

**Mixed Use Development, Greenhills Road,
Tallaght, Dublin 24**

**Traffic and Transportation Assessment
202253-PUNCH-XX-XX-RP-C-0006**

May 2021

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1 Non-Technical Summary

1. The proposed development will consist of the demolition of the southern block of existing apartments and a multi-storey extension of the current apartments that are located on the Greenhills Road and a new multi storey apartment block located on the western side of the site with the upgraded basement facing Old Greenhills Road. There are landscape areas proposed throughout the development, both on podium and on grade.
2. For the purposes of our assessment, the TRICS database was consulted to provide an equivalent trip rate for the proposed development site.
3. It is proposed to access the proposed development via Old Greenhills Road.
4. Capacity analysis was not carried out on the junction of the development and Old Greenhills Road as the development generates low volumes of traffic and Old Greenhill Road is a cul de sac. Future BusConnects proposals indicate the junction between Old Greenhills Road and Greenhills Road being provided as a bus access only junction. Junction analysis was also not undertaken between Old Greenhill Road and Main Street as the proposed development traffic flows generated are also very low compared with the existing, and therefore the road system will experience negligible impact. On this basis junction analysis was not undertaken.
5. Parking spaces for the proposed development have been provided to meet the requirements set out in the South Dublin County Council Development Plan.
6. Secure cycle parking facilities have been provided within the development to meet the requirements set out in the South Dublin County Council Development Plan.

2 Introduction

PUNCH Consulting Engineers were commissioned by O'Mahony Holdings to carry out a Traffic and Transportation Assessment (TTA) for a proposed Mixed-use development on the Greenhills Road, Tallaght, Dublin 24.

The assessment has been carried out in accordance with TII's Traffic and Transport Assessment Guidelines PE-PDV-02045 (May 2014) and makes reference to the Design Manual for Urban Roads & Streets (DMURS). Sections from the South Dublin County Council Development Plan (2016-2022) have been used to help describe the development location and its local context.

The purpose of the TTA report is to assess the potential impact of the proposed development on the existing local transport network and to ensure that the proposed site access will have adequate capacity to carry the development traffic and the future growth in existing road traffic to the design year and beyond. An assessment of the accessibility of the site for cyclists, pedestrians and public transport users has also been made.

2.1 Scoping

Consultation is being undertaken with South Dublin County Council and NTA to allow them to express their views and comments regarding the proposed development prior to the submission of the planning application.

A preliminary draft copy of this TTA content headings of this TTA was supplied to South Dublin County Council together with a Draft Site Masterplan prior to the planning submission. This TTA reflects any comments received.

South Dublin County Council were asked to refer any relevant issues to the The National Transport Authority in accordance with NTA preference.

Transport Infrastructure Ireland (TII) was not consulted since there are no expected impacts with TII works.

3 Existing Conditions

3.1 Site Location

The subject site is located within lands at the Greenhills Road, Tallaght, Dublin 24. The site is located within South Dublin County Council (SDCC) remit. The site currently includes existing residential buildings including a basement and landscaped areas. The site is bounded by a Priority Youth Reach facility to the north, Old Greenhills Road to the west, Greenhills Road to the east, and a currently undeveloped site to the south.

The site resides in the Tallaght Town Centre Local Area Plan. Along the North Boundary of the site the Priory Youthreach facility is located. The site is located 250m from the N81 which is approximately 6km from the M50 and approximately 1km from Tallaght town centre. Refer to Figure 3-1 below.

The existing vehicular access to the site is from Old Greenhills Road. There is a traffic signal-controlled crossroads junction on the south east corner of the site, between Greenhills Road and Main Street. There is a priority junction at the south-west corner of the site between Old Greenhills Road and Main Street.



Figure 3-1: Site Location Plan (<https://viewer.myplan.ie/>)

3.2 Existing Road Network

The site location in relation to the wider road network is detailed in Figure 3-2 below.



Figure 3-2: Site Location and surrounding Road Network
(<https://www.openstreetmap.org/#map=17/53.28840/-6.35795>)

A brief description of the local road network and the major road junctions is provided below:

3.2.1 Old Greenhills Road

Old Greenhills Road is a cul-de-sac with approximately 6.9m wide single carriageway road with private residential access, an entrance to St. Mary's Priory car park and the road also services a community/social facility. This road has footpaths either side and designated on-street parking. Based on traffic survey figures it carries comparatively low traffic. It is assumed that vehicles travelling along Old Greenhills Road will be travelling at a speed at or less than 20kph. Vehicular access to and from the proposed development will be via Old Greenhills Road.



Figure 3-3 : Old Greenhills Road (Looking South) ([Old Greenhills Rd - Google Maps](#))

3.2.2 Greenhills Road

The R819 Greenhills Road is approximately 10.5m wide single carriageway with footpaths either side. The road runs in a north/south direction past the site and forms a junction with Main Street and carries on southwards to form a junction with the N81 Tallaght Bypass.



Figure 3-4 Greenhills Road looking south([Greenhills Road @Google Maps](#))

3.2.3 Main Street

Main Street broadly runs east-west along the southern boundary of the proposed site. The speed limit of the road network in the vicinity is 50 kph. The carriageway has an approximate width of up to 10.3m with a footpath either side of the street. There are a number of commercial units with demarcated on-street parking on the south side. To the north there is a designated cycleway for eastbound cyclists. There is a yellow box road marking across the east bound lane of the junction with Old Greenhill Road which is indicative of traffic queuing back from the traffic lights of Main Street and Greenhill Road. St Mary's (Tallaght) Priory is located north of Main Street and west of the site.



Figure 3-5: Main Street looking north-east ([Main Street @Google Maps](#))

3.2.4 Tallaght Bypass

The Tallaght Bypass runs east to west and is approximately 250m south of the site. The speed limit of the dual carriageway is 100kph and has an approximate width of 28.4m. The road has no existing footpaths or cycle lanes. To the west the road makes a junction with the M50 and continuing east will head towards Tallaght town centre and on to Blessington Co. Wicklow.



Figure 3-6: Tallaght Bypass looking north-east ([Tallaght Bypass @Googlemaps](#))

3.3 Existing Traffic Flows

Due to the Covid-19 travel and work restrictions in place at the time of preparing for this development a classified turning count traffic survey of Main Street, and at the junction of Main Street and Greenhills Road completed in September 2018 were analysed in this report. The traffic survey locations and full traffic survey results are included in Appendix A (Old Greenhills Road and Main Street) and Appendix B (Greenhills Road and Main Street)

Traffic surveys were carried out over a 24-hour period in order to ascertain the hourly flows for all traffic movements.

The traffic surveys undertaken found that the AM peak hour traffic flow at the existing junctions surrounding the development generally occurred between 10:30 and 11:30 (AM). The PM peak hour flow was found to be between 12:00 and 13:00 (PM). The surveyed peak hour turning PCUs are presented in below.

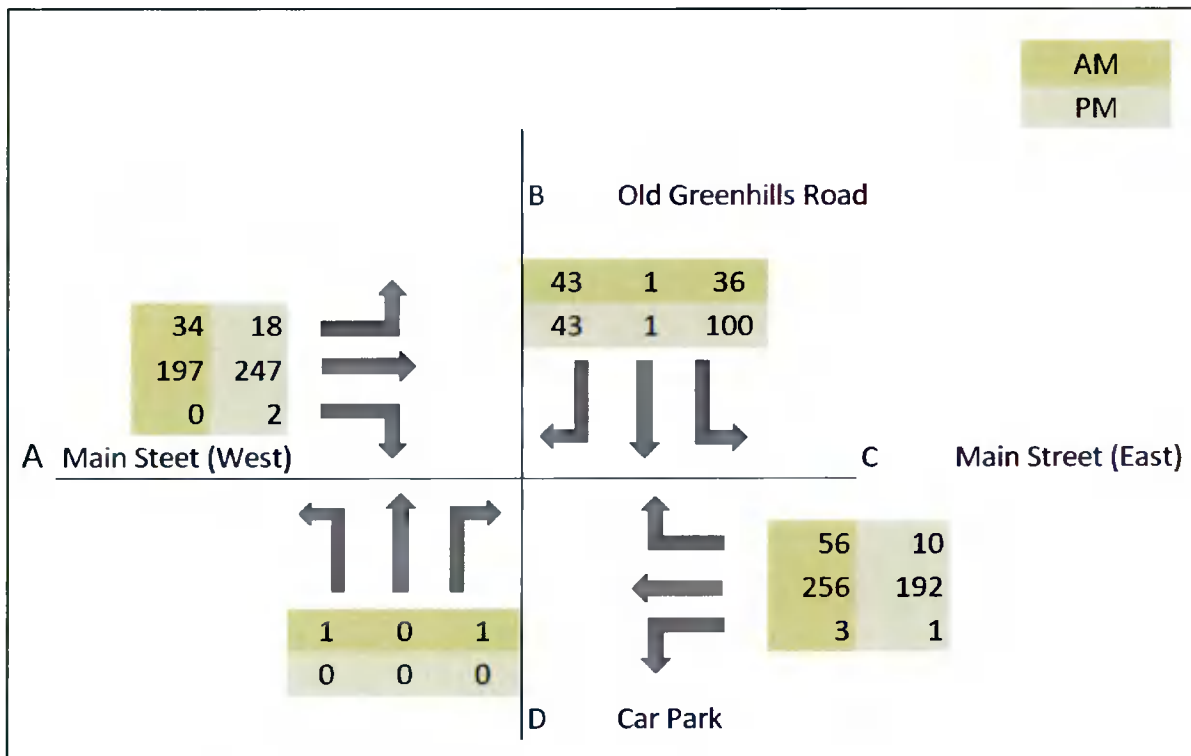


Figure 3-7: September 2018 Peak Hour Traffic Survey Results (PCUs)
Old Greenhills Road / Main Street Junction

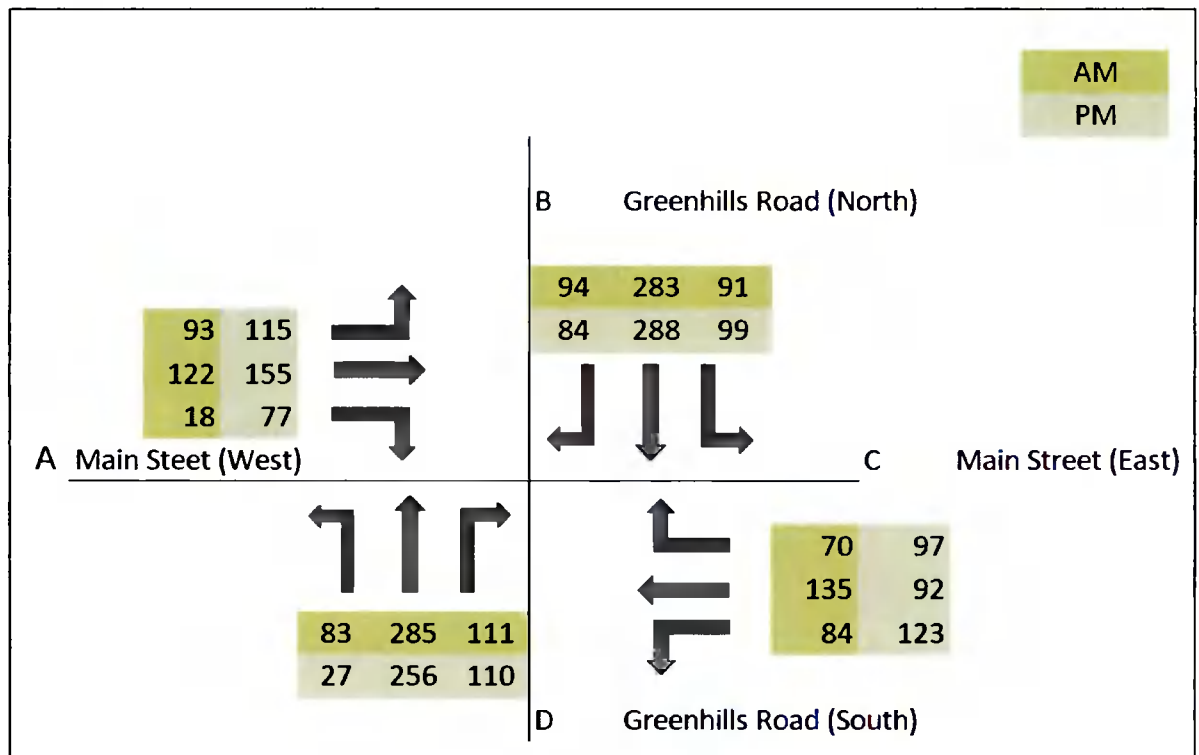


Figure 3-8: September 2017 Peak Hour Traffic Survey Results (PCUs)

3.4 Future Transport Proposals

There appears to be no specific future SDCC proposal relating to the subject site, but the following objectives are noted from the Development Plan:

SDCCDP (2016 - 2022) Section 1.14.0 Transport & Mobility Strategy

The Transport Strategy for South Dublin County seeks to ensure an integrated strategy for transport and mobility that enhances access and movement within and through the County, while promoting change in favour of sustainable modes. The strategy addresses all types of traffic including pedestrian, cyclist, public transport, private vehicle, and economic through traffic. The settlement, employment, and transport strategies are aligned with the aim of strengthening the integration between employment, population and transport services.

