Residential Development at Lott Lane, Kilcoole, Co. Wicklow

Part 8 Application
Traffic and Transport Assessment

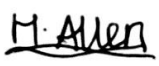
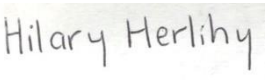
Wicklow County Council

Project number: 60646100

January 2022

Delivering a better world

Quality information

Prepared by	Checked by	Verified by	Approved by
			
Holly Allen Graduate Engineer	Jennifer Searle Associate Director	Hilary Herlihy Consultant Transport Planner	Jennifer Searle Associate Director

Revision History

Revision	Revision date	Details	Authorized	Name	Position
R1	10/01/2023	DRMC Statement of Compliance and Transport Update	Jennifer Searle		

Distribution List

# Hard Copies	PDF Required	Association / Company Name

Prepared for:

Wicklow County Council

Prepared by:

Holly Allen
Graduate Engineer
E: holly.allen@aecom.com

AECOM Ireland Limited
4th Floor
Adelphi Plaza
Georges Street Upper
Dun Laoghaire
Co. Dublin A96 T927
Ireland

T: +353 1 238 3100
aecom.com

Table of Contents

Figures

Tables

1. Introduction

1.1 Background

1.1.1 This transport statement has been prepared by AECOM to review the potential traffic impact of a proposed residential development at the site of Lott Lane, Kilcoole, Co. Wicklow.

1.1.2 The proposed development will consist:

1.1.3 '152 houses at Lott Lane Kilcoole Co Wicklow consisting of 1, 2, 3 and 4 bed units comprising 53% social and 47% affordable houses and including all supporting site works: pavements, roads, parks, landscaping and services required'

1.1.4 The greenfield site is located north-east of Kilcoole town. The area of development is outlined in Figure 1-1. Figure 1-2 illustrates the proposed site layout and red line boundary.

Figure 1-1 Proposed Site Location in Relation to the Road Network (Source: Google Earth)

Figure 1-2 Proposed General Arrangement (AECOM Drawing – 60646100-ACM-00-XX-DR-CE-10-0001)

1.2 Objective

1.2.1 The primary objective of this TTA is to examine the traffic and transport impact that the proposed development will have on the surrounding road network.

1.2.2 This report refers to the following documents:

- Traffic and Transport Assessment Guidelines (Transport Infrastructure Ireland (TII), May 2014);
- Wicklow County Development Plan (2016 -2022);
- The Traffic Management Guidelines (Department of Transport, 2003);
- Design Manual for Urban Roads and Streets, (Department of Transport, Tourism and Sport/Department of Environment, Community & Local Government, May 2019); and
- Spatial Planning and National Road Guidelines for Planning Authorities (Department of Housing, Local Government and Heritage, January 2012).

1.3 Proposed Development

1.3.1 The Proposed development consists of the following:

'Development of 152 houses at Lott Lane Kilcoole Co Wicklow consisting of 1, 2, 3 and 4 bed units comprising 53% social and 47% affordable houses and including all supporting site works: pavements, roads, parks, landscaping and services required'

1.3.2 The proposed development would comprise of a number of different units within the residential development.. These units are listed in Table 1.1 and will comprise of 265 no. car parking spaces.

Table 1.1 Schedule of Accommodation

Beds	Social	Afford	Total
1 Bed	14	-	14
2 Bed	39	12	51
4 Bed Special	2	-	2
3 Bed	25	60	85
Total	80	72	152
Total %	53	47	100

1.4 Methodology

1.4.1 The methodology adopted for this Report can be summarised as follows:

- **Existing Transport Infrastructure** – Summary of the transport context of the site and surrounding environs based on a desk-top study and site visit.
- **Development Proposals** – Description of the proposed development, including a review of parking and servicing provision and facilities for pedestrians and cyclists.
- **Development Trip Generation** – Given the nature of the development, the applicant has provided AECOM with the shift schedule for the proposed development which details the shift patterns (number of employees / per shift and shift times) and anticipated arrival pattern of users of the centre. This assisted in calculating the peak hours for the facility as well as the anticipated traffic movements into and out of the site.

1.5 Structure of Report

1.5.1 The remainder of the Report is divided into the following sections:

- Section 2 of this report describes the existing conditions at the subject site location and the surrounding area;
- Section 3 provides a summary of the proposed development including the planning history of the site;
- Section 4 details the travel demands associated with the proposed development including vehicle trips associated with the proposed development;
- Finally, a summary of our appraisal together with the main conclusions of the assessment are provided in Section 5.

2. Planning Policy

2.1 Introduction

2.1.1 This section reviews the relevant policy and guidance for the development of the Lott Lane Housing. Relevant aspects of the following policies, plans and programmes are discussed:

- Project Ireland 2040 (2018): The National Planning Framework and the National Development Plan.
- National Sustainable Mobility Policy (2022).
- Wicklow County Council Development Plan 2022-2028 (2022)

2.2 National Policy

Project Ireland 2040 (2018): The National Planning Framework and the National Development Plan.

2.2.1 The National Planning Framework (NPF) published in February 2018 is a national document intended to guide at a high-level strategic planning and development for Ireland over the next 20+ years, so that as the population grows, that growth is sustainable (in economic, social, and environmental terms). The NPF details ten 'National Strategic Outcomes' and the National Development Plan 2018-2027 outlines how public capital investment over the next ten years aims to secure the realisation of each of these under corresponding 'Strategic Investment Priorities'.

2.2.2 The NPF with the National Development Plan sets the context for each of Ireland's three regional assemblies to develop their Regional Spatial and Economic Strategies taking account of and co-ordinating local County and City Development Plans in a manner that will ensure national, regional, and local plans align.

2.2.3 The goal of Sustainable Mobility is highlighted within the Shared Goals – Our National Strategic Outcomes section. In line with Ireland's Climate Change mitigation plan, the plan states that the need to progressively electrify mobility systems moving away from polluting and carbon intensive propulsion systems to new technologies such as electric vehicles and introduction of electric and hybrid traction systems for public transport fleets. The goal is that by 2040 cities and towns will enjoy a cleaner, quieter environment free of combustion engine driven transport systems.

2.2.4 The goal of Access to Quality Childcare, Education and Health Services is also highlighted within the Share Goals – Our National Strategic Outcomes section. The plan states that characteristics such as a quality education are what defines a place appear successful or attractive. As a different age is becoming to transcend – an age of widespread automation, robotics, and artificial intelligence – investment into education and new policy choices will be paramount to adapt.

National Sustainable Mobility Policy (2022)

2.2.5 The National Sustainable Mobility Policy was published in April 2022 and sets out the strategic framework to 2030 for active travel and public transport to support Ireland's overall requirement to achieve a 51% reduction in carbon emissions by 2030. The targets of the policy are to increase daily active travel and public transport journeys by 500,000, as well as a 10% reduction in kilometres driven by fossil fuelled cars by 2030. This target is in line with metrics for transport set out in the Climate Action Plan 2021.The vision of the policy is "to connect people and places with sustainable mobility that is safe, green, accessible and efficient". This vision is guided by the three key principles of: safe and green mobility, people focused mobility, and better integrated mobility. The main goals that are relevant to this MMP are the expanding availability of sustainable mobility in metropolitan, regional, and rural areas, and to encourage people to choose sustainable mobility over the private car.

2.2.6 Expanding the availability of sustainable mobility in metropolitan, regional, and rural areas will be achieved through walking, cycling, bus, and rail infrastructure, improved transport interchange and expanded public transport services. Reducing reliance on the private car will be completed through the reallocation of road space from cars to sustainable travel methods, delivering safer walking and cycling options, and reducing parking provision.

2.2.7 Sustainable mobility policy is closely linked to other policy areas including education, environment, health, investment, planning and social inclusion, and a collaborative approach has been taken in the

development of the Policy. In order to achieve Goal 1 of the policy, Improve Mobility Safety, The Safe Routes to School Programme was introduced in 2021. The programme has three aims: 1. To accelerate the delivery of walking/ scooting and cycling infrastructure on key access routes to schools. 2. To provide 'front of school' treatment to enhance access to school grounds. 3. To expand the amount of bike parking available at schools. The programme is an initiative of the Department of Transport and supported by the Department of Education.

2.2.8 The policy sets out a hierarchy of road users' model: 1. Walking and Wheeling; 2. Cycling; 3. Public Transport; 4. Taxis and Shared Transport; 5. Private Car. It then states that by designing accessible walking and cycling infrastructure that easily connect to bus and rail options, we can support 'first' and 'last-mile' active travel journeys from public transport stops to education, workplaces, and for retail, leisure, and recreational trips.

2.2.9 The policy is supported by an action plan to 2025. The action plan will be reviewed in 2025 to assess the delivery of the goals so far and address what further action may need to be taken for the remaining five years to 2030.

2.3 Local Policy

Wicklow County Council (WCC) Development Plan 2022-2028 (2022)

2.3.1 The WCC Development Plan was published in April 2022 to identify what are the impacts and sources of climate change, identify the key sectors of the sources of impacts that are relevant to the County Plan as a land use plan and to ensure that these are considered in the crafting of all policies and objectives.

2.3.2 Thus, the following objectives were set out in regard to the delivery of new housing:

- The protection of residential amenity enjoyed by existing communities
- That new housing development is encouraged and facilitated in appropriate locations;
- That adequate zoned and serviced land is available to meet housing demand;
- That in areas where new housing will be permitted, on unzoned lands (e.g. in villages and in the open countryside) the policies and objectives for such development are clearly articulated;
- That a range of house types and tenures are delivered to cater for all in society;
- That new housing development is of the highest quality;
- That climate considerations are adequately integrated into housing delivery, including for example, by directing new housing away from areas at risk of flooding or coastal erosion and designing new housing to accordance with the net zero greenhouse gas emission target for 2050; and
- That the design of new housing will have consideration for Universal Design standards.

