MRCL

MARTIN ROGERS
CONSULTING LTD



PROPOSED RESIDENTIAL DEVELOPMENT, PRUSSIA STREET, DUBLIN 7

TRAFFIC ASSESSMENT

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1.0 INTRODUCTION

Randalswood Construction Ltd have appointed Dr Martin Rogers, Transport Planning Professional, to provide a revised Traffic Assessment for proposed amendments to the previously permitted residential development at Prussia Street, Dublin 7.

The development is located on lands at 23–28 Prussia Street, Dublin 7, at the junction of Prussia Street and St Joseph's Road, and is bounded by No. 29 Prussia Street to the north, No. 22 Prussia Street to the south and the TU Dublin Grangegorman Campus and boundary wall to the east.

The parent permission, Reg. Ref. LRD6057/24-S3A, provided for 102 no. apartment units together with an 85 sqm café. A subsequent amendment, permitted under Reg. Ref. WEBLRD6103/26-S3, increased the residential provision to 110 no. apartment units.

The current application proposes a further increase of 10 no. apartment units, from the permitted 110 no. units to a total of 120 no. apartment units, comprising:

- 77 no. 1-bed units;
- 40 no. 2-bed units;
- 2 no. 3-bed units; and
- 1 no. 4-bed unit.

The current proposal therefore represents an increase of 18 no. apartment units relative to the 102-unit development assessed within the Traffic and Transport Assessment submitted with the parent permission.

The 85 sqm ground-floor café already forms part of the permitted development and no modifications to the café are proposed as part of the current application.

The zero-residential-car-parking strategy was accepted under both the parent permission and the subsequent amendment permission. The current application maintains this previously accepted zero-car-parking approach.

The permitted development provides 224 no. cycle parking spaces. The current proposal provides an additional 16 no. spaces, resulting in a total provision of 240 no. cycle parking spaces.

A revised Mobility Management Plan has been prepared separately in support of the current application.

The purpose of this revised Traffic Assessment is primarily to assess the traffic implications of increasing the residential development from the 102 no. units assessed within the parent Traffic Assessment to 120 no. units.

Updated TRICS analysis has therefore been undertaken for the proposed 120-unit development. The analysis considers:

- total vehicular trip generation;
- servicing movements;
- taxi movements; and
- other goods vehicle movements, including refuse collection.

The updated TRICS dataset includes servicing vehicle counts and is based on surveys of privately owned apartment developments.

The assessment demonstrates that, notwithstanding the increase of 18 no. apartments relative to the development previously assessed, the volume of vehicular traffic generated by the development remains very low and will have an imperceptible impact on the operation of the surrounding road network.

The remainder of this report is structured as follows:

Section 2 presents the updated trip-generation assessment for the 120-unit development, including total vehicle, servicing, taxi and other goods vehicle movements, and assesses the impact of these movements on the surrounding road network.

Section 3 provides the overall conclusions of the Traffic Assessment.

Figure 1-1 contains a Ground Floor Plan for the proposed development, indicating the location of the bicycle parking.



Figure 1-1: Ground Floor Plan for the proposed development

2.0 TRAFFIC ASSESSMENT OF PROPOSED DEVELOPMENT

2.1 TRIP GENERATION ANALYSIS

2.1.1 GENERAL

The proposed development will comprise a total of 120 no. apartments.

The likely vehicular trip generation associated with the proposed development has been assessed using TRICS 8, the current version of the TRICS database. TRICS contains observed trip-generation data for a wide range of land uses and enables appropriate comparator sites to be selected having regard to factors including development type, size, location and car parking provision.

For the purposes of this assessment, sites within the Privately Owned Flats land-use category have been selected. Updated trip rates have been derived for total vehicle movements and, separately, for service vehicles, taxis and other goods vehicles.

The updated analysis replaces the TRICS assessment previously undertaken for the 102-unit development and provides a current and robust basis for assessing the vehicular traffic implications of the proposed 120-unit development.

2.1.2 PARKING PROVISION AT SELECTED SITES

The proposed residential development will provide zero on-site car parking. In selecting appropriate comparator sites from the TRICS database, particular consideration has therefore been given to the level of car parking available at each surveyed development.

Ideally, an assessment of a zero-car-parking development would be based exclusively on comparable sites which also provide zero on-site parking. However, there are insufficient such sites within the TRICS database to provide a suitably large and robust sample. Restricting the analysis exclusively to zero-parking developments would therefore significantly reduce the number of available comparator sites.

Accordingly, the TRICS assessment has been based on 33 no. privately owned apartment sites with parking provision of no more than 1.0 space per dwelling. This provides a substantial sample of comparable developments while ensuring that the selected sites are characterised by relatively low levels of residential car parking.

Table 2-1 details the number of residential units and the level of car parking provision at each of the 33 no. selected TRICS sites.

SITE NO.	UNITS	CAR PARKING SPACES/UNIT	SITE NO.	UNITS	CAR PARKING SPACES/UNIT
BM03C01	160	0.52	IS03C06	14	**0.00**
BN03C03	113	0.81	IS03C09	190	0.46
BT03C02	472	0.32	LB03C01	30	**0.00**
BT03C03	130	0.63	MS03C04	24	0.67
BT03C04	136	0.60	NF03C02	82	1.00
DY03C03	30	0.53	NG03C03	46	0.70
EG03C03	116	**0.03**	NH03C02	832	0.16
EN03C03	27	0.67	PO03C01	90	0.86
HF03C03	91	0.66	SH03C01	47	1.00
HF03C10	84	0.73	SK03C02	29	**0.07**
HG03C01	255	0.43	SK03C04	234	**0.00**
HG03C02	30	0.83	TH03C04	83	0.30
HM03C02	194	0.27	TH03C05	83	0.58
HO03C04	203	0.70	WF03C01	97	0.29
HO03C05	14	0.86	WF03C03	22	0.41
HO03C06	724	0.42	WH03C03	386	0.11
IS03C05	15	**0.00**	-	-	-
AVERAGE NO OF UNITS		154			
AVERAGE SPACES/UNIT		0.47			

Table 2-1: Average Unit Size and Parking Provision of 33 No. Sites Analysed

The analysis indicates that the 33 no. selected sites have an average development size of 154 no. residential units, which is reasonably comparable with the proposed 120-unit development. The selected sites have an average car parking provision of just 0.47 spaces per dwelling, with a number of the sites providing zero or effectively zero on-site car parking.

The dataset is therefore considered to provide an appropriate and robust basis for estimating the likely vehicular trip generation of the proposed development.

Furthermore, the use of comparator sites with an average parking provision of 0.47 spaces per dwelling is considered to provide a conservative assessment in the context of the subject development, which will provide zero residential car parking. All other factors being equal, the availability of on-site car parking would be expected to facilitate a greater level of private vehicle use than would occur at a comparable development where no residential car parking is provided.

The trip rates derived from the 33-site dataset can therefore reasonably be regarded as providing a robust, and potentially conservative, estimate of the likely vehicular trip generation associated with the proposed development.

Full details of the selected TRICS sites and the trip-generation analysis are contained within Appendix 1.

2.1.3 TRIP GENERATION ANALYSIS OF PROPOSED DEVELOPMENT

The TRICS 8 analysis described in Sections 2.1.1 and 2.1.2 has been used to estimate the vehicular trip generation associated with the proposed 120-unit residential development.

The analysis considers four vehicle categories:

- total vehicles;
- servicing vehicles;
- taxis; and
- other goods vehicles (OGVs).

The separate identification of servicing vehicles and taxis is particularly relevant to the proposed development. As the development will provide no residential car parking, the principal vehicle-based activity requiring access to the site will comprise servicing, maintenance and delivery vehicles, taxis and occasional larger goods vehicles.

Total Vehicle Movements

The TRICS analysis predicts the following hourly vehicle movements for the proposed 120-unit development as per Table 2-2:

Time Period	Arrivals	Departures	Total
07:00–08:00	2	6	8
08:00–09:00	3	8	11
17:00–18:00	7	4	11
18:00–19:00	6	4	10
All Day	62	63	126

Table 2-2: Total vehicle trips per Weekday

The TRICS output therefore indicates a very low level of vehicular activity associated with the development. Even during the busiest individual hours, total two-way vehicle generation is approximately 11 vehicles per hour, equivalent to less than one vehicle movement every five minutes.

Over the full TRICS survey period, the development is predicted to generate approximately 62 vehicle arrivals and 63 departures, or approximately 126 two-way vehicle movements.

It is important to note that these total vehicle movements include the servicing, taxi and OGV movements considered separately below and should not therefore be added to them.

Servicing Vehicles

TRICS 8 provides a specific Servicing Vehicles category. This is considered more appropriate than the LGV category previously used in the Traffic Assessment, as it directly reflects vehicles attending residential developments for servicing and related purposes.

The TRICS analysis predicts approximately 14 servicing vehicle arrivals and 14 departures per day, equivalent to approximately 28 two-way servicing movements.

The hourly profile indicates that servicing activity is distributed throughout the day. Between 07:00 and 21:00, the predicted number of servicing vehicle arrivals is generally around one vehicle or fewer per hour, with no significant concentration of servicing activity during the road-network peak periods.

These TRICS-derived figures provide an appropriate basis for estimating the likely level of maintenance, servicing and delivery activity associated with the proposed development.

Taxi Movements

TRICS also separately identifies taxi activity associated with the selected residential developments.

For the proposed 120 apartments, the analysis predicts approximately 6 taxi arrivals and 6 taxi departures per day, equivalent to approximately 12 two-way taxi movements.

Taxi movements are distributed throughout the day and are generally substantially less than one arrival per hour. The TRICS analysis therefore indicates that taxi set-down and pick-up activity associated with the proposed development will be modest.

The TRICS-derived figure of approximately 6 taxi arrivals per day provides an appropriate basis for estimating the likely level of taxi activity associated with the proposed development.

Other Goods Vehicles

TRICS also provides a separate category for Other Goods Vehicles (OGVs). These movements would typically represent the larger vehicles associated with the development, including activities such as refuse collection.

The analysis predicts approximately 1 OGV arrival and 1 departure per day, or approximately 2 two-way movements. OGV activity is concentrated within the daytime period and is negligible during the evening.

The predicted level of OGV activity is therefore extremely low and confirms that larger servicing vehicles will represent only an occasional component of overall vehicle activity at the site.

Overall Vehicle-Based Activity

The TRICS analysis provides a useful evidence-based indication not only of the total traffic generated by the proposed development, but also of the principal vehicle types which will require access to the site.

For a zero-car-parking residential development, servicing vehicles and taxis represent the principal identifiable vehicle-based arrivals, with approximately 14 servicing vehicle arrivals and 6 taxi arrivals predicted per day. OGV activity is substantially lower, at approximately one arrival per day.

Table 2-3 summarises the predicted daily servicing, taxi and OGV activity associated with the proposed development.

Vehicle Type	Daily Arrivals	Daily Departures	Daily Two-Way Movements	Typical Activity
Servicing Vehicles	14	14	28	Deliveries, maintenance and general servicing
Taxis	6	6	12	Resident/visitor set-down and pick-up
Other Goods Vehicles (OGVs)	1	1	2	Larger servicing vehicles, including refuse collection

Table 2-3: Predicted Daily Servicing, Taxi and OGV Activity

Table 2-3 demonstrates the low level of servicing, taxi and OGV activity associated with the proposed development, with a total of approximately 21 no. such vehicle arrivals predicted across a typical weekday.

These figures provide a robust basis for establishing the likely scale and nature of vehicle-based activity associated with the development, including maintenance and servicing activity, deliveries, taxi set-down/pick-up and occasional larger servicing vehicle movements.

Full details of the TRICS 8 analysis are contained within Appendix 2.

Comparison with Previous Traffic Assessment

The updated TRICS 8 assessment has been undertaken using a substantially larger dataset than that utilised within the Traffic Assessment prepared for the permitted 102-unit development.

The previous assessment was based on 14 no. comparable apartment developments and predicted approximately 14 two-way vehicle movements during the weekday morning peak hour and 17 two-way movements during the evening peak hour. The previous analysis also predicted approximately 165 two-way vehicle movements over the period between 07:00 and 21:00.

By comparison, the updated TRICS 8 assessment for the proposed 120-unit development predicts approximately 11 two-way vehicle movements during the busiest individual hours and approximately 126 two-way vehicle movements over the full TRICS survey period.

The updated assessment therefore predicts a lower level of overall vehicular activity than the previous assessment, notwithstanding the proposed increase of 18 no. apartments from the 102 no. units originally assessed to the currently proposed 120 no. units.

There are differences between the datasets and vehicle classifications used within the two assessments. In particular, TRICS 8 provides a specific Servicing Vehicles classification, which is considered more appropriate for the current assessment than the LGV classification used previously. Direct comparison between individual servicing vehicle categories should therefore be treated with some caution. Nevertheless, the comparison of total vehicle movements demonstrates that the updated assessment does not result in any material increase in the overall traffic impact of the development.

Furthermore, the updated TRICS dataset includes comparator developments with an average parking provision of approximately 0.47 spaces per dwelling, while the proposed Prussia Street development will provide zero residential car parking.

The resulting trip-generation estimates can therefore reasonably be regarded as robust and conservative. The availability of residential car parking at many of the comparator developments would be expected, all other factors being equal, to facilitate a greater level of private vehicle use than is likely to occur at the proposed zero-car-parking development.

Accordingly, the updated TRICS analysis provides a strong and conservative basis for assessing the traffic impact of the proposed 120-unit development.

2.2 RECEIVING NETWORK

All vehicular trips associated with the proposed development will access the surrounding road network via Prussia Street. Prussia Street is a two-way urban road approximately 6.25 metres in width, providing direct connectivity northwards towards the North Circular Road and southwards towards Dublin City Centre via Manor Street.

The receiving road network and the proposed means of access have previously been assessed in association with the permitted 102-unit development and the subsequent amendment increasing the development to 110 no. apartments. The current application does not propose any material alteration to the vehicular access arrangements or to the nature of the residential use.

The present assessment is therefore principally concerned with whether the proposed further increase to 120 no. apartments would result in any material additional traffic impact on the receiving road network.

As demonstrated in Section 2.1, the updated TRICS 8 assessment predicts a maximum two-way traffic generation of approximately 11 no. vehicle movements during the busiest individual hours. This equates to less than one vehicle movement every five minutes.

Furthermore, these predicted flows are lower than those assessed within the Traffic Assessment for the permitted 102-unit development, notwithstanding the increase in the number of residential units. The updated assessment therefore provides no indication that the proposed amendment would result in any material increase in traffic loading on Prussia Street or the surrounding road network.

Figure 2-1 indicates the location of the proposed development, while Figure 2-2 identifies the principal junctions within the surrounding road network.

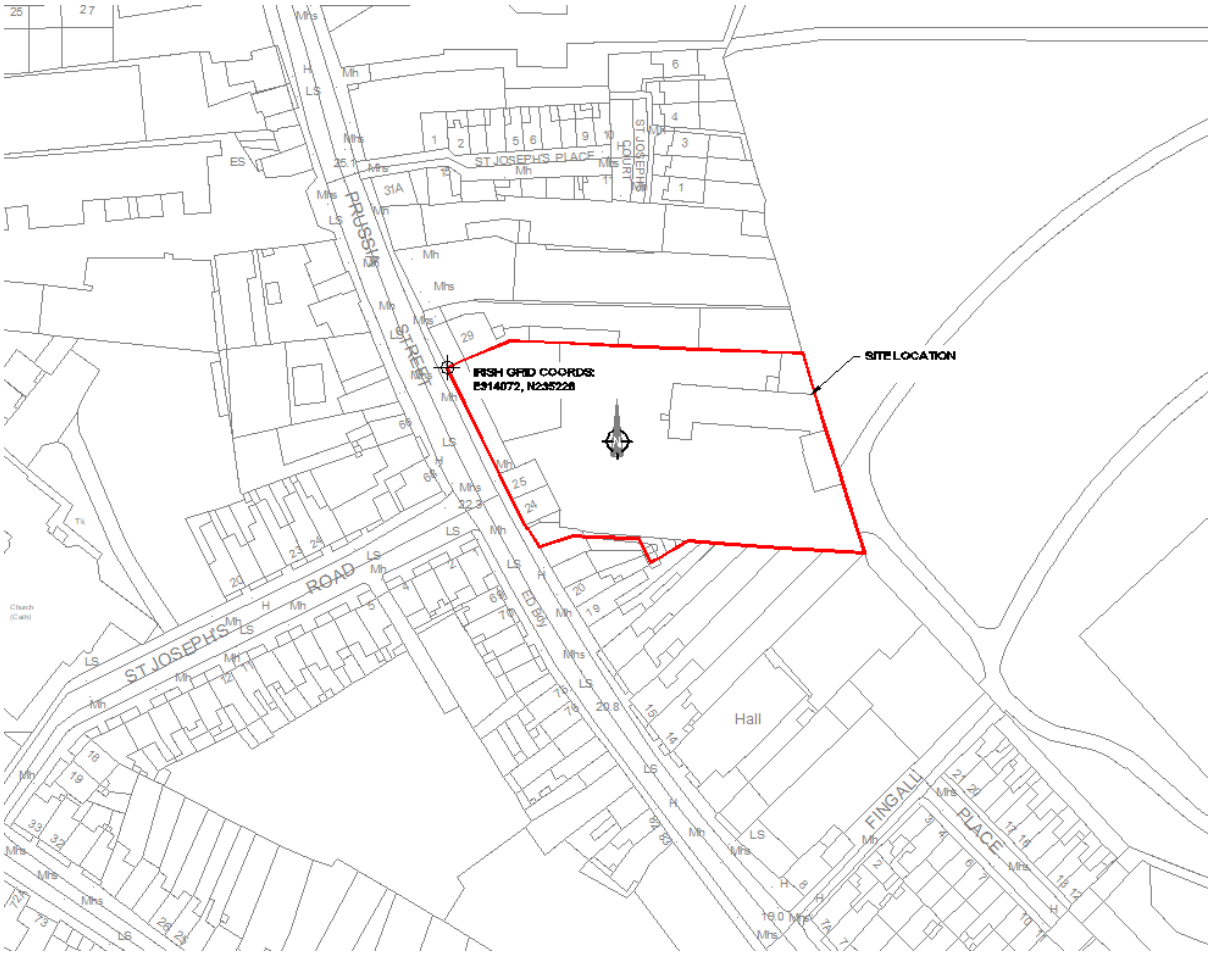


Figure 2-1: Site location map

Figure 2-2 also details the critical receiving junctions within the local road network close to the subject site:

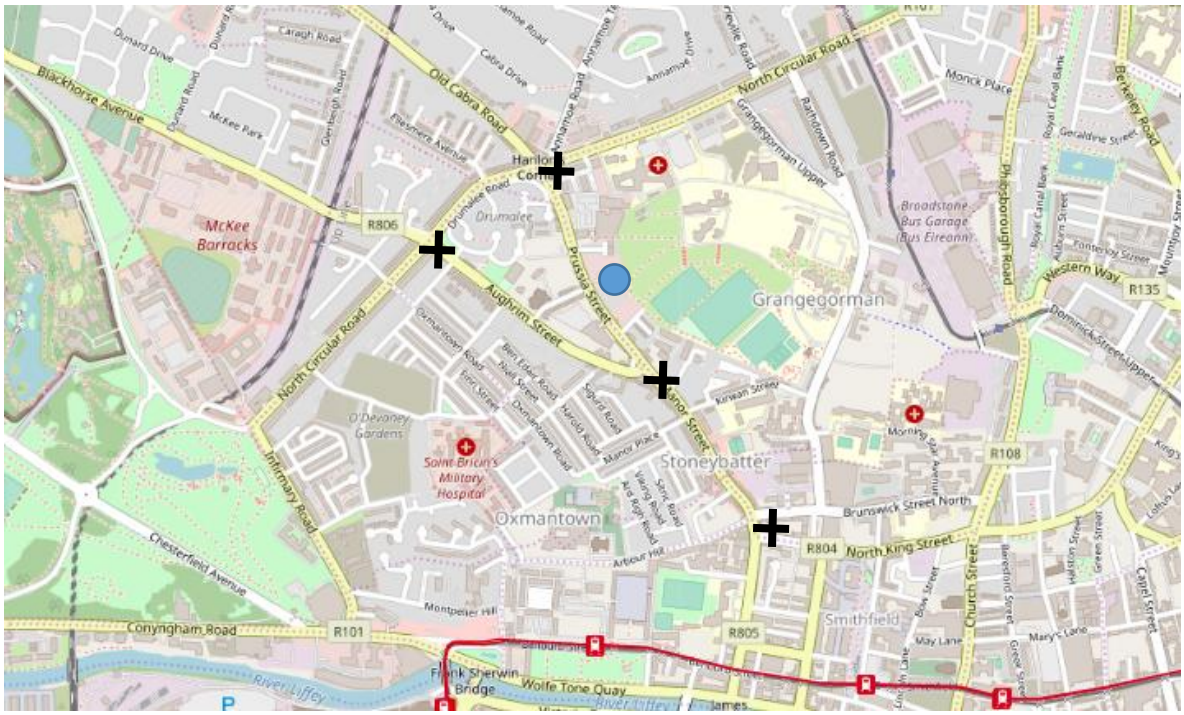


Figure 2-2: Location of junctions close to subject site

The proposed development has excellent access to the local road network, northwards towards the North Circular Road, and southwards towards the south city centre via Manor Street.