SDCCDP (2016 - 2022) Transport and Mobility™ Policy 3 Walking and Cycling

It is the policy of the Council to re-balance movement priorities towards more sustainable modes of transportation by prioritising the development of walking and cycling facilities within a safe and traffic calmed street environment.

SDCCDP (2016 - 2022) Transport and Mobility™ Policy 3 Walking and Cycling (TM3 Objective 2)

To ensure that connectivity for pedestrians and cyclists is maximised in new communities and improved within existing areas in order to maximise access to local shops, schools, public transport services and other amenities, while seeking to minimise opportunities for anti-social behaviour and respecting the wishes of local communities.

SDCCDP (2016 - 2022) Transport and Mobility™ Policy 5 Traffic and Transport Management (TM5 Objective 3)

To minimise the impact of new development on the County’s road and street network.

3.5 BusConnects Core Bus Corridor Proposal

A Core Bus Corridor (9: Greenhills to City Centre) has been proposed within the area of Tallaght. The proposed route makes use of the Old Greenhills Road which is the proposed vehicle entrance to the site. The site boundary in relation to the proposed Core Bus Corridor can be seen below in Figure 3-9.

The scheme will have considerable benefits for the public transport in the local area which the users of this site will be able to benefit from. The overall project has many benefits such as: journey time savings, improved sustainability, better cycling facilities and improvements to pedestrian routes and urban realms.

The BusConnects proposal is not expected to affect the development. Vehicle access is maintained at the junction between Old Greenhills Rd and Main Street. Existing kerbs are not indicated to be modified, and the developers site boundary is not indicated to be adjusted. Existing parking along Old Greenhills Road is to be removed. The cul de sac to the north of Old Greenhills Road is to be converted to a proposed bus only signalised junction.

It is noted that the junction between Old Greenhills Rd and Main St is intended to become signalised.

An extract of the route map can be seen in Appendix C and the full route 9: Greenhills to City Centre document can be viewed at <https://busconnects.ie/media/2186/09-greenhills-to-city-centre-preferred-route-221120fa-web.pdf>.

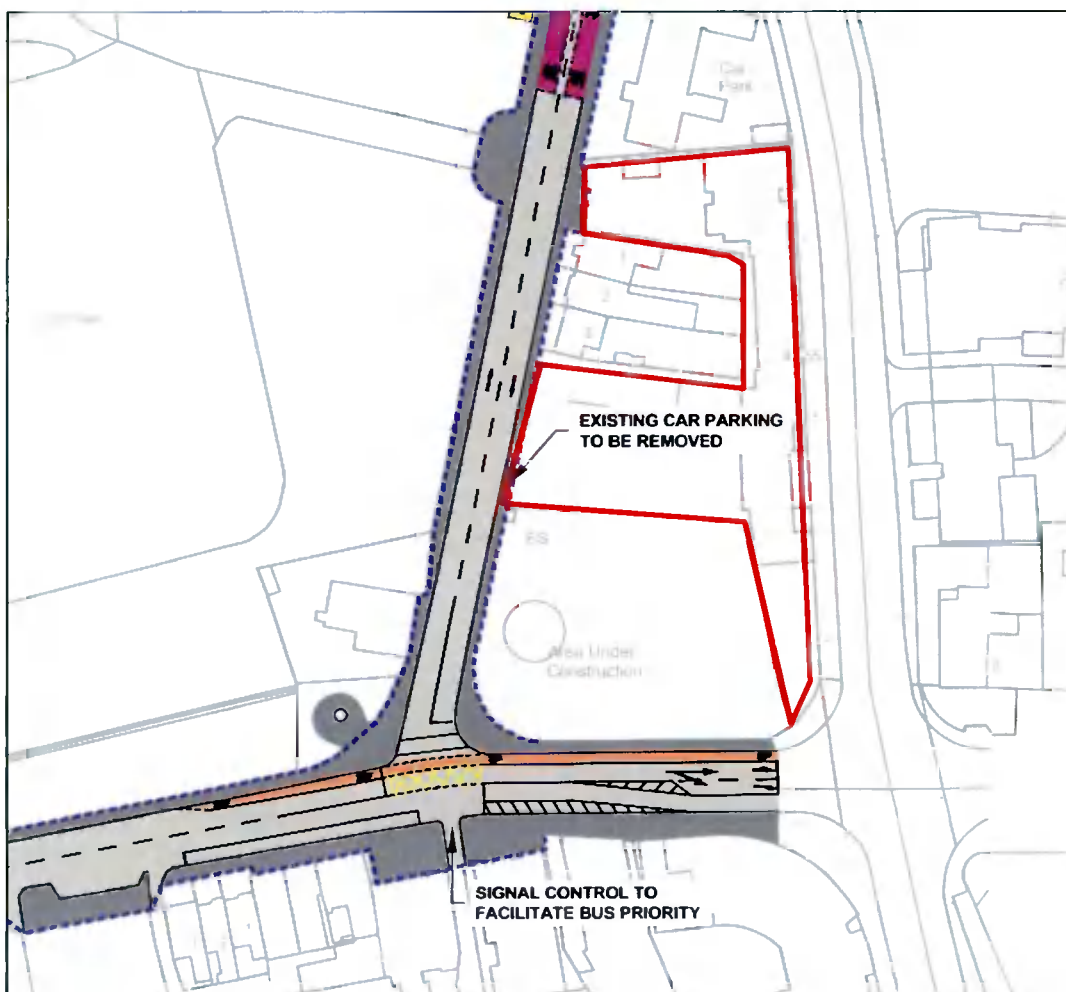


Figure 3-9: BusConnects CBC 9 adjacent to Site (Map 6A)
(09-greenhills-to-city-centre-preferred-route-221120fa-web.pdf (busconnects.ie))

3.6 Coordination with Other Projects

Adjacent planning consents/applications granted/submitted in the area have been reviewed and none are considered to have a potential significant impact on this traffic assessment.

4 Proposed Development

The proposed development will consist of the demolition of the southern block of existing apartments and a multi-storey extension of the current apartments that are located on the Greenhills Road and a new multi storey apartment block located on the western side of the site with the upgraded basement facing Old Greenhills Road. There are landscape areas proposed throughout the development, both on podium and on grade. Please refer to planning documentation for a full development description.

The proposed vehicular junction has been designed in accordance with DMURS and the appropriate TII.

The proposed layout for the development is detailed in the series of drawings by TOTs Architects accompanying this report and an extract is included in Figure 4-1.

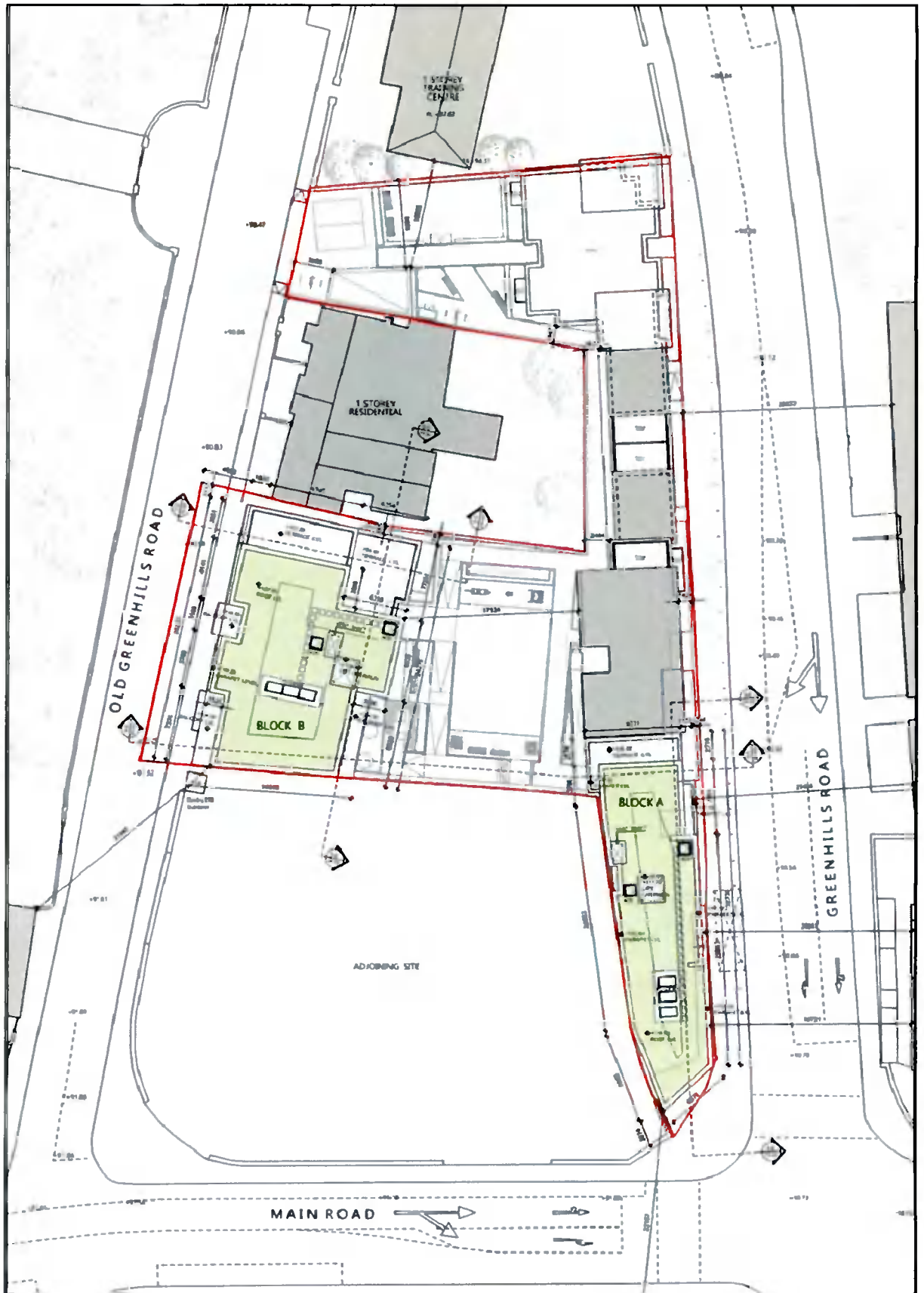


Figure 4-1 - Proposed Site Layout

5 Person Trip Generation

5.1 Generated Vehicle Trips

The purpose of this section is to determine the overall number of trips that will be generated by the proposed development. The proposed development includes 26 no. proposed new apartments and a café on Greenhills Road.

In order to estimate the likely volumes of traffic that will be generated by the proposed development, trip rates recommended by TRICS (Trip Rate Information Computer System) were extracted from the database and applied pro-rata to the relevant number of apartments and café ground floor area within the development. Full details of the TRICS analysis are reproduced in Appendix D.

Table 5-1: Estimated AM and PM peak hour traffic (PCUs) generated by proposed using TRICS

Land Use	Calculation		Trip rate				Additional Number of Trips			
	Factor		AM Peak		PM Peak		AM Peak		PM Peak	
	GFA (sq.m)	No. of Units	AM Arriv	AM Depart	PM Arriv	PM Depart	AM Arriv	AM Depart	PM Arriv	PM Depart
Apartments	-	26	0.043	0.139	0.126	0.072	1.1	3.6	3.3	1.9
Café	83	-	0.951	0.458	2.122	2.262	0.8	0.4	1.8	1.9
Total							2	4	5	4

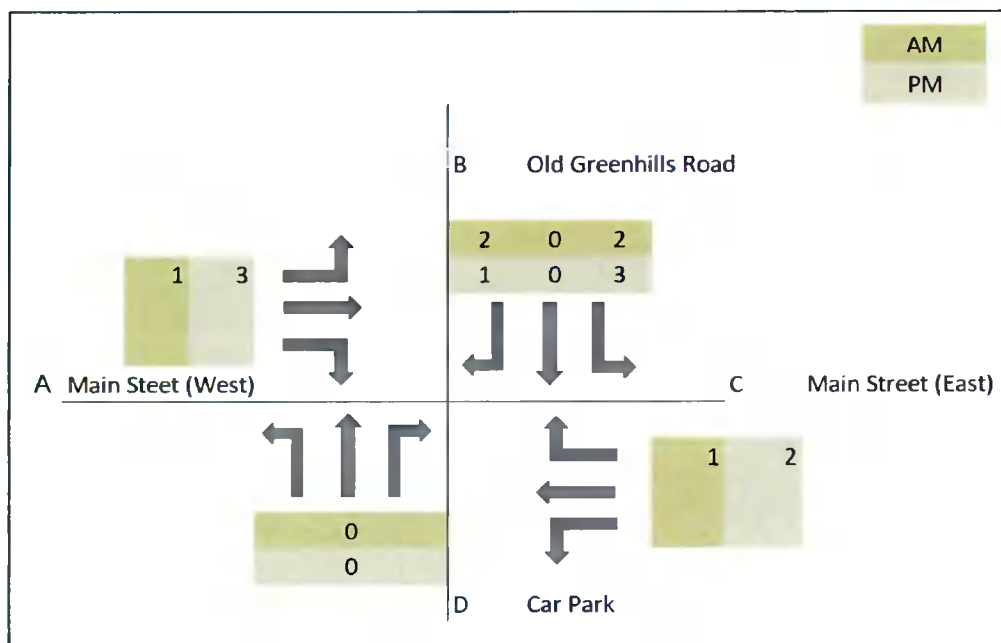


Figure 5-1: Distribution of Proposed Development Peak Hour Traffic onto Old Greenhills Road / Main Street Junction

6 Traffic Forecasting

6.1 Future Baseline Traffic Growth

In the absence of any specific local traffic growth information, it was assumed that baseline traffic will continue to grow at the levels recommended by the TII in the Project Appraisal Guidelines (PAG) - Unit 5.3 - Travel Demand Projections publication by the TII (May 2019). The Project Appraisal Guidelines describe three levels of transport model functionality. The static model, which reflects traffic volumes on the basis of link flows, is best suited to the proposed development. Such models do not attempt any route assignment, and hence are applicable for networks where no change in traffic flows will result from a proposed scheme. We have used figures from Table 6.1 'Link-Based Growth Rates' for the Dublin Metropolitan Area.