2.3.3 In regard to Wicklow County Council's key housing principles, with sustainable communities in mind, the following factors have been set out as essential to provide high quality places to live:

- Deliver a quality of life which residents are entitled to expect, in terms of amenity, safety and convenience;
- Prioritise walking, cycling and public transport, and minimise the need to use cars;provide a good range of community and support facilities, where and when they are needed and that are easily accessible;
- Provide access to high quality usable public open space including parks and playgrounds;
- Present an attractive, well-maintained appearance, with a distinct sense of place and a quality public realm that is easily maintained;
- Are easy to access for all and to find one's way around;
- Promote the efficient use of land and of energy, and minimise greenhouse gas emissions;
- Provide a mix of land uses to minimise transport demand;

- Promote social integration and provide accommodation for a diverse range of household types and age groups;
- Enhance and protect the green infrastructure and biodiversity; and
- Enhance and protect the built and natural heritage.

3. Existing Conditions

3.1 Introduction

3.1.1 This chapter includes a review of the existing baseline conditions of the site including public transport provision, walking and cycling facilities and the current operation of the surrounding public network. The findings from AECOM's analysis are presented within this chapter.

3.2 Location

3.2.1 The subject site is situated on greenfield lands located adjacent to Lott Lane, Kilcoole, Co. Wicklow.

3.2.2 The site is bounded to the north by agricultural lands, to the south by private detached residential dwellings and a private laneway, to the east by natural greenfield and to the west by Lott Lane. The site itself is predominantly grassland with some areas of low to moderately dense vegetation. The eastern site boundary is located approximately 900 meters west of the Irish Sea coastline.

3.3 Planning History

3.3.1 Planning Application Reference 19148 – 15/02/2019

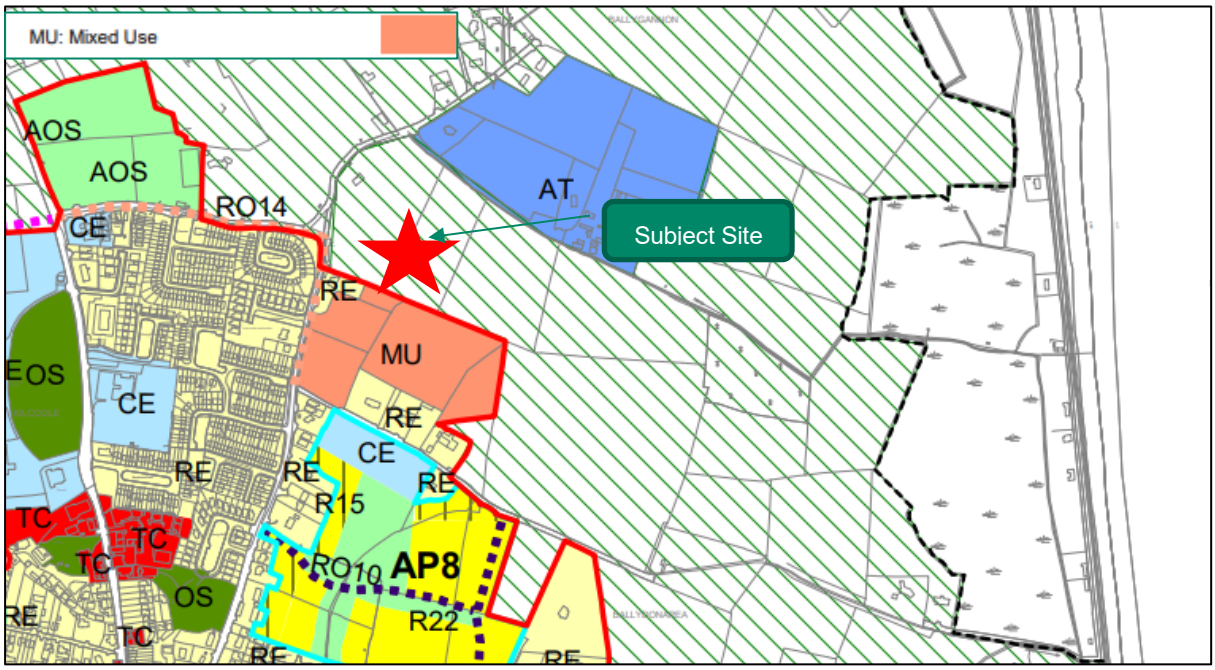
'*156 no mixed tenure units (social, affordable and private - approximately 60 - 70% private and remaining 30 - 40% social / affordable) and all associated works. The accommodation shall consist of the following: 14 x 1 bed apartments, 4 x 2 bed duplex apartments, 50 x 2 bed houses, 66 x 3 bed houses and 22 x 4 bed house*'. Application Withdrawn 25/07/2019

3.4 Land Use Zoning

3.4.1 The subject development lands are located within the administrative area of Wicklow County Council and are zoned 'MU' Mixed Use – 'To provide for mixed use development including residential, community, employment and retail uses subject to the objectives specified for each mixed use zone in the development plan'.

3.4.2 Figure 3-1 illustrates the location of the subject site in relation to Wicklow County Council zoning.

Figure 3-1 Land Use Zoning Map – Wicklow County Development plan 2013-2019



3.5 Existing Site Access

3.5.1 At present there is an overgrown access point into the site from Lott Lane. This is illustrated in Figure 3-2 below. The posted speed limit along Lott Lane is 50 km/hr.

Figure 3-2 Existing Site Access (Source Google Earth)

3.6 Existing Transportation Infrastructure

3.6.1 An important stage in the development of a transport statement is the identification and appreciation of the local network's existing transport conditions and vehicle movement characteristics.

3.6.2 An audit of the local road network has therefore been undertaken to establish the existing transport conditions and vehicle movement patterns across the existing network.

Existing Pedestrian / Cyclist Environment

Lott Lane

3.6.3 Lott Lane is a cul de sac road with a width of 7m at the point of proposed site access. there is a footway and public street lighting provided on the western side of the roadway. There are no designated cycle lanes and single lane carriageway road markings on the road section adjacent to the subject site. there is a continues straight white line at sections of the roadway where bends don't allow for overtaking movements by vehicles. The posted speed limit is 50 km/hr. **Error! Reference source n ot found.** illustrate the road network of Lott Lane. There are 9 no. housing estates and multiple single private dwellings accessing from Lott Lane

Figure 3-3 Lott Lane (Source: Google Earth)

Sustainable Transport – Bus

3.6.4 The site benefits from bus transport connections allowing residents to travel by this sustainable mode. The nearest bus stops in the vicinity of the site are situated along the R761 and Sea road. The bus stop located on the R761 is at a distance of 500m (7 min walk) to the site. the bus stop on Sea Road is located 1.1 km south (13 min walk).

3.6.5 Figure 3-4 illustrates the bus stop locations and gives context with local roads within the network.

Figure 3-4 Bus Stop Location and Local Context (Source: www.journeyplanner.ie)

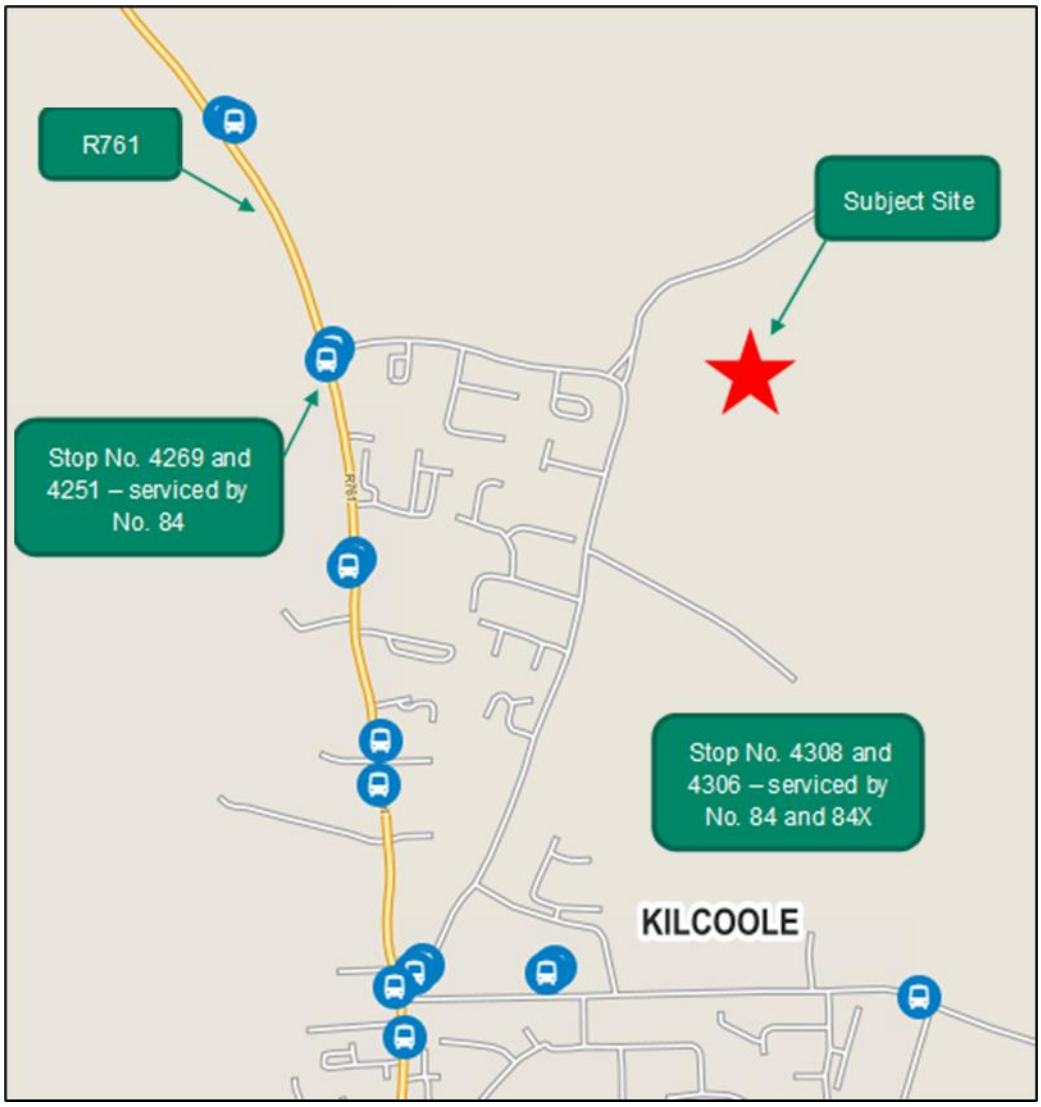


Table 3.1 Bus Servicing

Route No.	Operator	Route	Services		
			Monday to Friday	Saturday	Sunday
84	Dublin Bus	Newcastle- Kilcoole -Greystones – Bray -Clonkeen Road -Newtown Ave – Temple Road	1 service every 1 hr (peak times every 30-50 mins)	1 service every 1 hr and 25 mins	1 service every 65 mins (from 08:55-23:30)
84X	Dublin Bus	Hawkins Street- Southern Cross – Greystones -Kilcoole - Newcastle	6 Services AM and 7 Services PM	No Service	No Service

Sustainable Transport – Rail

3.6.6 The closest rail station to the development is Kilcoole Railway station with Greystones train station also located nearby, Kilcoole railway station is located 2.6 km east of the subject site with Greystones station located approximately 4.7 km from the site. Table 3.3 illustrates the train services at Kilcoole Railway station while Table 3.3 details the services from Greystones Train station.