2.3 IMPACT OF GENERATED FLOWS

The updated TRICS 8 analysis presented in Section 2.1 indicates that the proposed 120-unit development will generate a very low level of vehicular traffic.

The maximum predicted two-way traffic generation during the busiest individual hours is approximately 11 no. vehicle movements per hour, comprising 3 no. arrivals and 8 no. departures between 08:00 and 09:00 and 7 no. arrivals and 4 no. departures between 17:00 and 18:00. This is equivalent to approximately one vehicle movement every 5.5 minutes.

For comparison purposes, Prussia Street may be assumed to have a peak-hour directional capacity of approximately 750 vehicles per hour, based on its classification as a UAP4 road within TA 79/99

The maximum directional development flow predicted by the updated TRICS assessment is 8 no. vehicles per hour, occurring in the outbound direction during the 08:00–09:00 period. This represents approximately 1.1% of the assumed directional capacity of Prussia Street.

The predicted traffic impact is therefore extremely small and would not result in any material change in the operation of Prussia Street or the surrounding road network.

Furthermore, as demonstrated in Section 2.1.3, the updated TRICS 8 assessment predicts a lower level of traffic generation than was previously assessed for the permitted 102-unit development, notwithstanding the increase to 120 no. apartments. The previous assessment predicted peak two-way flows of up to 17 no. vehicles per hour, compared with a maximum of approximately 11 no. vehicles per hour under the updated assessment.

The updated TRICS assessment is also considered conservative in the context of the proposed development. The 33 no. comparator sites have an average parking provision of approximately 0.47 spaces per dwelling, whereas the proposed development will provide zero residential car parking. The availability of parking at the comparator developments would, all other factors being equal, be expected to facilitate a greater level of private vehicle use than is likely to occur at the subject development.

It can therefore be concluded that the additional residential units proposed as part of the current application will have an imperceptibly low impact on the operation of Prussia Street and the surrounding road network, and no further junction capacity analysis is considered necessary.

3.0 SUMMARY COMMENTS ON TRAFFIC IMPACT OF PROPOSED DEVELOPMENT

3.1 SUMMARY OF THE TRAFFIC ANALYSIS

This Traffic Assessment has been prepared in support of proposed amendments to the permitted residential development at 23–28 Prussia Street, Dublin 7.

The parent permission provided for 102 no. apartments together with an 85 sqm café, with a subsequent permitted amendment increasing the residential provision to 110 no. apartments. The current application proposes a further increase to 120 no. apartments, representing an increase of 18 no. units relative to the development assessed within the original Traffic Assessment. The permitted café is unchanged. The previously accepted zero-residential-car-parking strategy is also retained, while cycle parking provision is increased to 240 no. spaces.

An updated TRICS 8 assessment has been undertaken to determine the likely vehicular trip generation associated with the proposed 120-unit development. The analysis is based on 33 no. privately owned apartment developments with an average size of 154 no. units and an average residential parking provision of approximately 0.47 spaces per dwelling.

The updated analysis predicts a maximum two-way traffic generation of approximately 11 no. vehicle movements per hour during the busiest individual hours, equivalent to approximately one vehicle movement every 5.5 minutes. Over the full TRICS survey period, approximately 126 no. two-way vehicle movements are predicted.

The TRICS analysis also indicates that vehicle-based activity associated with the development will principally comprise servicing, maintenance and delivery vehicles and taxis, together with occasional larger goods vehicles. Approximately 14 no. servicing vehicle arrivals and 6 no. taxi arrivals are predicted per day, while larger OGV activity is expected to amount to approximately one arrival per day.

Importantly, the updated assessment predicts a lower level of vehicular traffic than was previously assessed for the permitted 102-unit development. The previous Traffic Assessment predicted peak two-way flows of up to 17 no. vehicles per hour and approximately 165 no. two-way movements over the survey period, compared with a maximum of approximately 11 no. vehicles per hour and 126 no. two-way movements under the updated assessment.

3.2 CONCLUSIONS FROM THE TRAFFIC ANALYSIS

The updated traffic analysis demonstrates that the proposed increase from the 102 no. apartments originally assessed to 120 no. apartments will not result in any material increase in traffic impact on Prussia Street or the surrounding road network.

The maximum directional flow predicted by the updated TRICS assessment is only 8 no. vehicles per hour. The resulting traffic loading is extremely small and would have no material effect on the operation or capacity of the receiving road network.

The updated TRICS 8 analysis also confirms that servicing, taxi and refuse collection activity associated with the development will remain at a low and readily manageable level. Taxi activity is marginally lower than previously assessed, reducing from approximately 7 no. arrivals per day within the original 102-unit assessment to approximately 6 no. arrivals per day within the updated 120-unit assessment. While the previous LGV and current Servicing Vehicles categories are not directly comparable, the updated analysis predicts only approximately 14 no. servicing vehicle arrivals per day, distributed throughout the day, together with approximately 1 no. OGV arrival per day associated with larger servicing activities such as refuse collection. Overall, the updated assessment provides no indication of any material increase in servicing, taxi or larger goods vehicle activity arising from the proposed increase in residential units.

The assessment is also considered conservative in the context of the proposed development. While the proposed development will provide zero residential car parking, the 33 no. TRICS comparator sites have an average parking provision of approximately 0.47 spaces per dwelling. The availability of parking at many of the comparator developments would, all other factors being equal, be expected to facilitate a greater level of private vehicle use than is likely to occur at the proposed development.

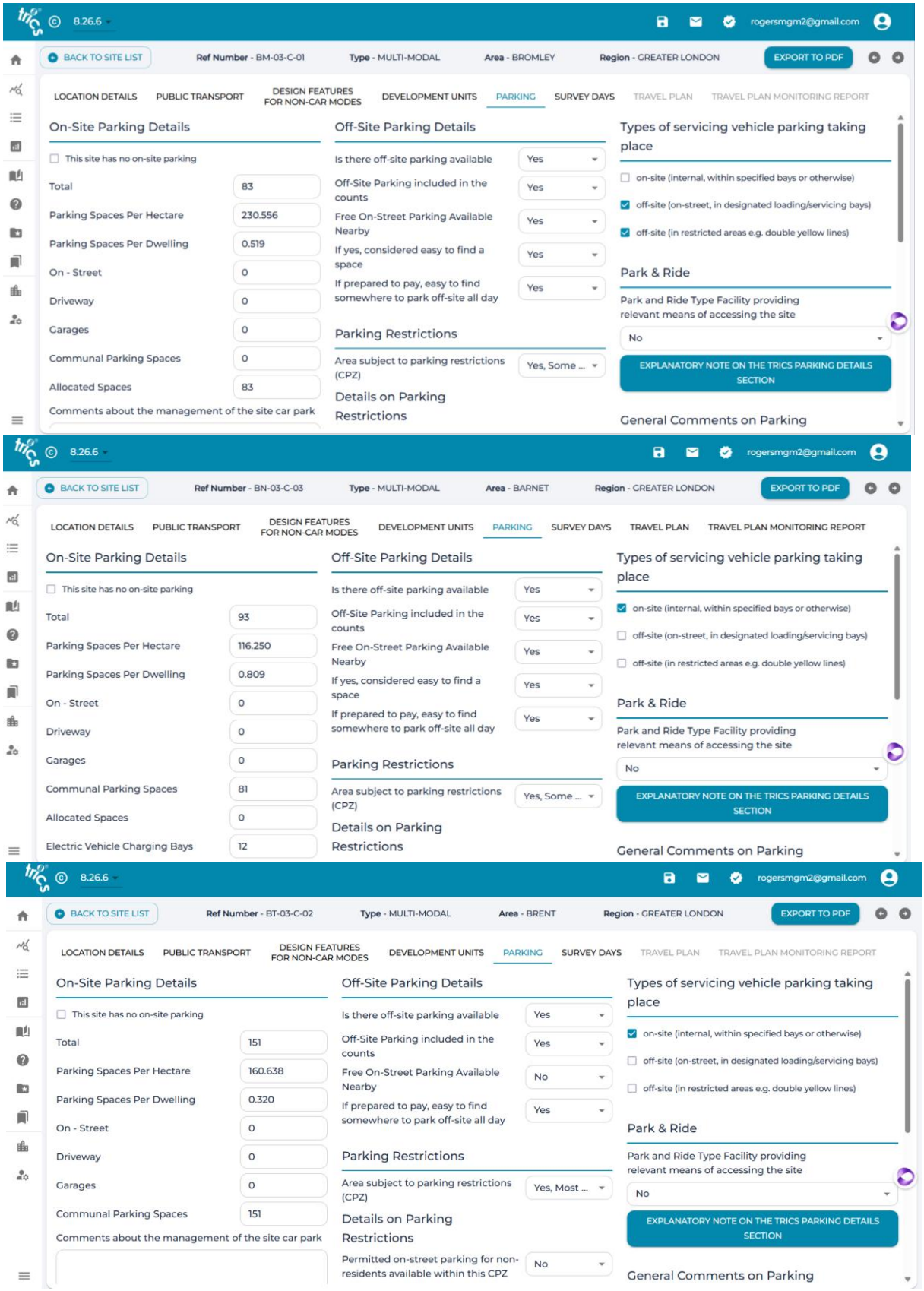
The receiving road network and access arrangements have already been assessed in association with the permitted development, and the current application does not propose any material alteration to those arrangements. Furthermore, the updated traffic generation forecasts are lower than those previously assessed and accepted for the permitted 102-unit development.

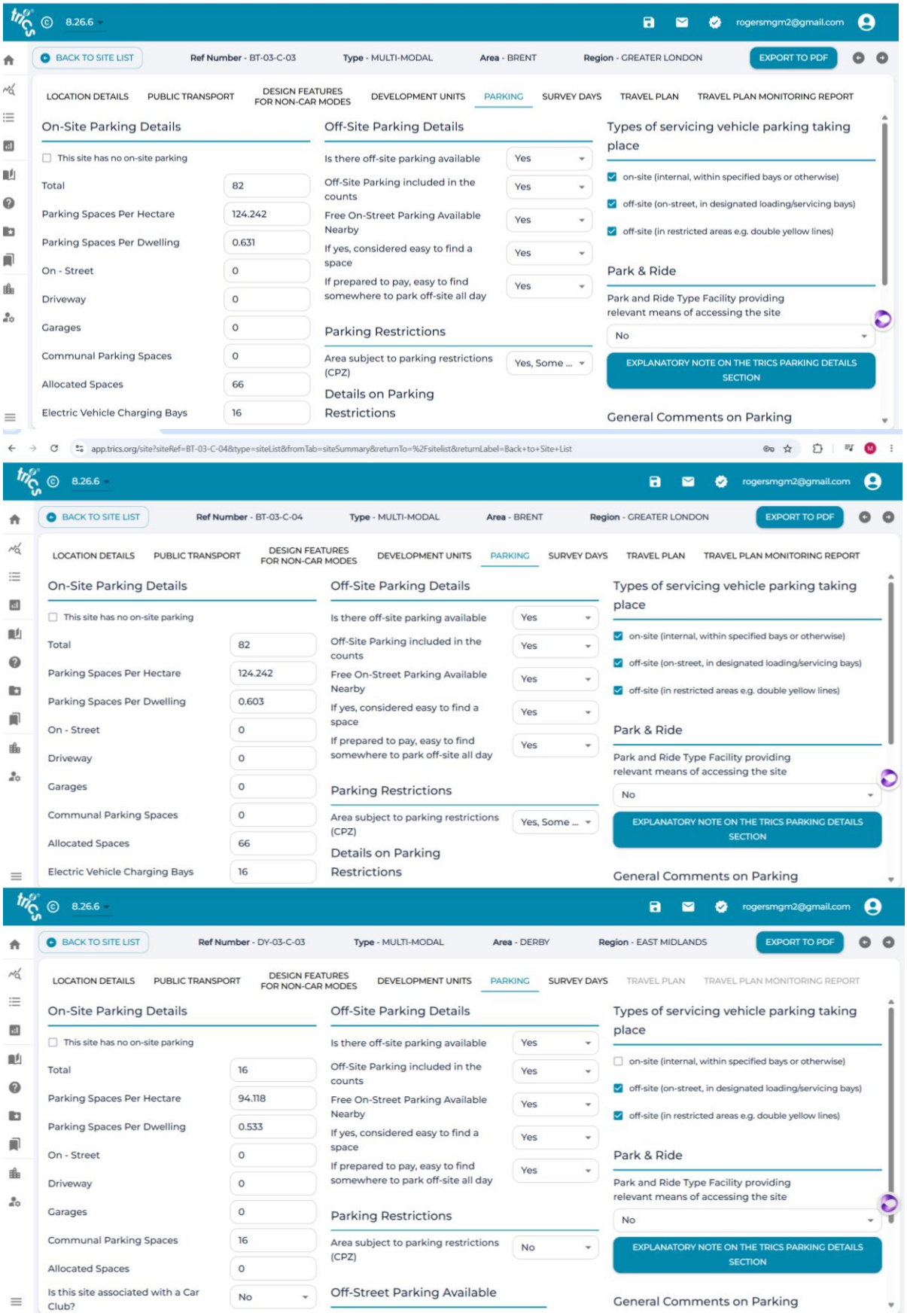
It can therefore be concluded that the proposed development of 120 no. apartments will have an imperceptibly low traffic impact, and that the proposed increase in residential units can be accommodated without any material adverse impact on the operation of Prussia Street or the surrounding road network.

The zero-residential-car-parking approach remains unchanged from that previously permitted, and a revised Mobility Management Plan accompanies the current application to support and encourage sustainable travel by residents.