The year of opening of the scheme was assumed to be 2023. A 15-year analysis period for the scheme would give a design year of 2038. The central growth factors from the Project Appraisal Guidelines - Unit 5.3 publication are appropriate and are detailed below:

- TII Link Based Growth Rates: Annual Growth Factor for 2016-2030 = 1.0162 (LVs) and 1.0295 (HVs);
- TII Link Based Growth Rates: Annual Growth Factor for 2030-2040 = 1.0051 (LVs) and 1.0136 (HVs).
- TII Link Based Growth Rates: Annual Growth Factor for 2040-2050 = 1.0044 (LVs) and 1.0162 (HVs).

With regards to the volume of traffic using the road, generally the passenger car is adopted as the standard unit and other vehicles are assessed in terms of PCU's. Cars and Light Goods Vehicles are grouped together as Light Vehicles (LV). All other Goods Vehicles, Buses and Coaches are defined as Heavy Vehicles (HV).

Estimated future baseline traffic flows on the road network in the vicinity of the proposed development were calculated by applying these factors to the 2018 surveyed flows.

7 Modal Split

There is existing retail, commercial and recreational facilities within walking and/or cycling distance of the development.

The nearby bus stops and the Luas Station mean that this development is accessible by public transport.

Cycle facilities are continually improving in Tallaght, Dublin City and the greater Dublin area, therefore cycle parking facilities will be provided within the development to encourage cycling as a genuine mode of transport for residents. Pedestrians are catered for with footpaths in all directions.

The development's location means that trips to/from the development using public transport, on foot or on bicycle are viable options for residents and visitors alike.

A Mobility Management Plan accompanies this application under separate cover is to be submitted as part of the planning application setting out details of how a modal shift will be managed by the applicant.

8 Trip Assignment and Distribution

There is an increase in traffic generated by the proposed development. It is assumed all traffic exiting the proposed development will turn left onto Old Greenhills Road. At the next priority junction of Old Greenhills Road with Main Street traffic will either turn left to head east (Dublin) or to link with the Tallaght Bypass. The remaining development traffic will turn right to head west towards Tallaght centre. Traffic entering the development will undertake the opposite movements. The development traffic has been apportioned to reflect the existing origin-destination movement weights.

9 Assessment and Road Impact

As seen in section 5 of this report, the predicted additional traffic onto the existing road network is expected to be minimal during peak times for the proposed development. The development generated flows were found to be 3.5% additional traffic at the AM peak (6 no. additional PCUs), and 5.2% additional traffic at the PM peak (9 no. additional PCUs) onto the Old Greenhills Road (based off the 2018 surveyed flows for Old Greenhills Road).

The developments generated flows were found to have even less of an impact on the Old Greenhills Road /Main Street Junction, account for 0.95% additional traffic at the AM peak, and 1.47% additional traffic at the PM Peak.

The proposed development is below thresholds set by Transport Infrastructure Ireland (TII) for the requirements of a Traffic and Transport Assessment (TTA) as per Section 2, Table 2.1 of the Traffic and Transport Assessment Guidelines (PE-PDV-02045) May 2014:

- *Traffic to and from the development exceeds 10% of the traffic flow on the adjoining road.*
- *Traffic to and from the development exceeds 5% of the traffic flow on the adjoining road where congestion exists, or the location is sensitive.*
- *Residential development in excess of 200 dwellings. Retail and leisure development in excess of 1,000m². Office, education, and hospital development in excess of 2,500m².*
- *Industrial development in excess of 5,000. Distribution and warehousing in excess of 10,000m².*

As such no further junction analysis is required or has been undertaken for the proposed development.

10 Road Safety

The Road Safety Authority provides collision statistics online for Irish roads Figure 9-1 shows an extract for the local area.

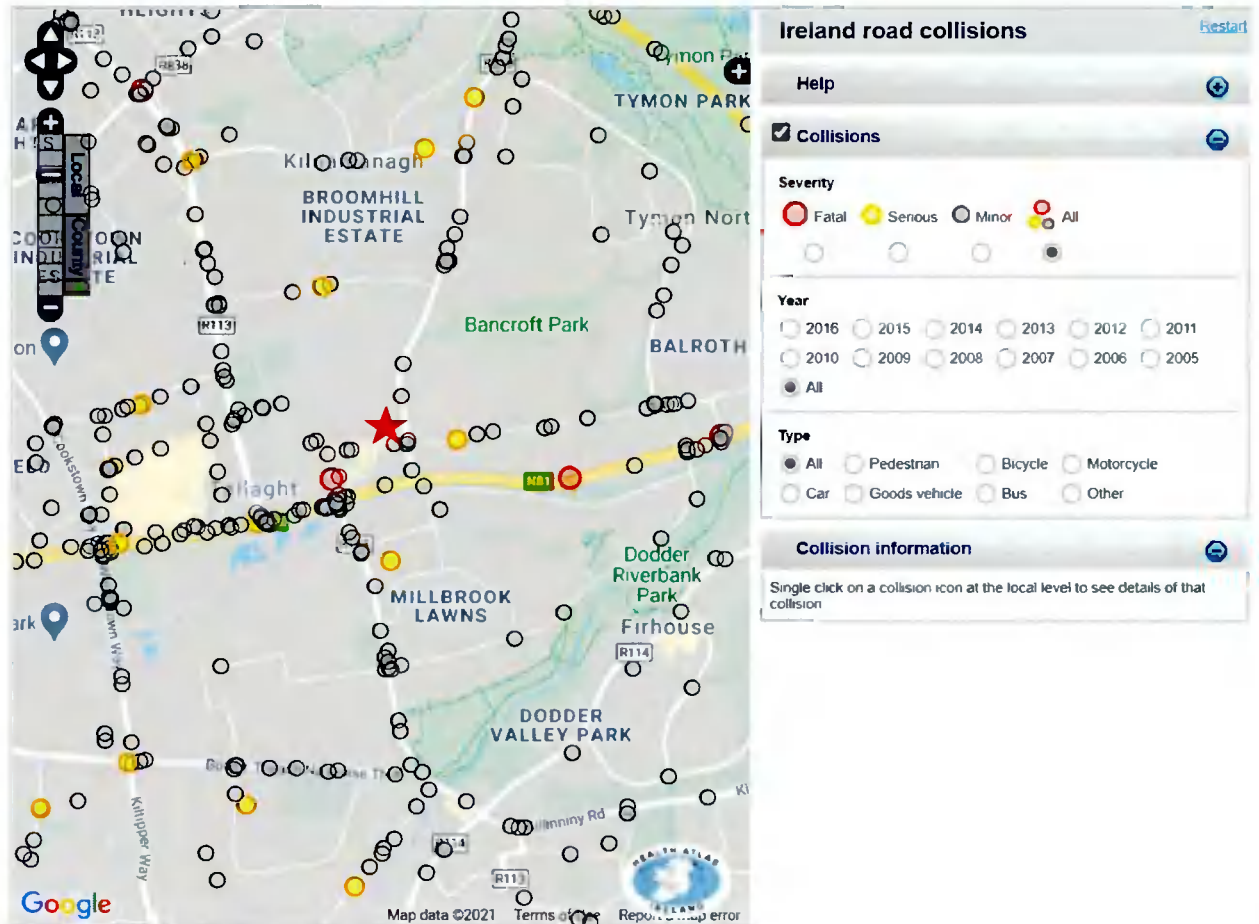


Figure 10-1: Road Safety Statistics adjacent to the development site available at: <https://www.rsa.ie/en/RSA/Road-Safety/RSA-Statistics/Collision-Statistics/Ireland-Road-Collisions/>

11 Internal Layout

The layout of the proposed development is detailed in the architect and landscape architect's drawings submitted as part of this application.

11.1 DMURS

The roads layout together with pedestrian and cycle facilities for the site have been developed considering the design principles set out in the Design Manual for Roads and Streets (2019). The hierarchy of the streets on the site are all local in nature which reflects the end destination typology of the site. The design speed for the site is 10 kph, and appropriate speed restriction signs will be set out at the site entrance.

11.2 Visibility Splays

Forward visibility and visibility splays have been provided on the basis of the requirements of Sections 4.4.4 and 4.4.5 of the DMURS manual. Compliance with the requirements is set out on the relevant PUNCH drawings.

11.3 Vehicle Manoeuvring

Autotrack analysis has been undertaken to ensure there are no issues with swept paths and manoeuvrability of refuse vehicles, and cars accessing the basement. There is no requirement for fire tender access to the site, please refer to Appendix E for the Fire Safety & Access report.

12 Parking

12.1 Car Parking

Car parking serving the development is provided in accordance with the SDCC Development Plan (2016-2022). Section 11.4.2, Table 11.23 and Table 11.24. of the Development Plan sets out the maximum permissible parking rates divided into 2 no categories (Zone 1 and Zone 2). The proposed development is located within 400m of a high-quality bus service therefore will come within Zone 2, where more restrictive car parking rates apply. Table 12-1 below summaries the maximum permissible parking car parking rates which applies to the proposed development:

Table 12-1: SDCC Development Plan Car Parking Requirement

Development Type	No. Proposed units/ GFA	No. Existing units to be retained	Requirement	Maximum Permissible Parking
Apartments - 1 Bed	11	5	0.75 space per unit	12
Apartments - 2 Bed	7	9	1 space per unit	16
Apartments - 3 Bed	8	0	1.25 spaces per unit	10
Cafe	93.5 sq.m	-	1 per 20 sq.m GFA	4
Total	26	14		42

The proposed quantum of car parking spaces has been determined with regard the SDCC Development Plan and National policy guidance. The Development Plan permits a maximum of 42 no. car parking spaces to accommodate the proposed development's parking needs. Subject to architects schedule of accommodation, 13 no. residential parking spaces are proposed in the basement in addition to 2 no. GoCar spaces at grade.

This is considered appropriate since:

- The Development Plan standards are maximum standards;
- Recent national policy with the Apartment Guidelines seeks to minimise car parking in highly accessible areas which is applicable to the subject site given the proximate Quality Bus Corridor; and
- Provision of cycle parking spaces is significantly above the Development plan minimum requirements and is in accordance with the Apartment guidelines.

1 no. parking space will be designated disabled user car-parking spaces. The disabled spaces are to be demarcated with yellow lines, a protected hatched area and appropriate road markings to identify these spaces. Technical guidance document M of the Building Regulations 2010 requires that at least 5% of the total number of spaces be designated for disabled parking. This criterion has been met with the inclusion of 1 no. disabled parking bay mentioned above. Design is in accordance with architectural documentation.

The SDCC development plan also outlines requirements for 10% of all parking spaces provide facilities for charging battery operated cars (section 11.4.3). This criterion has been met with inclusion of 2 no. parking spaces within the basement will each be equipped with one fully functional Electric Vehicle Charging Point.

1 no. motorcycle parking spaces are proposed. This is in accordance with the SDCC requirement of 3% of the quantity of car parking spaces being provided as motorcycle spaces.

Please refer to Appendix F for Go Car letter of intent, and Appendix G for Architects Schedule of accommodation.