Table 3.2 Train Services Kilcoole Railway Station

Route / Destination	Duration	Frequency
Connolly Train Station – Dun Laoighre – Kilcoole - Enniscorthy– Rosslare Europort	3hr	Every 4 hours Mon-Fri

Table 3.3 Train Services Greystones Railway station

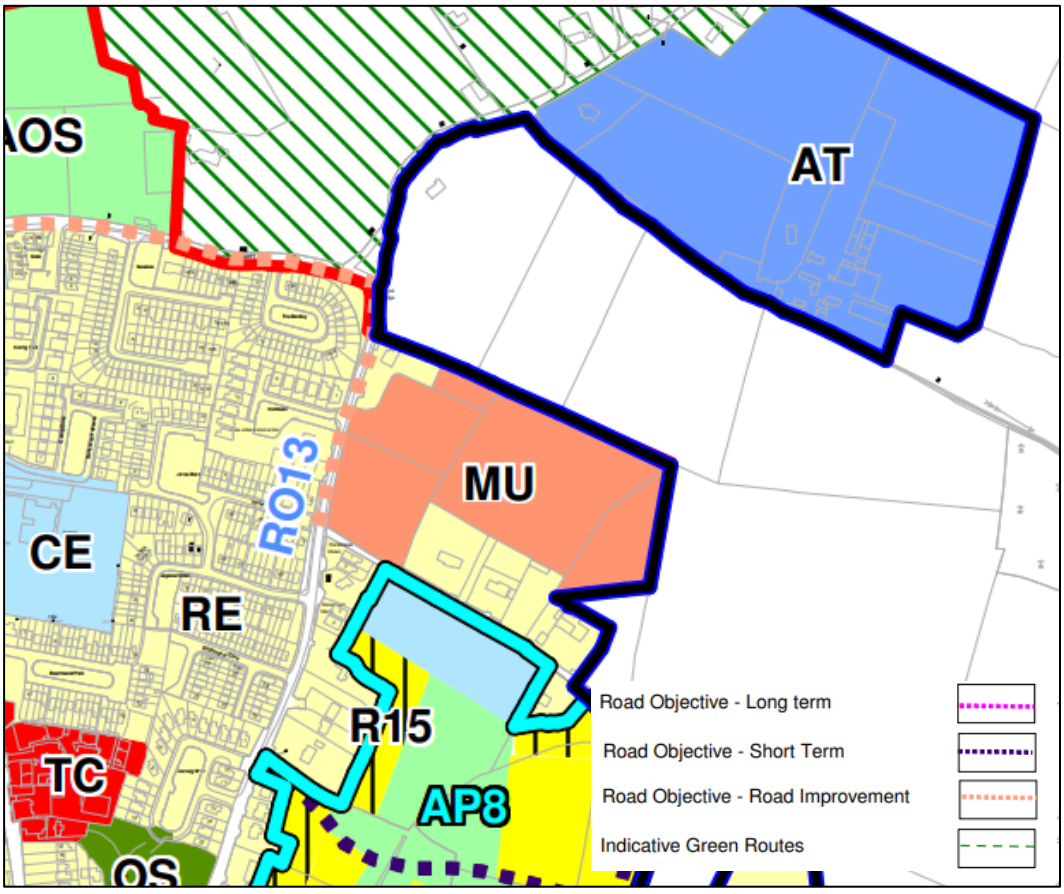
Route / Destination	Duration	Frequency
Connolly Train Station – Dun Laoghaire Bray – Greystones – Rosslare Europort	3hr	Every 4 hours
DART – Howth	1hr 26 min	Every 30 mins
DART – Malahide	1 hr 34 min	Every 1 hour

3.7 Emerging Transportation infrastructure

There are no proposed road upgrades in the vicinity of the subject site's access points. There is a proposed 'Road Improvement' to the west of the site along Lott Lane.

3.7.1 illustrates the proposed and emerging roads objectives for the area.

Figure 3-5 Kilcoole Roads Objectives 2013 2019 (Source: www.Wicklow.ie)



3.8 Road Collision Statistics

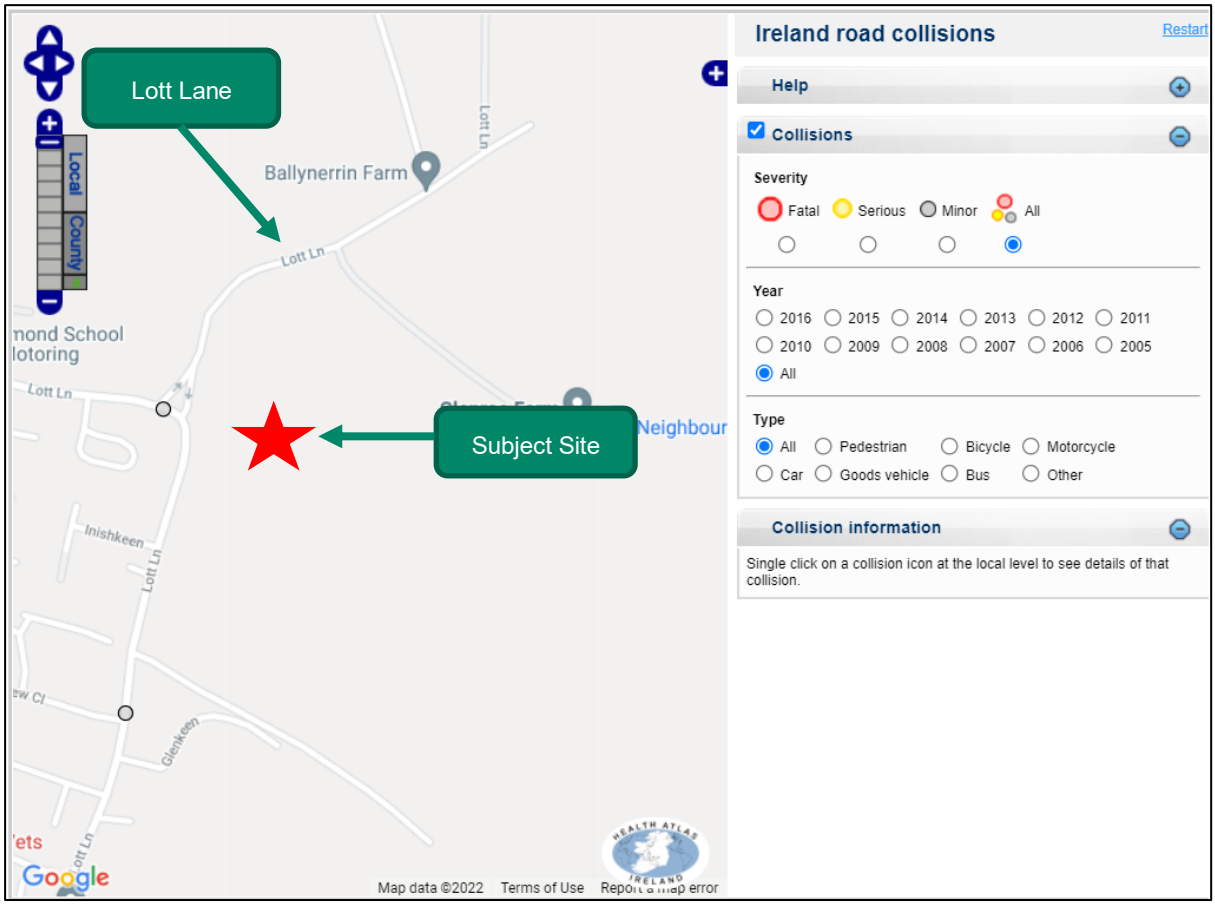
3.8.1 A review of the Road Safety Authority (RSA) traffic collision database has been undertaken for the road network in the vicinity of the proposed site to identify any collision trends. This review will assist to identify any potential safety concerns in relation to the existing road network.

3.8.2 Traffic collision data was obtained for the period 2005 – 2016, which is the most recent data available from the RSA website. It should be noted that information relating to report incidents for the years 2017, 2018, 2019 and 2020 is not yet available on the Road Safety Authority (RSA) website. The RSA records detail only those occasions where the incident was officially recorded such as the Garda being present to formally record details of the incident.

3.8.3 The incidents are categorised into class of severity, which includes minor, serious and fatal collisions. The collision locations are shown in Figure 3-6 below.

3.8.4 There have been 1 no recorded collisions in the vicinity of the proposed site at the junction of Lott Lane, occurring in 2008 and involving a rear end collision.

Figure 3-6 Road Collisions (Source: www.rsa.ie)



3.9 Existing Conditions Summary

3.9.1 The subject site is positioned within a rural environment yet benefits from access via sustainable forms of travel such as public transport. This will greatly improve the likelihood of perspective residents / visitors walking to / from the subject site. There are no works to the surrounding road environment proposed for this scheme.