Appendix 1

PARKING INFORMATION ON SELECTED TRICS SITES


8.26.6
rogersmgm2@gmail.com
BACK TO SITE LIST
Ref Number - BM-03-C-01
Type - MULTI-MODAL
Area - BROMLEY
Region - GREATER LONDON
EXPORT TO PDF
LOCATION DETAILS
PUBLIC TRANSPORT
DESIGN FEATURES FOR NON-CAR MODES
DEVELOPMENT UNITS
PARKING
SURVEY DAYS
TRAVEL PLAN
TRAVEL PLAN MONITORING REPORT
On-Site Parking Details
This site has no on-site parking
Total 83
Parking Spaces Per Hectare 230.556
Parking Spaces Per Dwelling 0.519
On - Street 0
Driveway 0
Garages 0
Communal Parking Spaces 0
Allocated Spaces 83
Comments about the management of the site car park
Off-Site Parking Details
Is there off-site parking available Yes
Off-Site Parking included in the counts Yes
Free On-Street Parking Available Nearby Yes
If yes, considered easy to find a space Yes
If prepared to pay, easy to find somewhere to park off-site all day Yes
Parking Restrictions
Area subject to parking restrictions (CPZ) Yes, Some ...
Details on Parking Restrictions
Types of servicing vehicle parking taking place
on-site (internal, within specified bays or otherwise)
off-site (on-street, in designated loading/servicing bays)
off-site (in restricted areas e.g. double yellow lines)
Park & Ride
Park and Ride Type Facility providing relevant means of accessing the site
No
EXPLANATORY NOTE ON THE TRICS PARKING DETAILS SECTION
General Comments on Parking
8.26.6
rogersmgm2@gmail.com
BACK TO SITE LIST
Ref Number - BN-03-C-03
Type - MULTI-MODAL
Area - BARNET
Region - GREATER LONDON
EXPORT TO PDF
LOCATION DETAILS
PUBLIC TRANSPORT
DESIGN FEATURES FOR NON-CAR MODES
DEVELOPMENT UNITS
PARKING
SURVEY DAYS
TRAVEL PLAN
TRAVEL PLAN MONITORING REPORT
On-Site Parking Details
This site has no on-site parking
Total 93
Parking Spaces Per Hectare 116.250
Parking Spaces Per Dwelling 0.809
On - Street 0
Driveway 0
Garages 0
Communal Parking Spaces 81
Allocated Spaces 0
Electric Vehicle Charging Bays 12
Off-Site Parking Details
Is there off-site parking available Yes
Off-Site Parking included in the counts Yes
Free On-Street Parking Available Nearby Yes
If yes, considered easy to find a space Yes
If prepared to pay, easy to find somewhere to park off-site all day Yes
Parking Restrictions
Area subject to parking restrictions (CPZ) Yes, Some ...
Details on Parking Restrictions
Types of servicing vehicle parking taking place
on-site (internal, within specified bays or otherwise)
off-site (on-street, in designated loading/servicing bays)
off-site (in restricted areas e.g. double yellow lines)
Park & Ride
Park and Ride Type Facility providing relevant means of accessing the site
No
EXPLANATORY NOTE ON THE TRICS PARKING DETAILS SECTION
General Comments on Parking
8.26.6
rogersmgm2@gmail.com
BACK TO SITE LIST
Ref Number - BT-03-C-02
Type - MULTI-MODAL
Area - BRENT
Region - GREATER LONDON
EXPORT TO PDF
LOCATION DETAILS
PUBLIC TRANSPORT
DESIGN FEATURES FOR NON-CAR MODES
DEVELOPMENT UNITS
PARKING
SURVEY DAYS
TRAVEL PLAN
TRAVEL PLAN MONITORING REPORT
On-Site Parking Details
This site has no on-site parking
Total 151
Parking Spaces Per Hectare 160.638
Parking Spaces Per Dwelling 0.320
On - Street 0
Driveway 0
Garages 0
Communal Parking Spaces 151
Comments about the management of the site car park
Off-Site Parking Details
Is there off-site parking available Yes
Off-Site Parking included in the counts Yes
Free On-Street Parking Available Nearby No
If prepared to pay, easy to find somewhere to park off-site all day Yes
Parking Restrictions
Area subject to parking restrictions (CPZ) Yes, Most ...
Details on Parking Restrictions
Permitted on-street parking for non-residents available within this CPZ No
Types of servicing vehicle parking taking place
on-site (internal, within specified bays or otherwise)
off-site (on-street, in designated loading/servicing bays)
off-site (in restricted areas e.g. double yellow lines)
Park & Ride
Park and Ride Type Facility providing relevant means of accessing the site
No
EXPLANATORY NOTE ON THE TRICS PARKING DETAILS SECTION
General Comments on Parking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BACK TO SITE LIST
Ref Number - BT-03-C-03
Type - MULTI-MODAL
Area - BRENT
Region - GREATER LONDON
EXPORT TO PDF
LOCATION DETAILS
PUBLIC TRANSPORT
DESIGN FEATURES FOR NON-CAR MODES
DEVELOPMENT UNITS
PARKING
SURVEY DAYS
TRAVEL PLAN
TRAVEL PLAN MONITORING REPORT
On-Site Parking Details
This site has no on-site parking
Total 82
Parking Spaces Per Hectare 124.242
Parking Spaces Per Dwelling 0.631
On - Street 0
Driveway 0
Garages 0
Communal Parking Spaces 0
Allocated Spaces 66
Electric Vehicle Charging Bays 16
Off-Site Parking Details
Is there off-site parking available Yes
Off-Site Parking included in the counts Yes
Free On-Street Parking Available Nearby Yes
If yes, considered easy to find a space Yes
If prepared to pay, easy to find somewhere to park off-site all day Yes
Parking Restrictions
Area subject to parking restrictions (CPZ) Yes, Some ...
Details on Parking Restrictions
Types of servicing vehicle parking taking place
on-site (internal, within specified bays or otherwise)
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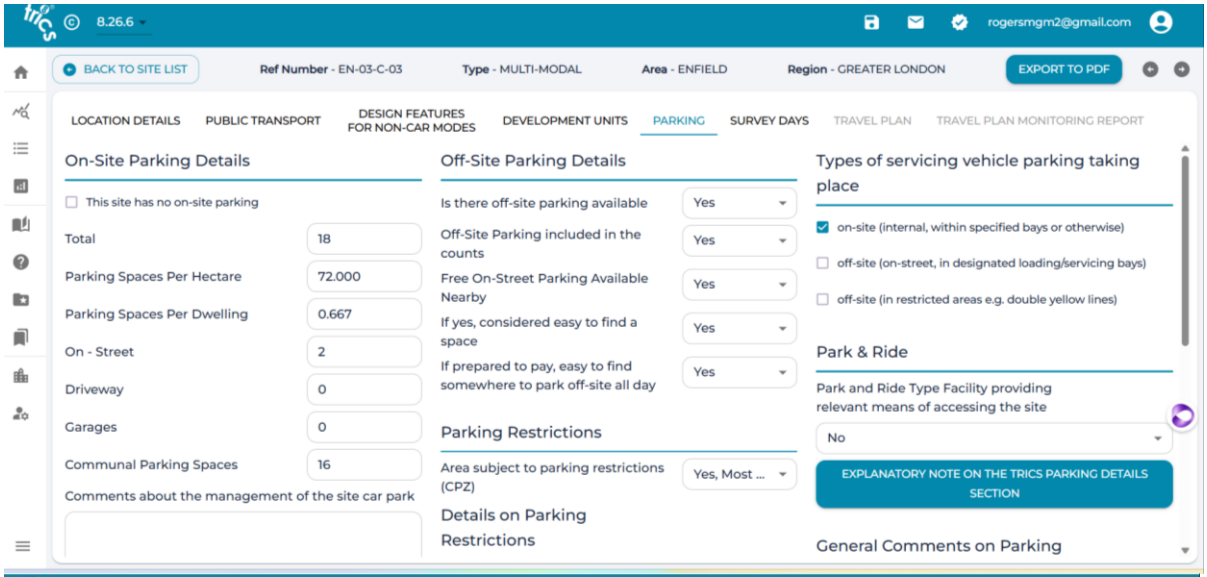
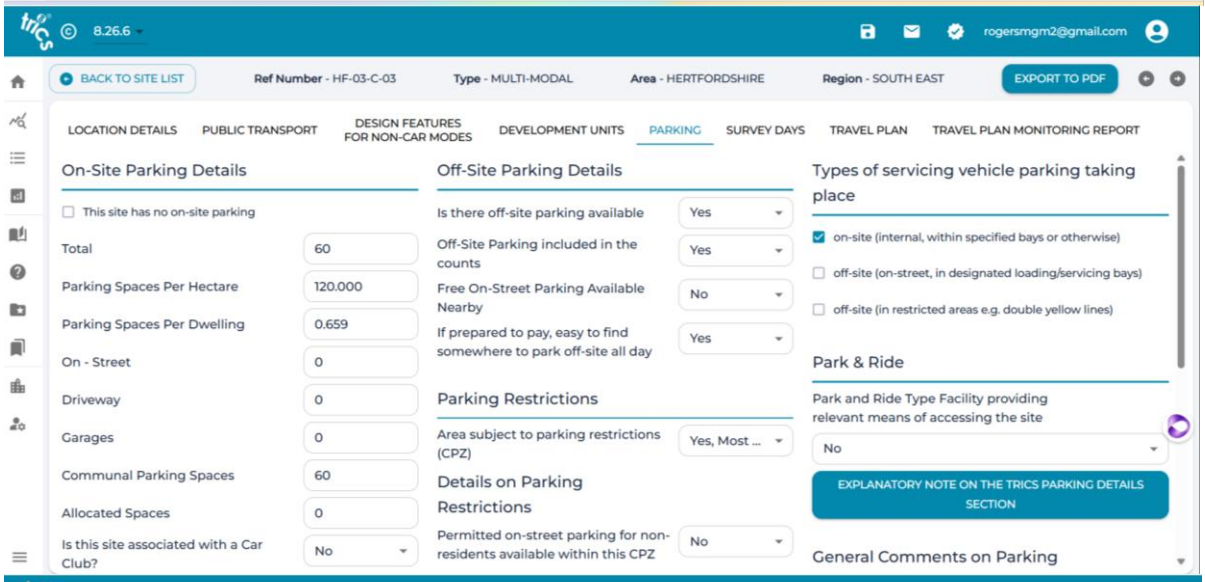
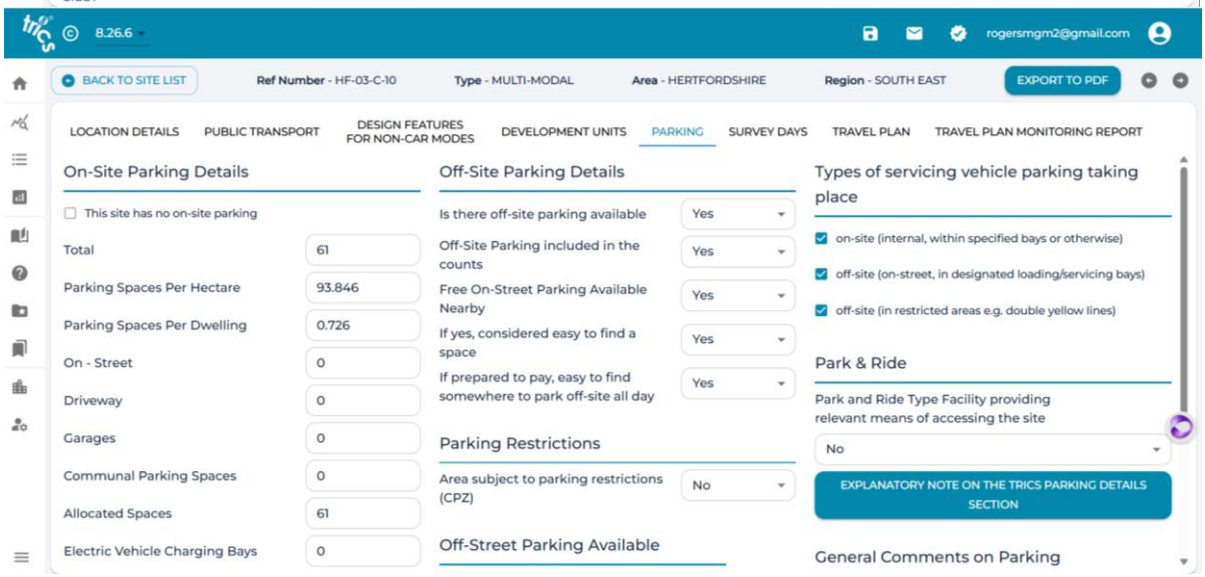
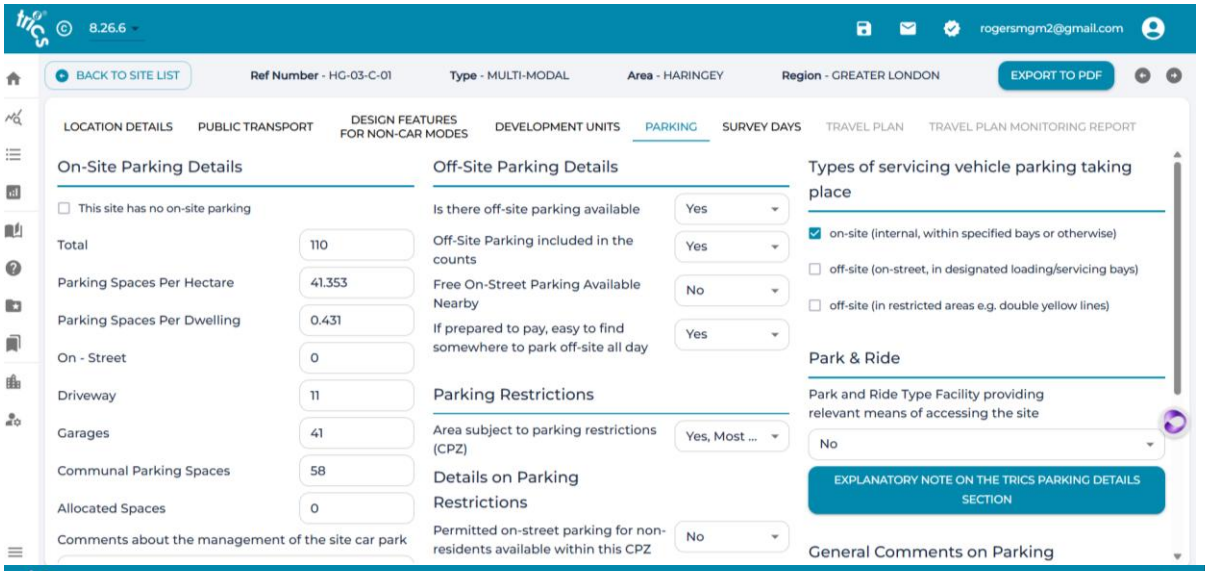
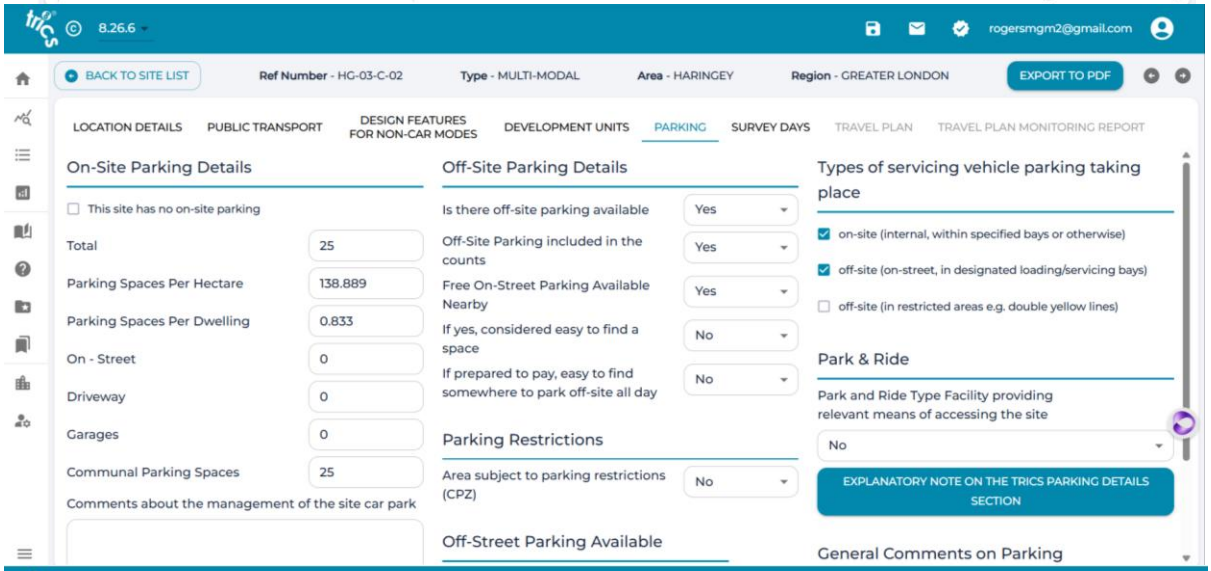
off-site (in restricted areas e.g. double yellow lines)
Park & Ride
Park and Ride Type Facility providing relevant means of accessing the site
No
EXPLANATORY NOTE ON THE TRICS PARKING DETAILS SECTION
General Comments on Parking
app.trics.org/site?siteRef=BT-03-C-04&type=siteList&fromTab=siteSummary&returnTo=%2Fsitelist&returnLabel=Back+to+Site+List
8.26.6
rogersmgm2@gmail.com
BACK TO SITE LIST
Ref Number - BT-03-C-04
Type - MULTI-MODAL
Area - BRENT
Region - GREATER LONDON
EXPORT TO PDF
LOCATION DETAILS
PUBLIC TRANSPORT
DESIGN FEATURES FOR NON-CAR MODES
DEVELOPMENT UNITS
PARKING
SURVEY DAYS
TRAVEL PLAN
TRAVEL PLAN MONITORING REPORT
On-Site Parking Details
This site has no on-site parking
Total 82
Parking Spaces Per Hectare 124.242
Parking Spaces Per Dwelling 0.603
On - Street 0
Driveway 0
Garages 0
Communal Parking Spaces 0
Allocated Spaces 66
Electric Vehicle Charging Bays 16
Off-Site Parking Details
Is there off-site parking available Yes
Off-Site Parking included in the counts Yes
Free On-Street Parking Available Nearby Yes
If yes, considered easy to find a space Yes
If prepared to pay, easy to find somewhere to park off-site all day Yes
Parking Restrictions
Area subject to parking restrictions (CPZ) Yes, Some ...
Details on Parking Restrictions
Types of servicing vehicle parking taking place
on-site (internal, within specified bays or otherwise)
off-site (on-street, in designated loading/servicing bays)
off-site (in restricted areas e.g. double yellow lines)
Park & Ride
Park and Ride Type Facility providing relevant means of accessing the site
No
EXPLANATORY NOTE ON THE TRICS PARKING DETAILS SECTION
General Comments on Parking
8.26.6
rogersmgm2@gmail.com
BACK TO SITE LIST
Ref Number - DY-03-C-03
Type - MULTI-MODAL
Area - DERBY
Region - EAST MIDLANDS
EXPORT TO PDF
LOCATION DETAILS
PUBLIC TRANSPORT
DESIGN FEATURES FOR NON-CAR MODES
DEVELOPMENT UNITS
PARKING
SURVEY DAYS
TRAVEL PLAN
TRAVEL PLAN MONITORING REPORT
On-Site Parking Details
This site has no on-site parking
Total 16
Parking Spaces Per Hectare 94.118
Parking Spaces Per Dwelling 0.533
On - Street 0
Driveway 0
Garages 0
Communal Parking Spaces 16
Allocated Spaces 0
Is this site associated with a Car Club? No
Off-Site Parking Details
Is there off-site parking available Yes
Off-Site Parking included in the counts Yes
Free On-Street Parking Available Nearby Yes
If yes, considered easy to find a space Yes
If prepared to pay, easy to find somewhere to park off-site all day Yes
Parking Restrictions
Area subject to parking restrictions (CPZ) No
Off-Street Parking Available
Types of servicing vehicle parking taking place
on-site (internal, within specified bays or otherwise)
off-site (on-street, in designated loading/servicing bays)
off-site (in restricted areas e.g. double yellow lines)
Park & Ride
Park and Ride Type Facility providing relevant means of accessing the site
No
EXPLANATORY NOTE ON THE TRICS PARKING DETAILS SECTION
General Comments on Parking

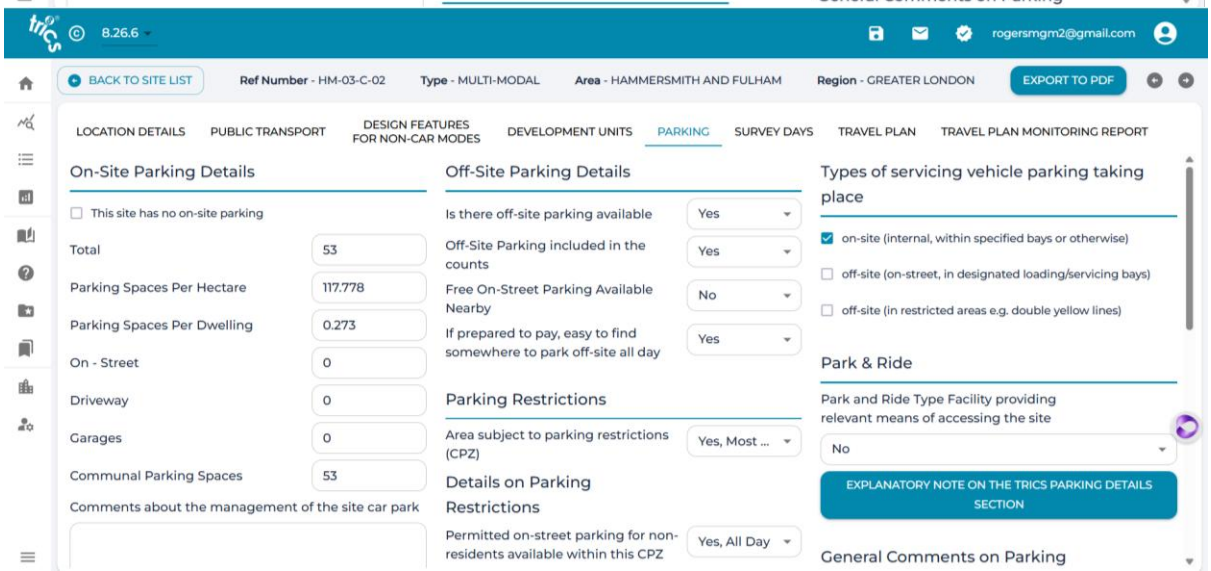

8.26.6
rogersmgm2@gmail.com
BACK TO SITE LIST
Ref Number - EN-03-C-03
Type - MULTI-MODAL
Area - ENFIELD
Region - GREATER LONDON
EXPORT TO PDF
LOCATION DETAILS
PUBLIC TRANSPORT
DESIGN FEATURES FOR NON-CAR MODES
DEVELOPMENT UNITS
PARKING
SURVEY DAYS
TRAVEL PLAN
TRAVEL PLAN MONITORING REPORT
On-Site Parking Details
This site has no on-site parking
Total 18
Parking Spaces Per Hectare 72.000
Parking Spaces Per Dwelling 0.667
On - Street 2
Driveway 0
Garages 0
Communal Parking Spaces 16
Comments about the management of the site car park
Off-Site Parking Details
Is there off-site parking available Yes
Off-Site Parking included in the counts Yes
Free On-Street Parking Available Nearby Yes
If yes, considered easy to find a space Yes
If prepared to pay, easy to find somewhere to park off-site all day Yes
Parking Restrictions
Area subject to parking restrictions (CPZ) Yes, Most ...
Details on Parking Restrictions
Types of servicing vehicle parking taking place
on-site (internal, within specified bays or otherwise)
off-site (on-street, in designated loading/servicing bays)
off-site (in restricted areas e.g. double yellow lines)
Park & Ride
Park and Ride Type Facility providing relevant means of accessing the site
No
EXPLANATORY NOTE ON THE TRICS PARKING DETAILS SECTION
General Comments on Parking

