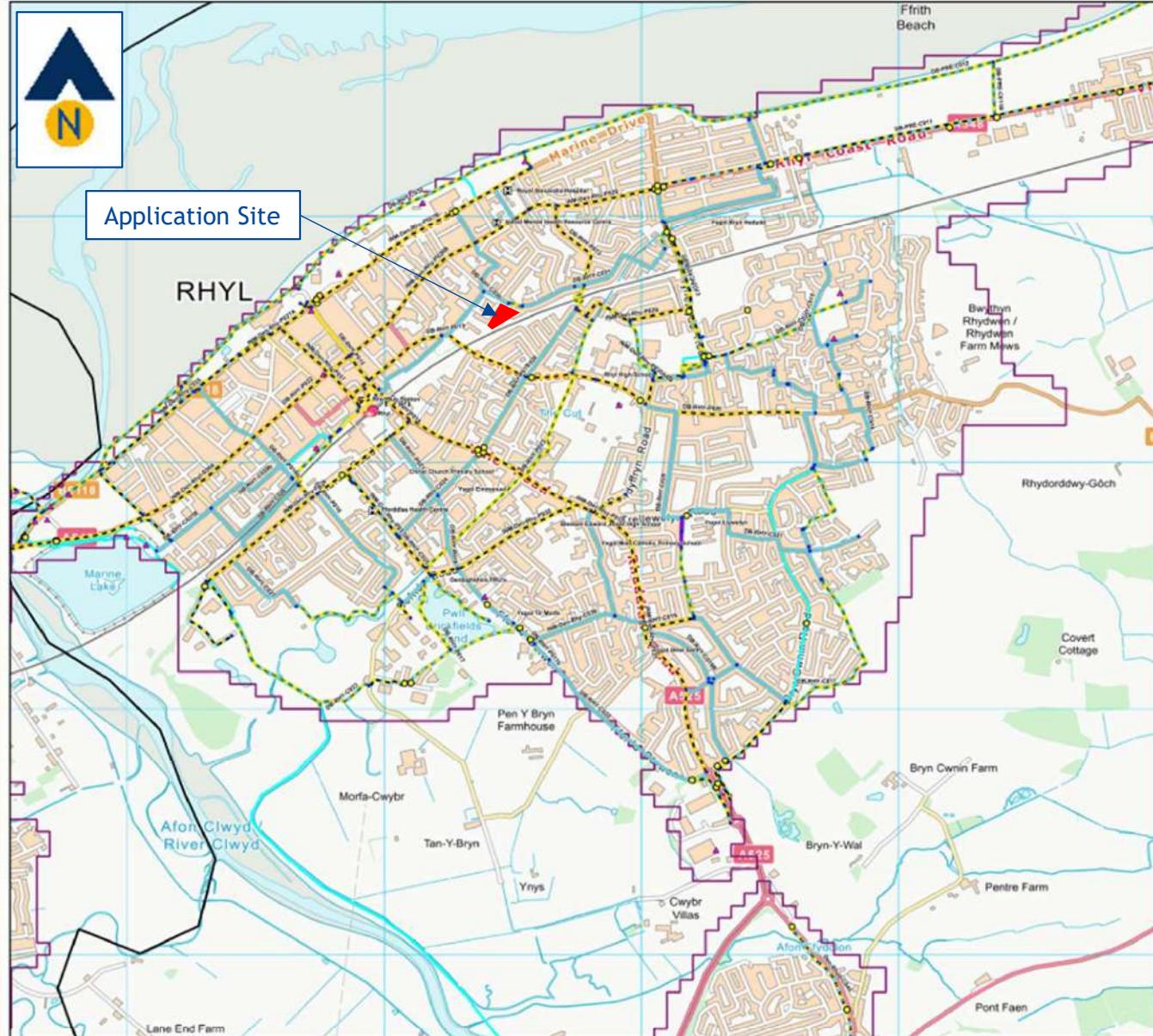
Figure TS7

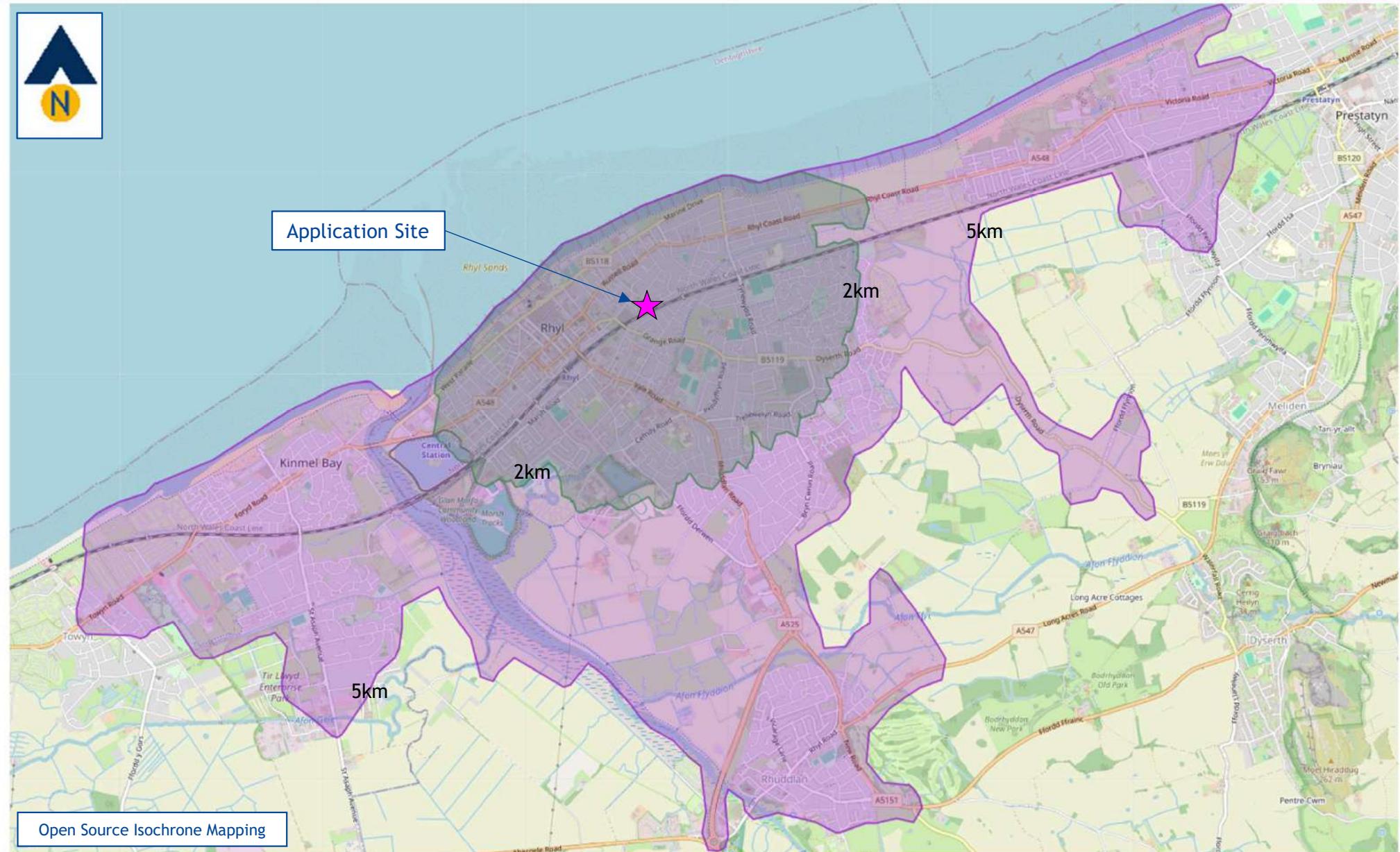
J000666

Everyday Shops & Services Within a 2km Walk Catchment of the Application Site

Maes Emlyn, Rhyd

February 2026







Revision:

Client: Wales & West Housing Association Ltd
 Project: Maes Emlyn, Rhyl
 Drawing Title: Proposed Site Access Arrangements & Forward Visibility
 FIGURE TS10
 Drawing Number: J000666-SK101
 Date: 03.02.2026
 Drawn By: KG
 Checked By: KG
 Revision: -
 Scale: 1:500@A3

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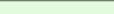