4. Proposed Development

4.1 Introduction

4.1.1 This chapter details the proposed development with regard to the transportation elements which include the internal roads layout, proposed pedestrian/ cycling infrastructure and parking provisions.

4.2 Proposed Development

4.2.1 Permission is being sought for a residential 'Development of 152 houses at Lott Lane Kilcoole Co Wicklow consisting of 1, 2, 3 and 4 bed units comprising 53% social and 47% affordable houses and including all supporting site works: pavements, roads, parks, landscaping and services required'

4.3 Engagement with Wicklow County Council

4.3.1 AECOM have engaged with the Municipal District (MD) Engineer during the development of the current scheme and have taken account of the issues raised by the MD engineer. This engagement with WCC has helped develop the vehicle and pedestrian movement through the scheme.

4.4 Internal Roads Layout

4.4.1 The proposed internal access road has been designed to accommodate a 10.2m refuse lorry access, manoeuvring and egressing the site which has been designed in accordance with DMURS which will cater for the demands of the proposed development whilst also ensuring that vehicle speeds remain low, the speed limit within the site is to be set at 30km/hr. Where perpendicular parking is proposed on both sides of the road, the road width is to be 6m wide to ensure that vehicles can safely access and egress from these spaces. **Error! Reference source not found.** below illustrates the internal road l ayout.

Figure 4-1 Proposed General Arrangement (AECOM Drawing: 60646100-ACM-00-XX-DR-CE-10-0001)

4.5 Pedestrian and Cyclist Permeability

4.5.1 The site has been designed to ensure that desire lines are met for pedestrians throughout the scheme by means of providing safe crossing points and set down areas. Given that the internal speed limit is to be set to 30km/hr cyclists are able to cycle on-road which is in compliance with DMURS that streets should be self-regulating

4.6 Servicing

4.6.1 An AutoTrack analysis has been undertaken to demonstrate the capability of the development to cater of a 10.2m refuse lorry. The results of the analysis show that the site layout can accommodate a 10.2m bin lorry accessing, manoeuvring and egressing the site. This is illustrated in

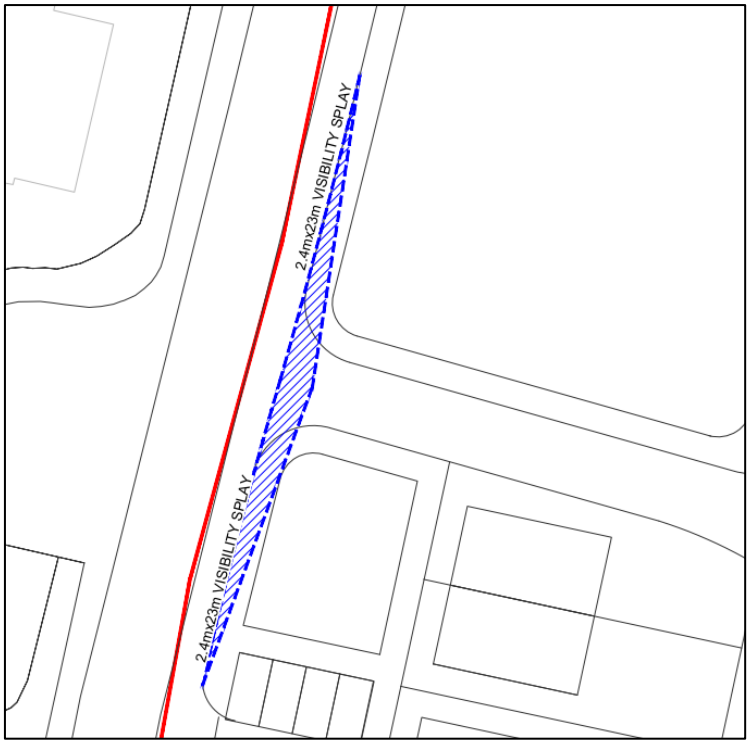
4.6.2 Figure 4-2 demonstrating that the refuse lorry can be accommodated within the site on AECOM Drawing: 60646100-ACM-00-XX-DR-CE-10-0102

Figure 4-2 Proposed Swept Path Analysis (AECOM Drawing:60646100-ACM-00-XX-DR-CE-10-0102)

4.7 Visibility Splay

4.7.1 The visibility splay requirement is achieved at the subject site exit point from a 2.4m setback to the edge of the road. Figure 4-3 illustrates the visibility splay requirement for the proposed site egress. The visibility splays are also shown on AECOM Drawing: 60646100-ACM-00-XX-DR-CE-10-0101.

Figure 4-3Proposed Visibility Splay (AECOM Drawing: 60646100-ACM-00-XX-DR-CE-10-0101)



4.8 Parking Strategy

Standard Vehicle Parking

4.8.1 In order to determine the appropriate quantum of vehicle parking for the proposed development, reference has been made to the current WCC Development Plan (2016 – 2022).

4.8.2 The WCC Development Plan 2016 – 2022, details the proposed quantum of car parking to be provided based on the proposed land uses on the subject site. With regard to the proposed development schedule, the associated WCC car parking standards are outlined in Table 4.1.

Table 4.1 WCC Development Plan Vehicle Parking Standards &Development Parking Provision

Description	Quantum	WCC Parking Rate Standards		Proposed Parking Provision
		Parking Required	Maximum Parking to be Provided	
Dwellings	152 Units	1-2 per unit	152 - 304	252
Total			152 - 304	**252**

4.8.3 In regard to the development proposals for the residential units, it is noted that the proposed car parking provisions for this development are within the maximum standard recommended by WCC.

4.8.4 AECOM believe this level of car parking is acceptable given the sustainable access choice available.

Mobility Impaired Parking

4.8.5 The appropriate level of mobility impaired parking for the proposed development will be provided in accordance with the WCC requirements. It is stated within the Wicklow County Development Plan that "*Disabled car parking spaces shall generally be provided at a rate of 5% of the total number of spaces*". The proposed development will provide an adequate number of mobility impaired parking

spaces which will align with the WCC Development Plan. The number of spaces will be confirmed during the detailed design stage.

Electric Vehicle Parking

4.8.6 The appropriate level of electric vehicle parking for the proposed development will be provided in accordance with the WCC Development Plan requirements.

4.8.7 The development plan requires that for residential developments 'Shared residential car parking areas shall be constructed (including provision of necessary wiring and ducting) to be capable of accommodating future Electric Vehicle charging points, at a rate of 10% of space numbers' being required.

4.8.8 The proposed development will provide an adequate number electric vehicle parking spaces which will align with the WCC Development Plan. The number of spaces will be confirmed during the detailed design stage.

4.8.9 Cycle ParkingThe appropriate level of cycle parking provision for the proposed development should also be provided in reference to the WCC Development Plan requirements. The WCC Development Plan 2016-2022 details the proposed quantum of cycle parking to be provided based on the proposed land uses of the subject site. With regard to the proposed development schedule (152 no. residential units) the associated WCC cycle parking standards are outlined in Table 4.2 while

4.8.10 Table 4.3details the proposed cycle parking for the subject site.

Table 4.2 WCC Cycle Parking Standards

Description	WCC Parking Requirement
Residential Units	1 space per bedroom + 1 visitor space per 2 units

Table 4.3 Proposed Cycle Parking Provisions

Description	Quantum	WCC Parking Requirement	Development Provision
		Total	Total
Residential Units	152 units	379 + 76	Within the curtilage of the residential units, as each unit has a rear garden
Total		379 + 76	

4.9 Summary

4.9.1 The proposed development comprises of 152 no. residential units The scheme is to provide 252 no. car parking spaces including the required amount of Electric vehicle charging spaces and mobility impaired spaces. through detailed design this number will be confirmed. Cycle parking to be provided for within the curtilage of the residential units to serve the scheme.

5. DMURS Statement of Compliance

5.1 General Compliance With DMURS

5.1.1 This chapter comprises of a Statement of Compliance, prepared for the Part X (section 175) of the Planning and Development Act 2000-2021. It is recommended to include the following sections with appropriate commentary relevant to the proposed development.

5.1.2 Compliance with DMURS has been monitored throughout the development of the proposed site. The following sections details this compliance in relation to Lott Lane taking note in particular of the Spine Road that contains the main vehicular route around the entirety of the site.

5.1.3 The subject site is situated on greenfield lands located adjacent to Lott Lane, Kilcoole, Co. Wicklow and therefore there are no existing constraints that would hinder the proposed development's ability to comply with DMURS. It is also proposed that vehicle speeds remain low at the posted 30km/hr with the assistance of adequate compliance to DMURS throughout the proposed site.

5.1.4 The proposed speed limit throughout the site is 30km/hr.

5.2 1.2 Compliance with DMURS

5.2.1 AECOM has set out in the following sections how the proposed development is compliant with the DMURS guidelines.

5.2.2 It is AECOM's opinion that the proposed development is consistent with both the principles and guidance outlined within DMURS. The scheme proposals at Lott Lane are the outcome of an integrated approach that seeks to implement a community connected by well-designed streets which deliver safe, convenient and attractive pedestrian and vehicular routes.

5.2.3 The adopted design approach successfully achieves the appropriate balance between the functional requirements of different users whilst enhancing proposed development.

