

MRCL

**MARTIN ROGERS
CONSULTING LTD**



**CABRA PBSA DEVELOPMENT, 2A FAUSSAGH AVENUE, CABRA,
DUBLIN 7**

TRAFFIC ASSESSMENT / SERVICING AND DELIVERY PLAN

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APPENDIX 1 – TRICS DATA

1. INTRODUCTION

Lohan Donnelly have appointed Dr Martin Rogers, Transport Planning Professional, to provide a Traffic Assessment for the Cabra PBSA Development, Faussagh Avenue, Cabra, Dublin 7.

The proposed development provides for a Large-Scale Residential Development, which in summary, shall consist of:

- Demolition of the former 'Matts of Cabra' public house and associated structures (approx. 376.55 sqm).
- Construction of a purpose-built student accommodation scheme consisting of 249 no. student bedspaces arranged in 32 no. clusters of 4, 7, 8, 9 and 10-bedroom units (including 13 no. accessible units and 10 no. studio units) each with associated shared kitchen/living/dining areas in 2 no. blocks ranging in height from 4-6 storeys;
- Internal amenity spaces (approx. 347.1 sqm) including a student lounge area, laundry room, postal room and a reception / office / kitchen / tearoom across the ground floor and first floor levels;
- External amenity areas (approx. 2,971.4 sqm) including 1 no. outdoor terrace at fourth floor level of Block A (193.1 sqm);
- Approx. 405.5 sqm of public open space in the form of a public plaza fronting Faussagh Avenue;
- Switch room, ESB substation, sprinkler room and bin storage all in a single storey services building along the eastern site boundary;
- A total of 308 no. bicycle parking spaces at surface level (258 no. long term, covered bicycle parking spaces including 12 no. cargo bicycle parking spaces and 50 no. visitor bicycle parking spaces);
- Vehicular access to be provided from Faussagh Avenue;
- 1 no. accessible car parking space proposed within the site;
- It is proposed that the development will be used for short term tourist or visitor accommodation outside of academic term times, in accordance with the definition of student accommodation.

The development will also provide for all associated service connections, public lighting, cold water storage and thermal store room, hard and soft landscaping, planting, formal activity equipment, removable bollards, tactile paving, boundary treatments, nature-based SuDS features, green and blue roofs, and all associated site clearance, excavation and development works above and below ground.

Figure 1-1 details the site location of the proposed development in the north city centre area.

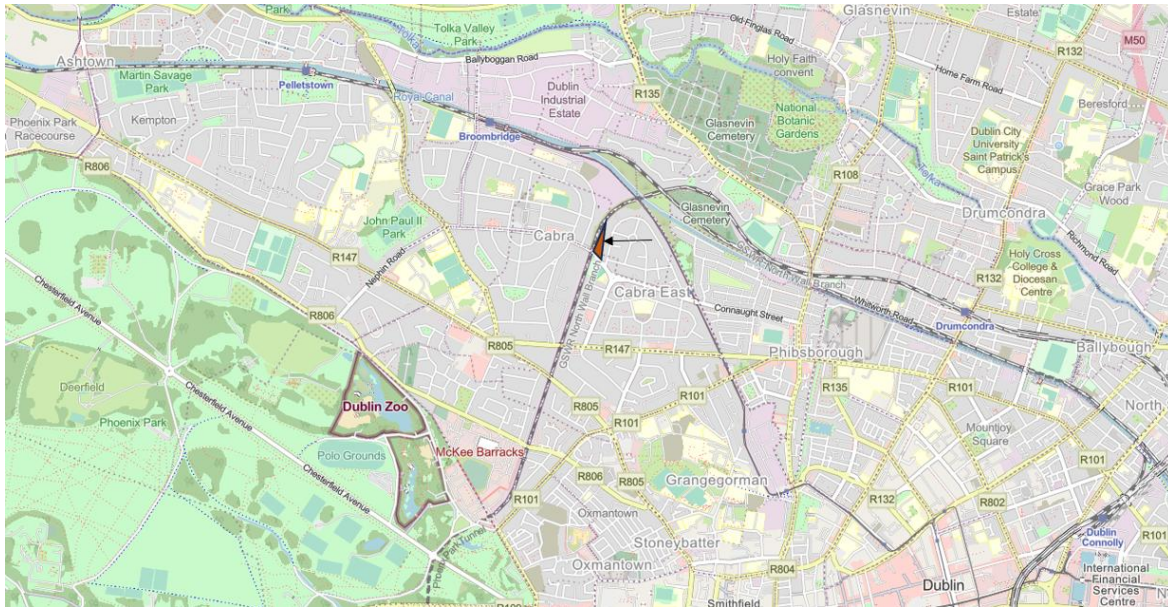


Figure 1-1: Site location in north city centre

Figure 1-2 details the site layout for the proposed student accommodation development:



Figure 1-2: Site layout of proposed development

The LRD opinion for the proposed project (LRD6094/25-S2) stated that ‘a Transport Assessment is required and associated reports as outlined in Chapter 15 of the City Development Plan 2022-2028’.

Chapter 15 states that a Traffic and Transport Assessment is required for a residential development with more than 50 No. units which materially affects vulnerable road users, amendments to existing roads or generating significant road movements.

This document will demonstrate that the proposed development will not ‘generate significant road movements’ and thus have very low traffic impact. It will also contain a servicing and delivery plan tied into the trip generation data.

This document is thus a traffic and transport assessment for the proposed development, which will detail traffic generation estimates for the major traffic generating modes using multi-modal traffic surveys at relevant developments in the UK and Ireland, detailing the overall volume of vehicular trips in addition to the volume of particular vehicle types - LGV's and taxis.

The document will also detail estimates for taxi arrivals and deliveries / servicing on a typical day at the site, and will demonstrate the consistency between these estimates and the trip generation volumes for the major trip generating modes at the proposed development computed using the TRICS database.

The availability of sustainable transport modes at the site are also details, in line with the requirements of the development plan.

The purpose of this report is to:

- Detail the traffic volumes generated by the different vehicle types predicted to be incident on the proposed development;
- Detail the delivery, maintenance and taxi arrivals at the proposed development;
- Outline the sustainable transport options available to residents at the proposed development; and
- Indicate the low impact the generated flows will have on the local road network.

The report consists of the following sections:

Section 2 of this report contains the traffic assessment for the proposal that will estimate the volume of traffic generated by all vehicle-based modes at the proposed development, and will demonstrate its very limited impact on the local road network.

Section 3 details how the arrivals of students in September will be managed, as well as detailing how the overall servicing and deliveries needs for all residents will be managed for the development. The figures used for the servicing / deliveries analysis will be tied into the TRICS output detailed within Section 2.

Section 4 details existing and proposed public transport, walking and cycling facilities in the vicinity of the proposed development.

Section 5 draws some overall conclusions regarding the traffic impact of the proposed development.

2. ESTIMATE OF TRIPS GENERATED BY PROPOSED DEVELOPMENT

2.1 INTRODUCTION

The traffic impact of the proposed development is derived by assessing the trips generated by the proposal and gauging the extent to which the superimposed flows from the proposed development will affect the efficiency of the local road network.

The development consists of 249 No. student accommodation bedspaces.

The TRICS Database has been utilised to derive trip rates for the proposed development. TRICS is the system of trip generation analysis for the UK and Ireland. The database includes over 8,000 transport surveys. In addition to inbound and outbound traffic and multi-modal counts (covering a wide range of separate count and mode types), the TRICS site records include comprehensive descriptive detail on a site's local environment and surroundings, information on the size, composition and functions of a site, and details of on-site and off-site parking facilities. Large annual regional data collection programmes across all parts of the UK and Ireland ensure that new transport surveys are continuously added to the database.

Sections 2.2 derives the peak hour vehicle trip rates for the for the student accommodation development, plus the trip rates for the sub-groups (motorcycle, car, taxi, LGV, OGV / truck) that contribute to the overall vehicle trip volumes.

2.2 TRIPS GENERATED BY 249 NO. STUDENT ACCOMMODATION BEDSPACES

The derived peak hour trip rates for the proposed student accommodation are as detailed within Tables 2-1 and 2-2.

