

J000623-TS01
July 2026

Proposed New Residential Development

Former Working Men's Club, Woodfield
Avenue, Flint

TRANSPORT STATEMENT

Prepared on behalf of:



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DRAWINGS

HUGHES : O'HANLAN ARCHITECTS
WAF-HOH-XX-00-DR-A-1201 Proposed Site Plan

FOCUS TP

J000623/GA101	Site Access Arrangements
J000623/ATR101	Swept Path Assessment - Fire Appliance
J000623/ATR102	Swept Path Assessment - Refuse Vehicle & Box Van

FIGURES

Figure TS1	Site Location Plan - Strategic Context
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Figure TS3	Personal Injury Accident Review Search Area
Figure TS4	2km Walk Catchment from The Application Site
Figure TS5	5km Cycle Catchment from The Application Site

APPENDICES

Appendix TS1 Residential TRICS Output

1.0 INTRODUCTION

- 1.1 This Transport Statement has been prepared by Focus Transport Planning Ltd (Focus TP) on behalf Wales and West Housing Association to provide a review of highways and transport matters associated with a proposed residential development at land at the site of the former Working Men's Club, Woodfield Avenue, Flint. The proposals envisage the development of 22 one-bed apartments for social rent at the site, which lies at the southwestern end of Woodfield Avenue, south of Flint Town Centre.
- 1.2 This Transport Statement (TS) report has been prepared to apprise the local planning and highway authority (Flintshire County Borough Council - FCC) of highways and transport matters associated with the development proposals and to outline the principles of the proposed site access arrangements.
- 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 proposed scheme, this TS has been prepared.
- 1.4 The structure of the remainder of this report is therefore as follows:
- An audit of the existing characteristics of the immediate highway layout to the site, including highway safety matters and 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 EXISTING HIGHWAY NETWORK CONDITIONS

2.1 Site Location

2.1.1 The location of the proposal site is illustrated in **Figure TS1** to this report. This plan identifies the location of the site to the south of Flint Town Centre.

2.1.2 **Figure TS2** to this report illustrates the immediate location of the site and demonstrates that it is bounded by residential properties east and south. To the north and west the site is surrounded by Pen Goch Hill Park and garden, with Ysgol Gwynedd and Ysgol Pen Coch Primary Schools lying to the north beyond.

2.1.3 The site itself is a broadly rectangular shape, extending 0.28Ha.

2.2 Historic Site Use / Planning History

2.2.1 The site represents a former Working Men's Club.

2.2.2 The site was previously granted planning permission for 15 houses (ref: 046067), however only 4 were built along the site frontage, with associated car parking. A further planning application was approved in 2020 for 19 flats (ref: 060006), but this was also not implemented. However, these previous applications set a clear precedent that residential development at the site is acceptable.

2.3 Description of Existing Local Network Connections

2.3.1 Access to the site is via a kerbed bellmouth arrangement off Woodfield Road. The access provides 5m carriageway width, with 1.8m footway to its eastern side and currently serves 8 car parking spaces associated with 4 terraced properties that have been constructed to the site frontage. The access is private. Visibility at the site access to Woodfield Avenue is available at 2.4m x 25m - i.e. suitable for access to a 20mph route such as Woodfield Avenue (see **FTP Drawing J000632/GA101**).

2.3.2 Woodfield Road, off which the site is accessed, represents a residential route of 7.5m width with 1.8-2.0m footways to both sides. Woodfield Avenue continues

north-eastwards for circa 170m, where it forms the minor arm approach to the Prince of Wales Avenue priority-controlled crossroads junction. Beyond its junction with Prince of Wales Avenue, Woodfield Avenue continues north-eastwards to the A548 Chester Road. Woodfield Avenue terminates circa 20m west of the site access, where it is met by Ffordd Llewelyn, a further residential route which continues southwards for 325m prior to turning through a 90-degree bend where it becomes Albert Avenue, which continues north-eastwards toward Prince of Wales Avenue.

2.3.3 Prince of Wales Avenue runs towards Flint Town Centre to the northwest. The route comprises 6.0m carriageway / 2.0m footways to both sides and is subject to traffic calming in the form of speed cushions.

2.4 **Personal Injury Accident Records: Highway Safety**

2.4.1 Personal Injury Accident (PIA) data for the immediate local highway network to the proposal site has been obtained by Focus TP using Crashmap.co.uk, which provides details of all PIA events attended by the police. The data is approved by the National Statistics Authority and reported on by the Department for Transport (DfT) each year. Data has been obtained for the most recently available five-year search period in line with standard practice, covering January 2020 - December 2024.