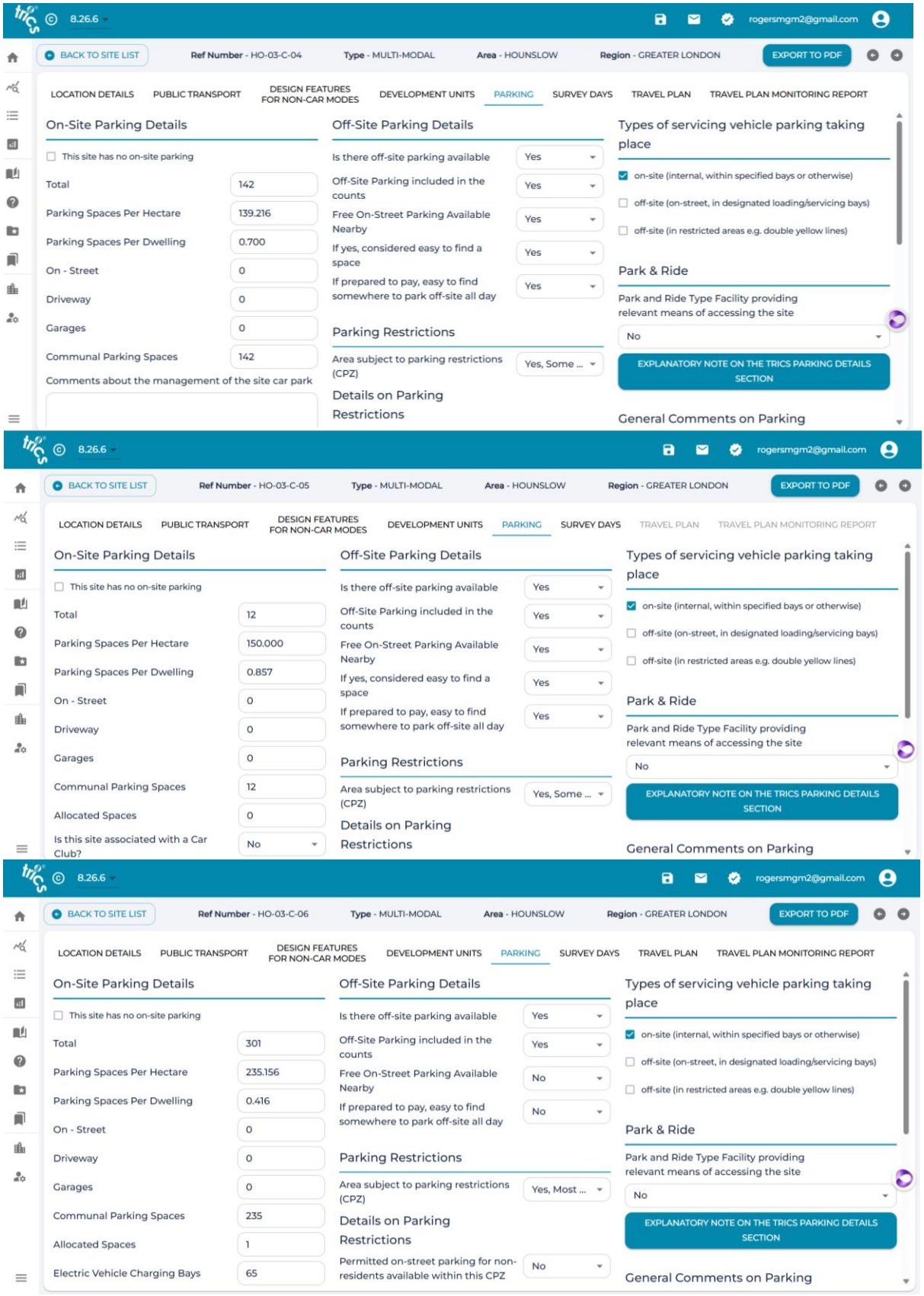

8.26.6
rogersmgm2@gmail.com
BACK TO SITE LIST
Ref Number - HF-03-C-03
Type - MULTI-MODAL
Area - HERTFORDSHIRE
Region - SOUTH EAST
EXPORT TO PDF
LOCATION DETAILS
PUBLIC TRANSPORT
DESIGN FEATURES FOR NON-CAR MODES
DEVELOPMENT UNITS
PARKING
SURVEY DAYS
TRAVEL PLAN
TRAVEL PLAN MONITORING REPORT
On-Site Parking Details
This site has no on-site parking
Total 60
Parking Spaces Per Hectare 120.000
Parking Spaces Per Dwelling 0.659
On - Street 0
Driveway 0
Garages 0
Communal Parking Spaces 60
Allocated Spaces 0
Is this site associated with a Car Club? No
Off-Site Parking Details
Is there off-site parking available Yes
Off-Site Parking included in the counts Yes
Free On-Street Parking Available Nearby No
If prepared to pay, easy to find somewhere to park off-site all day Yes
Parking Restrictions
Area subject to parking restrictions (CPZ) Yes, Most ...
Details on Parking Restrictions
Permitted on-street parking for non-residents available within this CPZ No
Types of servicing vehicle parking taking place
on-site (internal, within specified bays or otherwise)
off-site (on-street, in designated loading/servicing bays)
off-site (in restricted areas e.g. double yellow lines)
Park & Ride
Park and Ride Type Facility providing relevant means of accessing the site
No
EXPLANATORY NOTE ON THE TRICS PARKING DETAILS SECTION
General Comments on Parking

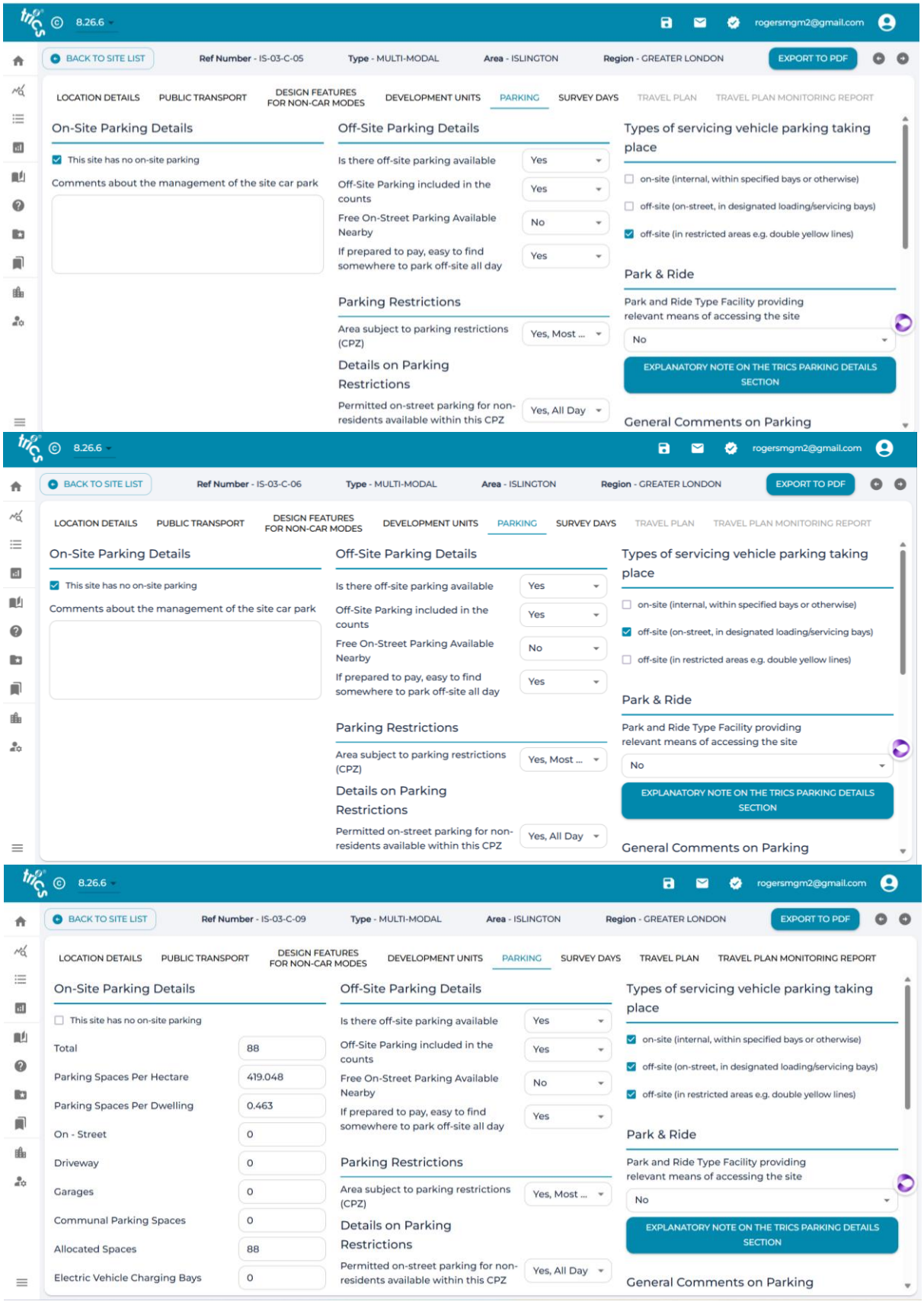

8.26.6
rogersmgm2@gmail.com
BACK TO SITE LIST
Ref Number - HF-03-C-10
Type - MULTI-MODAL
Area - HERTFORDSHIRE
Region - SOUTH EAST
EXPORT TO PDF
LOCATION DETAILS
PUBLIC TRANSPORT
DESIGN FEATURES FOR NON-CAR MODES
DEVELOPMENT UNITS
PARKING
SURVEY DAYS
TRAVEL PLAN
TRAVEL PLAN MONITORING REPORT
On-Site Parking Details
This site has no on-site parking
Total 61
Parking Spaces Per Hectare 93.846
Parking Spaces Per Dwelling 0.726
On - Street 0
Driveway 0
Garages 0
Communal Parking Spaces 0
Allocated Spaces 61
Electric Vehicle Charging Bays 0
Off-Site Parking Details
Is there off-site parking available Yes
Off-Site Parking included in the counts Yes
Free On-Street Parking Available Nearby Yes
If yes, considered easy to find a space Yes
If prepared to pay, easy to find somewhere to park off-site all day Yes
Parking Restrictions
Area subject to parking restrictions (CPZ) No
Off-Street Parking Available
Types of servicing vehicle parking taking place
on-site (internal, within specified bays or otherwise)
off-site (on-street, in designated loading/servicing bays)
off-site (in restricted areas e.g. double yellow lines)
Park & Ride
Park and Ride Type Facility providing relevant means of accessing the site
No
EXPLANATORY NOTE ON THE TRICS PARKING DETAILS SECTION
General Comments on Parking

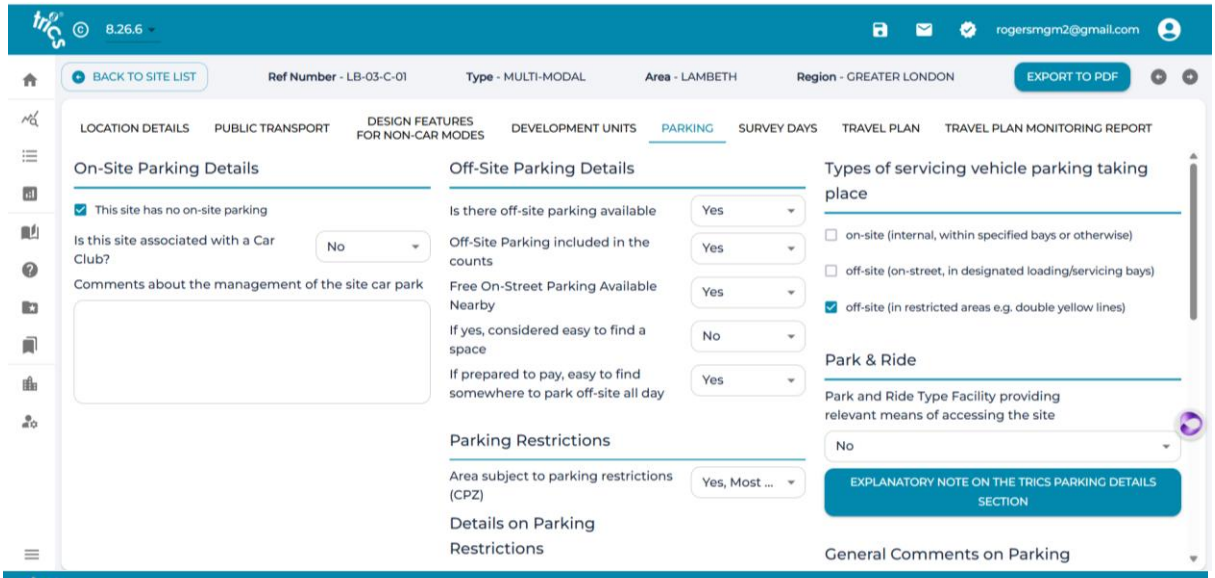

8.26.6
rogersmgm2@gmail.com
BACK TO SITE LIST
Ref Number - HG-03-C-01
Type - MULTI-MODAL
Area - HARINGEY
Region - GREATER LONDON
EXPORT TO PDF
LOCATION DETAILS
PUBLIC TRANSPORT
DESIGN FEATURES FOR NON-CAR MODES
DEVELOPMENT UNITS
PARKING
SURVEY DAYS
TRAVEL PLAN
TRAVEL PLAN MONITORING REPORT
On-Site Parking Details
This site has no on-site parking
Total 110
Parking Spaces Per Hectare 41.353
Parking Spaces Per Dwelling 0.431
On - Street 0
Driveway 11
Garages 41
Communal Parking Spaces 58
Allocated Spaces 0
Comments about the management of the site car park
Off-Site Parking Details
Is there off-site parking available Yes
Off-Site Parking included in the counts Yes
Free On-Street Parking Available Nearby No
If prepared to pay, easy to find somewhere to park off-site all day Yes
Parking Restrictions
Area subject to parking restrictions (CPZ) Yes, Most ...
Details on Parking Restrictions
Permitted on-street parking for non-residents available within this CPZ No
Types of servicing vehicle parking taking place
on-site (internal, within specified bays or otherwise)
off-site (on-street, in designated loading/servicing bays)
off-site (in restricted areas e.g. double yellow lines)
Park & Ride
Park and Ride Type Facility providing relevant means of accessing the site
No
EXPLANATORY NOTE ON THE TRICS PARKING DETAILS SECTION
General Comments on Parking

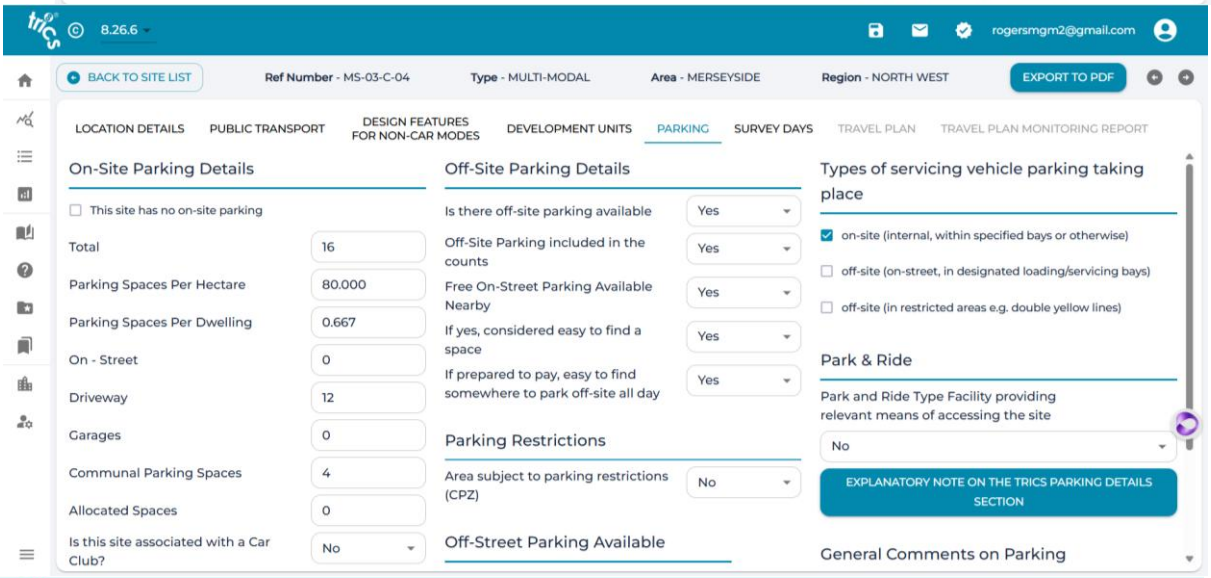

8.26.6
rogersmgm2@gmail.com
BACK TO SITE LIST
Ref Number - HG-03-C-02
Type - MULTI-MODAL
Area - HARINGEY
Region - GREATER LONDON
EXPORT TO PDF
LOCATION DETAILS
PUBLIC TRANSPORT
DESIGN FEATURES FOR NON-CAR MODES
DEVELOPMENT UNITS
PARKING
SURVEY DAYS
TRAVEL PLAN
TRAVEL PLAN MONITORING REPORT
On-Site Parking Details
This site has no on-site parking
Total 25
Parking Spaces Per Hectare 138.889
Parking Spaces Per Dwelling 0.833
On - Street 0
Driveway 0
Garages 0
Communal Parking Spaces 25
Comments about the management of the site car park
Off-Site Parking Details
Is there off-site parking available Yes
Off-Site Parking included in the counts Yes
Free On-Street Parking Available Nearby Yes
If yes, considered easy to find a space No
If prepared to pay, easy to find somewhere to park off-site all day No
Parking Restrictions
Area subject to parking restrictions (CPZ) No
Off-Street Parking Available
Types of servicing vehicle parking taking place
on-site (internal, within specified bays or otherwise)
off-site (on-street, in designated loading/servicing bays)
off-site (in restricted areas e.g. double yellow lines)
Park & Ride
Park and Ride Type Facility providing relevant means of accessing the site
No
EXPLANATORY NOTE ON THE TRICS PARKING DETAILS SECTION
General Comments on Parking

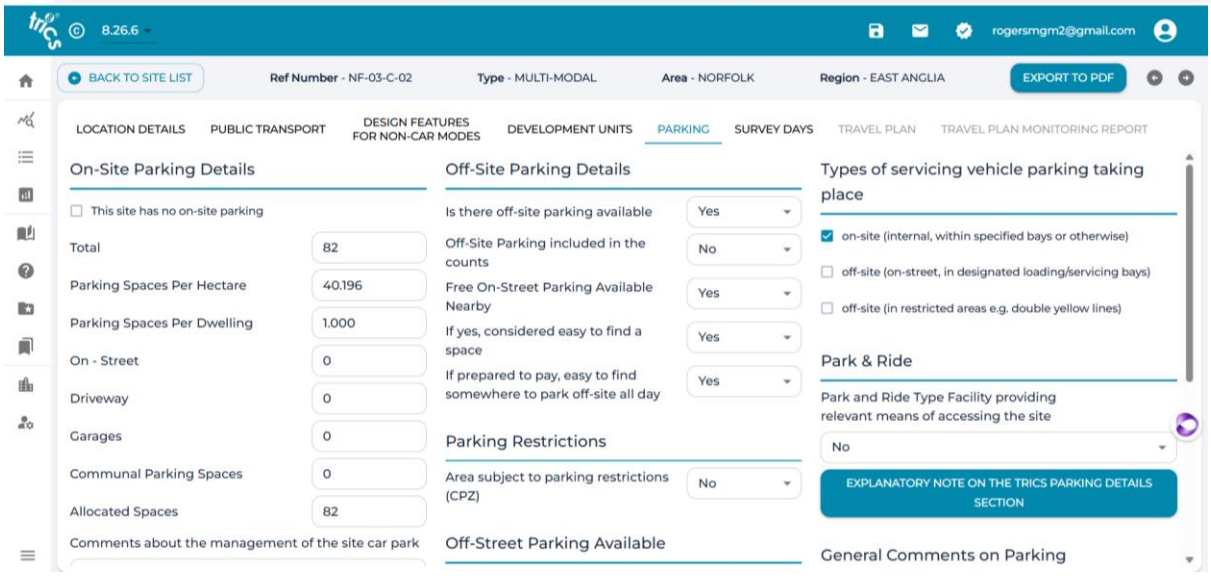

8.26.6
rogersmgm2@gmail.com
BACK TO SITE LIST
Ref Number - HM-03-C-02
Type - MULTI-MODAL
Area - HAMMERSMITH AND FULHAM
Region - GREATER LONDON
EXPORT TO PDF
LOCATION DETAILS
PUBLIC TRANSPORT
DESIGN FEATURES FOR NON-CAR MODES
DEVELOPMENT UNITS
PARKING
SURVEY DAYS
TRAVEL PLAN
TRAVEL PLAN MONITORING REPORT
On-Site Parking Details
This site has no on-site parking
Total 53
Parking Spaces Per Hectare 117.778
Parking Spaces Per Dwelling 0.273
On - Street 0
Driveway 0
Garages 0
Communal Parking Spaces 53
Comments about the management of the site car park
Off-Site Parking Details
Is there off-site parking available Yes
Off-Site Parking included in the counts Yes
Free On-Street Parking Available Nearby No
If prepared to pay, easy to find somewhere to park off-site all day Yes
Parking Restrictions
Area subject to parking restrictions (CPZ) Yes, Most ...
Details on Parking Restrictions
Permitted on-street parking for non-residents available within this CPZ Yes, All Day
Types of servicing vehicle parking taking place
on-site (internal, within specified bays or otherwise)
off-site (on-street, in designated loading/servicing bays)
off-site (in restricted areas e.g. double yellow lines)
Park & Ride
Park and Ride Type Facility providing relevant means of accessing the site
No
EXPLANATORY NOTE ON THE TRICS PARKING DETAILS SECTION
General Comments on Parking