The TRICS output gives the following weekday morning weekday evening and weekday all-day peak trip rates for the selected student accommodation developments in Town Centre locations with zero or very restricted parking provision:

Overall Trip Rates

STUDENT ACCOMMODATION TOTAL VEHICLE FLOWS

The chosen TRICS sites analysed gives the following weekday morning peak, evening peak-hour and all-day trip rates for apartment developments for all vehicles as detailed within Tables 2-1 to 2-2 below:

		Weekday AM		Weekday PM		ALL-DAY (7AM TO 10PM)	
		IN	OUT	IN	OUT	IN	OUT
Student Accom	Bedspaces (No.)	0.007	0.008	0.007	0.007	0.081	0.81

Table 2-1: Peak hour and all-day total vehicle trip rates for proposed student accommodation units

The above TRICS trip rates give rise to the following weekday morning, evening peak and all-day trip rates for student accommodation units:

		Weekday AM		Weekday PM		ALL-DAY (7AM TO 10PM)	
		IN	OUT	IN	OUT	IN	OUT
Student Accom	Bedspaces (No.)	2	2	2	2	21	21

Table 2-2: Peak hour and all-day flows for all vehicles generated by proposed student accommodation units

Thus, the proposal will generate very low vehicular trip volumes, with 21 No. arrivals and 21 No. departures per day.

Let us look at the arrival and departure rates for the different vehicle types arriving at the development:

- Cars;
- LGV's;
- Taxis;
- OGV's / trucks; and
- Motorcycles

Cars

The chosen TRICS sites analysed gives the following weekday morning peak, evening peak-hour and all-day trip rates at the chosen student accommodation sites for cars as detailed within Tables 2-3 to 2-4 below:

		Weekday AM		Weekday PM		ALL-DAY (7AM TO 10PM)	
		IN	OUT	IN	OUT	IN	OUT
Student Accom	Bedspaces (No.)	0.002	0.002	0.004	0.004	0.031	0.03

Table 2-3: Peak hour and all-day car trip rates for proposed student accommodation units

The above TRICS trip rates give rise to the following weekday morning, evening peak and all-day car trip rates for student accommodation units:

		Weekday AM		Weekday PM		ALL-DAY (7AM TO 10PM)	
		IN	OUT	IN	OUT	IN	OUT
Student Accom	249	1	1	1	1	7	7

Table 2-4: Peak hour and all-day flows for cars generated by proposed student accommodation units

LGV's

The chosen TRICS sites analysed gives the following weekday morning peak, evening peak-hour and all-day trip rates at the chosen student accommodation sites for LGV's as detailed within Tables 2-5 to 2-6 below:

		Weekday AM		Weekday PM		ALL-DAY (7AM TO 10PM)	
		IN	OUT	IN	OUT	IN	OUT
Student Accom	Bedspaces (No.)	0.002	0.003	0.001	0.001	0.031	0.03

Table 2-5: Peak hour and all-day LGV trip rates for proposed student accommodation units

The above TRICS trip rates give rise to the following weekday morning, evening peak and all-day LGV trip rates for student accommodation units:

		Weekday AM		Weekday PM		ALL-DAY (7AM TO 10PM)	
		IN	OUT	IN	OUT	IN	OUT
Student Accom	249	1	1	0	0	4	4

Table 2-6: Peak hour and all-day flows for LGV's generated by proposed student accommodation units

Taxis

The chosen TRICS sites analysed gives the following weekday morning peak, evening peak-hour and all-day trip rates at the chosen student accommodation sites for LGV's as detailed within Tables 2-7 to 2-8 below:

		Weekday AM		Weekday PM		ALL-DAY (7AM TO 10PM)	
		IN	OUT	IN	OUT	IN	OUT
Student Accom	Bedspaces (No.)	0.002	0.002	0.003	0.003	0.023	0.023

Table 2-7: Peak hour and all-day taxi trip rates for proposed student accommodation units

The above TRICS trip rates give rise to the following weekday morning, evening peak and all-day taxi trip rates for student accommodation units:

		Weekday AM		Weekday PM		ALL-DAY (7AM TO 10PM)	
		IN	OUT	IN	OUT	IN	OUT
Student Accom	249	1	1	1	1	6	6

Table 2-8: Peak hour and all-day flows for taxis generated by proposed student accommodation units

OGV / Trucks

The chosen TRICS sites analysed gives the following weekday morning peak, evening peak-hour and all-day trip rates at the chosen student accommodation sites for OGV's as detailed within Tables 2-9 to 2-10 below:

		Weekday AM		Weekday PM		ALL-DAY (7AM TO 10PM)	
		IN	OUT	IN	OUT	IN	OUT
Student Accom	Bedspaces (No.)	0.001	0.001	0.00	0.00	0.002	0.002

Table 2-9: Peak hour and all-day OGV trip rates for proposed student accommodation units

The above TRICS trip rates give rise to the following weekday morning, evening peak and all-day OGV trip rates for student accommodation units:

		Weekday AM		Weekday PM		ALL-DAY (7AM TO 10PM)	
		IN	OUT	IN	OUT	IN	OUT
Student Accom	249	1	1	0	0	1	1

Table 2-10: Peak hour and all-day flows for OGV's generated by proposed student accommodation units

Motorcycles

The chosen TRICS sites analysed gives the following weekday morning peak, evening peak-hour and all-day trip rates at the chosen student accommodation sites for motorcycles as detailed within Tables 2-11 to 2-12 below:

		Weekday AM		Weekday PM		ALL-DAY (7AM TO 10PM)	
		IN	OUT	IN	OUT	IN	OUT
Student Accom	Bedspaces (No.)	0.001	0.001	0.002	0.002	0.014	0.014

Table 2-11: Peak hour and all-day OGV trip rates for proposed student accommodation units

The above TRICS trip rates give rise to the following weekday morning, evening peak and all-day motorcycle trip rates for student accommodation units:

		Weekday AM		Weekday PM		ALL-DAY (7AM TO 10PM)	
		IN	OUT	IN	OUT	IN	OUT
Student Accom	249	0	0	1	1	3	3

Table 2-12: Peak hour and all-day flows for motorcycles generated by proposed student accommodation units

The daily flows from the 5 No. constituents can thus be detailed as follows:

	ALL-DAY	
	IN	OUT
CARS	7	7
LGV's	4	4
TAXIS	6	6
OGV's	1	1
MOTORCYCLES	3	3
TOTAL	21	21

Table 2-13: Illustration of constituents in total vehicle flows incident at development

These constituents are used to benchmark the servicing and delivery flows detailed within Section 3.

Full details of these rates are provided within Appendix 1.

2.3 CAPACITY OF RECEIVING NETWORK AND IMPACT OF GENERATED FLOWS

2.3.1 RECEIVING NETWORK CAPACITY

Figure 3-1 indicates the main artery serving the site; Faussagh Avenue leading eastwards onto Faussagh Road.

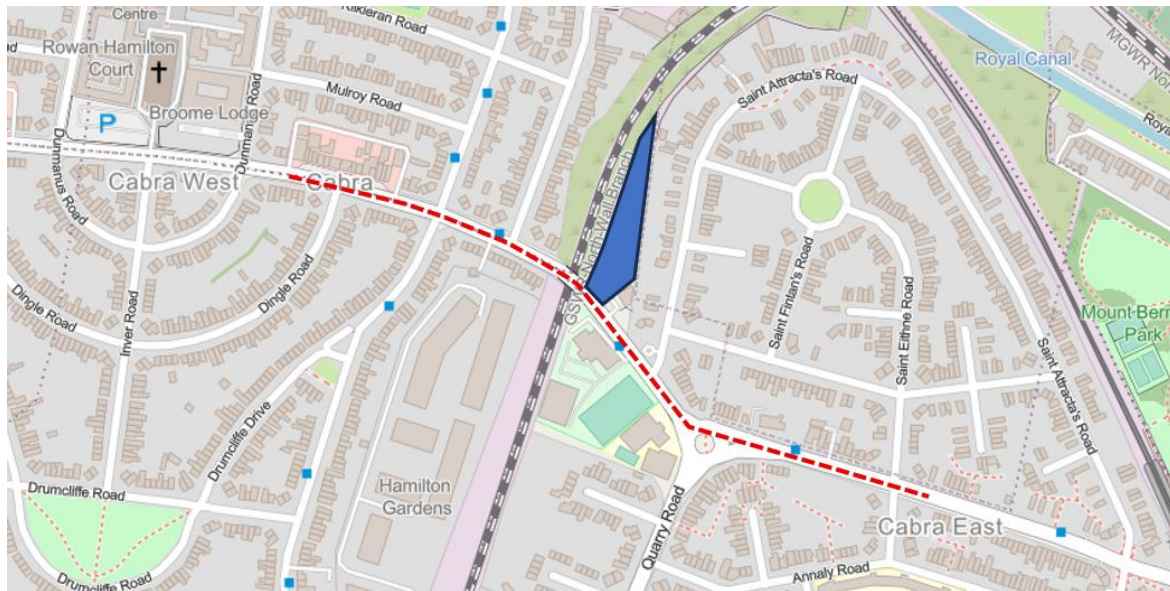


Figure 2-1: Main arterial links close to proposed development

It would be reasonable to assume that this link is a UAP4 Road type within the Design Manual for Roads and Bridges (DMRB) - busy high streets carrying mostly local traffic with frontage activity

Assuming a minimum road width of 6.1 metres, the standard indicates a peak hour directional capacity of 750 vehicles per hour.