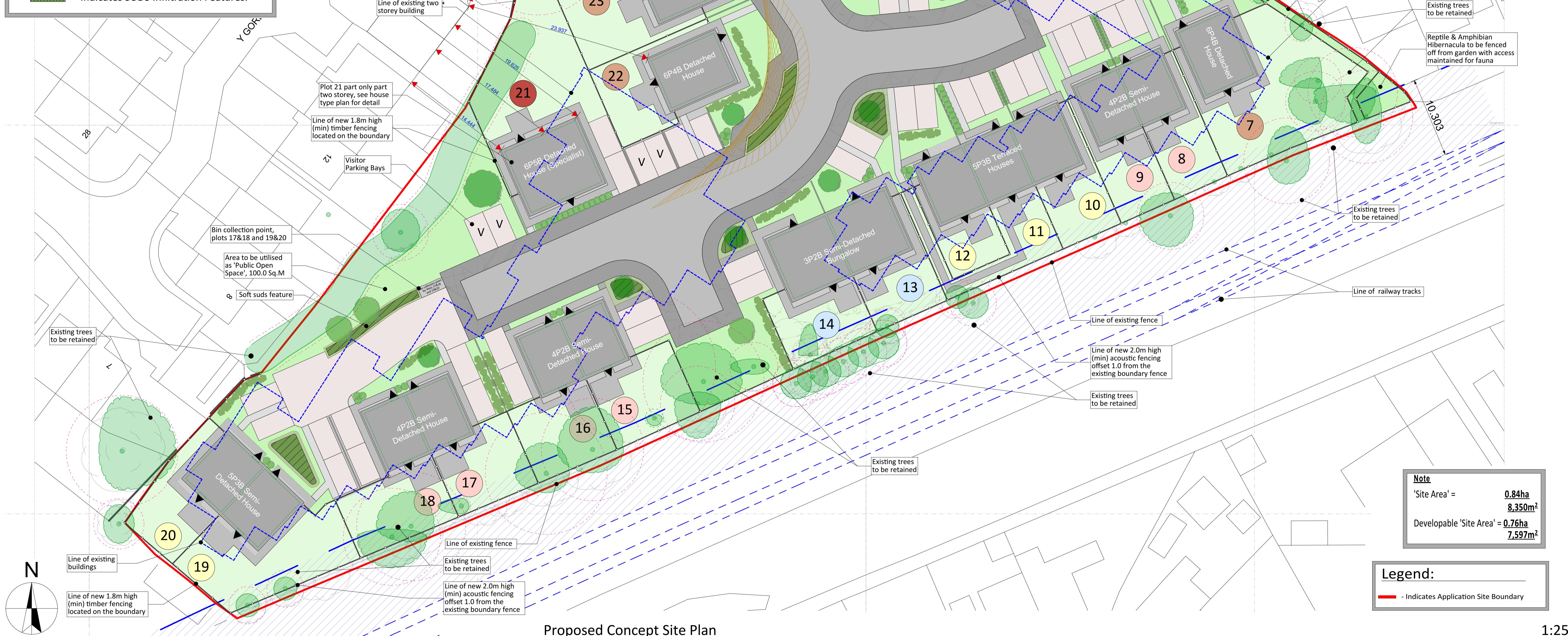


Proposed Residential Development, Maes Emlyn, Rhyl, Denbighshire LL18 4AB "Concept Site Plan"

*	2 Person 1 Bedroom Walk-up Flats	58.0sq.m. (average)	x 6
*	3 Person 2 Bedroom Bungalows	63.4sq.m.	x 2
*	4 Person 2 Bedroom Houses	85.7sq.m.	x 6
*	5 Person 3 Bedroom Houses	95.7sq.m.	x 5
*	6 Person 4 Bedroom House	114.9sq.m.	x 3
*	5 Bedroom Specialist House	137.5sq.m.	x 1
Total No of Units =			x23

Site Legend:

-  - Indicates Rear Gardens
-  - Indicates Front Gardens & Communal Areas
-  - Indicates SUDS Infiltration Features.