5.2.4 The main objective of this report is to examine the design principles of the proposed development with reference to the two core principles presented within DMURS, as outlined below:

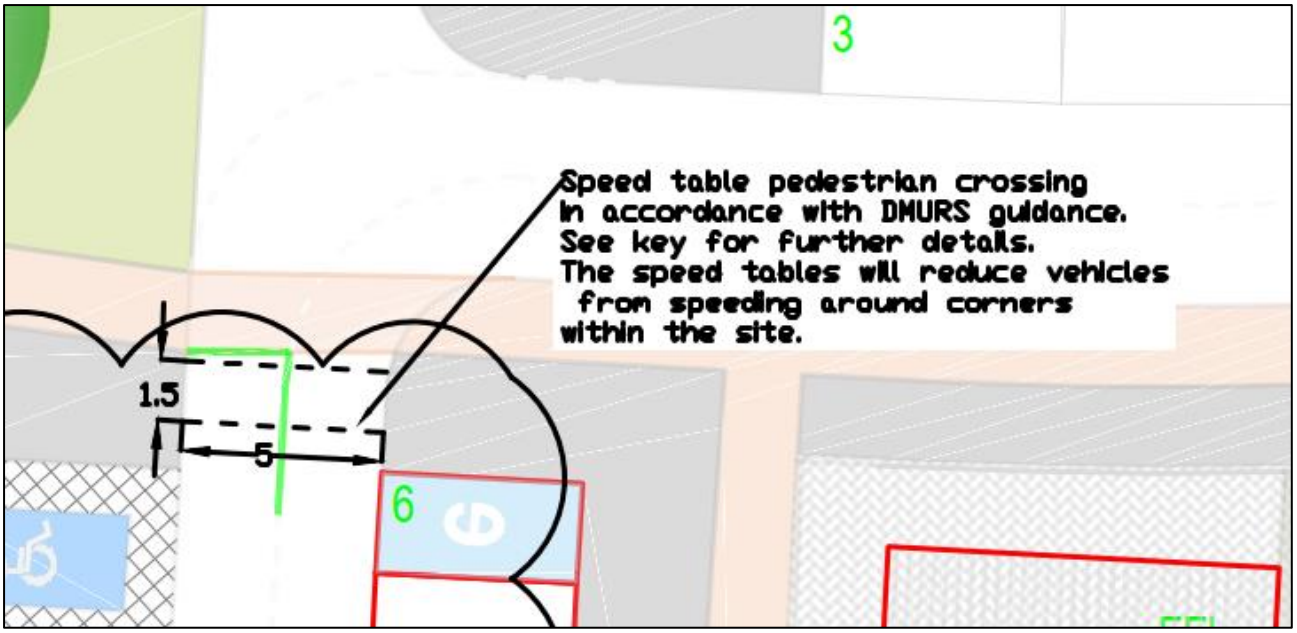
1. Street Networks: To support the creation of integrated street networks which promote either levels of permeability and legibility for all users and in particular more sustainable forms of transport.
2. Street Design: The promotion of multi-functional, place-based streets that balance the needs of all users .

5.3 1.3 Street Networks

5.3.1 Specific attributes of the street network which contribute to achieving the DMURS objective include:

- Well designed pedestrian crossing facilities provisions along key desire lines throughout the site. All crossings are provided with speed tables thereby allowing pedestrians to informally assert a degree of priority over vehicular modes, whilst ensuring that vehicles reduce their speed to the speed limit of the site.
- The speed tables have been designed to DMURS guidance, section 4.3.2 Pedestrian Crossings, each meeting the minimum width guidance of 1.5m.
- This is seen in drawing 60646100-AEC-GEN-L0-DR-CH-01_000-P01.1 and Figure 5-1 shown below outlines an example of one of the 7 speed tables on the site.

Figure 5-1. Speed Table Dimensions (60646100-AEC-GEN-L0-DR-CH-01_000-P01.1)



5.4 1.4 Street Design

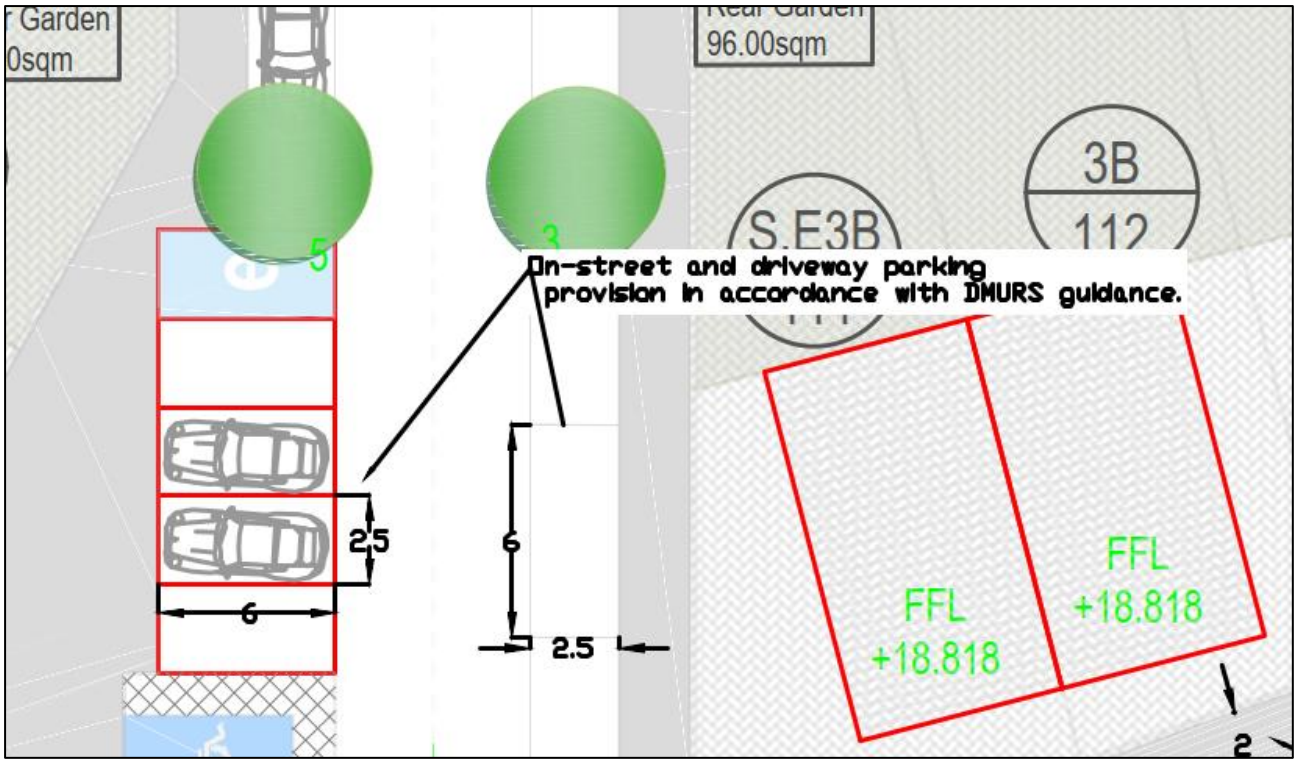
5.4.1 The internal layout design has been informed by Chapter 4 of the DMURS guidelines and is in accordance with these guidelines. The following measures are examples of where compliance with the recommended street design guidelines has been demonstrated:

5.5 1.5 Streetscape

5.5.1 Pedestrian crossings are proposed with speed tables to facilitate pedestrian movements throughout the Lott Lane site, whilst ensuring vehicles reduce their speed to the limit of 30km/hr. The speed tables have been designed in accordance with DMURS guidance, section 4.3.2 Pedestrian Crossings. An example, as mentioned previously, of the speed table is shown in Figure 5-1 above.

5.5.2 Car parking provision is proposed both on and off street. Chapter 4.4.9 of DMURS guidance gives advice on on-street parking provision throughout the Lotts Lane site. The standard length should be 6m (on-street) and 4.8m (perpendicular space) with a minimum width of 2.4m Drawing 60646100-AEC-GEN-L0-DR-CH-01_000-P01.1 indicates all car parking spaces, on-street and driveway are within guidance. Figure 5-2 shows a section of both the on-street and driveway parking provided.

Figure 5-2. Car Parking Dimensions (AECOM Drawing 60646100-AEC-GEN-L0-DR-CH-01_000-P01.1)



5.5.3 DMURS also gives guidance on the types of materials and finishes to be used in order to provide a sense of calm for traffic and improve legibility for vulnerable road users. This is found in chapter 4.2.6 Materials and Finishes in DMURS guidance.