2.4.2 PIA data has been obtained for the section of Woodfield Road to the site frontage from its western extent up to and including its junction with Prince of Wales Avenue, along with the length of Ffordd Llewelyn and Albert Road (section from Ffordd Llewelyn up to its junction with Prince of Wales Avenue), and length of Prince of Wales Avenue between Woodfield Avenue and Albert Avenue. A location plan of the search area is included as **Figure TS3** to this report.

2.4.3 Review of the most recently available five-year accident information identifies that 5 accidents have been recorded within the search area, all of which were slight in severity. Four accidents were recorded at Prince of Wales Avenue; two at its junction with Maes-Y-Dre Avenue and two between Queens Avenue and Kings Avenue, and one at Ffordd Llewelyn. No accidents have been recorded at the site

access junction with Woodfield Avenue, nor the length of Woodfield Avenue. A review of the accidents recorded within the search area is provided below:

Prince of Wales Avenue / Maes-Y-Dre Avenue

- 28/07/2022, 18:45, dry, daylight: slight incident involving a car in the act of turning right, a car parked in the carriageway and a motorcyclist (manoeuvre unknown)
- 12/04/2023, 18:33, wet/damp, daylight: slight incident involving a motorcyclist (manoeuvre unknown) and pedestrian crossing the carriageway

Prince of Wales Avenue (between Queens Avenue and Kings Avenue)

- 07/11/2024, 18:17, dry, dark/lights present: slight incident involving a car (manoeuvre unknown) and a car moving off
- 06/11/2024, 15:45, dry, daylight: slight incident involving a car passing a stationary vehicle on its offside and a pedestrian crossing the carriageway

Ffordd Llewelyn

- 05/07/2023, 08:35, dry, daylight: slight incident involving a reversing car and a car waiting to proceed normally but held up

- 2.4.4 Based on the above accident history review, it is ultimately concluded that there are no clear & substantive prevailing local road safety issues over the local highway network that would call the development of the Woodfield Avenue application site for residential land-use into question or require direct additional highway safety mitigation measures funded by the application scheme.

3.0 SITE ACCESSIBILITY AUDIT

3.1 Introduction

3.1.1 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.

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

3.2 Access to Public Transport

3.2.1 The closest bus stops to the site are located at Prince of Wales Avenue, circa 260m to the east of the application site. No formal stop identification is available; however, it is served by the 28 Mold to Flint service, which offers 1 bus per hour in each direction. This service also stops at Soughton, Northop, Mount Pleasant and Pentre-Ffwrndan.

3.2.2 Flint Railway Station is located 1.1km walking distance from the application site. The station is located on the North Wales Coast Line and provides an hourly service on the following two routes:

- Manchester Airport to Llandudno, with some services to/from Holyhead
- Birmingham International or Cardiff Central (alternate hours) to Holyhead

3.2.3 Additionally, five services (each direction) operate between Holyhead and London Euston via Chester and Crewe.

3.3 Accessibility to Local Facilities (Walking and Cycling)

- 3.3.1 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. The Wales Active Travel Act Guidance reinforces such thresholds, referencing 'active neighbourhoods', which are characterised as having a range of facilities available within a 20-minute walking distance (20 minutes walking equating to approximately 1mile / 1.6km).
- 3.3.2 As noted above, footways on immediate sections of the local highway are of good quality (generally a minimum 2.0m width). **Figure TS4** to this report illustrates a 2km walking catchment and shows that all of Flint lies within a 2km catchment, including Flint Town Centre (including library, pharmacies, supermarkets, shops, cafes/take-aways/pubs/restaurants). The site is well located to local schools, including St Mary's Catholic Primary School (300m), St Richard Gwyn Catholic High School (370m), Ysgol Gwynedd Primary School & Ysgol Pen Coch (500m).
- 3.3.3 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 Bagillt, Kelsterton and Northop (**Figure TS5**).

3.4 Accessibility Summary

- 3.4.1 Overall, it is considered that the application site represents a suitable location for residential development, located within an existing mature residential area and within a practical walking distance of regular frequency public transport services (bus and train) and everyday facilities such as primary and high schools and local shops/services. Footways on immediate sections of the local highway are of good quality.

- 3.4.2 Such locational characteristics will deliver the potential for residents of the application site to utilise sustainable transport for a range of 'everyday' journeys and therefore meet the 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.

4.0 DESCRIPTION OF THE PROPOSAL SCHEME

4.1 Overview

4.1.1 The proposal scheme comprises the development of 22 one-bed apartments for social rent at land at Woodfield Avenue, Flint.