This capacity is detailed within Table 2-14 below, extracted from extracts from TA 79/99 – Traffic Capacity of Urban Roads (Department for Transport, 1999) which details the peak hour capacities of the different road types:

Road type	Number of lanes	Carriageway width (m)	Peak-hour flow (veh/h)
UAP1	2	6.10	1,020
High-standard single-carriageway road carrying predominantly through traffic with limited access	2	6.75	1,320
	2	7.30	1,590
	2	9.00	1,860
	2	9.00	1,860
	2/3	10.00	2,010
	3	12.30	2,550
	3/4	13.50	2,800
	4	14.60	3,050
	4+	18.00	3,300
UAP2	2	6.10	1,020
Good-standard single-carriageway road with frontage access and more than two side roads per km	2	6.75	1,260
	2	7.30	1,470
	2	9.00	1,550
	2	9.00	1,550
	2/3	10.00	1,650
	3	12.30	1,700
	3/4	13.50	1,900
	4	14.60	2,100
	4+	18.00	2,700
UAP3	2	6.10	900
Single-carriageway road of variable standard with frontage access, side roads, bus stops and pedestrian crossing	2	6.75	1,100
	2	7.30	1,300
	2	9.00	1,530
	2	9.00	1,530
	2/3	10.00	1,620
UAP4	2	6.10	750
Busy high street carrying mostly local traffic with frontage activity (loading/unloading included)	2	6.75	900
	2	7.30	1,140
	2	9.00	1,320
	2/3	10.00	1,410

Table 2-14: Extracted table from TA79/99 - Traffic Capacity of Urban Roads

2.3.2 IMPACT OF GENERATED FLOWS ON RECEIVING NETWORK CAPACITY

Table 2-2 indicates a maximum total vehicle 2-directional peak hour flow of 4 No. vehicles (inbound plus outbound, morning / evening peak hour).

Table 3-1 indicates a minimum capacity of 750 No. vehicles per hour for all links.

Even if all generated traffic was incident on one of the access links, the resulting flow will result in an increase in flow along the link of 0.5%. This constitutes an imperceptible increase, generating no effective additional impact.

The 2014 Traffic and Transport Assessment Guidelines require the impact of the additional traffic volumes on the critical nearby junctions to be assessed in detail if:

- Development flows exceed 10% of existing turning movements at the relevant junction;
- Development flows exceed 5% of turning movements if the location has the potential to become congested.

Given that generated flows are predicted to increase network flows by 10% of the lower 5% threshold, it can again be stated that the proposed development will have no significant impact on vehicular movement in the vicinity.

One can therefore assume that the traffic impact of the proposed development on the local road network will be at an imperceptibly low level.

No congestion and no traffic hazard is likely to occur arising from the predicted development flows.

2.4 CONCLUDING COMMENT ON TRAFFIC ASSESSMENT

The traffic assessment demonstrates that the proposed 249-bed student accommodation development at Faussagh Avenue will generate a very low volume of vehicular traffic.

Daily movements are expected to consist mainly of occasional taxi trips, servicing vehicles, and deliveries, with no private car parking provided for residents.

Analysis of nearby street capacity confirms that the predicted traffic flows are well within the capacity.

Given the scale and nature of the development, no significant impact on link performance or traffic congestion is expected.

The level of generated vehicular traffic is minimal when compared with general background flows in the area.

Therefore, the proposed development will have no material impact on the operation or safety of the local road network.

3. MANAGEMENT OF ARRIVALS/DEPARTURES AND OVERALL SERVICING AND DELIVERY NEEDS

3.1 STUDENT ARRIVALS AND DEPARTURES

Arrivals

While most students will walk, cycle, or use public transport to travel to college during the academic year, the initial arrival in September will differ. Due to the need to carry luggage, 30–50% of students are expected to arrive by private car or taxi, with the remainder arriving by rail, bus, or on foot.

To manage this operation, a student arrival roster will be implemented, using a single on-site set-down space accessible from Faussagh Avenue.

Mode of Arrival	Estimated Share	Approx. No. of Students (Total = 249)	Notes
Private Car / Taxi	40%	100	Due to luggage; rostered via 30-min time slots using on-site set-down bay
Public Transport (Bus/Rail)	45%	112	LUAS and Dublin Bus services nearby
Walking / Cycling	15%	37	Local residents or students arriving early with minimal luggage

Table 3-1: Estimated modal splits for student arrivals

Table 3-1 above shows the likely distribution of students by arrival mode at the beginning of the academic year.

Due to the need to carry luggage, around 40% are expected to arrive by car or taxi. Public transport and active travel will also play a role given the high level of accessibility by rail and bus.

The roster within Table 3-2 is designed to allow for safe and orderly arrivals using the single set-down space.

Move-In Duration	Time Slot Length	Slots per Day	Total Slots Available	Management
4 Days	20 minutes	30 (08:00–18:00)	120 (20% extra capacity for safety purposes)	Managed by site staff and Mobility Manager

Table 3-2: Proposed roster for car / taxi arrivals

Students arriving by car/taxi will pre-book a time slot. This avoids queues and ensures all arrivals can be accommodated over a 4-day period.

Departures

Student departures will occur gradually over May and June, aligned with differing academic calendars. Most students will leave on foot, by public transport, or with light luggage.

No roster system is required for departures.

3.2 DETAILS OF SERVICING AND DELIVERY ARRANGEMENTS

The development includes one set-down space within the site, which will be used to accommodate all servicing, delivery, and short-term vehicle activity. Although limited, this space is sufficient when demand is distributed and managed effectively.

Delivery / Service Type	Estimated Frequency per Week	Dwell Time per Visit	Notes
Parcel / Courier Deliveries	60–80	<10 mins	Amazon, An Post, DPD, etc.; received at reception or parcel lockers
Food Deliveries	100–150	<5 mins	Deliveroo, Uber Eats; mostly by bike or moped; use pedestrian entrance
Supermarket Grocery Deliveries	10–20	<10 mins	Tesco, Lidl; occasional vehicle use of set-down space
Waste Collection	1–2	<15 mins	Scheduled early morning by contractor
Linen / Laundry Services	2–3	<15 mins	Regular contractor collection/drop-off
Building Maintenance Vans	5–10	<30 mins	Reactive or scheduled; coordinated by site manager
Bulk / Furniture Deliveries	Ad hoc	Varies	Only as needed; scheduled in advance to avoid conflicts
TAXI arrivals	25–30	<5 minutes	Low but consistent; e.g. late-night returns, airport runs

Table 3-3: Projected range of typical weekly delivery, servicing and waste collection trips at the proposed student accommodation development

Table 3-3 outlines the typical servicing and delivery activity for a 249-bed student accommodation scheme. Most deliveries are short in duration and occur throughout the day.

The single set-down space is sufficient when supported by on-site management and good scheduling.

Bin collections will take place off Faussagh Avenue.