12.2 Cycle Parking

Cycling is to be significantly encouraged as part of the development. Cycle parking serving the proposed development is provided in accordance with the SDCC Development Plan (2016-2022) section 11.4.1, Table 11.22. The applicable cycle parking standards are noted in Table 12-2 below:

Table 12-2: SDCC Development Plan Cycle Parking Requirements

Cycle Space	No. Proposed Units / GFA sq.m	No. Existing units to be retained	Min Bicycle Parking Rate	Min Bicycle Parking Required
Apartments: Long-Term Space	26	14	1 space per 5 units	8
Apartments: Short-Term Space	26	14	1 space per 10 units	4
Café: Long-Term Space	93.5 sq.m	-	1 per 5 staff	1
Café: Short-Term Space	24 seats	-	1 per 10 seats	2.4
Total				15.4

Table 12-3 below summarises the minimum long-term and short-stay bicycle parking rates outlined in the Sustainable Urban Housing: Design Standards for New Apartments - Guidelines for planning authorities 2018 (Section 4.17):

Table 12-3: Design Standards for New Apartments Bicycle Parking Requirements

Cycle Space Type	No. Proposed Units	No. Existing Units to be retained	Min Bicycle Parking Rate	Min Bicycle Parking Required
Long-Term Space	26	14	1 space per bedroom	72
Short-Stay Space	26	14	1 space per 2 apartments	20
Total Cycle Parking				92

It is proposed to provide 74 no. secure cycle parking spaces parking spaces on the development site, which will be located in the basement. 20 no. short-stay cycle parking spaces will be provided on the

ground floor level. This is above the SDCC minimum requirements and the Design Standards for New Apartments.

12.3 Loading Bay

A new loading bay is proposed on Greenhills Road to facilitate commercial waste collection and commercial deliveries to the proposed Café.

13 Public Transport, Pedestrians/ Cyclists

To ensure future transport sustainability and to endeavour to make new developments as accessible as possible to travel by other modes of transport, an assessment has been made of the proposed and existing pedestrian, cyclist and public transport facilities. A detailed Mobility Management Plan also provided as a separate report with this planning application.

14 Summary and Conclusion

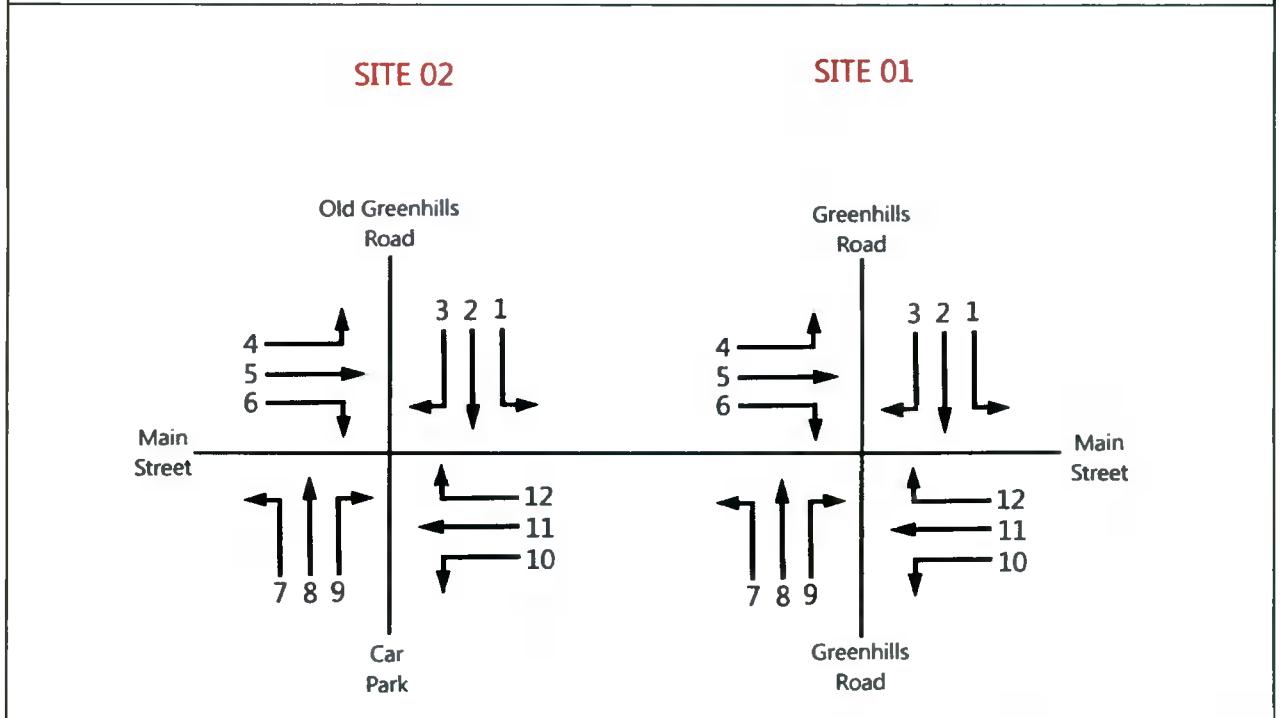
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Appendix A Traffic Survey Data: Old Greenhills Road Junction

Site Locations



Movement Numbering



	Job number: TRA/18/141	Job Date: 11 th September 2018	Drawing No: TRA/18/141-01	traffinomics 
	Client: Punch Consulting	Job Day: Tuesday	Author: SPW	

TALLAGHT TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

TRAFFICOMICS LIMITED

SEPTEMBER 2018 TALLAGHT TRAFFIC COUNTS
TRM/18/141 MANUAL CLASSIFIED JUNCTION TURNING COUNTS

TRAFFICOMICS LIMITED

SEPTEMBER 2018 TALLAGHT TRAFFIC COUNTS
TRM/18/141 MANUAL CLASSIFIED JUNCTION TURNING COUNTS

SITE	LOCATION	DATE	MOVEMENT 1												MOVEMENT 2												MOVEMENT 3												MOVEMENT 4												MOVEMENT 5											
			TIME	PCL	MCL	CA	LEV	HGV	BUS	MISC	ASPH	TOT	PCL	MCL	CA	LEV	HGV	BUS	MISC	ASPH	TOT	PCL	MCL	CA	LEV	HGV	BUS	MISC	ASPH	TOT	PCL	MCL	CA	LEV	HGV	BUS	MISC	ASPH	TOT	PCL	MCL	CA	LEV	HGV	BUS	MISC	ASPH	TOT	TIME	PCL	MCL	CA	LEV	HGV	BUS	MISC	ASPH	TOT				
02	Old Greenhills Road/Main Street	11th September 2018 Site	TRAFFICOMICS LIMITED												TRAFFICOMICS LIMITED												TRAFFICOMICS LIMITED												TRAFFICOMICS LIMITED												TRAFFICOMICS LIMITED											
02	Old Greenhills Road/Main Street	Tuesday 11th September 2018	TRAFFICOMICS LIMITED												TRAFFICOMICS LIMITED												TRAFFICOMICS LIMITED												TRAFFICOMICS LIMITED												TRAFFICOMICS LIMITED											

TALLAGHT TRAFFIC COUNTS
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SITE	LOCATION	DATE	MOVEMENT 1												MOVEMENT 2												MOVEMENT 3												MOVEMENT 4												MOVEMENT 5											
			TIME	PCL	MCL	CA	LEV	HGV	BUS	MISC	ASPH	TOT	PCL	MCL	CA	LEV	HGV	BUS	MISC	ASPH	TOT	PCL	MCL	CA	LEV	HGV	BUS	MISC	ASPH	TOT	PCL	MCL	CA	LEV	HGV	BUS	MISC	ASPH	TOT	PCL	MCL	CA	LEV	HGV	BUS	MISC	ASPH	TOT	TIME	PCL	MCL	CA	LEV	HGV	BUS	MISC	ASPH	TOT				
02	Old Greenhills Road/Main Street	11th September 2018 Site	TRAFFICOMICS LIMITED												TRAFFICOMICS LIMITED												TRAFFICOMICS LIMITED												TRAFFICOMICS LIMITED												TRAFFICOMICS LIMITED											
02	Old Greenhills Road/Main Street	Tuesday 11th September 2018	TRAFFICOMICS LIMITED												TRAFFICOMICS LIMITED												TRAFFICOMICS LIMITED												TRAFFICOMICS LIMITED												TRAFFICOMICS LIMITED											

TALLAGHT TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

TRAFFICOMICS LIMITED

SEPTEMBER 2018 TALLAGHT TRAFFIC COUNTS
TRM/18/141 MANUAL CLASSIFIED JUNCTION TURNING COUNTS

TRAFFICOMICS LIMITED

SEPTEMBER 2018 TALLAGHT TRAFFIC COUNTS
TRM/18/141 MANUAL CLASSIFIED JUNCTION TURNING COUNTS

LOCATION: Old Greenhills Road/Main Street

DAY: Tuesday

LOCATION: Old Greenhills Road/Main Street

DAY: Tuesday

DAY: Tuesday

LOCATION: Old Greenhills Road/Main Street

TIME	PCL	MCL	CLM	LEV	HEV	BUS	MISC	ADRN	TOT	PCL	MCL	CLM	LEV	HEV	BUS	MISC	ADRN	TOT	PCL	MCL	CLM	LEV	HEV	BUS	MISC	ADRN	TOT	PCL	MCL	CLM	LEV	HEV	BUS	MISC	ADRN	TOT	TIME	PCL	MCL			
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:00	0	0	
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:30	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:00	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:30	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:00	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:30	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:00	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:30	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:00	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:30	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17:00	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17:30	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17:45	0	0

TALLAUGHT TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

TRAFFICOMICS LIMITED

SEPTEMBER 2018 TALLAUGHT TRAFFIC COUNTS
TRA/18/141 MANUAL CLASSIFIED JUNCTION TURNING COUNTS

TRAFFICOMICS LIMITED

SEPTEMBER 2018 TALLAUGHT TRAFFIC
TRA/18/141 MANUAL CLASSIFIED

TIME	PCL	MCL	CLM	LEV	HEV	BUS	MISC	ADRN	TOT	PCL	MCL	CLM	LEV	HEV	BUS	MISC	ADRN	TOT	TIME	PCL	MCL
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18:00	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18:15	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18:30	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18:45	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19:00	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19:15	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19:30	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19:45	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20:00	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20:15	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20:30	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20:45	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21:00	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21:15	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21:30	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21:45	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22:00	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22:15	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22:30	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22:45	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23:00	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23:15	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23:30	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23:45	0	0
24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24:00	0	0

Appendix B Traffic Survey Data: Greenhills Road Junction

Table with columns: SITE (01), LOCATION (Greenhills Road/Main Street), DATE (11th September 2016), DAY (Tuesday), and a detailed grid for Movement 1, 2, 3, and 4. Includes sub-sections for Traffic/8/141 Manual Classified Junction, Tractionomics Limited, and Tallaght Traffic Counts.

Table with columns: DATE (11th September 2016), DAY (Tuesday), and a detailed grid for Movement 1, 2, 3, and 4. Includes sub-sections for Tractionomics Limited, Tallaght Traffic Counts, and Manual Classified Junction.

Table with columns: DATE (11th September 2016), DAY (Tuesday), and a detailed grid for Movement 1, 2, 3, and 4. Includes sub-sections for Tractionomics Limited, Tallaght Traffic Counts, and Manual Classified Junction.

Table with columns: SITE (01), LOCATION (Greenhills Road/Main Street), DATE (11th September 2016), DAY (Tuesday), and a detailed grid for Movement 1, 2, 3, and 4.

Table with columns: DATE (11th September 2016), DAY (Tuesday), and a detailed grid for Movement 1, 2, 3, and 4.

Table with columns: DATE (11th September 2016), DAY (Tuesday), and a detailed grid for Movement 1, 2, 3, and 4.

Table with columns: SITE (01), LOCATION (Greenhills Road/Main Street), DATE (11th September 2016), DAY (Tuesday), and a detailed grid for Movement 1, 2, 3, and 4.

Table with columns: DATE (11th September 2016), DAY (Tuesday), and a detailed grid for Movement 1, 2, 3, and 4.

Table with columns: DATE (11th September 2016), DAY (Tuesday), and a detailed grid for Movement 1, 2, 3, and 4.

TALLAUGHT TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

DATE: 11th September 2016 SITE: 01 DATE: 11th September 2016 SITE: 01

LOCATION Greenhills Road/Main Street

Table with 11 columns: TIME, PCL, MCL, CAR, LEV, NEW, BUS, MISC, ADR, TOT, PCL, MCL, CAR, LEV, NEW, BUS, MISC, ADR, TOT, PCL, MCL, CAR, LEV, NEW, BUS, MISC, ADR, TOT, PCL, MCL, CAR, LEV, NEW, BUS, MISC, ADR, TOT. Includes data for moments 1 and 2.

DAY Tuesday

LOCATION Greenhills Road/Main Street

Table with 11 columns: TIME, PCL, MCL, CAR, LEV, NEW, BUS, MISC, ADR, TOT, PCL, MCL, CAR, LEV, NEW, BUS, MISC, ADR, TOT, PCL, MCL, CAR, LEV, NEW, BUS, MISC, ADR, TOT, PCL, MCL, CAR, LEV, NEW, BUS, MISC, ADR, TOT. Includes data for moments 3, 4, and 5.