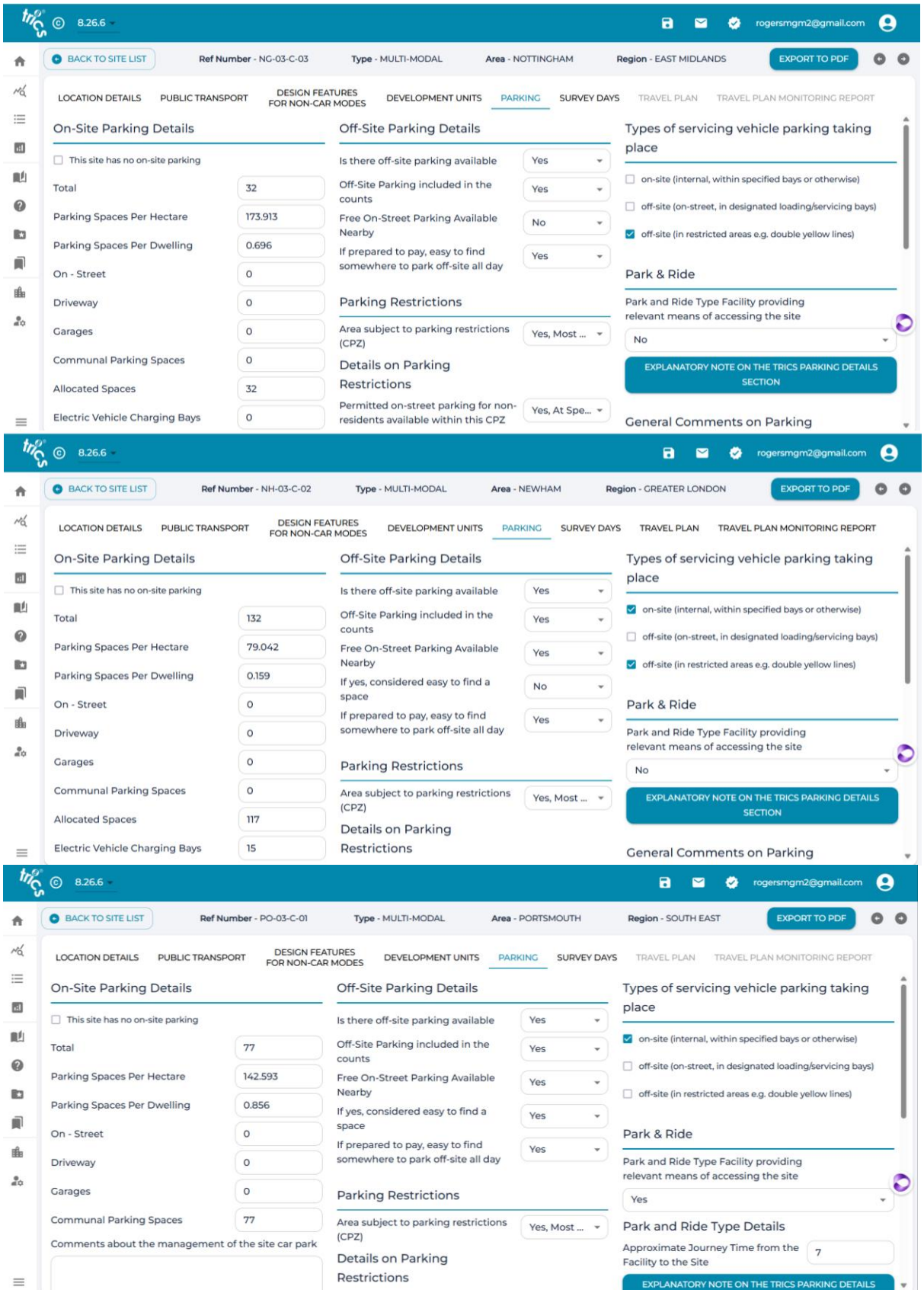

8.26.6
rogersmgm2@gmail.com
BACK TO SITE LIST
Ref Number - HO-03-C-04
Type - MULTI-MODAL
Area - HOUNSLOW
Region - GREATER LONDON
EXPORT TO PDF
LOCATION DETAILS
PUBLIC TRANSPORT
DESIGN FEATURES FOR NON-CAR MODES
DEVELOPMENT UNITS
PARKING
SURVEY DAYS
TRAVEL PLAN
TRAVEL PLAN MONITORING REPORT
On-Site Parking Details
This site has no on-site parking
Total 142
Parking Spaces Per Hectare 139.216
Parking Spaces Per Dwelling 0.700
On - Street 0
Driveway 0
Garages 0
Communal Parking Spaces 142
Comments about the management of the site car park
Off-Site Parking Details
Is there off-site parking available Yes
Off-Site Parking included in the counts Yes
Free On-Street Parking Available Nearby Yes
If yes, considered easy to find a space Yes
If prepared to pay, easy to find somewhere to park off-site all day Yes
Parking Restrictions
Area subject to parking restrictions (CPZ) Yes, Some ...
Details on Parking Restrictions
Types of servicing vehicle parking taking place
on-site (internal, within specified bays or otherwise)
off-site (on-street, in designated loading/servicing bays)
off-site (in restricted areas e.g. double yellow lines)
Park & Ride
Park and Ride Type Facility providing relevant means of accessing the site
No
EXPLANATORY NOTE ON THE TRICS PARKING DETAILS SECTION
General Comments on Parking
8.26.6
rogersmgm2@gmail.com
BACK TO SITE LIST
Ref Number - HO-03-C-05
Type - MULTI-MODAL
Area - HOUNSLOW
Region - GREATER LONDON
EXPORT TO PDF
LOCATION DETAILS
PUBLIC TRANSPORT
DESIGN FEATURES FOR NON-CAR MODES
DEVELOPMENT UNITS
PARKING
SURVEY DAYS
TRAVEL PLAN
TRAVEL PLAN MONITORING REPORT
On-Site Parking Details
This site has no on-site parking
Total 12
Parking Spaces Per Hectare 150.000
Parking Spaces Per Dwelling 0.857
On - Street 0
Driveway 0
Garages 0
Communal Parking Spaces 12
Allocated Spaces 0
Is this site associated with a Car Club? No
Off-Site Parking Details
Is there off-site parking available Yes
Off-Site Parking included in the counts Yes
Free On-Street Parking Available Nearby Yes
If yes, considered easy to find a space Yes
If prepared to pay, easy to find somewhere to park off-site all day Yes
Parking Restrictions
Area subject to parking restrictions (CPZ) Yes, Some ...
Details on Parking Restrictions
Types of servicing vehicle parking taking place
on-site (internal, within specified bays or otherwise)
off-site (on-street, in designated loading/servicing bays)
off-site (in restricted areas e.g. double yellow lines)
Park & Ride
Park and Ride Type Facility providing relevant means of accessing the site
No
EXPLANATORY NOTE ON THE TRICS PARKING DETAILS SECTION
General Comments on Parking
8.26.6
rogersmgm2@gmail.com
BACK TO SITE LIST
Ref Number - HO-03-C-06
Type - MULTI-MODAL
Area - HOUNSLOW
Region - GREATER LONDON
EXPORT TO PDF
LOCATION DETAILS
PUBLIC TRANSPORT
DESIGN FEATURES FOR NON-CAR MODES
DEVELOPMENT UNITS
PARKING
SURVEY DAYS
TRAVEL PLAN
TRAVEL PLAN MONITORING REPORT
On-Site Parking Details
This site has no on-site parking
Total 301
Parking Spaces Per Hectare 235.156
Parking Spaces Per Dwelling 0.416
On - Street 0
Driveway 0
Garages 0
Communal Parking Spaces 235
Allocated Spaces 1
Electric Vehicle Charging Bays 65
Off-Site Parking Details
Is there off-site parking available Yes
Off-Site Parking included in the counts Yes
Free On-Street Parking Available Nearby No
If prepared to pay, easy to find somewhere to park off-site all day No
Parking Restrictions
Area subject to parking restrictions (CPZ) Yes, Most ...
Details on Parking Restrictions
Permitted on-street parking for non-residents available within this CPZ No
Types of servicing vehicle parking taking place
on-site (internal, within specified bays or otherwise)
off-site (on-street, in designated loading/servicing bays)
off-site (in restricted areas e.g. double yellow lines)
Park & Ride
Park and Ride Type Facility providing relevant means of accessing the site
No
EXPLANATORY NOTE ON THE TRICS PARKING DETAILS SECTION
General Comments on Parking

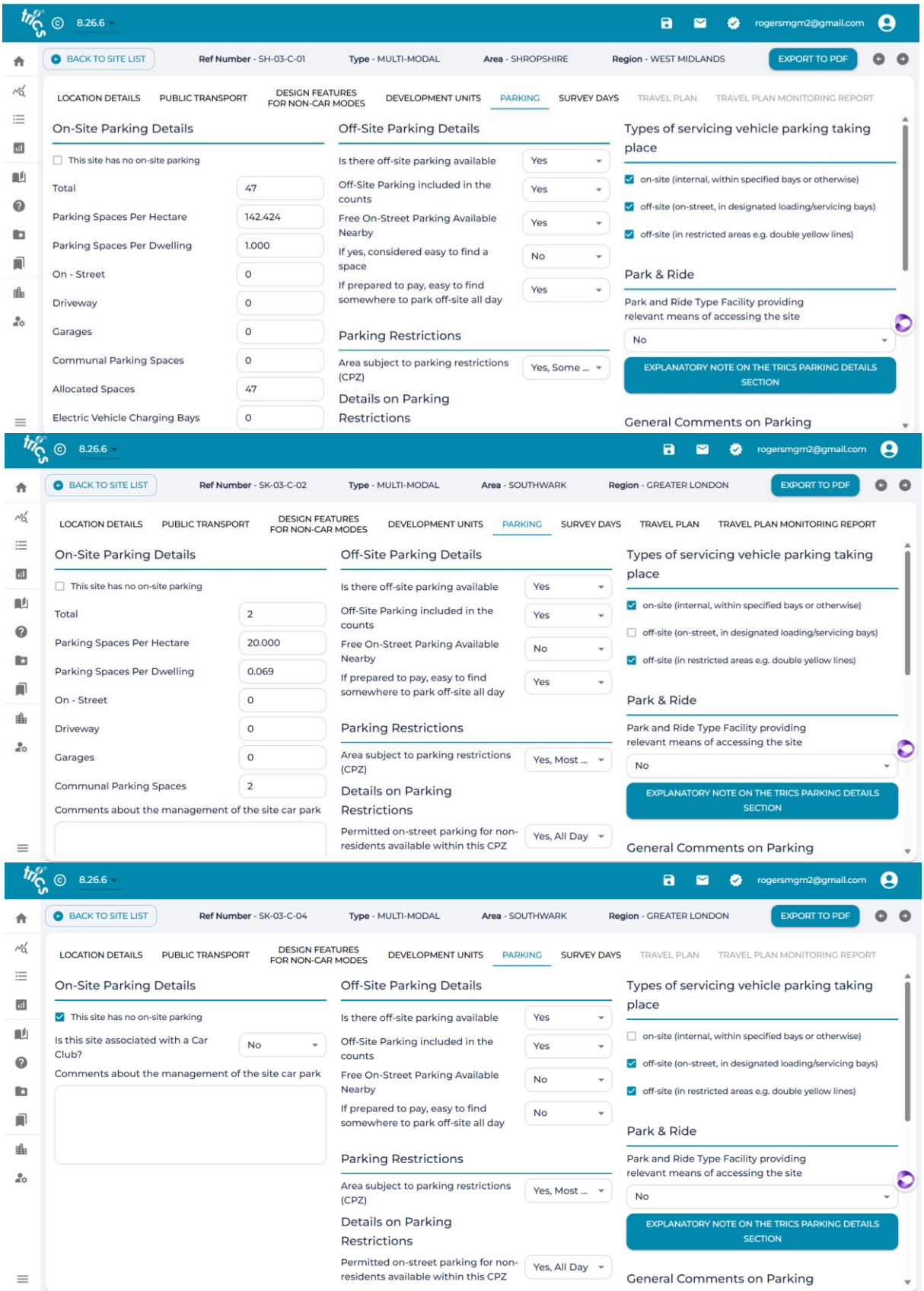

8.26.6
rogersmgm2@gmail.com
BACK TO SITE LIST
Ref Number - IS-03-C-05
Type - MULTI-MODAL
Area - ISLINGTON
Region - GREATER LONDON
EXPORT TO PDF
LOCATION DETAILS
PUBLIC TRANSPORT
DESIGN FEATURES FOR NON-CAR MODES
DEVELOPMENT UNITS
PARKING
SURVEY DAYS
TRAVEL PLAN
TRAVEL PLAN MONITORING REPORT
On-Site Parking Details
This site has no on-site parking
Comments about the management of the site car park
Off-Site Parking Details
Is there off-site parking available
Yes
Off-Site Parking included in the counts
Yes
Free On-Street Parking Available Nearby
No
If prepared to pay, easy to find somewhere to park off-site all day
Yes
Parking Restrictions
Area subject to parking restrictions (CPZ)
Yes, Most ...
Details on Parking Restrictions
Permitted on-street parking for non-residents available within this CPZ
Yes, All Day
Types of servicing vehicle parking taking place
on-site (internal, within specified bays or otherwise)
off-site (on-street, in designated loading/servicing bays)
off-site (in restricted areas e.g. double yellow lines)
Park & Ride
Park and Ride Type Facility providing relevant means of accessing the site
No
EXPLANATORY NOTE ON THE TRICS PARKING DETAILS SECTION
General Comments on Parking
8.26.6
rogersmgm2@gmail.com
BACK TO SITE LIST
Ref Number - IS-03-C-06
Type - MULTI-MODAL
Area - ISLINGTON
Region - GREATER LONDON
EXPORT TO PDF
LOCATION DETAILS
PUBLIC TRANSPORT
DESIGN FEATURES FOR NON-CAR MODES
DEVELOPMENT UNITS
PARKING
SURVEY DAYS
TRAVEL PLAN
TRAVEL PLAN MONITORING REPORT
On-Site Parking Details
This site has no on-site parking
Comments about the management of the site car park
Off-Site Parking Details
Is there off-site parking available
Yes
Off-Site Parking included in the counts
Yes
Free On-Street Parking Available Nearby
No
If prepared to pay, easy to find somewhere to park off-site all day
Yes
Parking Restrictions
Area subject to parking restrictions (CPZ)
Yes, Most ...
Details on Parking Restrictions
Permitted on-street parking for non-residents available within this CPZ
Yes, All Day
Types of servicing vehicle parking taking place
on-site (internal, within specified bays or otherwise)
off-site (on-street, in designated loading/servicing bays)
off-site (in restricted areas e.g. double yellow lines)
Park & Ride
Park and Ride Type Facility providing relevant means of accessing the site
No
EXPLANATORY NOTE ON THE TRICS PARKING DETAILS SECTION
General Comments on Parking
8.26.6
rogersmgm2@gmail.com
BACK TO SITE LIST
Ref Number - IS-03-C-09
Type - MULTI-MODAL
Area - ISLINGTON
Region - GREATER LONDON
EXPORT TO PDF
LOCATION DETAILS
PUBLIC TRANSPORT
DESIGN FEATURES FOR NON-CAR MODES
DEVELOPMENT UNITS
PARKING
SURVEY DAYS
TRAVEL PLAN
TRAVEL PLAN MONITORING REPORT
On-Site Parking Details
This site has no on-site parking
Total
88
Parking Spaces Per Hectare
419.048
Parking Spaces Per Dwelling
0.463
On - Street
0
Driveway
0
Garages
0
Communal Parking Spaces
0
Allocated Spaces
88
Electric Vehicle Charging Bays
0
Off-Site Parking Details
Is there off-site parking available
Yes
Off-Site Parking included in the counts
Yes
Free On-Street Parking Available Nearby
No
If prepared to pay, easy to find somewhere to park off-site all day
Yes
Parking Restrictions
Area subject to parking restrictions (CPZ)
Yes, Most ...
Details on Parking Restrictions
Permitted on-street parking for non-residents available within this CPZ
Yes, All Day
Types of servicing vehicle parking taking place
on-site (internal, within specified bays or otherwise)
off-site (on-street, in designated loading/servicing bays)
off-site (in restricted areas e.g. double yellow lines)
Park & Ride
Park and Ride Type Facility providing relevant means of accessing the site
No
EXPLANATORY NOTE ON THE TRICS PARKING DETAILS SECTION
General Comments on Parking

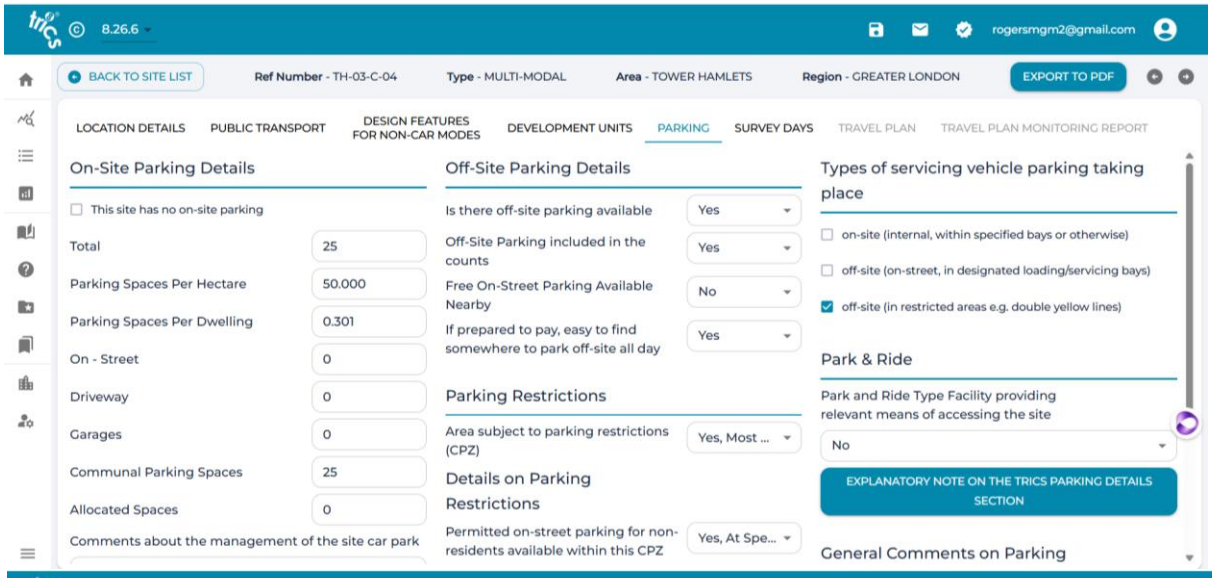

8.26.6
rogersmgm2@gmail.com
BACK TO SITE LIST
Ref Number - LB-03-C-01
Type - MULTI-MODAL
Area - LAMBETH
Region - GREATER LONDON
EXPORT TO PDF
LOCATION DETAILS
PUBLIC TRANSPORT
DESIGN FEATURES FOR NON-CAR MODES
DEVELOPMENT UNITS
PARKING
SURVEY DAYS
TRAVEL PLAN
TRAVEL PLAN MONITORING REPORT
On-Site Parking Details
This site has no on-site parking
Is this site associated with a Car Club?
No
Comments about the management of the site car park
Off-Site Parking Details
Is there off-site parking available
Yes
Off-Site Parking included in the counts
Yes
Free On-Street Parking Available Nearby
Yes
If yes, considered easy to find a space
No
If prepared to pay, easy to find somewhere to park off-site all day
Yes
Parking Restrictions
Area subject to parking restrictions (CPZ)
Yes, Most ...
Details on Parking Restrictions
Types of servicing vehicle parking taking place
on-site (internal, within specified bays or otherwise)
off-site (on-street, in designated loading/servicing bays)
off-site (in restricted areas e.g. double yellow lines)
Park & Ride
Park and Ride Type Facility providing relevant means of accessing the site
No
EXPLANATORY NOTE ON THE TRICS PARKING DETAILS SECTION
General Comments on Parking