4.1.2 A masterplan of the proposal scheme provided in **Hughes : O'Hanlan Architects' Drawing WAF-HOH-XX-00-DR-A-1201**.

4.2 Highway Access Arrangements

4.2.1 It is proposed that access to the new residential development would be via an extension to the existing private access route which serves the parking spaces associated with units 102-108 Woodfield Avenue. It is not proposed to make any changes to the existing access arrangements.

4.2.2 Visibility from the site access junction with Woodfield Avenue is available at 2.4m x 25m, i.e. suitable for access to a 20mph route. The hawthorn plant to the immediate north of the site access would be cut back to behind to back of footway.

4.2.3 The existing access route is at a 1:9 gradient. The LHA have confirmed in pre-application discussions that they would not consider the route for adoption due to this gradient, and it is therefore proposed that the access would remain private.

4.2.4 A turning head would be provided internally.

4.2.5 The geometry of the proposed access and internal highway arrangements, along with visibility splays from the site access are illustrated in **Focus TP Drawing J000623-GA101**.

4.3 Car Parking

- 4.3.1 The site plan includes 22 car parking spaces (i.e. 1 per apartment). All spaces have minimum 2.4m x 4.8m dimensions, with minimum 6m aisle width to the rear of all bays.
- 4.3.2 FCC parking standards (as set out in FCC Supplementary Planning Guidance 11: Parking Standards, January 2017) sets out a requirement of 1 space per flat, plus 1 space per 2 flats for visitors.
- 4.3.3 The proposed level of car parking is therefore slightly below standards. As the proposed dwellings would all be affordable, however, the level of car parking is considered to be entirely appropriate. Indeed, review of census statistics identifies that 61% of flats/apartments dwellings within the local area do not own a car or van, with 37% of households owning 1 car or van, and just 3% of households having 2 or more cars or vans (2021 super output area middle layer Flintshire 004 & 005). Due to the proportion of dwellings with no cars or vans, it is considered that the proposed level of car parking (1 space per flat) is entirely appropriate for both residents and visitors.

4.4 Site Servicing

- 4.4.1 The proposal site masterplan includes for turning heads suitable to accommodate typical large vehicle types that could be reasonably be expected to need to access the site - such as fire appliance and delivery vehicles.
- 4.4.2 Liaison with FCC Waste Team have confirm that a refuse vehicle would reverse up to the proposed bin store for collection.
- 4.4.3 Swept path assessments of a fire appliance, refuse vehicle, box van and rigid vehicle servicing the site is provided in **Focus TP Drawings J000623/ATR101-102**.

5.0 PREDICTED DEVELOPMENT TRAFFIC DEMAND

5.1 Trip Generation

5.1.1 Anticipated levels of traffic generated to / from the Woodfield Avenue application site have been estimated using trip rates taken from the TRICS traffic generation database. TRICS is a widely accepted national database of historical trip demand data and contains observed traffic data for a large number of development-type sites and, as such, can be considered to produce reliable base trip rate data.

5.1.2 Trip rate estimates have been calculated through reference to typical small affordable flats sites held within the TRICS database. Predicted peak hour average 'per dwelling' trip rates from interrogation of the database are outlined in **Table TS5.1** below (detailed TRICS related output is provided in **Appendix TS1** to this report).

Table TS5.1: Predicted peak hour per dwelling' trip rates

Trip Rates (per dwelling)	Arrivals	Departures	Total
AM Peak (08:00-09:00)	0.073	0.131	0.204
PM Peak (17:00-18:00)	0.128	0.107	0.235

5.1.3 Application of these trip rates to the proposed development size of 22 affordable apartments provides the following estimate of trip demand:

Table TS5.2: Predicted peak hour trip demand (41 dwellings)

Trip Total	Arrivals	Departures	Total
AM Peak (08:00-09:00)	2	3	4
PM Peak (17:00-18:00)	3	2	5

5.1.4 Review of the above tables identifies that the proposed development is forecast to generate just 4-5 two-way vehicle movements in the AM and PM peak hour. The level of trip generation is equivalent to less than one vehicle movement every 12-15 minutes, which is not considered to be significant and would not result in a severe impact on the highway network.

5.2 Development Impact

- 5.2.1 It is important to note that the site has previously been granted planning consent for 19 apartments, and therefore principle of residential (apartment) development at the site, and of a similar scale to that which is currently proposed, has previously been accepted.
- 5.2.2 Given that the current proposed scheme represents a similar level of development to that previously consented at the site, it is considered that there is no requirement for further highway assessment.