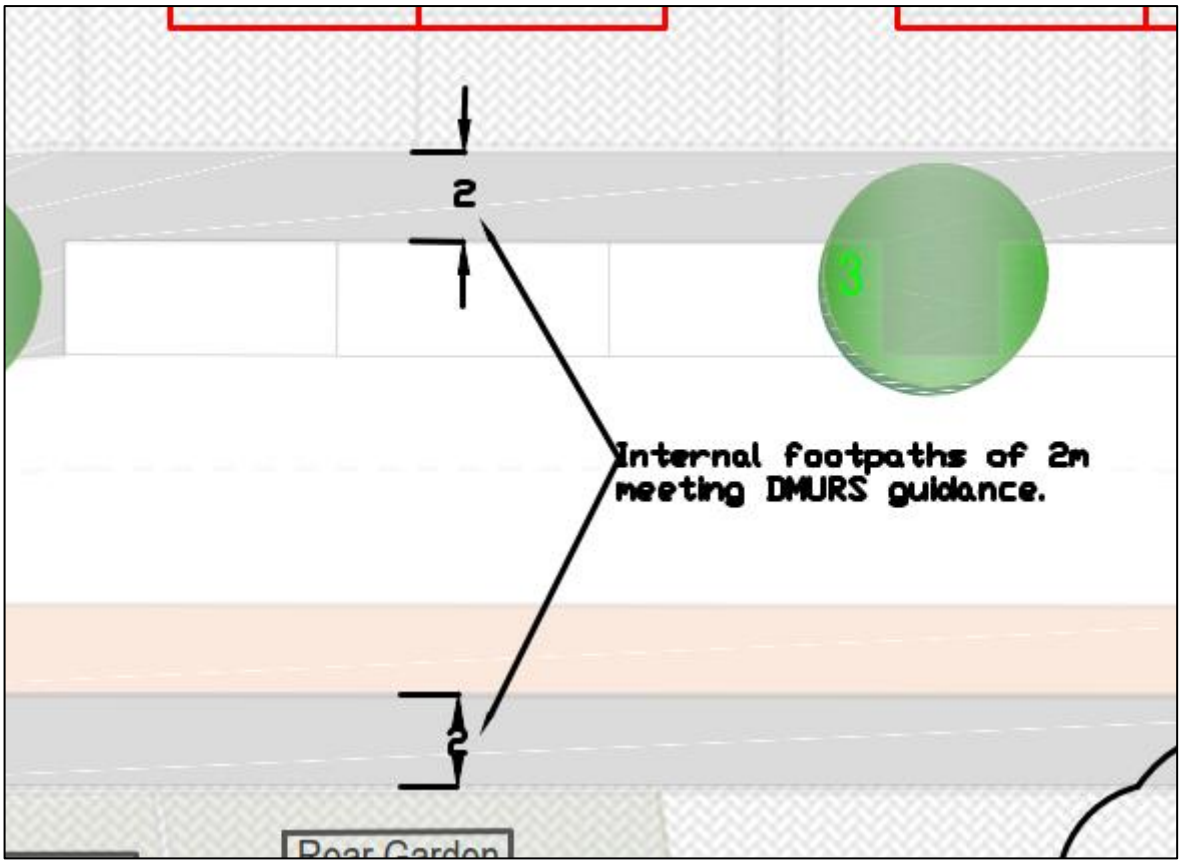
5.6 Pedestrian and Cyclist Environment

5.6.1 The following measures are examples of where compliance with the DMURS pedestrian focus has been demonstrated:

5.6.2 As per section 4.3.1 of DMURS, the internal footpaths have been proposed at a minimum standards width of 1.8 m, according to DMURS, which is the space required to allow two buggies or wheelchairs to pass each other or travel side by side. The proposed development is proposing 2m wide pedestrian footways. Figure 5-3 outlines this in detail alongside drawing 60646100-AEC-GEN-L0-DR-CH-01_000-P01.1.

.

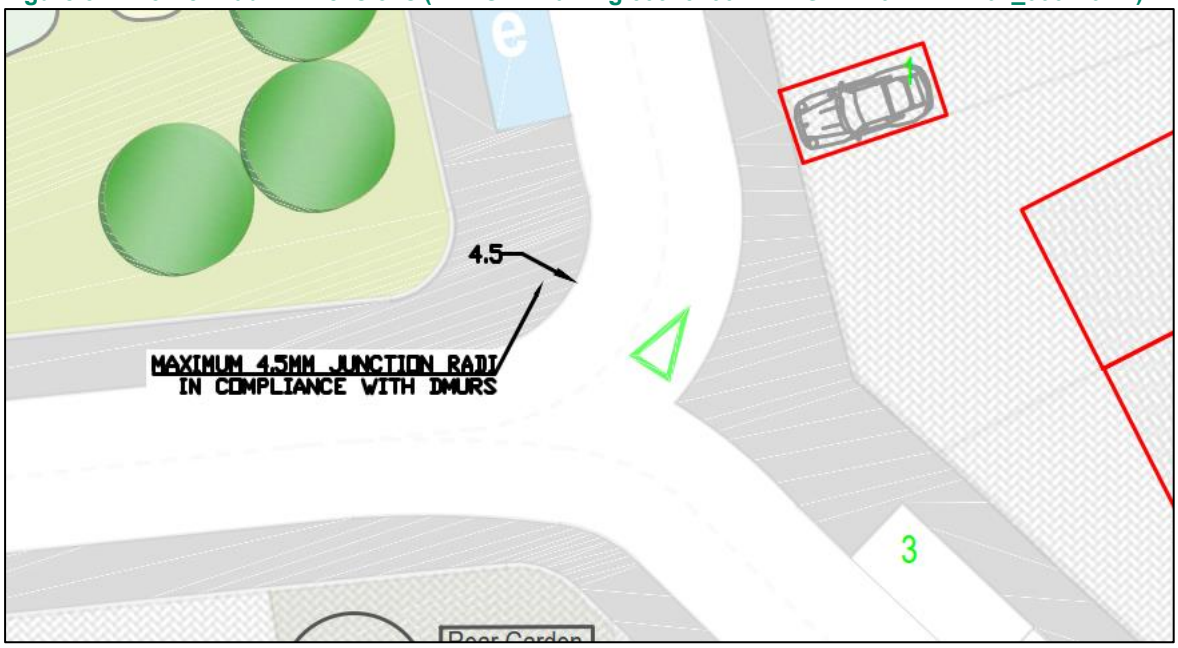
Figure 5-3. Internal Footpath Dimensions (AECOM Drawing 60646100-AEC-GEN-L0-DR-CH-01_000-P01.1)



5.6.3 There are a number of pedestrian crossings proposed throughout the site, which comprise dished kerbs to facilitate pedestrian movements crossing the carriageways at the junctions, along with speed tables reducing vehicular speed whilst allowing pedestrians to assert a degree of priority. This is per chapter 4.3.2 of DMURS. This is shown in Figure 5-1.

5.6.4 The proposed corner radii at the junctions comply with DMURS (Section 4.3.3) at 4.5 – 3.0m in order to reduce vehicular speeds and reduce pedestrian crossing distances. Figure 5-4 details some of the radii within the site. This can be seen further in drawing 60646100-AEC-GEN-L0-DR-CH-01_000-P01.1.

Figure 5-4. Corner Radii Dimensions (AECOM Drawing 60646100-AEC-GEN-L0-DR-CH-01_000-P01.1)

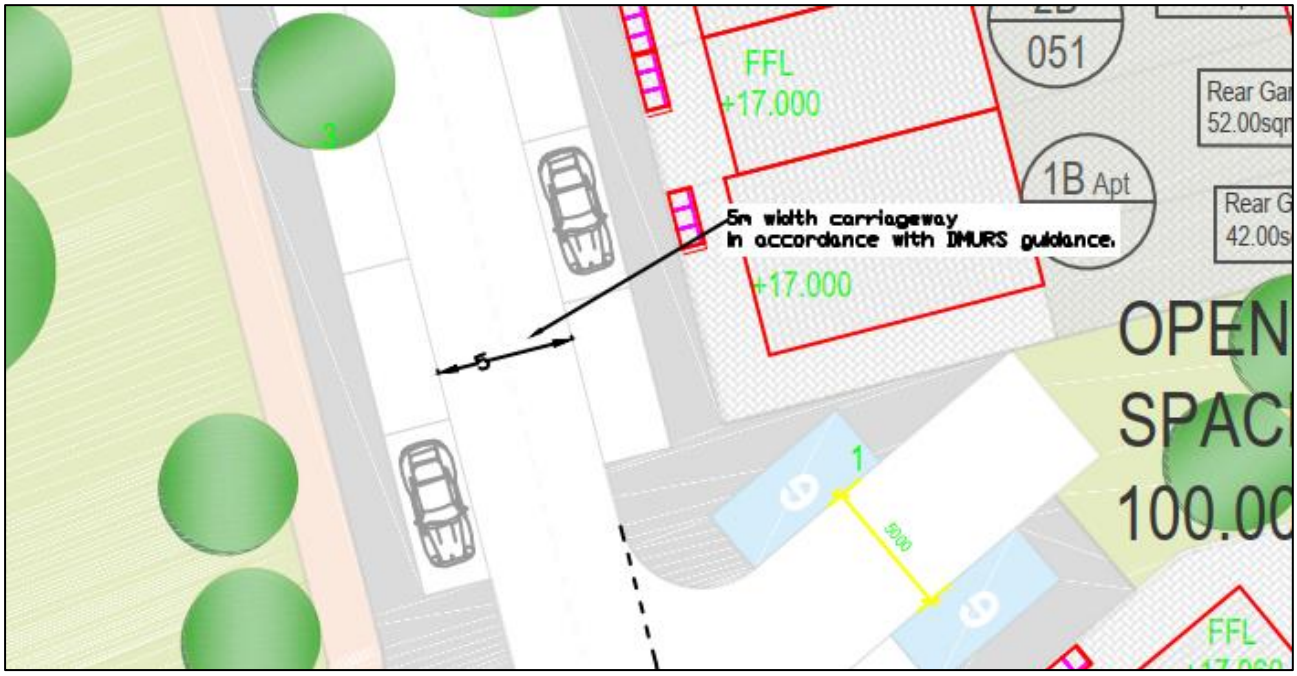


5.6.5 Regarding build outs, a road safety auditor informed us that build outs wouldn't be needed as the road is designed to DMURS standards.

5.7 1.7 Carriageway Conditions

5.7.1 The proposed residential development's internal hierarchy of local streets incorporates 5m to 5.5m wide carriageways, as per the DMURS guidance section 4.4.1, along the proposed site internal road network. This is in accordance with DMURS guidance of 5.0-5.5m width on local streets, Drawing 60646100-AEC-GEN-L0-DR-CH-01_000-P01.1, displays the carriageway layout for the site. Figure 5-5 outlines the specific dimension details in accordance with DMURS guidance.

Figure 5-5. Carriageway Width Dimensions (AECOM Drawing 60646100-AEC-GEN-L0-DR-CH-01_000-P01.1)



5.7.2 Both horizontal and vertical deflection are used to increase driver caution and calm traffic.

5.7.3 Car parking is of the required minimum dimensions i.e. 2.4m x 4.8m for a standard parking space are detailed in the Lott Lane application. Figure 5-2 illustrates the proposed car parking dimensions in line with DMURS chapter 4.4.9.

5.7.4 Internally within the development carriageway kerb heights will be specified as 75-80mm in accordance with the objectives of DMURS chapter 4.4.8.

5.7.5 The spine road has been designed as per DMURS guidance chapter 4.4.7, Horizontal and Vertical Deflections. For residential estates, main through routes are designed as 'winding' to prevent people from speeding. Adding in build outs, raised tables, or even speed cushions, is not possible due to the proximity of the road to driveways and on-street parking. Therefore, raised tables at each 'junction' have been designed to provide a natural speed deterrent without impacting driveways or removing on-street parking.

5.7.6 SPA has been undertaken, see Civils' drawings, to demonstrate that the proposed development can cater for maintenance/ servicing vehicles Figure 5-6 illustrates the refuse vehicle tracking within the proposed site.