8.26.6
rogersmgm2@gmail.com
BACK TO SITE LIST
Ref Number - MS-03-C-04
Type - MULTI-MODAL
Area - MERSEYSIDE
Region - NORTH WEST
EXPORT TO PDF
LOCATION DETAILS
PUBLIC TRANSPORT
DESIGN FEATURES FOR NON-CAR MODES
DEVELOPMENT UNITS
PARKING
SURVEY DAYS
TRAVEL PLAN
TRAVEL PLAN MONITORING REPORT
On-Site Parking Details
This site has no on-site parking
Total
16
Parking Spaces Per Hectare
80.000
Parking Spaces Per Dwelling
0.667
On - Street
0
Driveway
12
Garages
0
Communal Parking Spaces
4
Allocated Spaces
0
Is this site associated with a Car Club?
No
Off-Site Parking Details
Is there off-site parking available
Yes
Off-Site Parking included in the counts
Yes
Free On-Street Parking Available Nearby
Yes
If yes, considered easy to find a space
Yes
If prepared to pay, easy to find somewhere to park off-site all day
Yes
Parking Restrictions
Area subject to parking restrictions (CPZ)
No
Off-Street Parking Available
Types of servicing vehicle parking taking place
on-site (internal, within specified bays or otherwise)
off-site (on-street, in designated loading/servicing bays)
off-site (in restricted areas e.g. double yellow lines)
Park & Ride
Park and Ride Type Facility providing relevant means of accessing the site
No
EXPLANATORY NOTE ON THE TRICS PARKING DETAILS SECTION
General Comments on Parking


8.26.6
rogersmgm2@gmail.com
BACK TO SITE LIST
Ref Number - NF-03-C-02
Type - MULTI-MODAL
Area - NORFOLK
Region - EAST ANGLIA
EXPORT TO PDF
LOCATION DETAILS
PUBLIC TRANSPORT
DESIGN FEATURES FOR NON-CAR MODES
DEVELOPMENT UNITS
PARKING
SURVEY DAYS
TRAVEL PLAN
TRAVEL PLAN MONITORING REPORT
On-Site Parking Details
This site has no on-site parking
Total
82
Parking Spaces Per Hectare
40.196
Parking Spaces Per Dwelling
1.000
On - Street
0
Driveway
0
Garages
0
Communal Parking Spaces
0
Allocated Spaces
82
Comments about the management of the site car park
Off-Site Parking Details
Is there off-site parking available
Yes
Off-Site Parking included in the counts
No
Free On-Street Parking Available Nearby
Yes
If yes, considered easy to find a space
Yes
If prepared to pay, easy to find somewhere to park off-site all day
Yes
Parking Restrictions
Area subject to parking restrictions (CPZ)
No
Off-Street Parking Available
Types of servicing vehicle parking taking place
on-site (internal, within specified bays or otherwise)
off-site (on-street, in designated loading/servicing bays)
off-site (in restricted areas e.g. double yellow lines)
Park & Ride
Park and Ride Type Facility providing relevant means of accessing the site
No
EXPLANATORY NOTE ON THE TRICS PARKING DETAILS SECTION
General Comments on Parking


8.26.6
rogersmgm2@gmail.com
BACK TO SITE LIST
Ref Number - NG-03-C-03
Type - MULTI-MODAL
Area - NOTTINGHAM
Region - EAST MIDLANDS
EXPORT TO PDF
LOCATION DETAILS
PUBLIC TRANSPORT
DESIGN FEATURES FOR NON-CAR MODES
DEVELOPMENT UNITS
PARKING
SURVEY DAYS
TRAVEL PLAN
TRAVEL PLAN MONITORING REPORT
On-Site Parking Details
This site has no on-site parking
Total 32
Parking Spaces Per Hectare 173.913
Parking Spaces Per Dwelling 0.696
On - Street 0
Driveway 0
Garages 0
Communal Parking Spaces 0
Allocated Spaces 32
Electric Vehicle Charging Bays 0
Off-Site Parking Details
Is there off-site parking available Yes
Off-Site Parking included in the counts Yes
Free On-Street Parking Available Nearby No
If prepared to pay, easy to find somewhere to park off-site all day Yes
Parking Restrictions
Area subject to parking restrictions (CPZ) Yes, Most ...
Details on Parking Restrictions
Permitted on-street parking for non-residents available within this CPZ Yes, At Spe...
Types of servicing vehicle parking taking place
on-site (internal, within specified bays or otherwise)
off-site (on-street, in designated loading/servicing bays)
off-site (in restricted areas e.g. double yellow lines)
Park & Ride
Park and Ride Type Facility providing relevant means of accessing the site
No
EXPLANATORY NOTE ON THE TRICS PARKING DETAILS SECTION
General Comments on Parking
8.26.6
rogersmgm2@gmail.com
BACK TO SITE LIST
Ref Number - NH-03-C-02
Type - MULTI-MODAL
Area - NEWHAM
Region - GREATER LONDON
EXPORT TO PDF
LOCATION DETAILS
PUBLIC TRANSPORT
DESIGN FEATURES FOR NON-CAR MODES
DEVELOPMENT UNITS
PARKING
SURVEY DAYS
TRAVEL PLAN
TRAVEL PLAN MONITORING REPORT
On-Site Parking Details
This site has no on-site parking
Total 132
Parking Spaces Per Hectare 79.042
Parking Spaces Per Dwelling 0.159
On - Street 0
Driveway 0
Garages 0
Communal Parking Spaces 0
Allocated Spaces 117
Electric Vehicle Charging Bays 15
Off-Site Parking Details
Is there off-site parking available Yes
Off-Site Parking included in the counts Yes
Free On-Street Parking Available Nearby Yes
If yes, considered easy to find a space No
If prepared to pay, easy to find somewhere to park off-site all day Yes
Parking Restrictions
Area subject to parking restrictions (CPZ) Yes, Most ...
Details on Parking Restrictions
Types of servicing vehicle parking taking place
on-site (internal, within specified bays or otherwise)
off-site (on-street, in designated loading/servicing bays)
off-site (in restricted areas e.g. double yellow lines)
Park & Ride
Park and Ride Type Facility providing relevant means of accessing the site
No
EXPLANATORY NOTE ON THE TRICS PARKING DETAILS SECTION
General Comments on Parking
8.26.6
rogersmgm2@gmail.com
BACK TO SITE LIST
Ref Number - PO-03-C-01
Type - MULTI-MODAL
Area - PORTSMOUTH
Region - SOUTH EAST
EXPORT TO PDF
LOCATION DETAILS
PUBLIC TRANSPORT
DESIGN FEATURES FOR NON-CAR MODES
DEVELOPMENT UNITS
PARKING
SURVEY DAYS
TRAVEL PLAN
TRAVEL PLAN MONITORING REPORT
On-Site Parking Details
This site has no on-site parking
Total 77
Parking Spaces Per Hectare 142.593
Parking Spaces Per Dwelling 0.856
On - Street 0
Driveway 0
Garages 0
Communal Parking Spaces 77
Comments about the management of the site car park
Off-Site Parking Details
Is there off-site parking available Yes
Off-Site Parking included in the counts Yes
Free On-Street Parking Available Nearby Yes
If yes, considered easy to find a space Yes
If prepared to pay, easy to find somewhere to park off-site all day Yes
Parking Restrictions
Area subject to parking restrictions (CPZ) Yes, Most ...
Details on Parking Restrictions
Types of servicing vehicle parking taking place
on-site (internal, within specified bays or otherwise)
off-site (on-street, in designated loading/servicing bays)
off-site (in restricted areas e.g. double yellow lines)
Park & Ride
Park and Ride Type Facility providing relevant means of accessing the site
Yes
Park and Ride Type Details
Approximate Journey Time from the Facility to the Site 7
EXPLANATORY NOTE ON THE TRICS PARKING DETAILS


8.26.6
rogersmgm2@gmail.com
BACK TO SITE LIST
Ref Number - SH-03-C-01
Type - MULTI-MODAL
Area - SHROPSHIRE
Region - WEST MIDLANDS
EXPORT TO PDF
LOCATION DETAILS
PUBLIC TRANSPORT
DESIGN FEATURES FOR NON-CAR MODES
DEVELOPMENT UNITS
PARKING
SURVEY DAYS
TRAVEL PLAN
TRAVEL PLAN MONITORING REPORT
On-Site Parking Details
This site has no on-site parking
Total 47
Parking Spaces Per Hectare 142.424
Parking Spaces Per Dwelling 1.000
On - Street 0
Driveway 0
Garages 0
Communal Parking Spaces 0
Allocated Spaces 47
Electric Vehicle Charging Bays 0
Off-Site Parking Details
Is there off-site parking available Yes
Off-Site Parking included in the counts Yes
Free On-Street Parking Available Nearby Yes
If yes, considered easy to find a space No
If prepared to pay, easy to find somewhere to park off-site all day Yes
Parking Restrictions
Area subject to parking restrictions (CPZ) Yes, Some ...
Details on Parking Restrictions
Types of servicing vehicle parking taking place
on-site (internal, within specified bays or otherwise)
off-site (on-street, in designated loading/servicing bays)
off-site (in restricted areas e.g. double yellow lines)
Park & Ride
Park and Ride Type Facility providing relevant means of accessing the site
No
EXPLANATORY NOTE ON THE TRICS PARKING DETAILS SECTION
General Comments on Parking
8.26.6
rogersmgm2@gmail.com
BACK TO SITE LIST
Ref Number - SK-03-C-02
Type - MULTI-MODAL
Area - SOUTHWARK
Region - GREATER LONDON
EXPORT TO PDF
LOCATION DETAILS
PUBLIC TRANSPORT
DESIGN FEATURES FOR NON-CAR MODES
DEVELOPMENT UNITS
PARKING
SURVEY DAYS
TRAVEL PLAN
TRAVEL PLAN MONITORING REPORT
On-Site Parking Details
This site has no on-site parking
Total 2
Parking Spaces Per Hectare 20.000
Parking Spaces Per Dwelling 0.069
On - Street 0
Driveway 0
Garages 0
Communal Parking Spaces 2
Comments about the management of the site car park
Off-Site Parking Details
Is there off-site parking available Yes
Off-Site Parking included in the counts Yes
Free On-Street Parking Available Nearby No
If prepared to pay, easy to find somewhere to park off-site all day Yes
Parking Restrictions
Area subject to parking restrictions (CPZ) Yes, Most ...
Details on Parking Restrictions
Permitted on-street parking for non-residents available within this CPZ Yes, All Day
Types of servicing vehicle parking taking place
on-site (internal, within specified bays or otherwise)
off-site (on-street, in designated loading/servicing bays)
off-site (in restricted areas e.g. double yellow lines)
Park & Ride
Park and Ride Type Facility providing relevant means of accessing the site
No
EXPLANATORY NOTE ON THE TRICS PARKING DETAILS SECTION
General Comments on Parking
8.26.6
rogersmgm2@gmail.com
BACK TO SITE LIST
Ref Number - SK-03-C-04
Type - MULTI-MODAL
Area - SOUTHWARK
Region - GREATER LONDON
EXPORT TO PDF
LOCATION DETAILS
PUBLIC TRANSPORT
DESIGN FEATURES FOR NON-CAR MODES
DEVELOPMENT UNITS
PARKING
SURVEY DAYS
TRAVEL PLAN
TRAVEL PLAN MONITORING REPORT
On-Site Parking Details
This site has no on-site parking
Is this site associated with a Car Club? No
Comments about the management of the site car park
Off-Site Parking Details
Is there off-site parking available Yes
Off-Site Parking included in the counts Yes
Free On-Street Parking Available Nearby No
If prepared to pay, easy to find somewhere to park off-site all day No
Parking Restrictions
Area subject to parking restrictions (CPZ) Yes, Most ...
Details on Parking Restrictions
Permitted on-street parking for non-residents available within this CPZ Yes, All Day
Types of servicing vehicle parking taking place
on-site (internal, within specified bays or otherwise)
off-site (on-street, in designated loading/servicing bays)
off-site (in restricted areas e.g. double yellow lines)
Park & Ride
Park and Ride Type Facility providing relevant means of accessing the site
No
EXPLANATORY NOTE ON THE TRICS PARKING DETAILS SECTION
General Comments on Parking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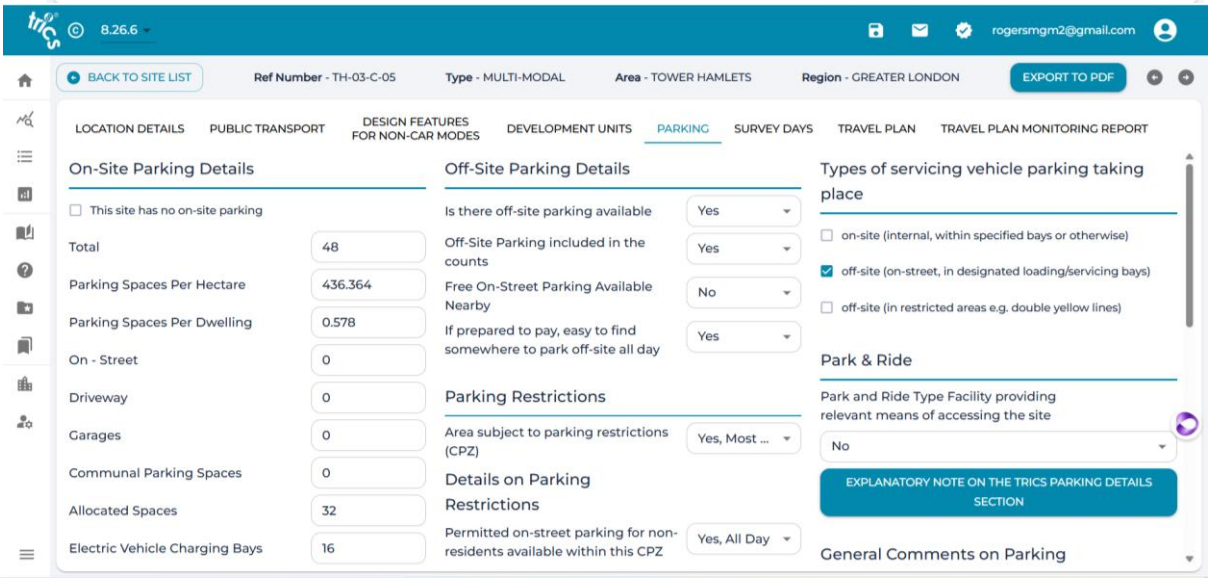
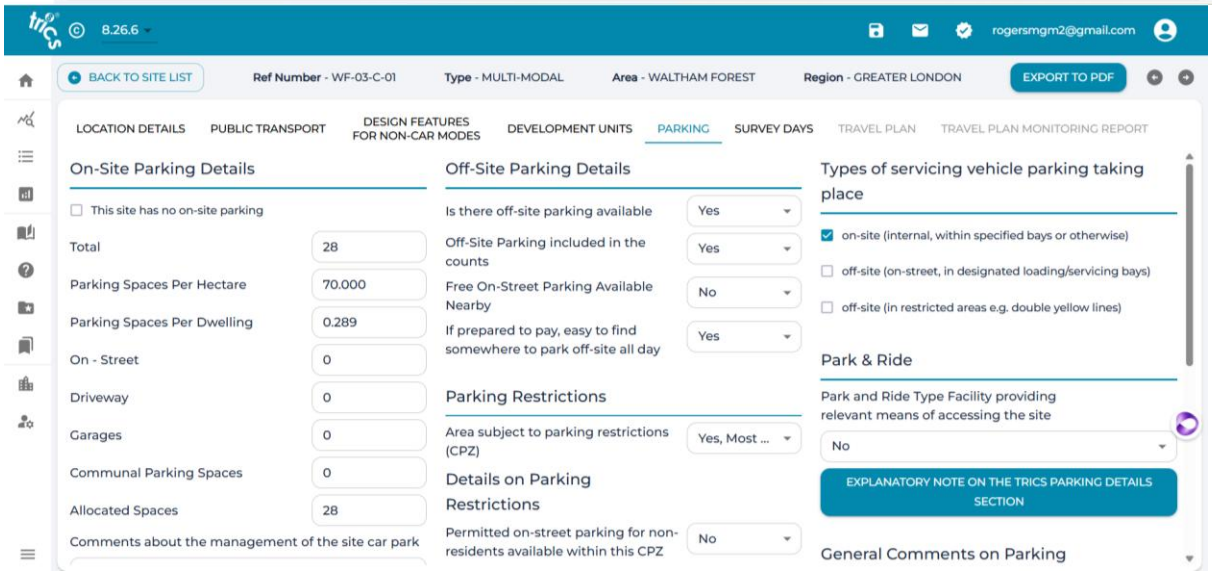
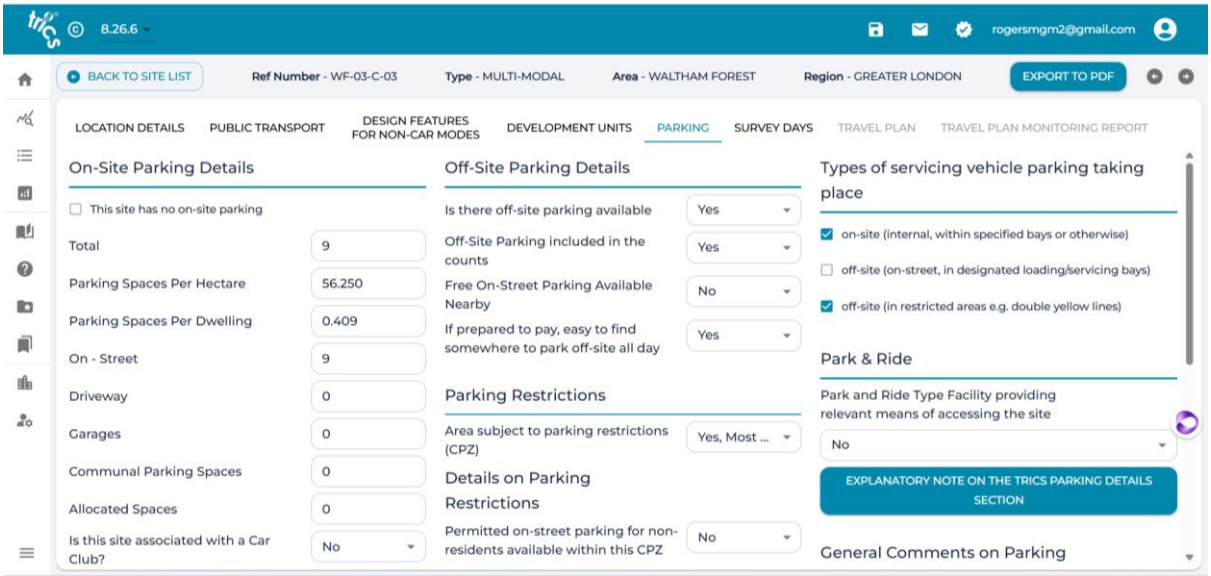
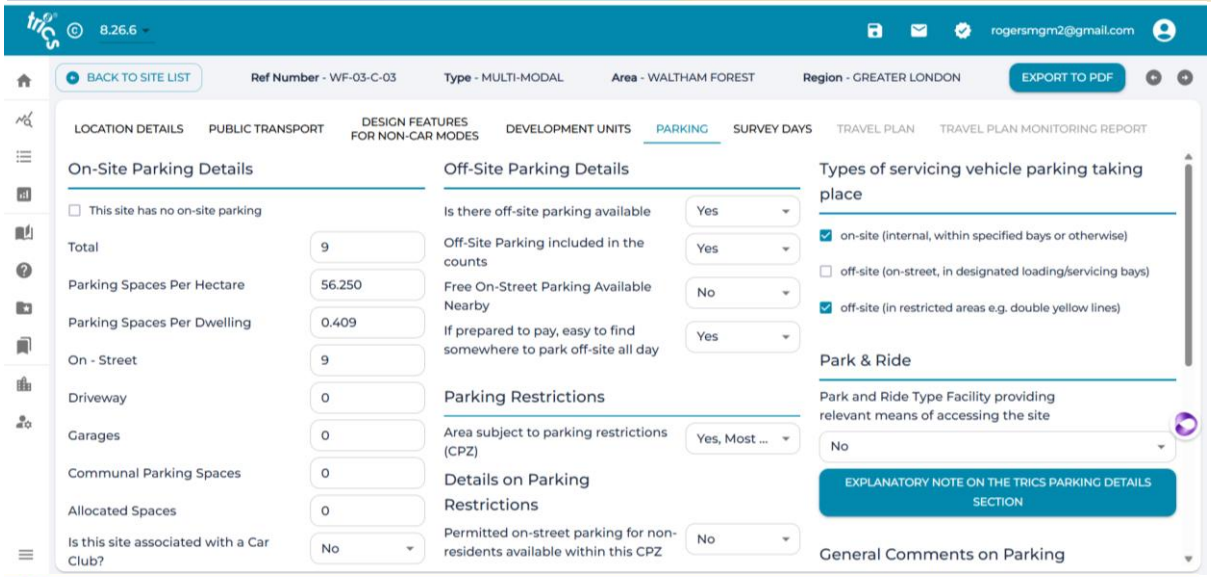
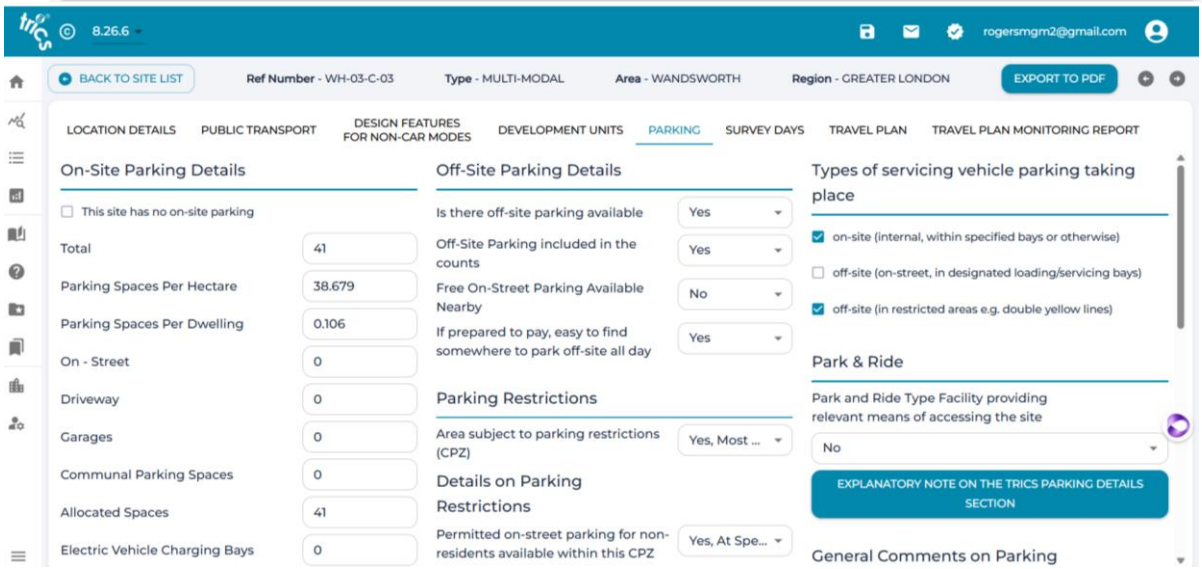
rogersmgm2@gmail.com
BACK TO SITE LIST
Ref Number - TH-03-C-04
Type - MULTI-MODAL
Area - TOWER HAMLETS
Region - GREATER LONDON
EXPORT TO PDF
LOCATION DETAILS
PUBLIC TRANSPORT
DESIGN FEATURES FOR NON-CAR MODES
DEVELOPMENT UNITS
PARKING
SURVEY DAYS
TRAVEL PLAN
TRAVEL PLAN MONITORING REPORT
On-Site Parking Details
This site has no on-site parking
Total 25
Parking Spaces Per Hectare 50.000
Parking Spaces Per Dwelling 0.301
On - Street 0
Driveway 0
Garages 0
Communal Parking Spaces 25
Allocated Spaces 0
Comments about the management of the site car park
Off-Site Parking Details
Is there off-site parking available Yes
Off-Site Parking included in the counts Yes
Free On-Street Parking Available Nearby No
If prepared to pay, easy to find somewhere to park off-site all day Yes
Parking Restrictions
Area subject to parking restrictions (CPZ) Yes, Most ...
Details on Parking Restrictions
Permitted on-street parking for non-residents available within this CPZ Yes, At Spe...
Types of servicing vehicle parking taking place
on-site (internal, within specified bays or otherwise)
off-site (on-street, in designated loading/servicing bays)
off-site (in restricted areas e.g. double yellow lines)
Park & Ride
Park and Ride Type Facility providing relevant means of accessing the site
No
EXPLANATORY NOTE ON THE TRICS PARKING DETAILS SECTION
General Comments on Parking