Table 3-4 details estimated daily servicing and delivery trips based on the data within Table 3-3:

Delivery / Service Type	Estimated Frequency per day	Vehicle Type	Notes
Parcel / Courier Deliveries	8.5–11.5	LGV	All assumed LGV
Food Deliveries	3.0–4.5	Moped	20% by moped (80% by bike)
Grocery Deliveries	1.5–3.0	Car / Van	Supermarket delivery
Waste Collection	0.1–0.3	Truck	1–2 per week
Linen / Laundry Services	0.3–0.4	LGV	Regular service
Maintenance Vans	0.7–1.5	Van / LGV	Includes repairs, inspections, trades
Taxi Arrivals	3.5–4.0	Taxi	Social trips, airport transfers
Total (Motor Vehicles)	17.6 – 25.2	—	Excludes bikes and bulk deliveries

Table 3-4: Projected range of typical daily delivery, servicing and waste collection trips at the proposed student accommodation development

Table 3-5 takes the data within Table 3-4 and separates out the trips by different vehicle type:

Vehicle Type	Estimated Daily Arrivals	Includes
Car	2.2–4.5	Grocery + Maintenance
Taxi	3.5–4.0	Student trips, airport transfers
LGV	8.8–11.9	Parcels, laundry, some maintenance
Moped / Scooter	3.0–4.5	20% of food deliveries
Truck (OGV)	0.1–0.3	Waste collection
Total	17.6 – 25.2	All motor vehicle movements excluding bikes

Table 3-5: Range of estimated daily motor vehicle arrivals by vehicle type

These figures are entirely consistent with the TRICS output within Section 2.

The TRICS output provides a figure of 21 No. vehicle arrivals per day, with the mid-range of the total within Table 3-5 gives a figure of 21.4.

Table 2-13 provides a figure of 6 No. taxi arrivals based on TRICS output, above the estimates within Table 3-5 of up to 4 No. per day.

Table 2-13 provides a figure of 11 No. car / LGV arrivals based on TRICS output, within the 11-15 No. estimated within Table 3-5.

Table 2-13 provides a figure of 1 No. refuse truck arrival based on TRICS output, consistent with the estimate within Table 3-5.

Table 2-13 provides a figure of 3 No. motorcycle arrivals based on TRICS output, consistent with the estimated range of 3 to 4.5 within Table 3-5.

3.3 CONCLUDING COMMENTS ON STUDENT ARRIVAL MANAGEMENT AND SERVICING AND DELIVERY ARRANGEMENTS

This section has shown that the arrival and departure of students, along with all servicing and delivery activity, can be effectively managed on-site using the single set-down space provided.

A pre-booked arrival roster system will be implemented at the start of the academic year to manage student arrivals by car and taxi. Based on modal split assumptions, approximately 40% of students (c. 100 people) are expected to arrive by car or taxi. These will be distributed across 120 slots over a 4-day period, ensuring a controlled and congestion-free process.

For daily operations, the servicing and delivery needs of the development have been benchmarked against TRICS data and operational experience at similar schemes. Daily vehicle arrivals—mainly parcel vans, maintenance visits, and taxis—are low in volume and short in duration. These range between 18 and 25 vehicle trips per day, and can all be accommodated using the managed on-site set-down bay.

Food deliveries, which are frequent but mostly conducted by bicycle, are excluded from the motor vehicle totals. Only a small proportion (up to 20%) involve mopeds and require kerb-side access.

The figures for LGV, car, taxi, and refuse truck arrivals align closely with TRICS outputs for a 249-bed student accommodation site in a central urban location with no resident parking. The analysis confirms that all daily movements can be accommodated without impact on local traffic flow or safety.

Together, the student arrival management and servicing strategy demonstrate a robust and low-impact operational plan, consistent with the predicted traffic generation and compliant with planning and development plan requirements.

4. EXISTING AND PROPOSED PUBLIC TRANSPORT, WALKING AND CYCLING FACILITIES

4.1 EXISTING PUBLIC TRANSPORT INFRASTRUCTURE

BUSES

Figure 4-1 contains details of the existing bus facilities close to the proposed development.

2 No. bus routes, the 120 and the 122 run very close to the site along Faussagh Avenue:

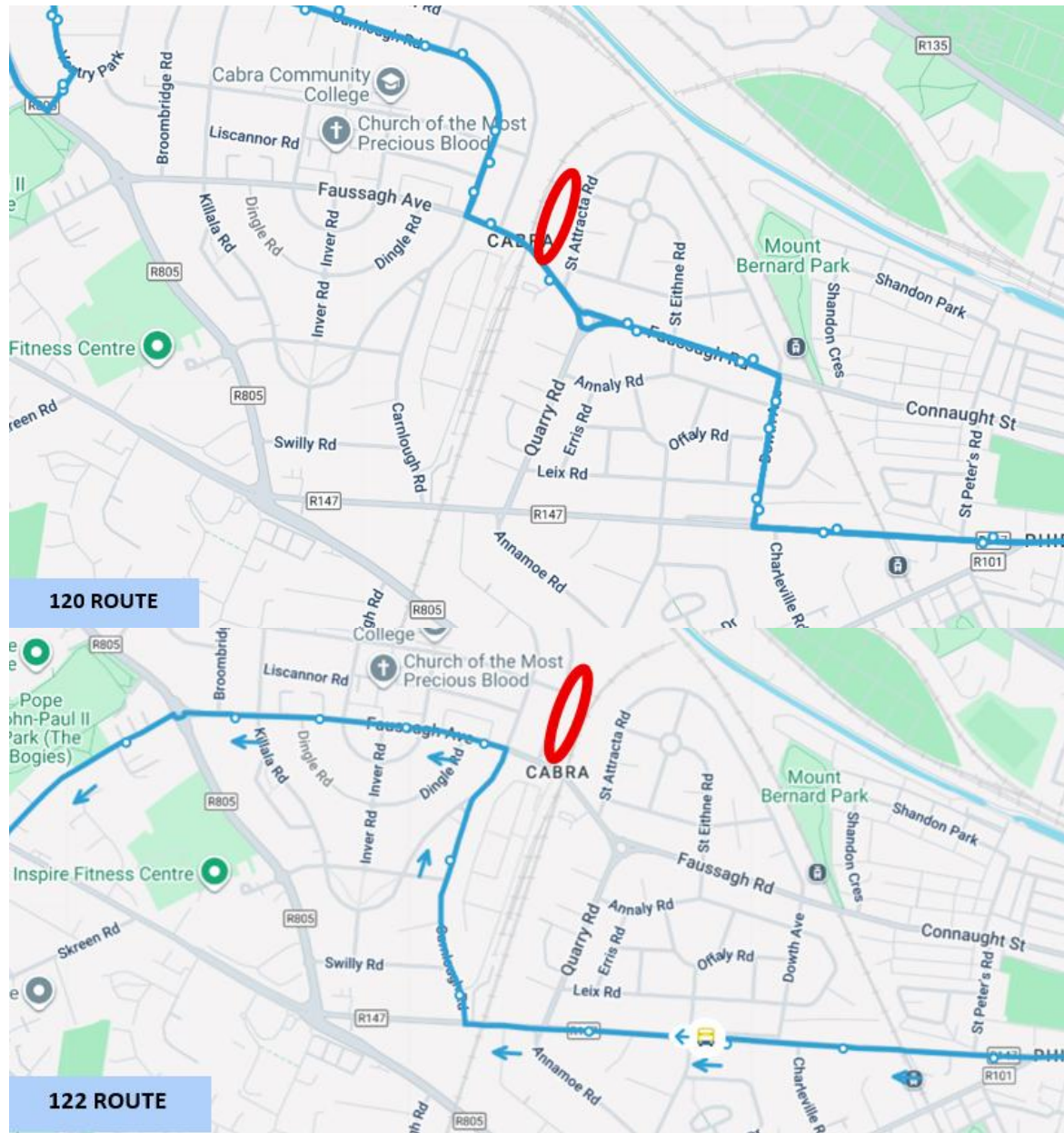


Figure 4-1: Existing bus routes close to subject site

In addition, the 38, 38A, and 38B routes run along Cabra Road approximately 600 metres south of Faussagh Avenue.

Table 4-1 details the frequencies of these routes during the morning peak hour, together with their origins and destinations.