6.0 SUMMARY AND CONCLUSIONS

- 6.1 This Highways Technical Note has been prepared by Focus TP to consider highways and transport matters associated with the delivery of residential apartments at the site of the former Working Men's Club, Woodfield Avenue, Flint. The proposals envisage the development of 22 affordable one-bed apartments served via an existing access (currently serving car parking spaces associated with 102-108 Woodfield Avenue). This report has been prepared to inform the Local Planning & Highway Authority of the design and nature of the current proposed scheme.
- 6.2 This report has demonstrated that the application scheme would represent appropriate and sustainable development when considered in highways and transport terms. The site is located within 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 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. Development traffic increases would be of a strictly limited scale, with the level of trip generation being equivalent to less than one vehicle movement every 12-15 minutes, which is not considered to be significant. Indeed, the site has previously received planning consent for a similar level of development.
- 6.4 Given the above, it is concluded that there are no material highway grounds for refusing the development proposals.



PROPOSED - DETAILED SITE PLAN
1 : 500



NOTES

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P13	ACCESS AMEND DJH DGH	10/07/2026
P12	VEGETATION AMEND DJH DGH	07/07/2026
P11	FIRE AMEND DJH DGH	26/06/2026
P10	WWHA FEEDBACK UPDATE DJH DGH DGH	05/06/2026
P09	CYCLE STORE & SMOKE SHAFTS DJH DGH DGH	20/03/2026
P08	CEILING & TURNING CIRCLE AMEND DJH DGH DGH	19/03/2026
P07	RED LINE AND ROOF AMEND DJH DGH DGH	17/12/2025
P06	ROOF AMEND DJH DGH DGH	15/12/2025
P05	PRE-APP ISSUE DJH DGH DGH	26/06/2025
P04	REMOVAL OF TREES DJH DGH DGH	18/06/2025
P03	DESIGN DEVELOPMENT DJH DGH DGH	17/06/2025
P02	DESIGN DEVELOPMENT DJH DGH DGH	06/06/2025
P01	DEVELOPED DESIGN DJH DGH DGH	23/05/2025
REV	DESCRIPTION DRAWN BY CHECKED BY APPROVED BY	DATE

PROJECT TITLE
WOODFIELD AVENUE, FLINT

CLIENT
ENFYS DEVELOPMENT

DRAWING TITLE
PROPOSED - DETAILED SITE PLAN

SCALE @ A3
1 : 500

DO NOT SCALE Any discrepancy or query concerning this drawing should be referred to the Architect

PROJECT No	DRAWING No	REVISION
PROJECT - ORIGINATOR - FUNC - LVL - FORM - DISCIPLINE - NUMBER		

23747 WAF-HOH-XX-00-DR-A-1201- P13



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Revision:	
A	-

Client:	Wales & West Housing Association		
Project:	Woodfield Avenue, Flint		
Drawing Title:	Proposed Site Access		
Drawing Number:	J000623/GA101	Revision:	-
Date:	10.07.26	Scale:	1:500@A3
Drawn By:	KG	Checked By:	KG
Status:	Information		

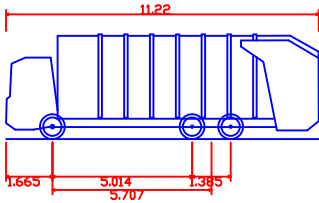
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Revision:	
A	-



Phoenix 2 Duo Recycler (P2-15W with Elite 6x4
Overall Length 11.220m
Overall Width 2.530m
Overall Body Height 3.756m
Min Body Ground Clearance 0.309m
Track Width 2.530m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 11.550m

Client:	Wales & West Housing Association		
Project:	Woodfield Avenue, Flint		
Drawing Title:	Swept Path Assessment Refuse Vehicle		
Drawing Number:	J000623/ATR101	Revision:	-
Date:	10.07.26	Scale:	1:500@A3
Drawn By:	KG	Checked By:	KG
Status:	Information		

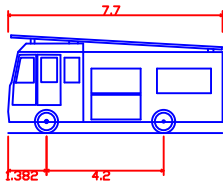
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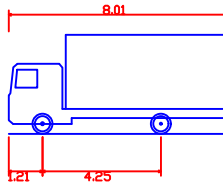
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Revision:	
A	-



Dennis Sabre Fire Tender (LWB)	
Overall Length	7.700m
Overall Width	1.382m
Overall Body Height	4.200m
Min Body Ground Clearance	0.397m
Track Width	1.380m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m