Proposed Concept Site Plan

1:250

Revision:	Date:

By:	<u>Notes:</u>





Revision:

Phoenix 2	Duo Recycler	(P2-15W)	with Elite 6x
Overall Length	3.7530m		
Overall Width	0.309m		
Overall Height	2.530m		
Min Body Ground Clearance	0.309m		
Track Width	2.530m		
Lock to Lock time	4.005s		
Kerb to Kerb turning Radius	11.550m		

Wales & West Housing Association Ltd

Maes Emlyn, Rhy

Refuse Vehicle

JOURNAL OF RISK

03.02.2026

KG

Information

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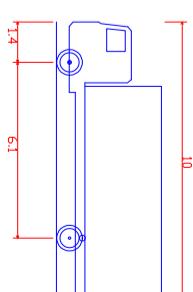
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Client: Wales & West Housing Association Ltd	
Project: Maes Emlyn, Rhyl	
Drawing Title: Swept Path Assessment	
Delivery Vehicle	
Drawing Number: J000666-ATR102	Revision: -
Date: 03.02.2026	Scale: 1:500@A3
Drawn By: KG	Checked By: KG
Status:	

FTA Design HG Rigid Vehicle (1998)
 Overall Length 10,000m
 Overall Width 2,500m
 Overall Body Height 3,445m
 Min Body Ground Clearance 0,440m
 Track Width 3,470m
 Lock to Lock time 3,005m
 Kerb to Kerb Turning Radius 11,000m



Revision:



Revision:

0889 27755

4.71

Estate Car (2006)

Overall Length 4.710m

Overall Width 1.804m

Overall Body Height 1.442m

Min Body Ground Clearance 0.205m

Max Track Width 1.756m

Kerb to Kerb Turning Radius 4.005m

Lock to Lock Time 5.950m

Client: Wales & West Housing Association Ltd

Project: Maes Emlyn, Rhyl

Drawing Title: Swept Path Assessment

Car

Car

Drawing Number: J000666-ATR103

Revision: -

Date: 03.02.2026

Scale: 1:500@A3

Drawn By: KG

Checked By: KG

Status: Information

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Audit Code: 775e6b4f-305a-4052-a999-833bba44eb69

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: L - MIXED AFFORD HOUS (FLATS AND HOUSES)

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 day
	HC	HAMPSHIRE	1 day
04	EAST ANGLIA		
	NF	NORFOLK	1 day
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	SE	SHEFFIELD	1 day
08	NORTH WEST		
	EC	CHESHIRE EAST	1 day
	GM	GREATER MANCHESTER	1 day
09	NORTH		
	TW	TYNE & WEAR	1 day
10	WALES		
	SW	SWANSEA	2 days
17	ULSTER (NORTHERN IRELAND)		
	TY	TYRONE	1 day

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

Audit Code: 775e6b4f-305a-4052-a999-833bba44eb69

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	DWELLS
Actual Range:	18 to 67 (units:DWELLS)
Range Selected by User:	18 to 75 (units:DWELLS)
Parking Spaces Range:	7 - 524

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	24/05/88 to 25/03/24

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

Selected survey days:

Friday	1 days
Thursday	2 days
Tuesday	7 days
Wednesday	1 days

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

Selected survey types:

Manual count	11
Direction ATC Count	0

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

Selected Locations:

Edge of Town	4 days
Edge of Town Centre	4 days
Suburban Area	3 days

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:

Built-Up Zone	1 days
No Sub Category	4 days
Residential Zone	6 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	3 days
Servicing vehicles Unknown	8 days

Audit Code: 775e6b4f-305a-4052-a999-833bba44eb69

Secondary Filtering Selection:

Use Class:

C3

11 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

300 - 11700

Population within 1 mile:

1,001 to 5,000	1 surveys
10,001 to 15,000	1 surveys
15,001 to 20,000	1 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	6 surveys
5,001 to 10,000	1 surveys

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

Population within 5 miles:

100,001 to 125,000	2 surveys
125,001 to 250,000	3 surveys
25,001 to 50,000	1 surveys
250,001 to 500,000	3 surveys
50,001 to 75,000	1 surveys
500,001 or More	1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	8 surveys
1.1 to 1.5	2 surveys
1.6 to 2.0	1 surveys

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

Audit Code: 775e6b4f-305a-4052-a999-833bba44eb69

Petrol filling station:

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

Travel Plan:

No	10 surveys
Yes	1 surveys

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

PTAL Rating:

No PTAL Present	11 surveys
-----------------	------------

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

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

Audit Code: 775e6b4f-305a-4052-a999-833bba44eb69

1	EC-03-L-01	MIXED HOUSING	CHESHIRE EAST
PERCYVALE STREET MACCLESFIELD HURDSFIELD Edge of Town Centre No Sub Category Site area: 0.699999988079071 hect Survey date: Tuesday 26/06/2007			Survey Type: Manual
2	ES-03-L-03	HOUSES & FLATS	EAST SUSSEX
HUGHENDEN ROAD HASTINGS ORE VALLEY Suburban Area Residential Zone Site area: 0.939999976158142 hect Survey date: Tuesday 26/06/2018			Survey Type: Manual
3	GM-03-L-01	TERRACED AND FLATS	GREATER MANCHESTER
CASTLE AVENUE ROCHDALE Edge of Town Centre Residential Zone Site area: 0.629999952316284 hect Survey date: Tuesday 20/10/2015			Survey Type: Manual
4	HC-03-L-02	HOUSES/FLATS	HAMPSHIRE
HUNTS POND ROAD NEAR FAREHAM TITCHFIELD Edge of Town Residential Zone Site area: 1.0499999523162842 hect Survey date: Tuesday 09/11/2010			Survey Type: Manual
5	NF-03-L-01	TERRACED/FLATS	NORFOLK
POTTERGATE NORWICH Edge of Town Centre Built-Up Zone Site area: 0.30000001192092896 hect Survey date: Tuesday 07/11/2000			Survey Type: Manual
6	SE-03-L-01	HOUSES & FLATS	SHEFFIELD
DELVES CLOSE SHEFFIELD Edge of Town Residential Zone Site area: 0.6499999761581421 hect Survey date: Tuesday 18/12/2012			Survey Type: Manual
7	SW-03-L-01	MIXED HOUSING	SWANSEA
NEATH ROAD SWANSEA HAFOD Edge of Town No Sub Category Site area: 1.2999999523162842 hect Survey date: Wednesday 04/06/2003			Survey Type: Manual
8	SW-03-L-03	TERRACED HOUSES AND FLATS SWANSEA	
CROWN STREET SWANSEA			

Audit Code: 775e6b4f-305a-4052-a999-833bba44eb69

MORRISTON

Edge of Town

No Sub Category

Site area: 0.27000001072883606 hect

Survey date: Friday 14/05/2021

Survey Type: Manual

9	TW-03-L-01	SEMI-DET/TERRACED/FLATS	TYNE & WEAR
JOHNSON STREET			
GATESHEAD			
Suburban Area			
Residential Zone			
Site area: 0.44999998807907104 hect			
Survey date: Thursday 03/10/2013			Survey Type: Manual
10	TY-03-L-01	MIXED HOUSES & FLATS	TYRONE
BURN ROAD			
COOKSTOWN			
Edge of Town Centre			
No Sub Category			
Site area: 1.2999999523162842 hect			
Survey date: Thursday 14/03/2019			Survey Type: Manual
11	WM-03-L-01	TERRACED/FLATS	WEST MIDLANDS
KINGSBURY ROAD			
BIRMINGHAM			
ERDINGTON			
Suburban Area			
Residential Zone			
Site area: 0.5600000023841858 hect			
Survey date: Tuesday 25/11/2008			Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
EG-03-L-05	29-06-2022	LONDON
HM-03-L-01	31-10-2005	LONDON
HO-03-L-02	25-04-2017	LONDON
LW-03-L-01	06-12-2012	LONDON

Audit Code: 775e6b4f-305a-4052-a999-833bba44eb69

TRIP RATE for Land Use 03 - RESIDENTIAL/L - MIXED AFFORD HOUS (FLATS AND HOUSES)

Total Vehicles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	11	36	0.064	0.173	0.237
08:00-09:00	11	36	0.105	0.224	0.329
09:00-10:00	11	36	0.191	0.186	0.377
10:00-11:00	11	36	0.143	0.166	0.309
11:00-12:00	11	36	0.217	0.196	0.413
12:00-13:00	11	36	0.179	0.151	0.330
13:00-14:00	11	36	0.166	0.153	0.319
14:00-15:00	11	36	0.191	0.227	0.418
15:00-16:00	11	36	0.268	0.212	0.480
16:00-17:00	11	36	0.260	0.189	0.449
17:00-18:00	11	36	0.296	0.224	0.520
18:00-19:00	11	36	0.253	0.148	0.401
19:00-20:00	1	40	0.050	0.000	0.050
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.383	2.249	4.632

Parameter Summary:

Trip rate parameter range selected:	18 - 75 (units: DWELLS)
Survey date date range:	07/11/2000 - 14/05/2021
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	9
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.