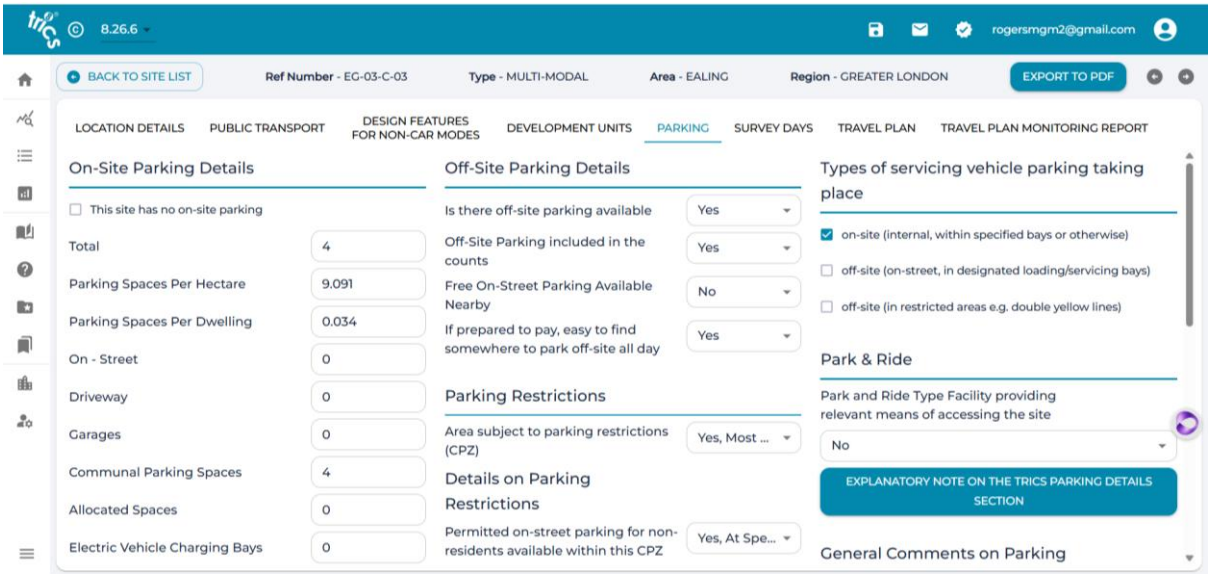

8.26.6
rogersmgm2@gmail.com
BACK TO SITE LIST
Ref Number - TH-03-C-05
Type - MULTI-MODAL
Area - TOWER HAMLETS
Region - GREATER LONDON
EXPORT TO PDF
LOCATION DETAILS
PUBLIC TRANSPORT
DESIGN FEATURES FOR NON-CAR MODES
DEVELOPMENT UNITS
PARKING
SURVEY DAYS
TRAVEL PLAN
TRAVEL PLAN MONITORING REPORT
On-Site Parking Details
This site has no on-site parking
Total 48
Parking Spaces Per Hectare 436.364
Parking Spaces Per Dwelling 0.578
On - Street 0
Driveway 0
Garages 0
Communal Parking Spaces 0
Allocated Spaces 32
Electric Vehicle Charging Bays 16
Off-Site Parking Details
Is there off-site parking available Yes
Off-Site Parking included in the counts Yes
Free On-Street Parking Available Nearby No
If prepared to pay, easy to find somewhere to park off-site all day Yes
Parking Restrictions
Area subject to parking restrictions (CPZ) Yes, Most ...
Details on Parking Restrictions
Permitted on-street parking for non-residents available within this CPZ Yes, All Day
Types of servicing vehicle parking taking place
on-site (internal, within specified bays or otherwise)
off-site (on-street, in designated loading/servicing bays)
off-site (in restricted areas e.g. double yellow lines)
Park & Ride
Park and Ride Type Facility providing relevant means of accessing the site
No
EXPLANATORY NOTE ON THE TRICS PARKING DETAILS SECTION
General Comments on Parking


8.26.6
rogersmgm2@gmail.com
BACK TO SITE LIST
Ref Number - WF-03-C-01
Type - MULTI-MODAL
Area - WALTHAM FOREST
Region - GREATER LONDON
EXPORT TO PDF
LOCATION DETAILS
PUBLIC TRANSPORT
DESIGN FEATURES FOR NON-CAR MODES
DEVELOPMENT UNITS
PARKING
SURVEY DAYS
TRAVEL PLAN
TRAVEL PLAN MONITORING REPORT
On-Site Parking Details
This site has no on-site parking
Total 28
Parking Spaces Per Hectare 70.000
Parking Spaces Per Dwelling 0.289
On - Street 0
Driveway 0
Garages 0
Communal Parking Spaces 0
Allocated Spaces 28
Comments about the management of the site car park
Off-Site Parking Details
Is there off-site parking available Yes
Off-Site Parking included in the counts Yes
Free On-Street Parking Available Nearby No
If prepared to pay, easy to find somewhere to park off-site all day Yes
Parking Restrictions
Area subject to parking restrictions (CPZ) Yes, Most ...
Details on Parking Restrictions
Permitted on-street parking for non-residents available within this CPZ No
Types of servicing vehicle parking taking place
on-site (internal, within specified bays or otherwise)
off-site (on-street, in designated loading/servicing bays)
off-site (in restricted areas e.g. double yellow lines)
Park & Ride
Park and Ride Type Facility providing relevant means of accessing the site
No
EXPLANATORY NOTE ON THE TRICS PARKING DETAILS SECTION
General Comments on Parking


8.26.6
rogersmgm2@gmail.com
BACK TO SITE LIST
Ref Number - WF-03-C-03
Type - MULTI-MODAL
Area - WALTHAM FOREST
Region - GREATER LONDON
EXPORT TO PDF
LOCATION DETAILS
PUBLIC TRANSPORT
DESIGN FEATURES FOR NON-CAR MODES
DEVELOPMENT UNITS
PARKING
SURVEY DAYS
TRAVEL PLAN
TRAVEL PLAN MONITORING REPORT
On-Site Parking Details
This site has no on-site parking
Total 9
Parking Spaces Per Hectare 56.250
Parking Spaces Per Dwelling 0.409
On - Street 9
Driveway 0
Garages 0
Communal Parking Spaces 0
Allocated Spaces 0
Is this site associated with a Car Club? No
Off-Site Parking Details
Is there off-site parking available Yes
Off-Site Parking included in the counts Yes
Free On-Street Parking Available Nearby No
If prepared to pay, easy to find somewhere to park off-site all day Yes
Parking Restrictions
Area subject to parking restrictions (CPZ) Yes, Most ...
Details on Parking Restrictions
Permitted on-street parking for non-residents available within this CPZ No
Types of servicing vehicle parking taking place
on-site (internal, within specified bays or otherwise)
off-site (on-street, in designated loading/servicing bays)
off-site (in restricted areas e.g. double yellow lines)
Park & Ride
Park and Ride Type Facility providing relevant means of accessing the site
No
EXPLANATORY NOTE ON THE TRICS PARKING DETAILS SECTION
General Comments on Parking


8.26.6
rogersmgm2@gmail.com
BACK TO SITE LIST
Ref Number - WF-03-C-03
Type - MULTI-MODAL
Area - WALTHAM FOREST
Region - GREATER LONDON
EXPORT TO PDF
LOCATION DETAILS
PUBLIC TRANSPORT
DESIGN FEATURES FOR NON-CAR MODES
DEVELOPMENT UNITS
PARKING
SURVEY DAYS
TRAVEL PLAN
TRAVEL PLAN MONITORING REPORT
On-Site Parking Details
This site has no on-site parking
Total 9
Parking Spaces Per Hectare 56.250
Parking Spaces Per Dwelling 0.409
On - Street 9
Driveway 0
Garages 0
Communal Parking Spaces 0
Allocated Spaces 0
Is this site associated with a Car Club? No
Off-Site Parking Details
Is there off-site parking available Yes
Off-Site Parking included in the counts Yes
Free On-Street Parking Available Nearby No
If prepared to pay, easy to find somewhere to park off-site all day Yes
Parking Restrictions
Area subject to parking restrictions (CPZ) Yes, Most ...
Details on Parking Restrictions
Permitted on-street parking for non-residents available within this CPZ No
Types of servicing vehicle parking taking place
on-site (internal, within specified bays or otherwise)
off-site (on-street, in designated loading/servicing bays)
off-site (in restricted areas e.g. double yellow lines)
Park & Ride
Park and Ride Type Facility providing relevant means of accessing the site
No
EXPLANATORY NOTE ON THE TRICS PARKING DETAILS SECTION
General Comments on Parking


8.26.6
rogersmgm2@gmail.com
BACK TO SITE LIST
Ref Number - WH-03-C-03
Type - MULTI-MODAL
Area - WANDSWORTH
Region - GREATER LONDON
EXPORT TO PDF
LOCATION DETAILS
PUBLIC TRANSPORT
DESIGN FEATURES FOR NON-CAR MODES
DEVELOPMENT UNITS
PARKING
SURVEY DAYS
TRAVEL PLAN
TRAVEL PLAN MONITORING REPORT
On-Site Parking Details
This site has no on-site parking
Total 41
Parking Spaces Per Hectare 38.679
Parking Spaces Per Dwelling 0.106
On - Street 0
Driveway 0
Garages 0
Communal Parking Spaces 0
Allocated Spaces 41
Electric Vehicle Charging Bays 0
Off-Site Parking Details
Is there off-site parking available Yes
Off-Site Parking included in the counts Yes
Free On-Street Parking Available Nearby No
If prepared to pay, easy to find somewhere to park off-site all day Yes
Parking Restrictions
Area subject to parking restrictions (CPZ) Yes, Most ...
Details on Parking Restrictions
Permitted on-street parking for non-residents available within this CPZ Yes, At Spe...
Types of servicing vehicle parking taking place
on-site (internal, within specified bays or otherwise)
off-site (on-street, in designated loading/servicing bays)
off-site (in restricted areas e.g. double yellow lines)
Park & Ride
Park and Ride Type Facility providing relevant means of accessing the site
No
EXPLANATORY NOTE ON THE TRICS PARKING DETAILS SECTION
General Comments on Parking


8.26.6
rogersmgm2@gmail.com
BACK TO SITE LIST
Ref Number - EG-03-C-03
Type - MULTI-MODAL
Area - EALING
Region - GREATER LONDON
EXPORT TO PDF
LOCATION DETAILS
PUBLIC TRANSPORT
DESIGN FEATURES FOR NON-CAR MODES
DEVELOPMENT UNITS
PARKING
SURVEY DAYS
TRAVEL PLAN
TRAVEL PLAN MONITORING REPORT
On-Site Parking Details
This site has no on-site parking
Total 4
Parking Spaces Per Hectare 9.091
Parking Spaces Per Dwelling 0.034
On - Street 0
Driveway 0
Garages 0
Communal Parking Spaces 4
Allocated Spaces 0
Electric Vehicle Charging Bays 0
Off-Site Parking Details
Is there off-site parking available Yes
Off-Site Parking included in the counts Yes
Free On-Street Parking Available Nearby No
If prepared to pay, easy to find somewhere to park off-site all day Yes
Parking Restrictions
Area subject to parking restrictions (CPZ) Yes, Most ...
Details on Parking Restrictions
Permitted on-street parking for non-residents available within this CPZ Yes, At Spe...
Types of servicing vehicle parking taking place
on-site (internal, within specified bays or otherwise)
off-site (on-street, in designated loading/servicing bays)
off-site (in restricted areas e.g. double yellow lines)
Park & Ride
Park and Ride Type Facility providing relevant means of accessing the site
No
EXPLANATORY NOTE ON THE TRICS PARKING DETAILS SECTION
General Comments on Parking

Appendix 2

TRICS TRIP GENERATION DATA FOR SELECTED SITES

TRICS 8.26.6
Organisation: Martin Rogers Consulting

User: Martin Rogers
Office: Butterfield Avenue, Dublin

Audit Code: f033eaf5-8719-4db5-8441-c3838fa5dd1a

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: C - FLATS PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

01	**GREATER LONDON**		
	BM	BROMLEY	1 day
	BN	BARNET	1 day
	BT	BRENT	3 days
	EG	EALING	1 day
	EN	ENFIELD	1 day
	HG	HARINGEY	2 days
	HM	HAMMERSMITH AND FULHAM	1 day
	HO	HOUNSLOW	3 days
	IS	ISLINGTON	3 days
	LB	LAMBETH	1 day
	NH	NEWHAM	1 day
	SK	SOUTHWARK	2 days
	TH	TOWER HAMLETS	2 days
	WF	WALTHAM FOREST	2 days
	WH	WANDSWORTH	1 day
02	**SOUTH EAST**		
	HF	HERTFORDSHIRE	2 days
	PO	PORTSMOUTH	1 day
04	**EAST ANGLIA**		
	NF	NORFOLK	1 day
05	**EAST MIDLANDS**		
	DY	DERBY	1 day
	NG	NOTTINGHAM	1 day
06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	1 day
08	**NORTH WEST**		
	MS	MERSEYSIDE	1 day

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

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Primary Filtering Selection:

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

Parameter:	DWELLS
Actual Range:	6 to 832 (units:DWELLS)
Range Selected by User:	6 to 832 (units:DWELLS)
Parking Spaces Range:	0 - 550

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	26/06/01 to 26/11/25

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	9 days
Tuesday	8 days
Wednesday	7 days
Thursday	6 days
Friday	3 days

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

Selected survey types:

Manual count	33
Direction ATC Count	0

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

Selected Locations:

Town Centre	5 days
Edge of Town Centre	8 days
Suburban Area	10 days
Edge of Town	1 days
Neighbourhood Centre	9 days