Route	Origin	Destination	Frequency at AM Peak
120	Ashtown Rail Station	Parnell Street	5 per hour
122	Ashington	Drimnagh Road	6 per hour
38	Damastown	Burlington Road	3 per hour
38A	Damastown	Burlington Road	3 per hour
38B	Damastown	Burlington Road	3 per hour
TOTAL			20 per hour

Table 4-1: Major Bus routes serving the candidate site and their frequency during the morning peak hour

RAIL

Figure 4-2 details the location of the Cabra LUAS Station approximately 700 metres (10 minutes' walk) from the Faussagh Avenue site:

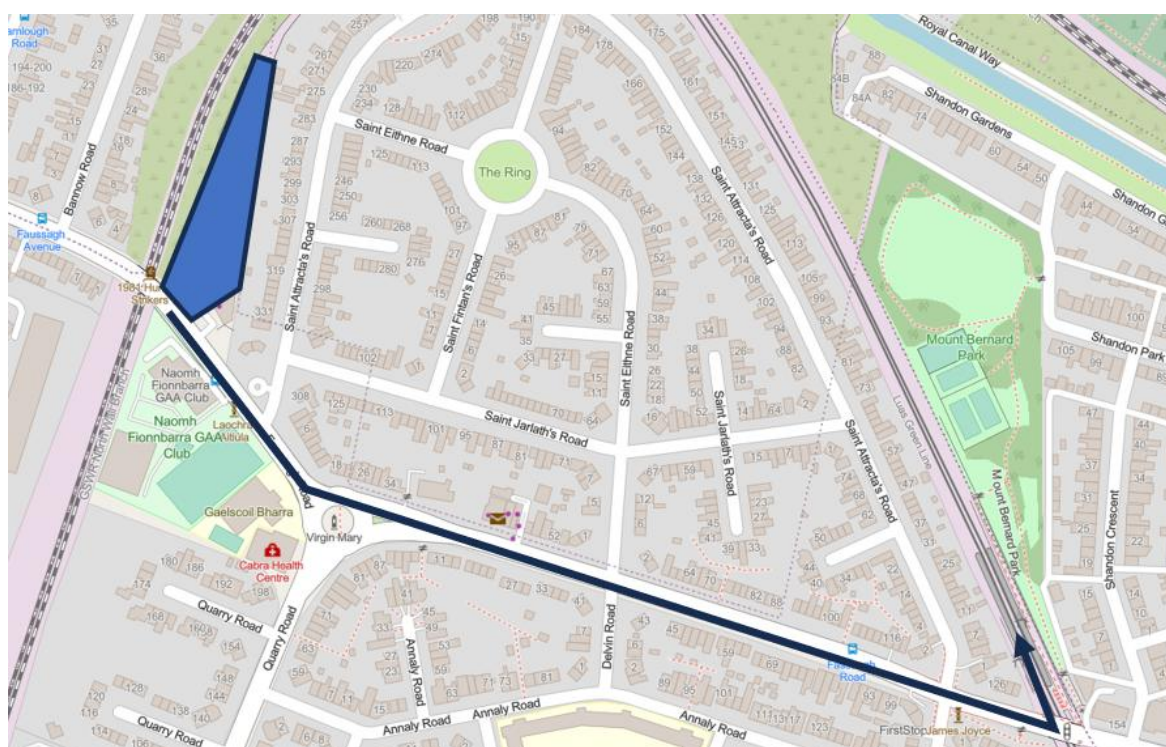


Figure 4-2: Access from site to Cabra LUAS stop

Figure 4-3 details the location of the Cabra LUAS stop within the Dublin city rail network, demonstrating the linkage to the DART, commuter rail systems and LUAS Red Line.

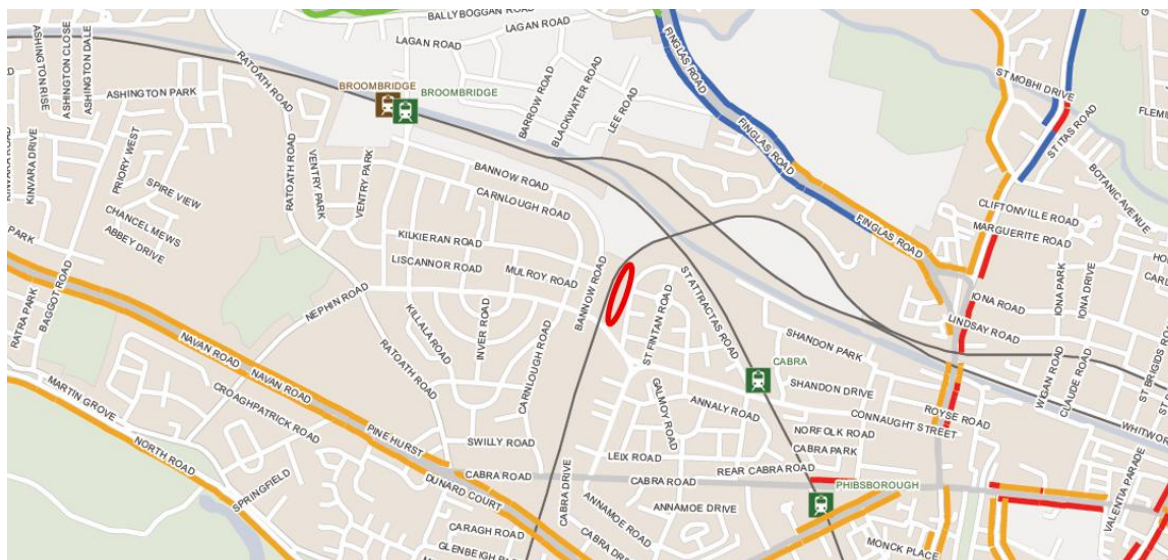


Figure 4-3: Location of Cabra LUAS stop within Dublin city rail network

The Cabra LUAS stop has excellent connectivity to all other lines in the metropolitan area.

4.2 EXISTING CYCLE INFRASTRUCTURE

Figure 4-4 below details the existing cycling facilities in the local area. The local facilities are very limited.



Legend:

- | | | |
|--|---|---|
| — B1 - Bus Lane (no cycle lane) | — G1 - Cycle Trail or Greenway | ■ Greenline Tram Stops |
| — C1 - Cycle Track - separated from road | — S2 - Shared Walking & Cycling | ■ Redline Tram Stops |
| — C2 - Cycle Track - immediately adjacent | — Study Area | ■ Stations |
| — C3 - Cycle Lane (even within Bus Lane) | — County Council Boundaries | |

Figure 4-4: Existing cycle facilities

4.3 FUTURE CYCLING AND PUBLIC TRANSPORT INFRASTRUCTURE

GDA CYCLE PLAN

Figure 4-5 details the network improvements proposed within the GDA cycle plan.

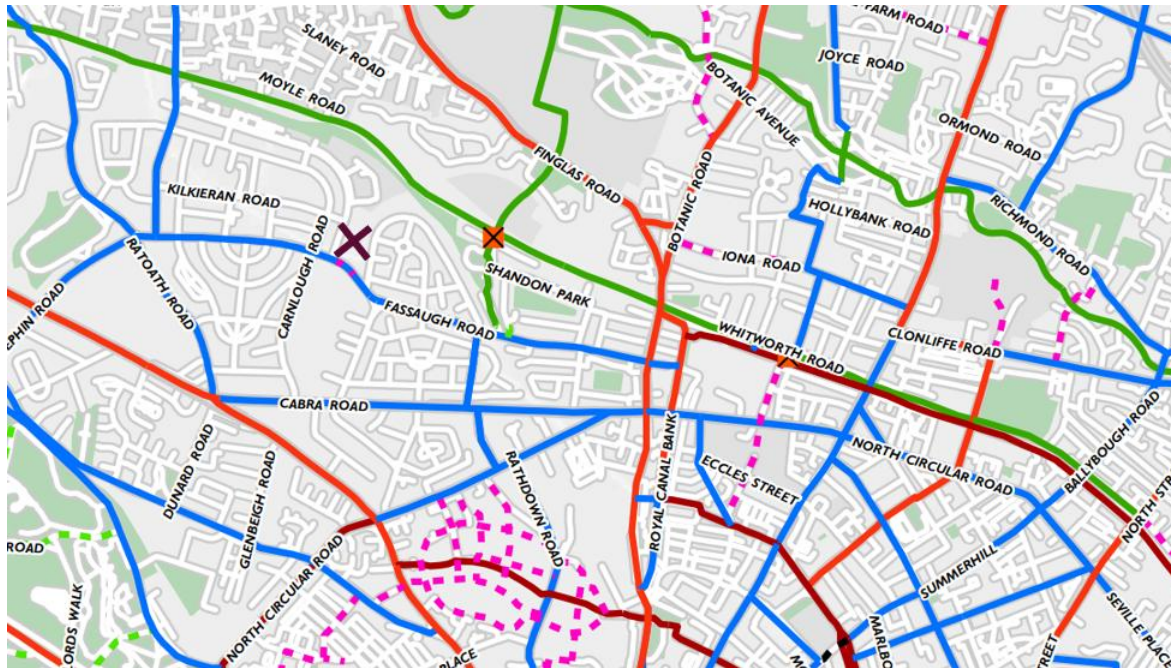


Figure 4-5: Proposed cycle facilities close to the subject site (GDA cycle plan) (primary routes in red, secondary in blue)

A planned secondary route will run along Faussagh Avenue / Faussagh Road will link into the primary route along Whitworth Road.