DAY Tuesday

TALLAGHT TRAFFIC COUNTS

MANUAL CLASSIFIED JUNCTION TURNING COUNTS

LOCATION Greenhills Road/Main Street

Table with 11 columns: TIME, PCL, MCL, CAR, LEV, NEW, BUS, MISC, ADR, TOT, PCL, MCL, CAR, LEV, NEW, BUS, MISC, ADR, TOT, PCL, MCL, CAR, LEV, NEW, BUS, MISC, ADR, TOT, PCL, MCL, CAR, LEV, NEW, BUS, MISC, ADR, TOT. Includes data for moments 1 and 2.

DAY Tuesday

LOCATION Greenhills Road/Main Street

Table with 11 columns: TIME, PCL, MCL, CAR, LEV, NEW, BUS, MISC, ADR, TOT, PCL, MCL, CAR, LEV, NEW, BUS, MISC, ADR, TOT, PCL, MCL, CAR, LEV, NEW, BUS, MISC, ADR, TOT, PCL, MCL, CAR, LEV, NEW, BUS, MISC, ADR, TOT. Includes data for moments 3, 4, and 5.

DAY Tuesday

SEPTEMBER 2018 TALLAGHT TRAFFIC COUNTS

TW/18/141 MANUAL CLASSIFIED JUNCTION TURNING COUNTS

DATE 11th September 2018

DAY Tuesday

LOCATION Greenhills Road/Main Street

Table with 11 columns: TIME, PCL, MCL, CAR, LEV, NEW, BUS, MISC, ADR, TOT, PCL, MCL, CAR, LEV, NEW, BUS, MISC, ADR, TOT, PCL, MCL, CAR, LEV, NEW, BUS, MISC, ADR, TOT, PCL, MCL, CAR, LEV, NEW, BUS, MISC, ADR, TOT. Includes data for moments 1 through 5.

DAY Tuesday

Greenhills Road/Main Street

Table with columns: MOVEMENT 7, MOVEMENT 8, MOVEMENT 9, MOVEMENT 10, MOVEMENT 11, MOVEMENT 12. Includes sub-sections for TRAFFONICS LIMITED and TRAFFONICS LIMITED. Columns include counts for various vehicle types and directions.

IC COUNTS
LED JUNCTION TURNING COUNTS

Table with columns: DATE, LOCATION, MOVEMENT 7, MOVEMENT 8, MOVEMENT 9, MOVEMENT 10, MOVEMENT 11, MOVEMENT 12. Includes sub-sections for TRAFFONICS LIMITED and TRAFFONICS LIMITED.

Greenhills Road/Main Street

Table with columns: MOVEMENT 7, MOVEMENT 8, MOVEMENT 9, MOVEMENT 10, MOVEMENT 11, MOVEMENT 12. Includes sub-sections for TRAFFONICS LIMITED and TRAFFONICS LIMITED. Columns include counts for various vehicle types and directions.

Appendix C BusConnects CBC 9 - Adjacent Map



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Appendix D TRICS Results

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED

TOTAL VEHICLESSelected regions and areas:

01	GREATER LONDON	
	BE BEXLEY	2 days
	BK BARKING	1 days
	BM BROMLEY	1 days
	BT BRENT	2 days
	EN ENFIELD	3 days
	HG HARINGEY	2 days
	HK HACKNEY	1 days
	HM HAMMERSMITH AND FULHAM	2 days
	HO HOUNSLOW	4 days
	HV HAVERING	1 days
	IS ISLINGTON	4 days
	KI KINGSTON	1 days
	KN KENSINGTON AND CHELSEA	1 days
	NH NEWHAM	1 days
	RD RICHMOND	1 days
	SK SOUTHWARK	3 days
	TH TOWER HAMLETS	1 days
	WF WALTHAM FOREST	1 days
	WH WANDSWORTH	1 days
02	SOUTH EAST	
	BD BEDFORDSHIRE	3 days
	ES EAST SUSSEX	1 days
	EX ESSEX	2 days
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	NT NOTTINGHAMSHIRE	2 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	RI EAST RIDING OF YORKSHIRE	1 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	2 days
09	NORTH	
	CB CUMBRIA	3 days
10	WALES	
	CO CONWY	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days
	SA SOUTH AYRSHIRE	1 days
	SR STIRLING	3 days
12	CONNAUGHT	
	GA GALWAY	1 days
13	MUNSTER	
	WA WATERFORD	1 days
14	LEINSTER	
	LU LOUTH	3 days
15	GREATER DUBLIN	
	DL DUBLIN	6 days
16	ULSTER (REPUBLIC OF IRELAND)	
	MG MONAGHAN	1 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	1 days

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

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: No of Dwellings
Actual Range: 6 to 493 (units:)
Range Selected by User: 6 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 10/09/20

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

Selected survey days:

Monday	11 days
Tuesday	26 days
Wednesday	19 days
Thursday	12 days
Friday	10 days

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

Selected survey types:

Manual count	78 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	6
Edge of Town Centre	31
Suburban Area (PPS6 Out of Centre)	27
Edge of Town	7
Neighbourhood Centre (PPS6 Local Centre)	7

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:

Industrial Zone	1
Development Zone	7
Residential Zone	43
Built-Up Zone	16
High Street	1
No Sub Category	10

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.

Secondary Filtering selection:Use Class:

C3 78 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):Population within 1 mile:

1,001 to 5,000	4 days
5,001 to 10,000	4 days
10,001 to 15,000	10 days
15,001 to 20,000	5 days
20,001 to 25,000	7 days
25,001 to 50,000	30 days
50,001 to 100,000	12 days
100,001 or More	6 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	4 days
50,001 to 75,000	12 days
75,001 to 100,000	3 days
125,001 to 250,000	11 days
250,001 to 500,000	11 days
500,001 or More	35 days

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

Car ownership within 5 miles:

0.5 or Less	7 days
0.6 to 1.0	39 days
1.1 to 1.5	32 days

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

Travel Plan:

Yes	13 days
No	65 days

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

PTAL Rating:

No PTAL Present	46 days
1a (Low) Very poor	2 days
1b Very poor	1 days
2 Poor	6 days
3 Moderate	5 days
4 Good	1 days
5 Very Good	6 days
6a Excellent	7 days
6b (High) Excellent	4 days

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	AN-03-C-02 SUMMERHILL AVENUE BELFAST KNOCK Edge of Town Residential Zone Total No of Dwellings: Survey date: <i>FRIDAY</i>	22 28/11/14	ANTRIM <i>Survey Type: MANUAL</i>
2	BD-03-C-01 WING ROAD LEIGHTON BUZZARD LINSLADE Edge of Town Centre Residential Zone Total No of Dwellings: Survey date: <i>TUESDAY</i>	175 15/05/18	BEDFORDSHIRE <i>Survey Type: MANUAL</i>
3	BD-03-C-02 STANBRIDGE ROAD LEIGHTON BUZZARD Edge of Town Centre Residential Zone Total No of Dwellings: Survey date: <i>TUESDAY</i>	62 15/05/18	BEDFORDSHIRE <i>Survey Type: MANUAL</i>
4	BD-03-C-03 COURT DRIVE DUNSTABLE Edge of Town Centre No Sub Category Total No of Dwellings: Survey date: <i>TUESDAY</i>	146 15/05/18	BEDFORDSHIRE <i>Survey Type: MANUAL</i>
5	BE-03-C-01 CROOK LOG BEXLEYHEATH Edge of Town Centre Residential Zone Total No of Dwellings: Survey date: <i>WEDNESDAY</i>	79 19/09/18	BEXLEY <i>Survey Type: MANUAL</i>
6	BE-03-C-02 CLYDESDALE WAY BELVEDERE Edge of Town Industrial Zone Total No of Dwellings: Survey date: <i>WEDNESDAY</i>	402 19/09/18	BEXLEY <i>Survey Type: MANUAL</i>
7	BK-03-C-01 NORTH STREET BARKING Town Centre No Sub Category Total No of Dwellings: Survey date: <i>THURSDAY</i>	40 10/09/20	BARKING <i>Survey Type: MANUAL</i>
8	BM-03-C-01 RINGER'S ROAD BROMLEY Town Centre Built-Up Zone Total No of Dwellings: Survey date: <i>MONDAY</i>	160 12/11/18	BROMLEY <i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	BT-03-C-01	BLOCKS OF FLATS		BRENT
	LAKESIDE DRIVE PARK ROYAL			
	Suburban Area (PPS6 Out of Centre) Development Zone			
	Total No of Dwellings:	170		
	Survey date: WEDNESDAY	28/09/16		Survey Type: MANUAL
10	BT-03-C-02	BLOCKS OF FLATS		BRENT
	ENGINEERS WAY WEMBLEY			
	Suburban Area (PPS6 Out of Centre) Development Zone			
	Total No of Dwellings:	472		
	Survey date: WEDNESDAY	30/11/16		Survey Type: MANUAL
11	CA-03-C-03	BLOCKS OF FLATS		CAMBRIDGESHIRE
	CROMWELL ROAD CAMBRIDGE			
	Suburban Area (PPS6 Out of Centre) No Sub Category			
	Total No of Dwellings:	82		
	Survey date: MONDAY	18/09/17		Survey Type: MANUAL
12	CB-03-C-01	BLOCK OF FLATS		CUMBRIA
	KING STREET CARLISLE			
	Town Centre Built-Up Zone			
	Total No of Dwellings:	40		
	Survey date: THURSDAY	12/06/14		Survey Type: MANUAL
13	CB-03-C-02	BLOCK OF FLATS		CUMBRIA
	BRIDGE LANE PENRITH			
	Edge of Town No Sub Category			
	Total No of Dwellings:	35		
	Survey date: WEDNESDAY	11/06/14		Survey Type: MANUAL
14	CB-03-C-03	FLATS & BUNGALOWS		CUMBRIA
	LOUND STREET KENDAL			
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total No of Dwellings:	33		
	Survey date: MONDAY	09/06/14		Survey Type: MANUAL
15	CO-03-C-01	BLOCKS OF FLATS		CONWY
	MOSTYN BROADWAY LLANDUDNO			
	Edge of Town Centre Built-Up Zone			
	Total No of Dwellings:	37		
	Survey date: MONDAY	26/03/18		Survey Type: MANUAL
16	DC-03-C-02	FLATS IN BLOCKS		DORSET
	PALM COURT WEYMOUTH SPA ROAD			
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total No of Dwellings:	14		
	Survey date: FRIDAY	28/03/14		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	DL-03-C-11	BLOCK OF FLATS	DUBLIN
	WYCKHAM WAY		
	DUBLIN		
	DUNDRUM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	96	
	Survey date: <i>TUESDAY</i>	10/09/13	Survey Type: <i>MANUAL</i>
18	DL-03-C-12	BLOCK OF FLATS	DUBLIN
	BOOTERSTOWN AVENUE		
	DUBLIN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	47	
	Survey date: <i>TUESDAY</i>	10/09/13	Survey Type: <i>MANUAL</i>
19	DL-03-C-13	BLOCK OF FLATS	DUBLIN
	SANDYFORD ROAD		
	DUBLIN		
	Neighbourhood Centre (PPS6 Local Centre)		
	Built-Up Zone		
	Total No of Dwellings:	52	
	Survey date: <i>TUESDAY</i>	10/09/13	Survey Type: <i>MANUAL</i>
20	DL-03-C-14	BLOCKS OF FLATS	DUBLIN
	BALLINTEER ROAD		
	DUBLIN		
	DUNDRUM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	140	
	Survey date: <i>TUESDAY</i>	10/09/13	Survey Type: <i>MANUAL</i>
21	DL-03-C-15	BLOCKS OF FLATS	DUBLIN
	MONKSTOWN ROAD		
	DUBLIN		
	MONKSTOWN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	20	
	Survey date: <i>WEDNESDAY</i>	01/10/14	Survey Type: <i>MANUAL</i>
22	DL-03-C-16	BLOCKS OF FLATS	DUBLIN
	BOTANIC AVENUE		
	DUBLIN		
	DRUMCONDRA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	31	
	Survey date: <i>TUESDAY</i>	22/11/16	Survey Type: <i>MANUAL</i>
23	DS-03-C-03	BLOCKS OF FLATS	DERBYSHIRE
	CAESAR STREET		
	DERBY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	30	
	Survey date: <i>WEDNESDAY</i>	25/09/19	Survey Type: <i>MANUAL</i>
24	DV-03-C-01	BLOCK OF FLATS	DEVON
	BONHAY ROAD		
	EXETER		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	27	
	Survey date: <i>MONDAY</i>	10/07/17	Survey Type: <i>MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