7.5t Box Van	
Overall Length	8.010m
Overall Width	1.210m
Overall Body Height	4.256m
Min Body Ground Clearance	0.351m
Track Width	1.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

Client: Wales & West Housing Association

Project: Woodfield Avenue, Flint

Drawing Title: Swept Path Assessment
Fire Appliance & Box Van

Drawing Number: J000623/ATR102

Date: 10.07.26

Scale: 1:500@A3

Drawn By: KG

Checked By: KG

Status: Information

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Figure TS1

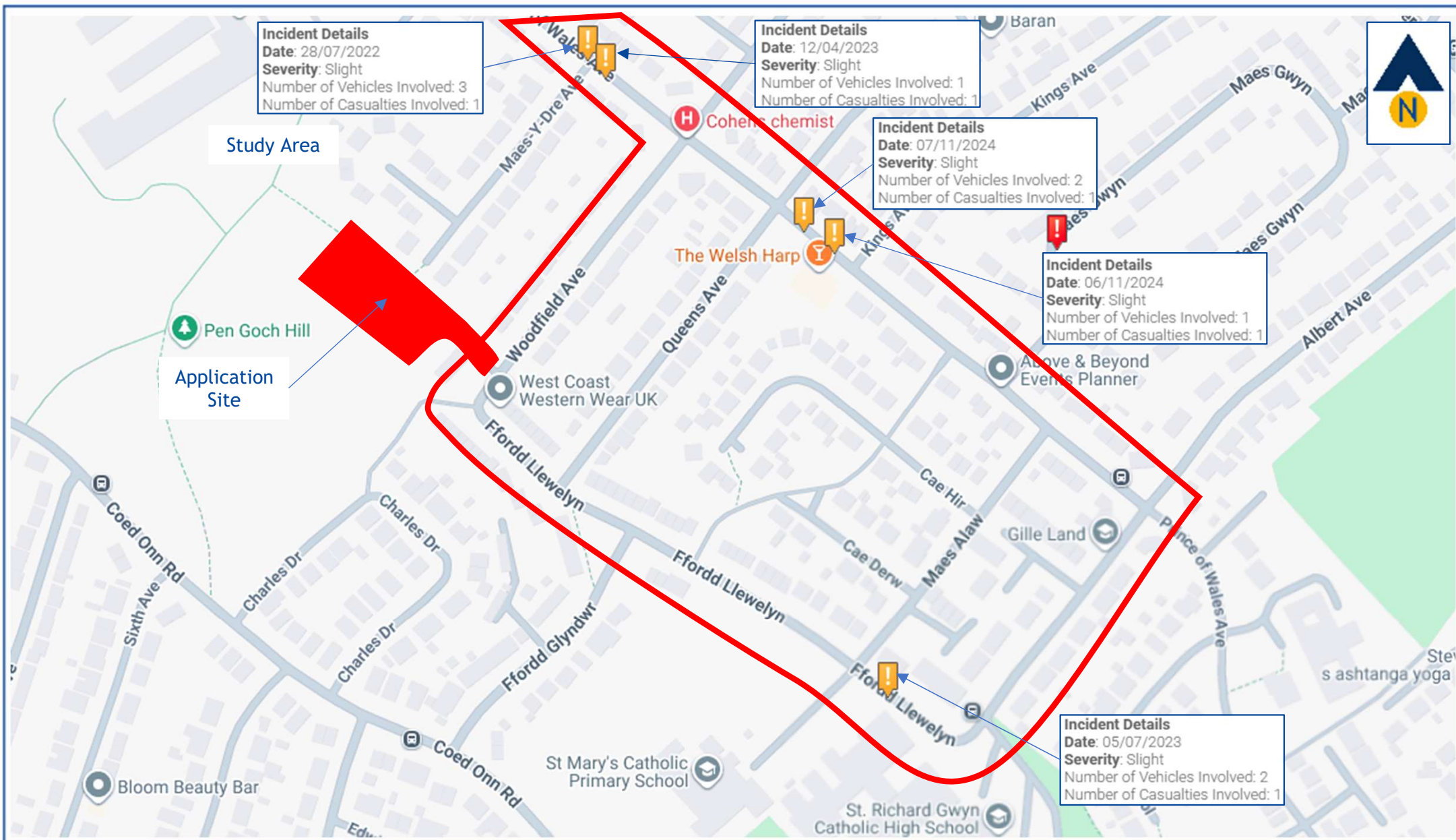
Site Location: Wider Context

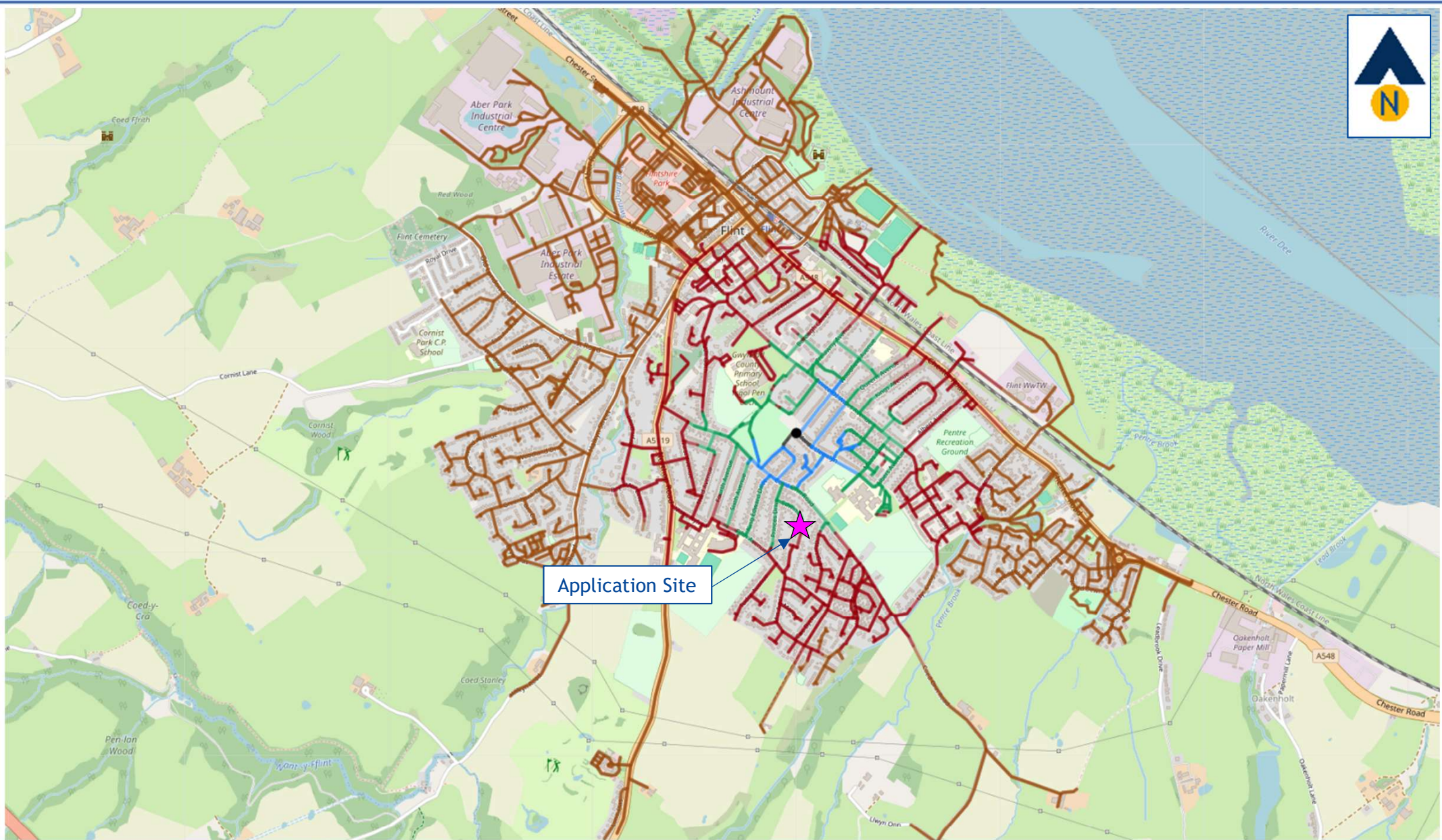
J000623