To accommodate this proposed usage of bicycles to travel in and out of both nearby suburbs and the north city area, 286 No. cycle parking spaces have been provided within the development.

BUS CONNECTS

In 2018, the National Transportation Agency (NTA) published the Core Bus Corridors Project Report ('Bus Connects Report'), a preliminary document outlining proposals for the delivery of a core bus corridor network within Dublin.

Figures 4-6 details the proposed routes close to the subject site:

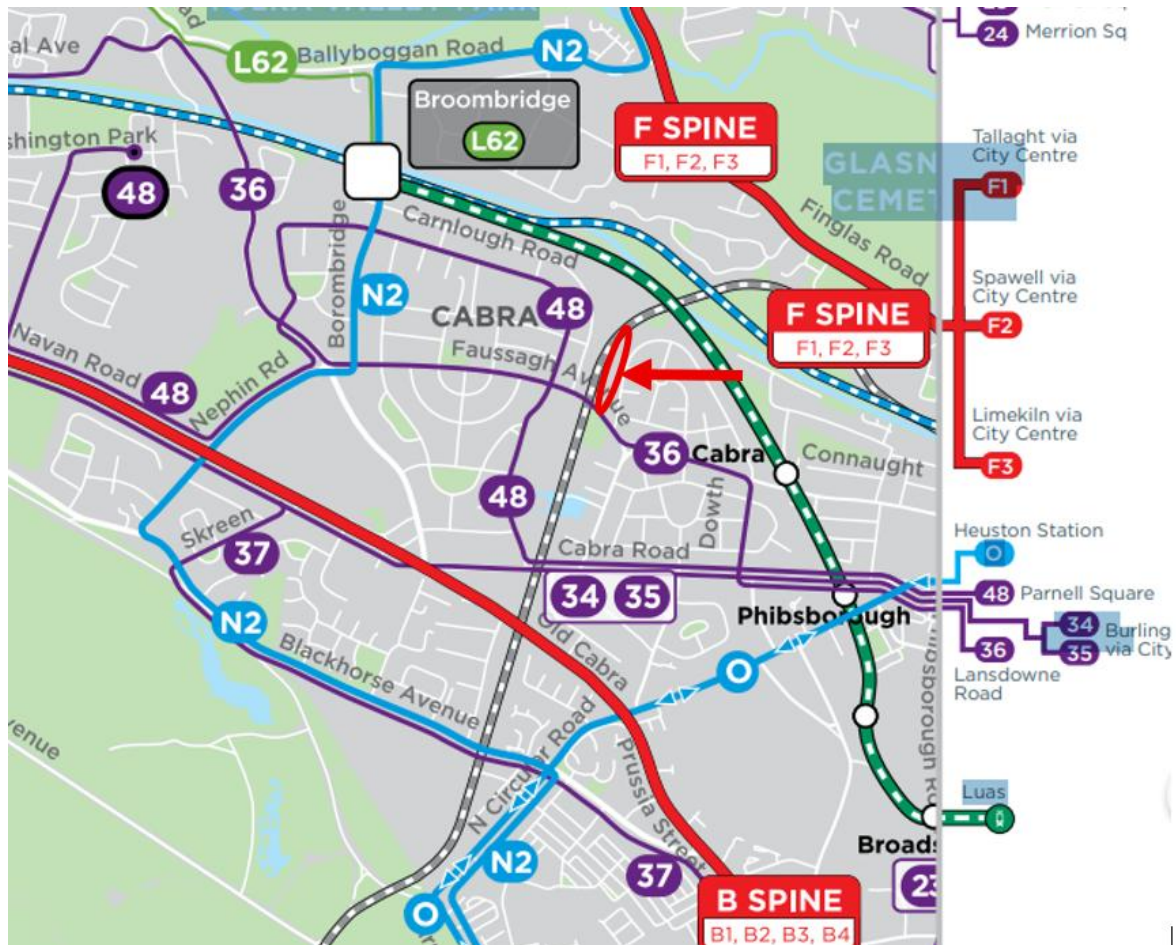


Figure 4-6: Proposed Bus Connects routes close to the subject site

The 36 and 48 routes will replace the 120 and 122, with 34, with the 35 replacing the 38.

Rail

While the commuter line to Dublin Connolly to Celbridge / Hazelhatch runs past the Cabra site, there is at present no station serving the Cabra area.

Iarnród Éireann have taken this feedback on board and following a feasibility study are now proposing to progress the development of a new rail station in Cabra. As part of the DART+ Programme, the existing Phoenix Park Tunnel branch line will be upgraded, significantly increasing the frequency of services. It is envisaged that construction of the new station at Cabra will be delivered under the DART+ Programme works.

The new station will provide rail access for up to 26,000 people living within one km of the station, offering direct and frequent services to Dublin city centre. There will be opportunities to interchange at the existing Connolly station and at the new Heuston West station for long distance services.

The new station will be located in the centre of Cabra, providing good public transport interchange opportunities, with the proposed Dublin BusConnects routes passing along the R147 Cabra Road, as well as local cycle routes running along the R805 Old Cabra Road. It is also approximately 20-minutes by foot from the new station to the TUD campus at Grangegorman.

Figure 6-7 details the location of the proposed station:



Figure 4-7: Location of new rail station south of the subject site

4.4 CONCLUDING COMMENTS

This section demonstrates that the proposed development at Faussagh Avenue is exceptionally well served by sustainable transport options, in line with the requirements of the Dublin City Development Plan and national guidance on transport planning.

The site benefits from high-frequency bus services (Routes 120, 122, 38, 38A, 38B) providing up to 20 buses per hour in the AM peak, alongside excellent light rail access via the LUAS Green Line at Cabra Station, just 700 metres away. Future public transport enhancements through the BusConnects project and the proposed Cabra rail station under the DART+ programme will further improve connectivity.

The area also offers good pedestrian access and emerging cycling infrastructure, supported by 286 bicycle parking spaces within the site. Planned improvements under the Greater Dublin Area Cycle Plan will extend direct cycling links to the City Centre and surrounding neighborhoods.

Collectively, these features ensure that students will have reliable, convenient, and low-carbon alternatives to car travel. The development is therefore consistent with transport planning objectives that promote sustainable mobility, reduce private car dependency, and support compact urban growth.

5. OVERALL CONCLUSIONS ON TRAFFIC ASSESSMENT AND DELIVERIES AND SERVICES REPORT

This Traffic and Transport Assessment has been prepared in accordance with the requirements set out in the LRD Opinion (LRD6094/25-S2) and in full compliance with Chapter 15 and Appendix 5 of the Dublin City Development Plan 2022–2028. It presents a comprehensive assessment of the proposed 249-bed student accommodation development at Faussagh Avenue, Cabra, covering traffic impact, student arrivals, servicing and delivery activity, and sustainable transport access.

Traffic Impact

Based on TRICS data from comparable zero-parking student accommodation developments, the scheme is expected to generate 21 inbound and 21 outbound vehicle movements per day. These include taxis, LGVs, and service vehicles. The development will not generate private car trips by residents, as no parking is provided.

This volume of traffic is extremely low relative to the capacity of Faussagh Avenue and the wider road network. Forecast flows represent less than 0.5% of available capacity and fall well below the thresholds that would require junction modelling or mitigation. There will be no material traffic or safety impact arising from the proposed development.

Servicing, Deliveries and Student Arrival Management

A detailed Servicing and Delivery Management Plan has been prepared, also in accordance with Chapter 15 and Appendix 5 of the Development Plan. It identifies a daily volume of 17 to 25 motor vehicle arrivals, covering parcels, food and grocery deliveries, waste collection, and other contracted services. These trips are short in duration and will be fully accommodated within the on-site set-down space.

The report also includes a management plan for student arrivals at the start of term, using a pre-booked roster system to control car and taxi arrivals over a four-day window. This ensures all vehicle activity remains safe, orderly, and off-street.

Sustainable Transport Accessibility

The site is highly accessible by sustainable transport. It is served by high-frequency Dublin Bus routes with up to 20 buses per hour in the peak period, and is located 700 metres from the LUAS Green Line (Cabra Station). The proposed DART+ station at Cabra and BusConnects enhancements will further improve connectivity. The site includes 286 long-stay bicycle parking spaces, supporting active travel, with emerging cycling infrastructure also improving.