25	EB-03-C-01	BLOCKS OF FLATS		CITY OF EDINBURGH
	MYRESIDE ROAD			
	EDINBURGH			
	CRAIGLOCKHART			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	32		
	Survey date: <i>TUESDAY</i>	26/05/15		Survey Type: <i>MANUAL</i>
26	EN-03-C-01	BLOCK OF FLATS		ENFIELD
	SOUTH STREET			
	ENFIELD			
	Suburban Area (PPS6 Out of Centre)			
	Built-Up Zone			
	Total No of Dwellings:	16		
	Survey date: <i>MONDAY</i>	16/11/15		Survey Type: <i>MANUAL</i>
27	EN-03-C-02	BLOCKS OF FLATS		ENFIELD
	CARTERHATCH LANE			
	ENFIELD			
	FORTY HILL			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	76		
	Survey date: <i>FRIDAY</i>	10/11/17		Survey Type: <i>MANUAL</i>
28	EN-03-C-03	BLOCKS OF FLATS		ENFIELD
	NORTH CIRCULAR ROAD			
	PALMERS GREEN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	18		
	Survey date: <i>WEDNESDAY</i>	08/11/17		Survey Type: <i>MANUAL</i>
29	ES-03-C-01	BLOCK OF FLATS		EAST SUSSEX
	OLD SHOREHAM RD			
	BRIGHTON			
	HOVE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	71		
	Survey date: <i>TUESDAY</i>	26/09/17		Survey Type: <i>MANUAL</i>
30	EX-03-C-01	FLATS		ESSEX
	WESTCLIFF PARADE			
	SOUTHEND-ON-SEA			
	WESTCLIFF			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	6		
	Survey date: <i>TUESDAY</i>	22/10/13		Survey Type: <i>MANUAL</i>
31	EX-03-C-02	BLOCK OF FLATS		ESSEX
	WESTCLIFF PARADE			
	SOUTHEND-ON-SEA			
	WESTCLIFF			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	94		
	Survey date: <i>TUESDAY</i>	22/10/13		Survey Type: <i>MANUAL</i>
32	GA-03-C-01	FLATS		GALWAY
	BALLYLOUGHANE ROAD			
	GALWAY			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total No of Dwellings:	34		
	Survey date: <i>THURSDAY</i>	31/10/13		Survey Type: <i>MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

33	HC-03-C-01 CROSS STREET PORTSMOUTH	BLOCKS OF FLATS		HAMPSHIRE
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		90	
	Survey date: <i>TUESDAY</i>		05/06/18	Survey Type: <i>MANUAL</i>
34	HF-03-C-03 SHENLEY ROAD BOREHAMWOOD	BLOCK OF FLATS		HERTFORDSHIRE
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		91	
	Survey date: <i>THURSDAY</i>		14/11/19	Survey Type: <i>MANUAL</i>
35	HG-03-C-01 BREAM CLOSE TOTTENHAM HALE	BLOCKS OF FLATS		HARINGEY
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings:		255	
	Survey date: <i>TUESDAY</i>		18/06/19	Survey Type: <i>MANUAL</i>
36	HG-03-C-02 HIGH ROAD WOOD GREEN WOODSIDE PARK Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	BLOCK OF FLATS		HARINGEY
	Survey date: <i>WEDNESDAY</i>		30	Survey Type: <i>MANUAL</i>
37	HK-03-C-03 GREEN LANES FINSBURY PARK MANOR HOUSE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	BLOCK OF FLATS		HACKNEY
	Survey date: <i>WEDNESDAY</i>		10	Survey Type: <i>MANUAL</i>
38	HM-03-C-01 VANSTON PLACE FULHAM	BLOCK OF FLATS		HAMMERSMITH AND FULHAM
	Town Centre High Street Total No of Dwellings:		42	
	Survey date: <i>WEDNESDAY</i>		16/07/14	Survey Type: <i>MANUAL</i>
39	HM-03-C-02 GLENTHORNE ROAD HAMMERSMITH	BLOCKS OF FLATS		HAMMERSMITH AND FULHAM
	Town Centre Built-Up Zone Total No of Dwellings:		194	
	Survey date: <i>TUESDAY</i>		30/04/19	Survey Type: <i>MANUAL</i>
40	HO-03-C-02 HIGH STREET BRENTFORD	BLOCK OF FLATS		HOUNSLOW
	Town Centre Built-Up Zone Total No of Dwellings:		86	
	Survey date: <i>WEDNESDAY</i>		03/09/14	Survey Type: <i>MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

41	HO-03-C-03	BLOCKS OF FLATS		HOUNSLOW
	COMMERCE ROAD BRENTFORD			
	Edge of Town Centre Development Zone			
	Total No of Dwellings:		150	
	Survey date: FRIDAY		18/11/16	Survey Type: MANUAL
42	HO-03-C-04	BLOCKS OF FLATS		HOUNSLOW
	LONDON ROAD ISLEWORTH			
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone			
	Total No of Dwellings:		203	
	Survey date: TUESDAY		03/07/18	Survey Type: MANUAL
43	HO-03-C-05	BLOCK OF FLATS		HOUNSLOW
	PARK LANE HOUNSLOW CRANFORD			
	Edge of Town Residential Zone			
	Total No of Dwellings:		14	
	Survey date: FRIDAY		06/03/20	Survey Type: MANUAL
44	HV-03-C-02	BLOCKS OF FLATS		HAVERING
	WATERLOO ROAD ROMFORD			
	Suburban Area (PPS6 Out of Centre) Built-Up Zone			
	Total No of Dwellings:		493	
	Survey date: TUESDAY		22/11/16	Survey Type: MANUAL
45	IS-03-C-03	BLOCK OF FLATS		ISLINGTON
	FLORENCE STREET ISLINGTON			
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total No of Dwellings:		9	
	Survey date: THURSDAY		21/11/13	Survey Type: MANUAL
46	IS-03-C-05	BLOCK OF FLATS		ISLINGTON
	LEVER STREET FINSBURY			
	Edge of Town Centre Built-Up Zone			
	Total No of Dwellings:		15	
	Survey date: WEDNESDAY		29/06/16	Survey Type: MANUAL
47	IS-03-C-06	BLOCK OF FLATS		ISLINGTON
	CALEDONIAN ROAD HOLLOWAY			
	Edge of Town Centre Residential Zone			
	Total No of Dwellings:		14	
	Survey date: MONDAY		27/06/16	Survey Type: MANUAL
48	IS-03-C-07	BLOCK OF FLATS		ISLINGTON
	CITY ROAD ISLINGTON			
	Edge of Town Centre Development Zone			
	Total No of Dwellings:		185	
	Survey date: THURSDAY		06/06/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

49	KI-03-C-03 PORTSMOUTH ROAD SURBITON	BLOCK OF FLATS		KINGSTON
	Edge of Town Centre Residential Zone Total No of Dwellings:		20	
	Survey date: MONDAY		11/07/16	Survey Type: MANUAL
50	KN-03-C-03 ALLEN STREET KENSINGTON	BLOCK OF FLATS		KENSINGTON AND CHELSEA
	Edge of Town Centre Residential Zone Total No of Dwellings:		72	
	Survey date: FRIDAY		11/05/12	Survey Type: MANUAL
51	LU-03-C-01 DONORE ROAD DROGHEDA	BLOCKS OF FLATS		LOUTH
	Edge of Town Centre Residential Zone Total No of Dwellings:		52	
	Survey date: THURSDAY		12/09/13	Survey Type: MANUAL
52	LU-03-C-02 NICHOLAS STREET DUNDALK	BLOCK OF FLATS		LOUTH
	Edge of Town Centre Residential Zone Total No of Dwellings:		33	
	Survey date: MONDAY		16/09/13	Survey Type: MANUAL
53	LU-03-C-03 NICHOLAS STREET DUNDALK	BLOCK OF FLATS		LOUTH
	Edge of Town Centre Residential Zone Total No of Dwellings:		20	
	Survey date: MONDAY		16/09/13	Survey Type: MANUAL
54	MG-03-C-01 MALL ROAD MONAGHAN	BLOCK OF FLATS		MONAGHAN
	Edge of Town Centre No Sub Category Total No of Dwellings:		28	
	Survey date: FRIDAY		06/09/13	Survey Type: MANUAL
55	MS-03-C-02 SOUTH FERRY QUAY LIVERPOOL BRUNSWICK DOCK Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings:	BLOCKS OF FLATS	184	MERSEYSIDE
	Survey date: TUESDAY		13/11/18	Survey Type: MANUAL
56	MS-03-C-03 MARINERS WHARF LIVERPOOL QUEENS DOCK Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings:	BLOCK OF FLATS	9	MERSEYSIDE
	Survey date: TUESDAY		13/11/18	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

57	NF-03-C-01	BLOCKS OF FLATS	NORFOLK
	PAGE STAIR LANE KING'S LYNN		
	Edge of Town Centre Built-Up Zone Total No of Dwellings: 51		
	Survey date: THURSDAY 11/12/14		Survey Type: MANUAL
58	NF-03-C-02	MIXED FLATS & HOUSES	NORFOLK
	HALL ROAD NORWICH LAKENHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 82		
	Survey date: MONDAY 18/11/19		Survey Type: MANUAL
59	NH-03-C-01	BLOCK OF FLATS	NEWHAM
	ARTHINGWORTH STREET STRATFORD		
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 12		
	Survey date: THURSDAY 14/11/13		Survey Type: MANUAL
60	NT-03-C-01	HOUSES (SPLIT INTO FLATS)	NOTTINGHAMSHIRE
	LAWRENCE WAY NOTTINGHAM		
	Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: 56		
	Survey date: TUESDAY 08/11/16		Survey Type: MANUAL
61	NT-03-C-02	HOUSES (SPLIT INTO FLATS)	NOTTINGHAMSHIRE
	CASTLE MARINA ROAD NOTTINGHAM		
	Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: 135		
	Survey date: WEDNESDAY 09/11/16		Survey Type: MANUAL
62	RD-03-C-04	BLOCKS OF FLATS	RICHMOND
	BESSANT DRIVE KEW		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 170		
	Survey date: WEDNESDAY 15/05/19		Survey Type: MANUAL
63	RI-03-C-01	FLATS	EAST RIDING OF YORKSHIRE
	465 PRIORY ROAD HULL		
	Edge of Town Residential Zone Total No of Dwellings: 20		
	Survey date: TUESDAY 13/05/14		Survey Type: MANUAL
64	SA-03-C-01	BLOCK OF FLATS	SOUTH AYRSHIRE
	RACECOURSE ROAD AYR		
	Edge of Town Centre Residential Zone Total No of Dwellings: 51		
	Survey date: TUESDAY 16/09/14		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

65	SF-03-C-01 STATION HILL BURY ST EDMUNDS	BLOCKS OF FLATS		SUFFOLK
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		85	
	Survey date: THURSDAY		18/12/14	Survey Type: MANUAL
66	SF-03-C-03 TOLLGATE LANE BURY ST EDMUNDS	BLOCKS OF FLATS		SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		30	
	Survey date: WEDNESDAY		03/12/14	Survey Type: MANUAL
67	SK-03-C-01 PARK STREET SOUTHWARK	BLOCK OF FLATS		SOUTHWARK
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		53	
	Survey date: FRIDAY		19/09/14	Survey Type: MANUAL
68	SK-03-C-02 LAMB WALK BERMONDSEY	BLOCK OF FLATS		SOUTHWARK
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		29	
	Survey date: THURSDAY		23/04/15	Survey Type: MANUAL
69	SK-03-C-03 MARITIME STREET SURREY QUAYS	BLOCKS OF FLATS		SOUTHWARK
	Neighbourhood Centre (PPS6 Local Centre) Development Zone Total No of Dwellings:		233	
	Survey date: THURSDAY		14/11/19	Survey Type: MANUAL
70	SR-03-C-01 FORTHESIDE WAY STIRLING	FLATS		STIRLING
	Edge of Town Centre No Sub Category Total No of Dwellings:		80	
	Survey date: WEDNESDAY		18/06/14	Survey Type: MANUAL
71	SR-03-C-02 ROSEBERRY TERRACE STIRLING	FLATS		STIRLING
	Edge of Town Centre Residential Zone Total No of Dwellings:		48	
	Survey date: WEDNESDAY		18/06/14	Survey Type: MANUAL
72	SR-03-C-03 KERSEBONNY ROAD STIRLING CAMBUSBARRON	BLOCK OF FLATS & TERRACED		STIRLING
	Edge of Town Residential Zone Total No of Dwellings:		82	
	Survey date: TUESDAY		01/09/20	Survey Type: MANUAL
73	SY-03-C-01 HEELIS STREET BARNSELY	BLOCKS OF FLATS		SOUTH YORKSHIRE
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		112	
	Survey date: TUESDAY		08/09/20	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