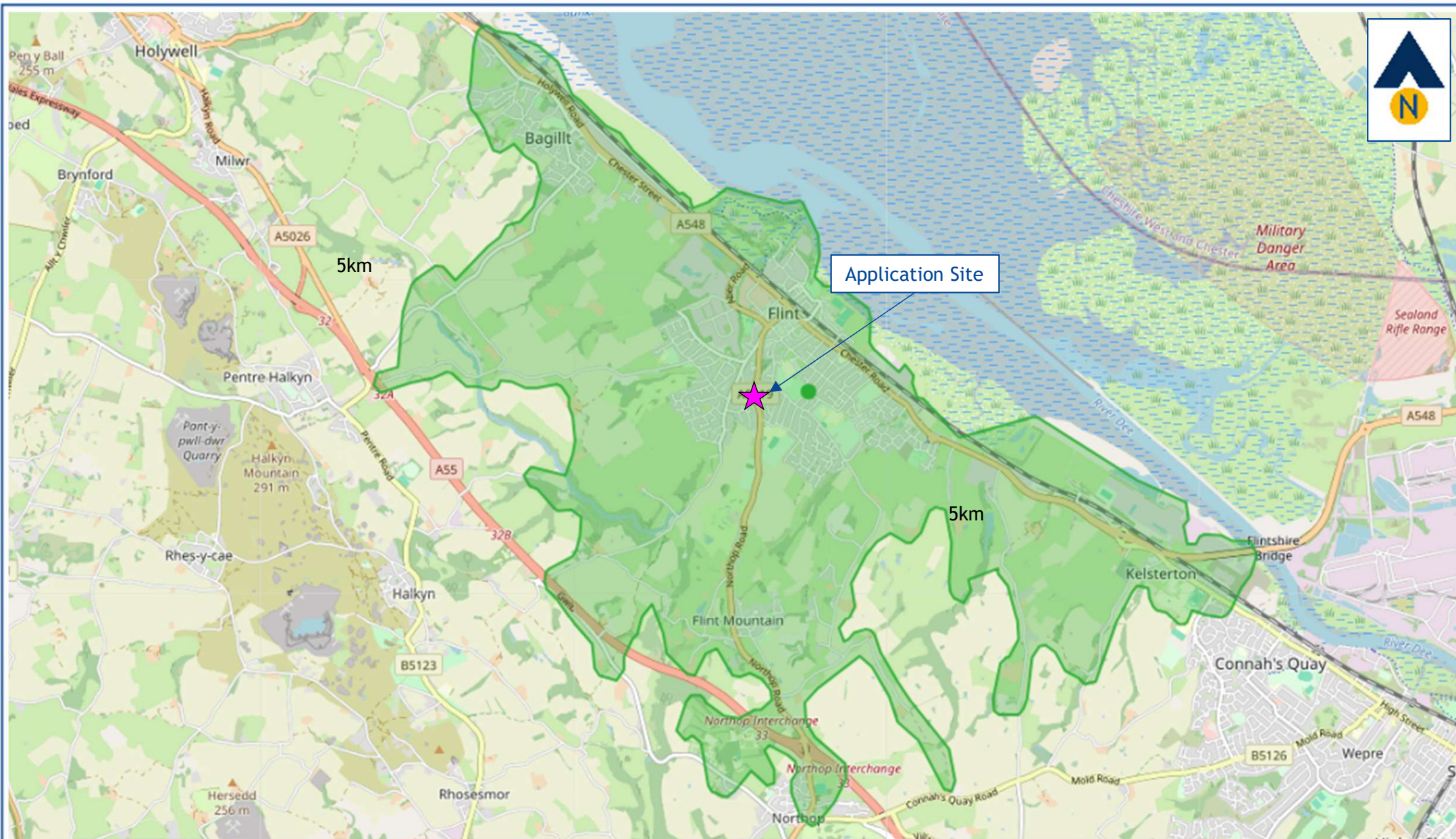
Former Working Men's Club, Woodfield Avenue, Flint

July 2026













Audit Code: 3ca62357-9fc3-4df5-8956-86be7ab8399e

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: D - AFFORDABLE/LOCAL AUTHORITY FLATS

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

03	SOUTH WEST	
	GS	GLOUCESTERSHIRE
		2 days
05	EAST MIDLANDS	
	NN	NORTH NORTHAMPTONSHIRE
		1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	LS	LEEDS
		1 day
	SE	SHEFFIELD
		1 day
10	WALES	
	CF	CARDIFF
		1 day
17	ULSTER (NORTHERN IRELAND)	
	AN	ANTRIM
		2 days

Audit Code: 3ca62357-9fc3-4df5-8956-86be7ab8399e

Primary Filtering Selection:

Parameter:	DWELLS
Actual Range:	10 to 48 (units:DWELLS)
Range Selected by User:	10 to 50 (units:DWELLS)
Parking Spaces Range:	4 - 399

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	05/03/16 to 05/03/26

Selected survey days:	
Monday	2 days
Tuesday	1 days
Wednesday	1 days
Thursday	2 days
Friday	2 days

Selected survey types:	
Manual count	8
Direction ATC Count	0

Selected Locations:	
Edge of Town Centre	4 days
Suburban Area	4 days

Selected Location Sub Categories:	
Built-Up Zone	1 days
Residential Zone	7 days

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Excluded	1 days
Servicing vehicles Included	7 days