Figure 5-6 Proposed Swept Path Analysis – AECOM Drawing 60646100-ACM-00-XX-DR-CE-10-0102

5.8 Conclusion

As detailed above the proposed development has been examined and complies with the design principles and objectives set out in DMURS (2019) for Street Networks and Street Design.

6. Trip Generation

6.1 General

6.1.1 The purpose of this section is to determine the overall number of trips that are anticipated to be generated by the proposed development. AECOM were presented with the people movement data by the client. Both Vehicle trip generation and multimodal trip generation have been illustrated in the various tables below. This is representative of the land use, bearing in mind the social economic means of the proposed residents to of a different stature than those in private dwellings.

6.2 Anticipated Trip Generation

6.2.1 In order to determine the potential vehicle trip generation for the proposed development, trip rates were taken from the industry standard TRICS database for the proposed land uses using the latest version of the software (version 7.8.4). A multi-modal assessment was undertaken to take into consideration the modal shift towards active (walking and cycling) and sustainable (bus, train) modes of transport over private single vehicle trips. For the purposes of this TTA, AECOM has focused on vehicle trips only. The complete TRICS outputs are provided in Appendix A of this report.

6.2.2 Table 6.1 presents the vehicle trips rates used for this application with Table 6.3 presenting the trip rates for other forms of transport. This was taken into account for this development considering the land use of the proposed development being 'social and affordable housing'. Table 6.3 illustrates the proposed trip generation as a result of the 152 no. proposed no. units.

Table 6.1 Proposed Trip Rates

Trip Rates				
TRICS Land Use	AM (08:00 – 09:00)		PM (17:00 – 18:00)	
	Arrivals	Departures	Arrivals	Departures
Residential/A - Houses Social /Affordable	0.175	0.351	0.211	0.175

Table 6.2 Multi Modal Trip Rates for Social/ Affordable Houses Land Use.

Mode of Travel	AM (08:00 – 09:00)		PM (15:00 – 16:00)	
	Arrivals	Departures	Arrivals	Departures
Vehicle	0.175	0.351	0.211	0.175
Vehicle Passenger	0.237	0.561	0.289	0.263
Cyclist	0.009	0.026	0.009	0.000
Pedestrian	0.096	0.526	0.325	0.307
Public Transport	0.000	0.070	0.044	0.000

Table 6.3 Proposed Vehicle Trip Generation

Proposed Vehicle Generation						
Type	Quantum		AM (08:00 – 09:00)		PM (17:00 – 18:00)	
			Arrivals	Departures	Arrivals	Departures
Houses	152	Units	27	53	32	27
Total One Way Flows			27	53	32	27
Total Two Way Flows			80		59	

6.2.3 Table 6.4 details the trip generation associated with various modes of transport to give a more robust perspective on the transport preferences of the proposed development.

Table 6.4 Proposed Multi Modal Trip Generation

Mode of Travel	Morning (08:30 - 09:30)		Evening (15:45 - 16:45)	
Vehicle	27	53	32	27
Vehicle Passenger	36	85	44	40
Cyclist	1	4	1	0
Pedestrian	15	80	49	47
Public Transport	0	11	7	0

6.3 Summary

6.3.1 It is anticipated that the proposed development would generate 80 no. and 59 no. vehicle trips during the morning and afternoon peak hour periods, respectively. With regard to various other transport modes due to the land use of the site movements to and from the site are noted to be made by various other forms of transport as well as vehicle stated previously.

7. Summary and Conclusions

7.1 Overview

7.1.1 AECOM has been commissioned to prepare a Transport Statement in support of a Part 8 application to Wicklow County Council for a development at a greenfield site located on Lott Lane

7.1.2 The proposed development entails 152 no. residential units at Lott Lane Kilcoole Co Wicklow consisting of 1, 2, 3 and 4 bed units comprising 53% social and 47% affordable houses and including all supporting site works: pavements, roads, parks, landscaping and services required'

7.1.3 One vehicular access point is proposed into the subject site from Lott Lane at the northern end of the site.

7.1.4 The purpose of this transport statement is to quantify the existing transport environment and to detail the anticipated vehicle trips associated with the development.

7.2 Conclusion

7.2.1 Based upon the information and analysis presented within this transport statement the following subsections demonstrates how the scheme has been designed from a traffic and transport perspective.

Vehicular Access

7.2.2 AECOM Drawing – 60646100-ACM-00-XX-DR-CE-10-0001 illustrates the proposed access arrangement. One vehicular access point is proposed to service the site enabling vehicles to enter and exit the site at the northern end on to Lott Lane

Accessibility

7.2.3 The site is situated to benefit from being accessible by means of walking, and public transport. As part of the scheme proposals, a pedestrian crossing is to be provided which would link the subject site with the surrounding pedestrian footways.

Car Parking

7.2.4 It is proposed to provide 252 no. car parking spaces to serve the development. The proposed development will provide an adequate number of mobility impaired parking spaces and electric vehicle charging spaces which will align with the WCC Development Plan. The number of spaces will be confirmed during the detailed design stage.

Cycle Parking

7.2.5 It is proposed that cycle parking is to be provided within the curtilage of the residential units, in the rear gardens for the residents of the dwellings.

Servicing

7.2.6 Refuse vehicles will be required to access the proposed development. A swept path assessment demonstrates that a 10.2m refuse lorry will be able to safely access and egress around the site and has been illustrated in AECOM Drawing:60646100-ACM-00-XX-DR-CE-10-0102

Trip Generation

7.2.7 It is envisaged that the overall development will generate an additional trip 80 no. and 59 no. two-way vehicular movements during the morning and evening peak hours, respectively, which is a modest increase over the permitted application. These figures were obtained using the industry standard TRICS (Trip Rate Information Computer System).

7.3 Overall Conclusions

7.3.1 The proposed roads layout and access arrangements are to be designed to comply with DMURS, TII and WCC requirements.

7.3.2 The TTA has demonstrated that the location of the development benefits from existing public transport infrastructure. It is AECOM's considered opinion that there is no traffic or transportation reason why this development should not proceed.

Appendix A TRICS Outputs

Calculation Reference: AUDIT-204602-220119-0107

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	2 days
08	NORTH WEST		
	LC	LANCASHIRE	1 days
	MS	MERSEYSIDE	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 15 to 54 (units:)
Range Selected by User: 14 to 280 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 19/09/13

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	2 days
Thursday	1 days

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

Selected survey types:

Manual count	4 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 undertaking using machines.

Selected Locations:

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

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	3
Built-Up Zone	1

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

Secondary Filtering selection:

Use Class:

C3	4 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	1 days

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

Travel Plan:

No	4 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	4 days

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

LIST OF SITES relevant to selection parameters

1 LC-03-B-02 SEMI DETACHED/TERRACED LANCASHIRE
BILLINGE STREET
BLACKBURN

Edge of Town Centre
Residential Zone
Total No of Dwellings: 15
Survey date: MONDAY *10/06/13* *Survey Type: MANUAL*

2 MS-03-B-01 TERRACED MERSEYSIDE
TARBOCK ROAD
LIVERPOOL
SPEKE
Edge of Town
Residential Zone
Total No of Dwellings: 16
Survey date: TUESDAY *18/06/13* *Survey Type: MANUAL*

3 WY-03-B-02 MIXED HOUSES WEST YORKSHIRE
WHITEACRE STREET
HUDDERSFIELD
DEIGHTON
Edge of Town
Residential Zone
Total No of Dwellings: 54
Survey date: TUESDAY *17/09/13* *Survey Type: MANUAL*

4 WY-03-B-03 TERRACED HOUSES WEST YORKSHIRE
LINCOLN GREEN ROAD
LEEDS

Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total No of Dwellings: 29
Survey date: THURSDAY *19/09/13* *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/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.84

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	29	0.079	4	29	0.096	4	29	0.175
08:00 - 09:00	4	29	0.175	4	29	0.351	4	29	0.526
09:00 - 10:00	4	29	0.246	4	29	0.254	4	29	0.500
10:00 - 11:00	4	29	0.167	4	29	0.184	4	29	0.351
11:00 - 12:00	4	29	0.123	4	29	0.132	4	29	0.255
12:00 - 13:00	4	29	0.167	4	29	0.149	4	29	0.316
13:00 - 14:00	4	29	0.114	4	29	0.114	4	29	0.228
14:00 - 15:00	4	29	0.175	4	29	0.158	4	29	0.333
15:00 - 16:00	4	29	0.228	4	29	0.237	4	29	0.465
16:00 - 17:00	4	29	0.140	4	29	0.184	4	29	0.324
17:00 - 18:00	4	29	0.211	4	29	0.175	4	29	0.386
18:00 - 19:00	4	29	0.167	4	29	0.096	4	29	0.263
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.992			2.130			4.122

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.*

Parameter summary

Trip rate parameter range selected:	15 - 54 (units:)
Survey date date range:	01/01/13 - 19/09/13
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. 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/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	29	0.000	4	29	0.000	4	29	0.000
08:00 - 09:00	4	29	0.018	4	29	0.009	4	29	0.027
09:00 - 10:00	4	29	0.035	4	29	0.026	4	29	0.061
10:00 - 11:00	4	29	0.018	4	29	0.044	4	29	0.062
11:00 - 12:00	4	29	0.044	4	29	0.044	4	29	0.088
12:00 - 13:00	4	29	0.026	4	29	0.018	4	29	0.044
13:00 - 14:00	4	29	0.000	4	29	0.009	4	29	0.009
14:00 - 15:00	4	29	0.026	4	29	0.018	4	29	0.044
15:00 - 16:00	4	29	0.035	4	29	0.044	4	29	0.079
16:00 - 17:00	4	29	0.018	4	29	0.018	4	29	0.036
17:00 - 18:00	4	29	0.018	4	29	0.018	4	29	0.036
18:00 - 19:00	4	29	0.026	4	29	0.018	4	29	0.044
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.264			0.266			0.530