This accessibility allows for a car-free development and aligns fully with national and local policy on sustainable mobility.

In conclusion, the development will generate very low traffic volumes, will have no measurable impact on road network capacity, and includes a clear plan to manage all student and servicing-related vehicle activity on-site.

The proposal meets the full requirements of the Dublin City Development Plan, including the relevant provisions of Chapter 15 and Appendix 5, and supports the delivery of compact, accessible student housing in a sustainable urban location.

It is therefore considered acceptable in full from a traffic and transport planning perspective.



Appendix 1

TRICS DATABASE OUTPUT

Calculation Reference: AUDIT-306901-251209-1202

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : G - STUDENT ACCOMMODATION

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

01	GREATER LONDON	
	CN CAMDEN	1 days
	HK HACKNEY	1 days
	HM HAMMERSMITH AND FULHAM	1 days
	KI KINGSTON	2 days
	LB LAMBETH	1 days
02	SOUTH EAST	
	BH BRIGHTON & HOVE	2 days
03	SOUTH WEST	
	BA BATH & NORTH EAST SOMERSET	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
09	NORTH	
	DH DURHAM	1 days

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

Primary Filtering selection:

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

Parameter: Number of residents
Actual Range: 103 to 1100 (units:)
Range Selected by User: 15 to 1100 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 02/05/24

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

Selected survey days:

Monday	1 days
Tuesday	3 days
Wednesday	3 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	2
Edge of Town Centre	4
Suburban Area (PPS6 Out of Centre)	4
Edge of Town	1

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

Selected Location Sub Categories:

Residential Zone	4
Built-Up Zone	5
No Sub Category	2

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 Vehicles Counts:

Servicing vehicles Included	10 days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:Use Class:

C3	11 days
----	---------

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:

All Surveys Included

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

15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	6 days
50,001 to 100,000	2 days
100,001 or More	1 days

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

Population within 5 miles:

100,001 to 125,000	2 days
250,001 to 500,000	5 days
500,001 or More	4 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	6 days
1.1 to 1.5	4 days

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

Travel Plan:

Yes	2 days
No	9 days

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

PTAL Rating:

No PTAL Present	5 days
2 Poor	1 days
4 Good	2 days
6a Excellent	2 days
6b (High) Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1	BA-03-G-01	STUDENT FLATS	BATH & NORTH EAST SOMERSET
	LOWER BRISTOL ROAD BATH		
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of residents: 291		
	Survey date: THURSDAY		04/10/18
2	BH-03-G-02	STUDENT ACCOMMODATION	BRIGHTON & HOVE
	LEWES ROAD BRIGHTON MOULSECOOMB		
	Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Number of residents: 555		
	Survey date: TUESDAY		23/04/24
3	BH-03-G-03	STUDENT ACCOMMODATION	BRIGHTON & HOVE
	MOULSECOOMB WAY BRIGHTON MOULSECOOMB		
	Edge of Town No Sub Category Total Number of residents: 380		
	Survey date: THURSDAY		02/05/24
4	CN-03-G-01	STUDENT FLATS	CAMDEN
	SAINT PANCRAS WAY KING'S CROSS		
	Edge of Town Centre Built-Up Zone Total Number of residents: 571		
	Survey date: TUESDAY		14/11/17
5	DH-03-G-01	STUDENT FLATS	DURHAM
	ASHWOOD DURHAM GILESGATE		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: 168		
	Survey date: THURSDAY		18/10/18
6	DY-03-G-02	STUDENT ACCOMMODATION	DERBY
	CATHEDRAL ROAD DERBY		
	Town Centre Built-Up Zone Total Number of residents: 350		
	Survey date: WEDNESDAY		25/09/19
7	HK-03-G-01	STUDENT FLATS	HACKNEY
	GREEN LANES STOKE NEWINGTON		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: 103		
	Survey date: MONDAY		09/03/20
			Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	HM-03-G-02	STUDENT FLATS		HAMMERSMITH AND FULHAM
	PADDENSWICK ROAD			
	HAMMERSMITH			
	Edge of Town Centre			
	Residential Zone			
	Total Number of residents:	217		
	Survey date: FRIDAY	25/06/21		Survey Type: MANUAL
9	KI-03-G-01	STUDENT FLATS		KINGSTON
	PENRHYN ROAD			
	KINGSTON UPON THAMES			
	Edge of Town Centre			
	Built-Up Zone			
	Total Number of residents:	200		
	Survey date: WEDNESDAY	12/06/19		Survey Type: MANUAL
10	KI-03-G-02	STUDENT FLATS		KINGSTON
	CAMBRIDGE ROAD			
	KINGSTON UPON THAMES			
	NORBITON			
	Edge of Town Centre			
	Residential Zone			
	Total Number of residents:	300		
	Survey date: WEDNESDAY	26/06/19		Survey Type: MANUAL
11	LB-03-G-02	STUDENT FLATS		LAMBETH
	WESTMINSTER BRIDGE RD			
	LAMBETH			
	Town Centre			
	Built-Up Zone			
	Total Number of residents:	1100		
	Survey date: TUESDAY	27/11/18		Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL TOTAL VEHICLES**Calculation factor: 1 RESIDE****Estimated TRIP rate value per 249 RESIDE shown in shaded columns****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 14.34

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	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												
07:00 - 08:00	10	394	0.002	0.506	10	394	0.002	0.570	10	394	0.004	1.076
08:00 - 09:00	10	394	0.004	1.012	10	394	0.003	0.823	10	394	0.007	1.835
09:00 - 10:00	10	394	0.004	0.886	10	394	0.003	0.759	10	394	0.007	1.645
10:00 - 11:00	10	394	0.007	1.772	10	394	0.007	1.645	10	394	0.014	3.417
11:00 - 12:00	10	394	0.007	1.645	10	394	0.008	1.898	10	394	0.015	3.543
12:00 - 13:00	10	394	0.005	1.202	10	394	0.005	1.329	10	394	0.010	2.531
13:00 - 14:00	10	394	0.008	1.962	10	394	0.006	1.392	10	394	0.014	3.354
14:00 - 15:00	10	394	0.005	1.329	10	394	0.007	1.645	10	394	0.012	2.974
15:00 - 16:00	10	394	0.006	1.455	10	394	0.006	1.582	10	394	0.012	3.037
16:00 - 17:00	10	394	0.007	1.645	10	394	0.007	1.645	10	394	0.014	3.290
17:00 - 18:00	10	394	0.004	1.012	10	394	0.005	1.266	10	394	0.009	2.278
18:00 - 19:00	10	394	0.005	1.139	10	394	0.005	1.202	10	394	0.010	2.341
19:00 - 20:00	10	394	0.005	1.329	10	394	0.004	1.076	10	394	0.009	2.405
20:00 - 21:00	10	394	0.006	1.519	10	394	0.007	1.709	10	394	0.013	3.228
21:00 - 22:00	2	362	0.006	1.378	2	362	0.006	1.378	2	362	0.012	2.756
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.081	19.791			0.081	19.919			0.162	39.710

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

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

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Parameter summary

Trip rate parameter range selected: 103 - 1100 (units:)
 Survey date range: 01/01/16 - 02/05/24
 Number of weekdays (Monday-Friday): 11
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL TAXIS**Calculation factor: 1 RESIDE****Estimated TRIP rate value per 249 RESIDE shown in shaded columns****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	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												
07:00 - 08:00	10	394	0.000	0.063	10	394	0.000	0.063	10	394	0.000	0.126
08:00 - 09:00	10	394	0.001	0.316	10	394	0.001	0.316	10	394	0.002	0.632
09:00 - 10:00	10	394	0.000	0.063	10	394	0.000	0.063	10	394	0.000	0.126
10:00 - 11:00	10	394	0.002	0.570	10	394	0.002	0.570	10	394	0.004	1.140
11:00 - 12:00	10	394	0.002	0.443	10	394	0.002	0.443	10	394	0.004	0.886
12:00 - 13:00	10	394	0.002	0.380	10	394	0.002	0.380	10	394	0.004	0.760
13:00 - 14:00	10	394	0.001	0.316	10	394	0.001	0.316	10	394	0.002	0.632
14:00 - 15:00	10	394	0.001	0.316	10	394	0.001	0.316	10	394	0.002	0.632
15:00 - 16:00	10	394	0.002	0.570	10	394	0.002	0.570	10	394	0.004	1.140
16:00 - 17:00	10	394	0.002	0.380	10	394	0.002	0.380	10	394	0.004	0.760
17:00 - 18:00	10	394	0.002	0.380	10	394	0.002	0.380	10	394	0.004	0.760
18:00 - 19:00	10	394	0.002	0.380	10	394	0.002	0.380	10	394	0.004	0.760
19:00 - 20:00	10	394	0.002	0.506	10	394	0.002	0.506	10	394	0.004	1.012
20:00 - 21:00	10	394	0.003	0.759	10	394	0.003	0.759	10	394	0.006	1.518
21:00 - 22:00	2	362	0.001	0.344	2	362	0.001	0.344	2	362	0.002	0.688
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.023	5.786			0.023	5.786			0.046	11.572