Audit Code: 3ca62357-9fc3-4df5-8956-86be7ab8399e

Secondary Filtering Selection:

Use Class:

C3	8 surveys
----	-----------

Population within 500m Range:

532 - 9900

Population within 1 mile:

5,001 to 10,000	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	3 surveys
50,001 to 100,000	1 surveys

Population within 5 miles:

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

Car ownership within 5 miles:

0.6 to 1.0	1 surveys
1.1 to 1.5	7 surveys

Audit Code: 3ca62357-9fc3-4df5-8956-86be7ab8399e

Petrol filling station:

Travel Plan:

No	4 surveys
No	4 surveys

PTAL Rating:

No PTAL Present	8 surveys
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COVID-19 Restrictions:

No

Audit Code: 3ca62357-9fc3-4df5-8956-86be7ab8399e

1	AN-03-D-04	BLOCKS OF FLATS & TERRACED ANTRIM	
LARNE ROAD BALLYMENA Suburban Area Residential Zone Number of dwellings: 48.00 DWELLS Survey date: Monday 10/11/2025			
			Survey Type: Manual
2	AN-03-D-05	FLATS & MIXED HOUSES	ANTRIM
MARKET ROAD BALLYMENA Edge of Town Centre Residential Zone Number of dwellings: 36.00 DWELLS Survey date: Monday 10/11/2025			
			Survey Type: Manual
3	CF-03-D-02	BLOCK OF FLATS	CARDIFF
WORDSWORTH AVENUE CARDIFF Edge of Town Centre Residential Zone Number of dwellings: 48.00 DWELLS Survey date: Friday 28/11/2025			
			Survey Type: Manual
4	GS-03-D-01	BLOCKS OF FLATS	GLOUCESTERSHIRE
SAINT STEPHEN'S ROAD CHELTENHAM SPA Suburban Area Residential Zone Number of dwellings: 40.00 DWELLS Survey date: Thursday 04/05/2023			
			Survey Type: Manual
5	GS-03-D-02	BLOCKS OF FLATS	GLOUCESTERSHIRE
PRINCESS ELIZABETH WAY CHELTENHAM SPA Suburban Area Residential Zone Number of dwellings: 27.00 DWELLS Survey date: Thursday 04/05/2023			
			Survey Type: Manual
6	LS-03-D-03	BLOCK OF FLATS	LEEDS
PASTURE MOUNT LEEDS ARMLEY Edge of Town Centre Residential Zone Number of dwellings: 43.00 DWELLS Survey date: Tuesday 06/06/2023			
			Survey Type: Manual
7	NN-03-D-01	AFFORDABLE FLATS	NORTH NORTHAMPTONSHIRE
NEWCOMEN ROAD WELLINGBOROUGH Edge of Town Centre Built-Up Zone Number of dwellings: 14.00 DWELLS Survey date: Friday 03/10/2025			
			Survey Type: Manual

Audit Code: 3ca62357-9fc3-4df5-8956-86be7ab8399e

8	SE-03-D-01	BLOCK OF FLATS	SHEFFIELD
SAINT LAWRENCE ROAD			
SHEFFIELD			
Suburban Area			
Residential Zone			
Number of dwellings: 10.00 DWELLS			
Survey date: Wednesday 21/06/2023			Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
GA-03-D-01	10-04-2024	Ireland
WF-03-D-01	09-10-2023	London
WH-03-D-01	05-03-2026	London

Audit Code: 3ca62357-9fc3-4df5-8956-86be7ab8399e

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

Total Vehicles

Calculation factor: 1 DWELLS

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	8	33	0.056	0.079	0.135
08:00-09:00	8	33	0.075	0.132	0.207
09:00-10:00	8	33	0.124	0.132	0.256
10:00-11:00	8	33	0.090	0.120	0.210
11:00-12:00	8	33	0.117	0.094	0.211
12:00-13:00	8	33	0.098	0.105	0.203
13:00-14:00	8	33	0.102	0.128	0.230
14:00-15:00	8	33	0.135	0.150	0.285
15:00-16:00	8	33	0.158	0.120	0.278
16:00-17:00	8	33	0.162	0.117	0.279
17:00-18:00	8	33	0.124	0.105	0.229
18:00-19:00	8	33	0.079	0.075	0.154
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.320	1.357	2.677

Parameter Summary:

Trip rate parameter range selected:	10 - 50 (units: DWELLS)
Survey date range:	04/05/2023 - 28/11/2025
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0