74	TH-03-C-04	BLOCK OF FLATS		TOWER HAMLETS
	LEVEN ROAD			
	POPLAR			
	ABERFELDY VILLAGE			
	Neighbourhood Centre (PPS6 Local Centre)			
	No Sub Category			
	Total No of Dwellings:		83	
	Survey date: FRIDAY		21/06/19	Survey Type: MANUAL
75	WA-03-C-01	BLOCKS OF FLATS		WATERFORD
	UPPER YELLOW ROAD			
	WATERFORD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		51	
	Survey date: TUESDAY		12/05/15	Survey Type: MANUAL
76	WF-03-C-01	BLOCKS OF FLATS		WALTHAM FOREST
	ERSKINE ROAD			
	WALTHAMSTOW			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:		73	
	Survey date: TUESDAY		05/11/19	Survey Type: MANUAL
77	WH-03-C-01	BLOCKS OF FLATS		WANDSWORTH
	AMIES STREET			
	CLAPHAM JUNCTION			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:		30	
	Survey date: WEDNESDAY		09/05/12	Survey Type: MANUAL
78	WM-03-C-04	BLOCKS OF FLATS		WEST MIDLANDS
	GILLQUART WAY			
	COVENTRY			
	PARKSIDE			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:		55	
	Survey date: FRIDAY		11/11/16	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

TOTAL VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	78	86	0.033	78	86	0.113	78	86	0.146
08:00 - 09:00	78	86	0.043	78	86	0.139	78	86	0.182
09:00 - 10:00	78	86	0.055	78	86	0.068	78	86	0.123
10:00 - 11:00	78	86	0.052	78	86	0.063	78	86	0.115
11:00 - 12:00	78	86	0.050	78	86	0.063	78	86	0.113
12:00 - 13:00	78	86	0.065	78	86	0.065	78	86	0.130
13:00 - 14:00	78	86	0.057	78	86	0.064	78	86	0.121
14:00 - 15:00	78	86	0.055	78	86	0.056	78	86	0.111
15:00 - 16:00	78	86	0.076	78	86	0.053	78	86	0.129
16:00 - 17:00	78	86	0.090	78	86	0.060	78	86	0.150
17:00 - 18:00	78	86	0.123	78	86	0.064	78	86	0.187
18:00 - 19:00	78	86	0.126	78	86	0.072	78	86	0.198
19:00 - 20:00	21	133	0.089	21	133	0.055	21	133	0.144
20:00 - 21:00	21	133	0.062	21	133	0.038	21	133	0.100
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.976			0.973			1.949

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	6 - 493 (units:)
Survey date range:	01/01/12 - 10/09/20
Number of weekdays (Monday-Friday):	78
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
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.

Calculation Reference: AUDIT-434201-210331-0335

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : C - PUB/RESTAURANT

TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BN BARNET	1 days
	CI CITY OF LONDON	1 days
	EN ENFIELD	1 days
	HD HILLINGDON	1 days
	HG HARINGEY	1 days
	HK HACKNEY	1 days
	IS ISLINGTON	2 days
	LB LAMBETH	1 days
	WH WANDSWORTH	1 days
02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	2 days
09	NORTH	
	DH DURHAM	1 days
	TW TYNE & WEAR	1 days
10	WALES	
	SW SWANSEA	1 days
11	SCOTLAND	
	RF RENFREWSHIRE	1 days
13	MUNSTER	
	TI TIPPERARY	1 days
14	LEINSTER	
	WC WICKLOW	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	DN DONEGAL	1 days

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

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: Gross floor area
 Actual Range: 200 to 1550 (units: sqm)
 Range Selected by User: 112 to 500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 23/11/19

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

Selected survey days:

Monday	2 days
Tuesday	9 days
Wednesday	7 days
Thursday	6 days
Friday	11 days

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

Selected survey types:

Manual count	35 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	10
Edge of Town Centre	4
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	10
Neighbourhood Centre (PPS6 Local Centre)	7
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Industrial Zone	2
Commercial Zone	2
Development Zone	1
Residential Zone	8
Retail Zone	2
Built-Up Zone	7
Village	3
Out of Town	2
High Street	4
No Sub Category	4

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.

Secondary Filtering selection:

Use Class:

Sui Generis 35 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	2 days
1,001 to 5,000	3 days
5,001 to 10,000	5 days
10,001 to 15,000	5 days
15,001 to 20,000	4 days
20,001 to 25,000	1 days
25,001 to 50,000	6 days
50,001 to 100,000	8 days
100,001 or More	1 days

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

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	3 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	8 days
250,001 to 500,000	9 days
500,001 or More	9 days

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

Car ownership within 5 miles:

0.5 or Less	5 days
0.6 to 1.0	13 days
1.1 to 1.5	15 days
1.6 to 2.0	2 days

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

Travel Plan:

No	35 days
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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	25 days
1a (Low) Very poor	1 days
1b Very poor	1 days
2 Poor	1 days
6a Excellent	4 days
6b (High) Excellent	3 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BN-06-C-01 BARNET ROAD BARNET	PUB/RESTAURANT	BARNET
	Edge of Town Residential Zone Total Gross floor area:		
		724 sqm	
	Survey date: WEDNESDAY	06/11/13	Survey Type: MANUAL
2	BR-06-C-01 THE WATERFRONT BRISTOL HARBOURSIDE	WETHERSPOON	BRISTOL CITY
	Town Centre Development Zone Total Gross floor area:		
		327 sqm	
	Survey date: FRIDAY	29/11/13	Survey Type: MANUAL
3	CH-06-C-02 OXFORD ROAD MACCLESFIELD	PUB/RESTAURANT	CHESHIRE
	Edge of Town Centre No Sub Category Total Gross floor area:		
		471 sqm	
	Survey date: FRIDAY	10/11/17	Survey Type: MANUAL
4	CI-06-C-01 CORNHILL CITY OF LONDON	PUB/RESTAURANT	CITY OF LONDON
	Town Centre Commercial Zone Total Gross floor area:		
		700 sqm	
	Survey date: WEDNESDAY	13/11/13	Survey Type: MANUAL
5	DH-06-C-02 STADIUM WAY BISHOP AUCKLAND TINDALE	PUB/RESTAURANT	DURHAM
	Edge of Town Retail Zone Total Gross floor area:		
		450 sqm	
	Survey date: FRIDAY	31/03/17	Survey Type: MANUAL
6	DL-06-C-01 CAPEL STREET DUBLIN BROADSTONE	PUB/RESTAURANT	DUBLIN
	Town Centre Built-Up Zone Total Gross floor area:		
		420 sqm	
	Survey date: WEDNESDAY	23/11/16	Survey Type: MANUAL
7	DN-06-C-01 GLEBE ROAD NEAR CARVAGH LINSFORT	PUB/RESTAURANT	DONEGAL
	Free Standing (PPS6 Out of Town) Out of Town Total Gross floor area:		
		650 sqm	
	Survey date: WEDNESDAY	29/05/19	Survey Type: MANUAL
8	EN-06-C-01 CATTLEGATE ROAD ENFIELD	PUB/RESTAURANT	ENFIELD
	Neighbourhood Centre (PPS6 Local Centre) Village Total Gross floor area:		
		770 sqm	
	Survey date: TUESDAY	17/11/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	ES-06-C-02 HOVE STREET BRIGHTON HOVE Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 460 sqm <i>Survey date: FRIDAY</i> 22/09/17	PUB/RESTAURANT	EAST SUSSEX	<i>Survey Type: MANUAL</i>
10	EX-06-C-02 LONDON ROAD COLCHESTER STANWAY Edge of Town No Sub Category Total Gross floor area: 450 sqm <i>Survey date: FRIDAY</i> 08/11/13	HARVESTER	ESSEX	<i>Survey Type: MANUAL</i>
11	GM-06-C-04 HELSMAN LANE ROCHDALE Edge of Town Residential Zone Total Gross floor area: 525 sqm <i>Survey date: TUESDAY</i> 20/10/15	HUNGRY HORSE	GREATER MANCHESTER	<i>Survey Type: MANUAL</i>
12	HC-06-C-04 APOLLO RISE FARNBOROUGH COVE Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 615 sqm <i>Survey date: TUESDAY</i> 11/06/19	PUB/RESTAURANT	HAMPSHIRE	<i>Survey Type: MANUAL</i>
13	HD-06-C-01 BURY STREET RUISLIP Edge of Town Residential Zone Total Gross floor area: 850 sqm <i>Survey date: THURSDAY</i> 25/06/15	HARVESTER	HILLINGDON	<i>Survey Type: MANUAL</i>
14	HG-06-C-01 HIGH ROAD WOOD GREEN Town Centre Built-Up Zone Total Gross floor area: 1000 sqm <i>Survey date: THURSDAY</i> 02/10/14	WETHERSPOON	HARINGEY	<i>Survey Type: MANUAL</i>
15	HK-06-C-01 COMMERCIAL STREET SHOREDITCH Neighbourhood Centre (PPS6 Local Centre) Built-Up Zone Total Gross floor area: 320 sqm <i>Survey date: TUESDAY</i> 19/11/13	PUB/RESTAURANT	HACKNEY	<i>Survey Type: MANUAL</i>
16	IS-06-C-01 NEWINGTON GREEN RD CANONBURY NEWINGTON GREEN Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 350 sqm <i>Survey date: MONDAY</i> 22/09/14	PUB/RESTAURANT	ISLINGTON	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

17	IS-06-C-02 GOSWELL ROAD CLERKENWELL	PUB/RESTAURANT	ISLINGTON
	Edge of Town Centre Built-Up Zone Total Gross floor area:		
		320 sqm	
	Survey date: FRIDAY	30/09/16	Survey Type: MANUAL
18	LB-06-C-01 CORNWALL ROAD WATERLOO	PUB/RESTAURANT	LAMBETH
	Town Centre Built-Up Zone Total Gross floor area:		
		220 sqm	
	Survey date: WEDNESDAY	22/06/16	Survey Type: MANUAL
19	LC-06-C-01 MANCHESTER ROAD BURNLEY	FAYRE & SQUARE	LANCASHIRE
	Edge of Town Centre No Sub Category Total Gross floor area:		
		830 sqm	
	Survey date: THURSDAY	29/09/16	Survey Type: MANUAL
20	LC-06-C-04 ST JAMES STREET BURNLEY	PUB/RESTAURANT	LANCASHIRE
	Town Centre Built-Up Zone Total Gross floor area:		
		600 sqm	
	Survey date: THURSDAY	29/09/16	Survey Type: MANUAL
21	LN-06-C-01 CRUSADER ROAD LINCOLN NEW BOULTHAM	FLAMING GRILL	LINCOLNSHIRE
	Edge of Town Retail Zone Total Gross floor area:		
		760 sqm	
	Survey date: TUESDAY	10/10/17	Survey Type: MANUAL
22	NR-06-C-01 BEDFORD ROAD NORTHAMPTON BRACKMILLS	PUB/RESTAURANT	NORTHAMPTONSHIRE
	Edge of Town Commercial Zone Total Gross floor area:		
		620 sqm	
	Survey date: FRIDAY	11/11/16	Survey Type: MANUAL
23	NT-06-C-03 CLIFTON LANE NOTTINGHAM WILFORD	HARVESTER	NOTTINGHAMSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area:		
		450 sqm	
	Survey date: TUESDAY	18/06/13	Survey Type: MANUAL
24	RF-06-C-01 SATURN AVENUE PAISLEY	PUB/RESTAURANT	RENFREWSHIRE
	Neighbourhood Centre (PPS6 Local Centre) No Sub Category Total Gross floor area:		
		1100 sqm	
	Survey date: FRIDAY	20/06/14	Survey Type: MANUAL
25	SF-06-C-02 CLIFF ROAD IPSWICH	PUB/RESTAURANT	SUFFOLK
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area:		
		875 sqm	
	Survey date: FRIDAY	18/09/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

26	ST-06-C-01	HARVESTER		STAFFORDSHIRE
	STONE ROAD			
	STOKE-ON-TRENT			
	TRENTHAM			
	Edge of Town			
	Residential Zone			
	Total Gross floor area:		720 sqm	
	Survey date: WEDNESDAY		23/10/13	Survey Type: MANUAL
27	SW-06-C-01	PITCHER & PIANO		SWANSEA
	WIND STREET			
	SWANSEA			
	Town Centre			
	High Street			
	Total Gross floor area:		800 sqm	
	Survey date: TUESDAY		22/10/13	Survey Type: MANUAL
28	TI-06-C-01	PUB/RESTAURANT		TIPPERARY
	ORMOND STREET			
	NENAGH			
	Edge of Town Centre			
	High Street			
	Total Gross floor area:		640 sqm	
	Survey date: THURSDAY		26/05/16	Survey Type: MANUAL
29	TW-06-C-01	PUB/RESTAURANT		TYNE & WEAR
	WHICKHAM HIGHWAY			
	GATESHEAD			
	Edge of Town			
	Residential Zone			
	Total Gross floor area:		400 sqm	
	Survey date: FRIDAY		04/10/13	Survey Type: MANUAL
30	WC-06-C-01	PUB/RESTAURANT		WICKLOW
	MAIN STREET			
	NEWTOWNMOUNTKENNEDY			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total Gross floor area:		641 sqm	
	Survey date: FRIDAY		04/10/19	Survey Type: MANUAL
31	WH-06-C-01	PUB/RESTAURANT		WANDSWORTH
	WANDSWORTH HIGH ST			
	WANDSWORTH			
	Town Centre			
	High Street			
	Total Gross floor area:		400 sqm	
	Survey date: TUESDAY		26/11/13	Survey Type: MANUAL
32	WK-06-C-01	PUB/RESTAURANT		WARWICKSHIRE
	GREYFRIARS LANE			
	COVENTRY			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:		461 sqm	
	Survey date: THURSDAY		17/10/13	Survey Type: MANUAL
33	WM-06-C-02	PUB/RESTAURANT		WEST MIDLANDS
	PENNWOOD LANE			
	WOLVERHAMPTON			
	PENN COMMON			
	Edge of Town			
	Out of Town			
	Total Gross floor area:		200 sqm	
	Survey date: TUESDAY		22/11/16	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