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL OGVS**Calculation factor: 1 RESIDE****Estimated TRIP rate value per 249 RESIDE shown in shaded columns****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	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												
07:00 - 08:00	10	394	0.001	0.127	10	394	0.001	0.127	10	394	0.002	0.254
08:00 - 09:00	10	394	0.000	0.000	10	394	0.000	0.000	10	394	0.000	0.000
09:00 - 10:00	10	394	0.000	0.000	10	394	0.000	0.000	10	394	0.000	0.000
10:00 - 11:00	10	394	0.001	0.190	10	394	0.001	0.190	10	394	0.002	0.380
11:00 - 12:00	10	394	0.000	0.000	10	394	0.000	0.000	10	394	0.000	0.000
12:00 - 13:00	10	394	0.000	0.000	10	394	0.000	0.000	10	394	0.000	0.000
13:00 - 14:00	10	394	0.000	0.000	10	394	0.000	0.000	10	394	0.000	0.000
14:00 - 15:00	10	394	0.000	0.000	10	394	0.000	0.000	10	394	0.000	0.000
15:00 - 16:00	10	394	0.000	0.000	10	394	0.000	0.000	10	394	0.000	0.000
16:00 - 17:00	10	394	0.000	0.000	10	394	0.000	0.000	10	394	0.000	0.000
17:00 - 18:00	10	394	0.000	0.000	10	394	0.000	0.000	10	394	0.000	0.000
18:00 - 19:00	10	394	0.000	0.000	10	394	0.000	0.000	10	394	0.000	0.000
19:00 - 20:00	10	394	0.000	0.000	10	394	0.000	0.000	10	394	0.000	0.000
20:00 - 21:00	10	394	0.000	0.000	10	394	0.000	0.000	10	394	0.000	0.000
21:00 - 22:00	2	362	0.000	0.000	2	362	0.000	0.000	2	362	0.000	0.000
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.002	0.317			0.002	0.317			0.004	0.634

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL CARS**Calculation factor: 1 RESIDE****Estimated TRIP rate value per 249 RESIDE shown in shaded columns****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	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												
07:00 - 08:00	10	394	0.001	0.127	10	394	0.001	0.253	10	394	0.002	0.380
08:00 - 09:00	10	394	0.003	0.633	10	394	0.002	0.443	10	394	0.005	1.076
09:00 - 10:00	10	394	0.002	0.380	10	394	0.002	0.380	10	394	0.004	0.760
10:00 - 11:00	10	394	0.002	0.443	10	394	0.002	0.506	10	394	0.004	0.949
11:00 - 12:00	10	394	0.002	0.380	10	394	0.002	0.506	10	394	0.004	0.886
12:00 - 13:00	10	394	0.003	0.696	10	394	0.003	0.633	10	394	0.006	1.329
13:00 - 14:00	10	394	0.003	0.823	10	394	0.001	0.316	10	394	0.004	1.139
14:00 - 15:00	10	394	0.001	0.253	10	394	0.002	0.570	10	394	0.003	0.823
15:00 - 16:00	10	394	0.002	0.443	10	394	0.002	0.506	10	394	0.004	0.949
16:00 - 17:00	10	394	0.004	0.886	10	394	0.004	0.886	10	394	0.008	1.772
17:00 - 18:00	10	394	0.001	0.253	10	394	0.002	0.506	10	394	0.003	0.759
18:00 - 19:00	10	394	0.001	0.253	10	394	0.001	0.316	10	394	0.002	0.569
19:00 - 20:00	10	394	0.001	0.316	10	394	0.001	0.127	10	394	0.002	0.443
20:00 - 21:00	10	394	0.002	0.380	10	394	0.002	0.443	10	394	0.004	0.823
21:00 - 22:00	2	362	0.003	0.689	2	362	0.003	0.689	2	362	0.006	1.378
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.031	6.955			0.030	7.080			0.061	14.035

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL LGVS**Calculation factor: 1 RESIDE****Estimated TRIP rate value per 249 RESIDE shown in shaded columns****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	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												
07:00 - 08:00	10	394	0.001	0.127	10	394	0.000	0.063	10	394	0.001	0.190
08:00 - 09:00	10	394	0.000	0.063	10	394	0.000	0.063	10	394	0.000	0.126
09:00 - 10:00	10	394	0.001	0.316	10	394	0.001	0.190	10	394	0.002	0.506
10:00 - 11:00	10	394	0.002	0.506	10	394	0.001	0.316	10	394	0.003	0.822
11:00 - 12:00	10	394	0.002	0.506	10	394	0.003	0.633	10	394	0.005	1.139
12:00 - 13:00	10	394	0.001	0.127	10	394	0.001	0.316	10	394	0.002	0.443
13:00 - 14:00	10	394	0.002	0.443	10	394	0.002	0.380	10	394	0.004	0.823
14:00 - 15:00	10	394	0.002	0.506	10	394	0.002	0.506	10	394	0.004	1.012
15:00 - 16:00	10	394	0.001	0.316	10	394	0.002	0.380	10	394	0.003	0.696
16:00 - 17:00	10	394	0.001	0.190	10	394	0.001	0.190	10	394	0.002	0.380
17:00 - 18:00	10	394	0.000	0.063	10	394	0.000	0.063	10	394	0.000	0.126
18:00 - 19:00	10	394	0.000	0.000	10	394	0.000	0.000	10	394	0.000	0.000
19:00 - 20:00	10	394	0.001	0.127	10	394	0.000	0.063	10	394	0.001	0.190
20:00 - 21:00	10	394	0.001	0.190	10	394	0.001	0.316	10	394	0.002	0.506
21:00 - 22:00	2	362	0.000	0.000	2	362	0.000	0.000	2	362	0.000	0.000
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.015	3.480			0.014	3.479			0.029	6.959

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL MOTOR CYCLES**Calculation factor: 1 RESIDE****Estimated TRIP rate value per 249 RESIDE shown in shaded columns****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	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												
07:00 - 08:00	10	394	0.000	0.063	10	394	0.000	0.063	10	394	0.000	0.126
08:00 - 09:00	10	394	0.000	0.000	10	394	0.000	0.000	10	394	0.000	0.000
09:00 - 10:00	10	394	0.001	0.127	10	394	0.001	0.127	10	394	0.002	0.254
10:00 - 11:00	10	394	0.000	0.063	10	394	0.000	0.063	10	394	0.000	0.126
11:00 - 12:00	10	394	0.001	0.316	10	394	0.001	0.316	10	394	0.002	0.632
12:00 - 13:00	10	394	0.000	0.000	10	394	0.000	0.000	10	394	0.000	0.000
13:00 - 14:00	10	394	0.002	0.380	10	394	0.002	0.380	10	394	0.004	0.760
14:00 - 15:00	10	394	0.001	0.253	10	394	0.001	0.253	10	394	0.002	0.506
15:00 - 16:00	10	394	0.001	0.127	10	394	0.001	0.127	10	394	0.002	0.254
16:00 - 17:00	10	394	0.001	0.190	10	394	0.001	0.190	10	394	0.002	0.380
17:00 - 18:00	10	394	0.001	0.316	10	394	0.001	0.316	10	394	0.002	0.632
18:00 - 19:00	10	394	0.002	0.506	10	394	0.002	0.506	10	394	0.004	1.012
19:00 - 20:00	10	394	0.002	0.380	10	394	0.002	0.380	10	394	0.004	0.760
20:00 - 21:00	10	394	0.001	0.190	10	394	0.001	0.190	10	394	0.002	0.380
21:00 - 22:00	2	362	0.001	0.344	2	362	0.001	0.344	2	362	0.002	0.688
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.014	3.255			0.014	3.255			0.028	6.510

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.