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/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	29	0.000	4	29	0.000	4	29	0.000
08:00 - 09:00	4	29	0.000	4	29	0.000	4	29	0.000
09:00 - 10:00	4	29	0.000	4	29	0.000	4	29	0.000
10:00 - 11:00	4	29	0.000	4	29	0.000	4	29	0.000
11:00 - 12:00	4	29	0.000	4	29	0.000	4	29	0.000
12:00 - 13:00	4	29	0.018	4	29	0.018	4	29	0.036
13:00 - 14:00	4	29	0.000	4	29	0.000	4	29	0.000
14:00 - 15:00	4	29	0.000	4	29	0.000	4	29	0.000
15:00 - 16:00	4	29	0.000	4	29	0.000	4	29	0.000
16:00 - 17:00	4	29	0.000	4	29	0.000	4	29	0.000
17:00 - 18:00	4	29	0.000	4	29	0.000	4	29	0.000
18:00 - 19:00	4	29	0.000	4	29	0.000	4	29	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.018			0.036

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/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	29	0.000	4	29	0.000	4	29	0.000
08:00 - 09:00	4	29	0.009	4	29	0.026	4	29	0.035
09:00 - 10:00	4	29	0.009	4	29	0.018	4	29	0.027
10:00 - 11:00	4	29	0.018	4	29	0.000	4	29	0.018
11:00 - 12:00	4	29	0.000	4	29	0.000	4	29	0.000
12:00 - 13:00	4	29	0.000	4	29	0.000	4	29	0.000
13:00 - 14:00	4	29	0.000	4	29	0.000	4	29	0.000
14:00 - 15:00	4	29	0.000	4	29	0.009	4	29	0.009
15:00 - 16:00	4	29	0.026	4	29	0.009	4	29	0.035
16:00 - 17:00	4	29	0.000	4	29	0.009	4	29	0.009
17:00 - 18:00	4	29	0.009	4	29	0.000	4	29	0.009
18:00 - 19:00	4	29	0.000	4	29	0.000	4	29	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.071			0.071			0.142

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/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	29	0.096	4	29	0.158	4	29	0.254
08:00 - 09:00	4	29	0.237	4	29	0.561	4	29	0.798
09:00 - 10:00	4	29	0.351	4	29	0.360	4	29	0.711
10:00 - 11:00	4	29	0.246	4	29	0.298	4	29	0.544
11:00 - 12:00	4	29	0.149	4	29	0.175	4	29	0.324
12:00 - 13:00	4	29	0.219	4	29	0.202	4	29	0.421
13:00 - 14:00	4	29	0.140	4	29	0.149	4	29	0.289
14:00 - 15:00	4	29	0.263	4	29	0.228	4	29	0.491
15:00 - 16:00	4	29	0.482	4	29	0.395	4	29	0.877
16:00 - 17:00	4	29	0.246	4	29	0.298	4	29	0.544
17:00 - 18:00	4	29	0.289	4	29	0.263	4	29	0.552
18:00 - 19:00	4	29	0.246	4	29	0.158	4	29	0.404
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.964			3.245			6.209

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/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	29	0.035	4	29	0.088	4	29	0.123
08:00 - 09:00	4	29	0.096	4	29	0.526	4	29	0.622
09:00 - 10:00	4	29	0.140	4	29	0.149	4	29	0.289
10:00 - 11:00	4	29	0.140	4	29	0.175	4	29	0.315
11:00 - 12:00	4	29	0.158	4	29	0.219	4	29	0.377
12:00 - 13:00	4	29	0.246	4	29	0.158	4	29	0.404
13:00 - 14:00	4	29	0.114	4	29	0.105	4	29	0.219
14:00 - 15:00	4	29	0.184	4	29	0.246	4	29	0.430
15:00 - 16:00	4	29	0.570	4	29	0.333	4	29	0.903
16:00 - 17:00	4	29	0.132	4	29	0.228	4	29	0.360
17:00 - 18:00	4	29	0.325	4	29	0.307	4	29	0.632
18:00 - 19:00	4	29	0.175	4	29	0.193	4	29	0.368
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.315			2.727			5.042

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/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	29	0.000	4	29	0.009	4	29	0.009
08:00 - 09:00	4	29	0.000	4	29	0.070	4	29	0.070
09:00 - 10:00	4	29	0.009	4	29	0.044	4	29	0.053
10:00 - 11:00	4	29	0.000	4	29	0.009	4	29	0.009
11:00 - 12:00	4	29	0.009	4	29	0.000	4	29	0.009
12:00 - 13:00	4	29	0.009	4	29	0.000	4	29	0.009
13:00 - 14:00	4	29	0.026	4	29	0.000	4	29	0.026
14:00 - 15:00	4	29	0.009	4	29	0.009	4	29	0.018
15:00 - 16:00	4	29	0.053	4	29	0.009	4	29	0.062
16:00 - 17:00	4	29	0.000	4	29	0.009	4	29	0.009
17:00 - 18:00	4	29	0.044	4	29	0.000	4	29	0.044
18:00 - 19:00	4	29	0.009	4	29	0.000	4	29	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.168			0.159			0.327

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/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	29	0.000	4	29	0.009	4	29	0.009
08:00 - 09:00	4	29	0.000	4	29	0.070	4	29	0.070
09:00 - 10:00	4	29	0.009	4	29	0.044	4	29	0.053
10:00 - 11:00	4	29	0.000	4	29	0.009	4	29	0.009
11:00 - 12:00	4	29	0.009	4	29	0.000	4	29	0.009
12:00 - 13:00	4	29	0.009	4	29	0.000	4	29	0.009
13:00 - 14:00	4	29	0.026	4	29	0.000	4	29	0.026
14:00 - 15:00	4	29	0.009	4	29	0.009	4	29	0.018
15:00 - 16:00	4	29	0.053	4	29	0.009	4	29	0.062
16:00 - 17:00	4	29	0.000	4	29	0.009	4	29	0.009
17:00 - 18:00	4	29	0.044	4	29	0.000	4	29	0.044
18:00 - 19:00	4	29	0.009	4	29	0.000	4	29	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.168			0.159			0.327

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/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.84

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	29	0.132	4	29	0.254	4	29	0.386
08:00 - 09:00	4	29	0.342	4	29	1.184	4	29	1.526
09:00 - 10:00	4	29	0.509	4	29	0.570	4	29	1.079
10:00 - 11:00	4	29	0.404	4	29	0.482	4	29	0.886
11:00 - 12:00	4	29	0.316	4	29	0.395	4	29	0.711
12:00 - 13:00	4	29	0.474	4	29	0.360	4	29	0.834
13:00 - 14:00	4	29	0.281	4	29	0.254	4	29	0.535
14:00 - 15:00	4	29	0.456	4	29	0.491	4	29	0.947
15:00 - 16:00	4	29	1.132	4	29	0.746	4	29	1.878
16:00 - 17:00	4	29	0.377	4	29	0.544	4	29	0.921
17:00 - 18:00	4	29	0.667	4	29	0.570	4	29	1.237
18:00 - 19:00	4	29	0.430	4	29	0.351	4	29	0.781
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.520			6.201			11.721

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/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL CARS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	29	0.070	4	29	0.096	4	29	0.166
08:00 - 09:00	4	29	0.158	4	29	0.325	4	29	0.483
09:00 - 10:00	4	29	0.193	4	29	0.211	4	29	0.404
10:00 - 11:00	4	29	0.149	4	29	0.132	4	29	0.281
11:00 - 12:00	4	29	0.061	4	29	0.070	4	29	0.131
12:00 - 13:00	4	29	0.123	4	29	0.114	4	29	0.237
13:00 - 14:00	4	29	0.105	4	29	0.105	4	29	0.210
14:00 - 15:00	4	29	0.140	4	29	0.132	4	29	0.272
15:00 - 16:00	4	29	0.184	4	29	0.175	4	29	0.359
16:00 - 17:00	4	29	0.105	4	29	0.140	4	29	0.245
17:00 - 18:00	4	29	0.184	4	29	0.158	4	29	0.342
18:00 - 19:00	4	29	0.123	4	29	0.079	4	29	0.202
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.595			1.737			3.332

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/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	29	0.009	4	29	0.000	4	29	0.009
08:00 - 09:00	4	29	0.000	4	29	0.009	4	29	0.009
09:00 - 10:00	4	29	0.018	4	29	0.018	4	29	0.036
10:00 - 11:00	4	29	0.000	4	29	0.009	4	29	0.009
11:00 - 12:00	4	29	0.018	4	29	0.018	4	29	0.036
12:00 - 13:00	4	29	0.000	4	29	0.000	4	29	0.000
13:00 - 14:00	4	29	0.000	4	29	0.000	4	29	0.000
14:00 - 15:00	4	29	0.009	4	29	0.009	4	29	0.018
15:00 - 16:00	4	29	0.009	4	29	0.018	4	29	0.027
16:00 - 17:00	4	29	0.018	4	29	0.026	4	29	0.044
17:00 - 18:00	4	29	0.009	4	29	0.000	4	29	0.009
18:00 - 19:00	4	29	0.018	4	29	0.000	4	29	0.018
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.108			0.107			0.215

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/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	29	0.000	4	29	0.000	4	29	0.000
08:00 - 09:00	4	29	0.000	4	29	0.009	4	29	0.009
09:00 - 10:00	4	29	0.000	4	29	0.000	4	29	0.000
10:00 - 11:00	4	29	0.000	4	29	0.000	4	29	0.000
11:00 - 12:00	4	29	0.000	4	29	0.000	4	29	0.000
12:00 - 13:00	4	29	0.000	4	29	0.000	4	29	0.000
13:00 - 14:00	4	29	0.009	4	29	0.000	4	29	0.009
14:00 - 15:00	4	29	0.000	4	29	0.000	4	29	0.000
15:00 - 16:00	4	29	0.000	4	29	0.000	4	29	0.000
16:00 - 17:00	4	29	0.000	4	29	0.000	4	29	0.000
17:00 - 18:00	4	29	0.000	4	29	0.000	4	29	0.000
18:00 - 19:00	4	29	0.000	4	29	0.000	4	29	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.009			0.018

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

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

aecom.com