34	WO-06-C-03	PUB/RESTAURANT	WORCESTERSHIRE
	THE TYTHING		
	WORCESTER		
	Town Centre		
	High Street		
	Total Gross floor area:	250 sqm	
	Survey date: WEDNESDAY	23/11/16	Survey Type: MANUAL
35	WY-06-C-04	FAYRE & SQUARE	WEST YORKSHIRE
	GELDERD ROAD		
	NEAR LEEDS		
	GILDERSOME		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	1550 sqm	
	Survey date: MONDAY	19/10/15	Survey Type: MANUAL

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	1550	0.065	1	1550	0.129	1	1550	0.194
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	2	725	0.276	2	725	0.069	2	725	0.345
08:00 - 09:00	2	725	0.000	2	725	0.069	2	725	0.069
09:00 - 10:00	2	725	0.345	2	725	0.207	2	725	0.552
10:00 - 11:00	33	596	0.519	33	596	0.366	33	596	0.885
11:00 - 12:00	33	596	0.951	33	596	0.458	33	596	1.409
12:00 - 13:00	35	594	2.247	35	594	0.914	35	594	3.161
13:00 - 14:00	35	594	1.785	35	594	1.631	35	594	3.416
14:00 - 15:00	35	594	1.059	35	594	1.569	35	594	2.628
15:00 - 16:00	35	594	0.924	35	594	1.121	35	594	2.045
16:00 - 17:00	35	594	1.333	35	594	0.910	35	594	2.243
17:00 - 18:00	35	594	1.978	35	594	1.295	35	594	3.273
18:00 - 19:00	35	594	2.257	35	594	1.901	35	594	4.158
19:00 - 20:00	35	594	2.122	35	594	2.262	35	594	4.384
20:00 - 21:00	35	594	1.530	35	594	2.031	35	594	3.561
21:00 - 22:00	35	594	0.828	35	594	1.511	35	594	2.339
22:00 - 23:00	35	594	0.563	35	594	1.612	35	594	2.175
23:00 - 24:00	31	568	0.301	31	568	0.880	31	568	1.181
Total Rates:			19.083			18.935			38.018

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected: 200 - 1550 (units: sqm)
 Survey date range: 01/01/13 - 23/11/19
 Number of weekdays (Monday-Friday): 35
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 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.

Appendix E Fire Safety & Access



GSP Fire Ltd.

Chartered Engineers & Fire Safety Consultants

Derse House,
Link Road,
Railway Square,
Waterford

T 051 878806
F 051 853395
E info@gspfire.ie
W www.gspfire.ie

Mr. Brano Mnahoncak,
TOT Architects,
49 Upper Mount Street,
Dublin 2,
D02 FR83

26/04/2021

Re: Proposed Mixed use Development at Greenhills Road, Dublin 24.

Dear Mr. Mnahoncak,

I give hereunder our report on the fire safety & access and use design strategy employed for the above development and which have been allowed for in the designs and layouts to date.

Scope:

GSP Fire Ltd have reviewed the planning drawings with respect to Part B & M of the Building Regulations and are satisfied that the proposals are substantially in compliance with relevant Technical Guidance Documents for Part B and M.

This brief report outlines the main principals employed in the fire safety (Part B) design and the access and use (Part M) design strategy of the proposed works to demonstrate that the fire safety/access and use objectives of the Building Regulations 1997-2010 can be achieved in respect of the project and purely to assist the local Authority in their consideration of the proposal at Planning Stage.

It is not the intention or indeed necessary at this stage to cover each design issue in detail to demonstrate full and complete compliance with all relevant regulations. This detailed assessment will form part of the Fire Safety Certificate & Disabled Access Certificate Applications.

It is accepted that to meet fully all necessary requirements, minor alterations and amendments may be required in specific areas and that these, (if any) will be identified and addressed at the Fire Safety & Disability Access Certificates Stages, however it is understood that any such alterations will not detract from the overall architectural design for the project.

Project Description:

The development will consist of the construction of two single stair apartment blocks (Block A – six storeys and Block B - 5 storeys, both connecting to shared basement carpark) .

Fire Safety & Disabled Access Certificate Applications are required for the proposed development and shall be applied for prior to construction.

The project is considered as purpose groups 1(c) under TGD-B.

Building Regulations 1997-2006, Part B: Fire Safety:

B1 Means of Escape:

"A building shall be so designed and constructed that there are adequate means of escape in case of fire from the building to a place of safety outside the building, capable of being safely and effectively used."

The main design basis for the means of escape will be TGD-B: 2006 (Amendments 2020) in conjunction with BS 5588 Part 1:1990.

Residential:

The main recommendations for both blocks are as follows:

- Blocks are served by single stairs with common protected lobby/corridor approach on each level. Common lobbies/corridors designed as follows:
 - 1.5m² AOV's provided to all lobbies/corridors or smoke shaft provided serving common lobby complying with section 1.7 of TGD-B.
 - Travel distances within common lobbies/corridors <7.5m
- Protected entrance hallways provided to the apartments.
- No Open plan apartments proposed at this stage.

General Requirements:

Fire doors, Automatic Fire Detection and Alarm systems, Emergency lighting systems etc. shall all be installed to specification as per designs at later stage.

B2 Internal Linings:

The main design basis for the internal linings will be TGD-B, 2006.

Not relevant at this stage, however the general principals of Section B2, TGD-B Fire will form the basis of compliance.

B3 Internal Fire Spread, Structure

"A building shall be so designed and constructed that, in the event of fire, its stability will be maintained for a reasonable period."

The main design basis for the structure will be TGD-B, 2006.

The height of the top floor will be less than 20 m above the relevant ground level, therefore all structural elements, i.e. columns, beams, protected shafts, compartment walls / floors, etc. will be designed to the required fire resistance, i.e. 60 mins in accordance with TGD-B.

The apartments will be provided as separate compartments.

Stairs, ducts, risers etc. running through compartments to be designed as protected shafts.

B4 External Fire Spread:

"The external walls and roof of a building shall be so designed that they afford adequate resistance to the spread of fire to and from neighboring buildings."

Full assessment shall be carried out at fire safety certificate stage and provisions of section B4 of TGD-B shall be incorporated fully within the design.

B5 Access and facilities for the fire service:

"A building shall be so designed and constructed that there is adequate provision for access for fire appliances and such other facilities as may be reasonably required to assist the fire service in the protection of life and property".

The main design basis for access and facilities for the fire services will be TGD-B, 2006.

Access for the fire services shall be provided along Greenhills Road for Block A and Old Greenhills road for Block B which meets the requirements of TGD-B. Dry risers shall be provided within common cores of Block A and B. A full assessment will be carried out at fire safety certificate stage.

Building Regulations 1997-2010, Part M: Access & Use:

M1 ACCESS AND USE:

The main design basis for the access and use of the building will be :

- TGD-B, 2010.
- Buildings for everyone
- BS8300

Access to the building:

Level access is to be provided at ground floor level into the apartment stair core/lift.

Internal arrangements/facilities:

New internal lift and ambulant stairs will give access to the upper floors.

M3 SANITARY FACILITIES

Accessible visitor WC shall be provided within each apartment to comply with the relevant provisions contained within TGD-M for residential units.

The above outlines the design principles for the project and how it is proposed to demonstrate compliance with the performance requirements, of the Building Regulations, Part B & M for consideration of the application at Planning Stage.

Should Planning Permission be granted we can proceed with the detailed Disability Access Certificate Application documentation, based on the design strategy and details outlined in this report.

Yours Sincerely,

A handwritten signature in blue ink, appearing to read 'Lory Holland', written in a cursive style.

Lory Holland
MEng MSc(Fire) BSc(Hons) MIEI CEng MIFireE
(on behalf of GSP Fire)

Appendix F GoCar Letter of intent



Daniel O'Mahony,
O'Mahony Holdings,
Dublin, Ireland

Dublin, 13th May 2021

To Whom It May Concern,

This is a letter to confirm that GoCar intends to provide 2 (two) shared car club vehicles in the proposed residential development off the Old Greenhills Road in Tallaght, Dublin 24. GoCar representatives have discussed the project with representatives of PUNCH Consulting, who are the Engineers for the Project, and are excited to provide a car sharing service at this location.

It is understood that these vehicles will be at grade, so will be accessible to use by residents living within the development and other GoCar customers living nearby. GoCar will work with the eventual managers of the development to promote use of the service to all residents.

GoCar is Ireland's leading car sharing service with over 60,000 members and over 800 cars and vans on fleet. Each GoCar which is placed in a community has the potential to replace the journeys of up to 15 private cars. The Department of Housing's Design Standards for New Apartments - Guidelines for Planning Authorities 2018 outline: "For all types of location, where it is sought to eliminate or reduce car parking provision, it is necessary to ensure... provision is also to be made for alternative mobility solutions including facilities for car sharing club vehicles."

Carsharing is a sustainable service. By allowing multiple people to use the same vehicle at different times, car sharing reduces car ownership, car dependency, congestion, noise and air pollution. It frees up land which would otherwise be used for additional parking spaces. Most GoCar users only use a car when necessary, and walk and use public transport more often than car owners.

By having GoCar car sharing vehicles in a development such as this, the residents therein will have access to pay-as-you-go driving, in close proximity to their homes, which will increase usership of the service.

I trust that this information is satisfactory. For any queries, please do not hesitate to contact me.

A handwritten signature in blue ink, appearing to read 'Rob Kearns'.

Rob Kearns
Head of Growth
GoCar Carsharing Ltd
M: 083 822 3924
E: rob.kearns@gocar.ie

Appendix G Architects Schedule of Accommodation

DEVELOPMENT DATA SUMMARY	
SITE AREA	2,342.00 m ²
DEVELOPMENT GFA	4,779.97 m ²
DEVELOPMENT GFA (excluding basement)	3,819.97 m ²
DEVELOPMENT FOOTPRINT	933.40 m ²
PLOT RATIO (3819.97 GFA / 2342.00 Site Area)	1.63
SITE COVERAGE	40%
DENSITY	170.79 Units/Ha.

GREEN OPEN SPACE

Total Green Area	730.00 m ²	31%	>10% required
* Public Open Space	247.00 m ²	34%	
* Communal Open Space	428.00 m ²	59%	

RESIDENTIAL	GFA [m ²]	Footprint [m ²]
Proposed Block A	1256.00	145.70
Proposed Block B	1393.70	264.00
Existing Block	1290.80	482.70
Existing Bin Store (Footprint includes external enclosure)	14.10	18.30
Proposed Bin Store	25.37	31.40
Demolished Area	239.40	94.90
Demolished Bin Store (Footprint includes external enclosure)	14.10	18.30
SUBTOTAL	3726.47	828.90

COMMERCIAL	GFA [m ²]	Footprint [m ²]
Café at Ground Floor (Block A)	93.50	104.50

PROPOSED BASEMENT	GFA [m ²]	Footprint [m ²]
Total Gross Basement Area (including Car Park with ramp)	916.50	N/A
Plantroom Area in Basement with reduced headroom	43.50	N/A
TOTAL	4779.97	933.40

PARKING

Total Car Parking spaces	15
Standard Car Parking spaces	10
Disabled Parking spaces	1
Electrical Vehicle Parking spaces	2
Go Car Parking space on Ground floor	2
Motorbike parking spaces	1
Bicycle parking spaces	94
Short term on Ground Floor	20
Long term on Basement	74

RESIDENTIAL UNITS BREAKDOWN

EXISTING BUILDING		
Apartment type	Existing	Demolished
Studio	-	-
1 Bed	8	3
2 Bed *(3pp)	7	-
2 Bed duplex (4pp)	2	-
3 Bed	-	-
SUBTOTAL	17	3
Total Existing Units		14

PROPOSED BUILDING						
BLOCK A		BLOCK B		Proposed Mix		
Apartment type	Proposed	Apartment type	Proposed	Apts. Type	%	
Studio	1	Studio	4	Studio	5	19%
1 Bed	1	1 Bed	5	1 Bed	6	23%
2 Bed *(3pp)	4	2 Bed (4pp)	3	2 Bed	7	27%
3 Bed	5	3 Bed	3	3 Bed	8	31%
SUBTOTAL	11	SUBTOTAL	15	Total Proposed Units		26
TOTAL RESIDENTIAL UNITS IN DEVELOPMENT					40	