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

Selected Location Sub Categories:

Built-Up Zone	8 days
Development Zone	4 days
No Sub Category	3 days
Residential Zone	18 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	33 days

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TRICS 8.26.6
Organisation: Martin Rogers Consulting

User: Martin Rogers
Office: Butterfield Avenue, Dublin

Audit Code: f033eaf5-8719-4db5-8441-c3838fa5dd1a

Primary Filtering Selection:

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

Parameter:	DWELLS
Actual Range:	6 to 832 (units:DWELLS)
Range Selected by User:	6 to 832 (units:DWELLS)
Parking Spaces Range:	0 - 550

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	26/06/01 to 26/11/25

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	9 days
Tuesday	8 days
Wednesday	7 days
Thursday	6 days
Friday	3 days

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

Selected survey types:

Manual count	33
Direction ATC Count	0

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

Selected Locations:

Town Centre	5 days
Edge of Town Centre	8 days
Suburban Area	10 days
Edge of Town	1 days
Neighbourhood Centre	9 days

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

Selected Location Sub Categories:

Built-Up Zone	8 days
Development Zone	4 days
No Sub Category	3 days
Residential Zone	18 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	33 days

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Secondary Filtering Selection:

Use Class:

C3	33 surveys

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

Population within 500m Range:

846 - 14642

Population within 1 mile:

20,001 to 25,000	6 surveys
25,001 to 50,000	9 surveys
50,001 to 100,000	12 surveys
100,001 or More	6 surveys

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

Population within 5 miles:

75,001 to 100,000	1 surveys
125,001 to 250,000	4 surveys
250,001 to 500,000	6 surveys
500,001 or More	22 surveys

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

Car ownership within 5 miles:

0.5 or Less	6 surveys
0.6 to 1.0	26 surveys
1.1 to 1.5	1 surveys

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

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Petrol filling station:

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

Travel Plan:

No	18 surveys
No	3 surveys
Yes	12 surveys

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

PTAL Rating:

1b - Very poor	2 surveys
2 - Poor	2 surveys
3 - Moderate	4 surveys
4 - Good	2 surveys
5 - Very good	5 surveys
6a - Excellent	4 surveys
6b - Excellent	5 surveys
No PTAL Present	9 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

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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1	BM-03-C-01	BLOCKS OF FLATS	BROMLEY
RINGER'S ROAD BROMLEY Town Centre Built-Up Zone Number of dwellings: 160.00 DWELLS Survey date: Monday 12/11/2018			Survey Type: Manual
2	BN-03-C-03	BLOCKS OF FLATS	BARNET
OAKLEIGH ROAD WHETSTONE Neighbourhood Centre Residential Zone Number of dwellings: 115.00 DWELLS Survey date: Thursday 05/09/2024			Survey Type: Manual
3	BT-03-C-02	BLOCKS OF FLATS	BRENT
ENGINEERS WAY WEMBLEY Suburban Area Development Zone Number of dwellings: 472.00 DWELLS Survey date: Wednesday 30/11/2016			Survey Type: Manual
4	BT-03-C-03	BLOCKS OF FLATS	BRENT
MOUNT PLEASANT WEMBLEY Suburban Area Residential Zone Number of dwellings: 130.00 DWELLS Survey date: Thursday 16/11/2023			Survey Type: Manual
5	BT-03-C-04	BLOCKS OF FLATS	BRENT
MOUNT PLEASANT WEMBLEY Suburban Area Residential Zone Number of dwellings: 136.00 DWELLS Survey date: Wednesday 26/11/2025			Survey Type: Manual
6	DY-03-C-03	BLOCKS OF FLATS	DERBY
CAESAR STREET DERBY Suburban Area Residential Zone Number of dwellings: 30.00 DWELLS Survey date: Wednesday 25/09/2019			Survey Type: Manual
7	EG-03-C-03	BLOCKS OF FLATS	EALING
WOODLANDS AVENUE ACTON Town Centre Residential Zone Number of dwellings: 116.00 DWELLS Survey date: Monday 03/03/2025			Survey Type: Manual

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8	**EN-03-C-03**	**BLOCKS OF FLATS**	**ENFIELD**
NORTH CIRCULAR ROAD PALMERS GREEN Suburban Area Residential Zone Number of dwellings: 27.00 DWELLS Survey date: Wednesday 08/11/2017			Survey Type: Manual
9	**HF-03-C-03**	**BLOCK OF FLATS**	**HERTFORDSHIRE**
SHENLEY ROAD BOREHAMWOOD Edge of Town Centre Built-Up Zone Number of dwellings: 91.00 DWELLS Survey date: Thursday 14/11/2019			Survey Type: Manual
10	**HF-03-C-10**	**BLOCKS OF FLATS**	**HERTFORDSHIRE**
OXHEY DRIVE WATFORD SOUTH OXHEY Neighbourhood Centre Residential Zone Number of dwellings: 84.00 DWELLS Survey date: Thursday 13/11/2025			Survey Type: Manual
11	**HG-03-C-01**	**BLOCKS OF FLATS**	**HARINGEY**
BREAM CLOSE TOTTENHAM HALE Neighbourhood Centre Residential Zone Number of dwellings: 255.00 DWELLS Survey date: Tuesday 18/06/2019			Survey Type: Manual
12	**HG-03-C-02**	**BLOCK OF FLATS**	**HARINGEY**
HIGH ROAD WOOD GREEN WOODSIDE PARK Suburban Area Residential Zone Number of dwellings: 30.00 DWELLS Survey date: Wednesday 01/10/2014			Survey Type: Manual
13	**HM-03-C-02**	**BLOCKS OF FLATS**	**HAMMERSMITH AND FULHAM**
GLENTHORNE ROAD HAMMERSMITH Town Centre Built-Up Zone Number of dwellings: 194.00 DWELLS Survey date: Tuesday 30/04/2019			Survey Type: Manual
14	**HO-03-C-04**	**BLOCKS OF FLATS**	**HOUNSLOW**
LONDON ROAD ISLEWORTH Neighbourhood Centre Residential Zone Number of dwellings: 203.00 DWELLS Survey date: Tuesday 03/07/2018			Survey Type: Manual

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15	**HO-03-C-05**	**BLOCK OF FLATS**	**HOUNSLOW**
PARK LANE HOUNSLOW CRANFORD Edge of Town Residential Zone Number of dwellings: 14.00 DWELLS Survey date: Friday 06/03/2020			Survey Type: Manual
16	**HO-03-C-06**	**BLOCK OF FLATS**	**HOUNSLOW**
CAPITAL INTERCHANGE WAY BRENTFORD Suburban Area No Sub Category Number of dwellings: 724.00 DWELLS Survey date: Monday 24/06/2024			Survey Type: Manual
17	**IS-03-C-05**	**BLOCK OF FLATS**	**ISLINGTON**
LEVER STREET FINSBURY Edge of Town Centre Built-Up Zone Number of dwellings: 15.00 DWELLS Survey date: Wednesday 29/06/2016			Survey Type: Manual
18	**IS-03-C-06**	**BLOCK OF FLATS**	**ISLINGTON**
CALEDONIAN ROAD HOLLOWAY Edge of Town Centre Residential Zone Number of dwellings: 14.00 DWELLS Survey date: Monday 27/06/2016			Survey Type: Manual
19	**IS-03-C-09**	**BLOCK OF FLATS**	**ISLINGTON**
CITY ROAD ISLINGTON Edge of Town Centre Development Zone Number of dwellings: 190.00 DWELLS Survey date: Tuesday 22/10/2024			Survey Type: Manual
20	**LB-03-C-01**	**BLOCK OF FLATS**	**LAMBETH**
WANDSWORTH ROAD VAUXHALL Neighbourhood Centre Residential Zone Number of dwellings: 30.00 DWELLS Survey date: Thursday 24/10/2024			Survey Type: Manual
21	**MS-03-C-04**	**BLOCK OF FLATS**	**MERSEYSIDE**
HOY DRIVE NEWTON-LE-WILLOWS EARLESTOWN Edge of Town Centre Residential Zone Number of dwellings: 24.00 DWELLS Survey date: Monday 12/04/2021			Survey Type: Manual

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22	**NF-03-C-02**	**MIXED FLATS & HOUSES**	**NORFOLK**
HALL ROAD NORWICH LAKENHAM Suburban Area Residential Zone Number of dwellings: 82.00 DWELLS Survey date: Monday 18/11/2019			Survey Type: Manual
23	**NG-03-C-03**	**BLOCK OF FLATS**	**NOTTINGHAM**
CANAL STREET NOTTINGHAM Town Centre Built-Up Zone Number of dwellings: 46.00 DWELLS Survey date: Monday 02/10/2023			Survey Type: Manual
24	**NH-03-C-02**	**BLOCKS OF FLATS**	**NEWHAM**
WESTFIELD AVENUE STRATFORD Suburban Area Development Zone Number of dwellings: 832.00 DWELLS Survey date: Tuesday 20/05/2025			Survey Type: Manual
25	**PO-03-C-01**	**BLOCKS OF FLATS**	**PORTSMOUTH**
CROSS STREET PORTSMOUTH Edge of Town Centre Built-Up Zone Number of dwellings: 90.00 DWELLS Survey date: Tuesday 05/06/2018			Survey Type: Manual
26	**SH-03-C-01**	**BLOCK OF FLATS**	**SHROPSHIRE**
ABBEY FOREGATE SHREWSBURY Suburban Area Residential Zone Number of dwellings: 47.00 DWELLS Survey date: Monday 19/06/2023			Survey Type: Manual
27	**SK-03-C-02**	**BLOCK OF FLATS**	**SOUTHWARK**
LAMB WALK BERMONDSEY Edge of Town Centre Built-Up Zone Number of dwellings: 29.00 DWELLS Survey date: Thursday 23/04/2015			Survey Type: Manual
28	**SK-03-C-04**	**BLOCKS OF FLATS**	**SOUTHWARK**
MARITIME STREET SURREY QUAYS Neighbourhood Centre Development Zone Number of dwellings: 234.00 DWELLS Survey date: Wednesday 16/10/2024			Survey Type: Manual

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29	**TH-03-C-04**	**BLOCK OF FLATS**	**TOWER HAMLETS**
LEVEN ROAD POPLAR ABERFELDY VILLAGE Neighbourhood Centre No Sub Category Number of dwellings: 83.00 DWELLS Survey date: Friday 21/06/2019			Survey Type: Manual
30	**TH-03-C-05**	**BLOCKS OF FLATS**	**TOWER HAMLETS**
LEMAN STREET ALDGATE Town Centre Built-Up Zone Number of dwellings: 83.00 DWELLS Survey date: Tuesday 24/06/2025			Survey Type: Manual
31	**WF-03-C-01**	**BLOCKS OF FLATS**	**WALTHAM FOREST**
ERSKINE ROAD WALTHAMSTOW Edge of Town Centre Residential Zone Number of dwellings: 97.00 DWELLS Survey date: Tuesday 05/11/2019			Survey Type: Manual
32	**WF-03-C-03**	**FLATS & TERRACED HOUSES**	**WALTHAM FOREST**
FOREST ROAD WALTHAMSTOW Neighbourhood Centre No Sub Category Number of dwellings: 22.00 DWELLS Survey date: Friday 21/05/2021			Survey Type: Manual
33	**WH-03-C-03**	**BLOCK OF FLATS**	**WANDSWORTH**
SLEAFORD STREET BATTERSEA WANDSWORTH Neighbourhood Centre Residential Zone Number of dwellings: 386.00 DWELLS Survey date: Monday 17/11/2025			Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
BN-03-C-02	13-09-2023	Removed: Site re-surveyed by BN-03-C-03
IS-03-C-04	14-07-2016	Removed: Site re-surveyed by IS-03-C-07
IS-03-C-07	06-06-2019	Removed: Site re-surveyed by IS-03-C-08
IS-03-C-08	20-10-2022	Removed: Site re-surveyed by IS-03-C-09
SK-03-C-03	14-11-2019	Removed: Site re-surveyed by SK-03-C-04
WH-03-C-02	17-06-2024	Removed: Site re-surveyed by WH-03-C-03

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Organisation: Martin Rogers Consulting

User: Martin Rogers
Office: Butterfield Avenue, Dublin

Audit Code: f033eaf5-8719-4db5-8441-c3838fa5dd1a

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

Total Vehicles

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 120 DWELLS shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated 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	3	149	0.009	1.076	0.007	0.807	0.016	1.883
07:00-08:00	33	154	0.017	2.029	0.048	5.711	0.065	7.740
08:00-09:00	33	154	0.024	2.903	0.065	7.835	0.089	10.738
09:00-10:00	33	154	0.034	4.059	0.035	4.248	0.069	8.307
10:00-11:00	33	154	0.031	3.776	0.033	4.012	0.064	7.788
11:00-12:00	33	154	0.034	4.059	0.036	4.366	0.070	8.425
12:00-13:00	33	154	0.034	4.059	0.040	4.767	0.074	8.826
13:00-14:00	33	154	0.032	3.823	0.033	3.941	0.065	7.764
14:00-15:00	33	154	0.032	3.799	0.032	3.823	0.064	7.622
15:00-16:00	33	154	0.041	4.861	0.033	3.917	0.074	8.778
16:00-17:00	33	154	0.042	5.074	0.030	3.658	0.072	8.732
17:00-18:00	33	154	0.056	6.702	0.035	4.153	0.091	10.855
18:00-19:00	33	154	0.050	5.971	0.032	3.847	0.082	9.818
19:00-20:00	23	187	0.039	4.626	0.028	3.372	0.067	7.998
20:00-21:00	23	187	0.023	2.703	0.016	1.895	0.039	4.598
21:00-22:00	2	212	0.024	2.830	0.026	3.113	0.050	5.943
22:00-23:00								
23:00-00:00								
Total Rates:			0.522	62.351	0.529	63.465	1.051	125.816

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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User: Martin Rogers
Office: Butterfield Avenue, Dublin

Audit Code: f033eaf5-8719-4db5-8441-c3838fa5dd1a

Parameter Summary:

Trip rate parameter range selected:	6 - 832 (units: DWELLS)
Survey date date range:	01/10/2014 - 26/11/2025
Number of weekdays (Monday-Friday):	33
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

OGVs

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 120 DWELLS shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated 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	3	149	0.000	0.000	0.000	0.000	0.000	0.000
07:00-08:00	33	154	0.001	0.071	0.001	0.071	0.002	0.142
08:00-09:00	33	154	0.000	0.047	0.000	0.024	0.000	0.071
09:00-10:00	33	154	0.002	0.212	0.001	0.165	0.003	0.377
10:00-11:00	33	154	0.002	0.212	0.001	0.118	0.003	0.330
11:00-12:00	33	154	0.001	0.142	0.002	0.260	0.003	0.402
12:00-13:00	33	154	0.000	0.047	0.000	0.047	0.000	0.094
13:00-14:00	33	154	0.000	0.047	0.001	0.094	0.001	0.141
14:00-15:00	33	154	0.001	0.165	0.001	0.118	0.002	0.283
15:00-16:00	33	154	0.000	0.047	0.001	0.071	0.001	0.118
16:00-17:00	33	154	0.000	0.024	0.000	0.024	0.000	0.048
17:00-18:00	33	154	0.000	0.024	0.000	0.047	0.000	0.071
18:00-19:00	33	154	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00	23	187	0.000	0.000	0.000	0.000	0.000	0.000
20:00-21:00	23	187	0.000	0.000	0.000	0.000	0.000	0.000
21:00-22:00	2	212	0.000	0.000	0.000	0.000	0.000	0.000
22:00-23:00								
23:00-00:00								
Total Rates:			0.007	1.038	0.008	1.038	0.015	2.077

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.

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User: Martin Rogers
Office: Butterfield Avenue, Dublin

Audit Code: f033eaf5-8719-4db5-8441-c3838fa5dd1a

Parameter Summary:

Trip rate parameter range selected:	6 - 832 (units: DWELLS)
Survey date date range:	27/06/2016 - 17/11/2025
Number of weekdays (Monday-Friday):	16
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

Taxis

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 120 DWELLS shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated 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	3	149	0.004	0.538	0.004	0.538	0.008	1.076
07:00-08:00	33	154	0.003	0.307	0.003	0.307	0.006	0.614
08:00-09:00	33	154	0.003	0.354	0.003	0.354	0.006	0.708
09:00-10:00	33	154	0.004	0.425	0.004	0.448	0.008	0.873
10:00-11:00	33	154	0.002	0.283	0.002	0.283	0.004	0.566
11:00-12:00	33	154	0.003	0.307	0.003	0.307	0.006	0.614
12:00-13:00	33	154	0.003	0.307	0.003	0.307	0.006	0.614
13:00-14:00	33	154	0.003	0.307	0.003	0.307	0.006	0.614
14:00-15:00	33	154	0.002	0.189	0.002	0.189	0.004	0.378
15:00-16:00	33	154	0.002	0.212	0.002	0.212	0.004	0.424
16:00-17:00	33	154	0.003	0.354	0.003	0.307	0.006	0.661
17:00-18:00	33	154	0.003	0.401	0.004	0.448	0.007	0.849
18:00-19:00	33	154	0.002	0.212	0.002	0.189	0.004	0.401
19:00-20:00	23	187	0.004	0.502	0.004	0.529	0.008	1.031
20:00-21:00	23	187	0.002	0.195	0.001	0.167	0.003	0.362
21:00-22:00	2	212	0.007	0.849	0.007	0.849	0.014	1.698
22:00-23:00								
23:00-00:00								
Total Rates:			0.050	5.742	0.050	5.742	0.100	11.483

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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TRICS 8.26.6
Organisation: Martin Rogers Consulting

User: Martin Rogers
Office: Butterfield Avenue, Dublin

Audit Code: f033eaf5-8719-4db5-8441-c3838fa5dd1a

Parameter Summary:

Trip rate parameter range selected:	6 - 832 (units: DWELLS)
Survey date date range:	23/04/2015 - 26/11/2025
Number of weekdays (Monday-Friday):	26
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

Servicing Vehicles

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 120 DWELLS shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated 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	3	149	0.000	0.000	0.000	0.000	0.000	0.000
07:00-08:00	33	154	0.003	0.378	0.002	0.212	0.005	0.590
08:00-09:00	33	154	0.007	0.873	0.006	0.708	0.013	1.581
09:00-10:00	33	154	0.012	1.392	0.009	1.109	0.021	2.501
10:00-11:00	33	154	0.008	0.944	0.008	0.991	0.016	1.935
11:00-12:00	33	154	0.007	0.826	0.007	0.897	0.014	1.723
12:00-13:00	33	154	0.010	1.251	0.012	1.440	0.022	2.691
13:00-14:00	33	154	0.007	0.897	0.008	0.920	0.015	1.817
14:00-15:00	33	154	0.007	0.826	0.006	0.684	0.013	1.510
15:00-16:00	33	154	0.010	1.180	0.009	1.086	0.019	2.266
16:00-17:00	33	154	0.005	0.590	0.007	0.826	0.012	1.416
17:00-18:00	33	154	0.007	0.850	0.008	1.015	0.015	1.865
18:00-19:00	33	154	0.005	0.637	0.005	0.637	0.010	1.274
19:00-20:00	23	187	0.008	0.975	0.008	0.948	0.016	1.923
20:00-21:00	23	187	0.004	0.446	0.005	0.557	0.009	1.003
21:00-22:00	2	212	0.017	1.981	0.019	2.264	0.036	4.245
22:00-23:00								
23:00-00:00								
Total Rates:			0.117	14.045	0.119	14.294	0.236	28.340

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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TRICS 8.26.6
Organisation: Martin Rogers Consulting

User: Martin Rogers
Office: Butterfield Avenue, Dublin

Audit Code: f033eaf5-8719-4db5-8441-c3838fa5dd1a

Parameter Summary:

Trip rate parameter range selected:	6 - 832 (units: DWELLS)
Survey date date range:	01/10/2014 - 26/11/2025
Number of weekdays (Monday-Friday):	32
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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