

Proposed Mixed-Use LRD

Neighbourhood Centre, Kilternan, Dublin 18
TRAFFIC & TRANSPORT ASSESSMENT ADDENDUM

Issue P01 – 17 July 2026

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Prepared For:

Liscove Limited



PROPOSED MIXED-USE LRD

NEIGHBOURHOOD CENTRE, KILTERNAN, DUBLIN 18

TRAFFIC & TRANSPORT ASSESSMENT ADDENDUM

Quality Assurance Page

Issue	Date	Prepared By	Checked By	Approved By	Remarks
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1 Introduction

Meinhardt has been commissioned by Liscove Limited (The Applicant) to prepare an addendum to a Traffic & Transport Assessment (TTA) carried out by AtkinsRéalis to assist Dún-Laoghaire Rathdown County Council (DLRCC) in its assessment of an amended planning application for a revised Neighbourhood Centre at Kilternan, Dublin 18.

Liscove Limited intend to apply for permission to amend the Large-Scale Residential Development permitted under DLRCC Reg. Ref. LRD24A/0597 at 2 No. sites, measuring c. 14.2 Ha., which are separated by the Glenamuck Link Distributor Road (GLDR). The western site principally comprises lands at Wayside, Enniskerry Road and Glenamuck Road, Kilternan, Dublin 18, which include the former Kilternan Country Market, Enniskerry Road, Kilternan, Dublin 18, D18 PK09. The western site is generally bounded by the Glenamuck Road to the north; the Sancta Maria property to the north, west and south; a residential development named "Rockville" to the north-east; the Enniskerry Road to the south-west; dwellings to the south; and the GLDR to the east. The eastern site is generally bound by dwellings to the south; the GLDR to the west; and greenfield land to the north and east.

The proposed development will principally consist of:

- (a) amendments to the permitted part 3 No. to part 4 No. storey Neighbourhood Centre building measuring c. 3,900 sq m of gross floor area, including an anchor retail store (c. 1,310 sq m) and retail/commercial floor space (c. 2,590 sq m), resulting in a larger part 2 No. to part 4 No. storey building measuring c. 6,570 sq m, including an anchor retail store (c. 2,952 sq m), 2 No. class 1 / class 2 commercial units (c. 259 sq m), a medical centre (c. 1,102 sq m); ancillary space, bin store, and plant (totalling c. 211 sq m); and an undercroft car park (c. 2,046 sq m).
- (b) the replacement of the permitted 3 No. storey Duplex Blocks E & F comprising 30 No. duplex units (4 No. 1-bed units, 12 No. 2-bed units & 14 No. 3-bed units) with a 4 No. storey building comprising 31 No. apartment units (5 No. 1-bed units & 26 No. 2-bed units), increasing the total number of residential units within the scheme from 483 No. to 484 No. units; and
- (c) the relocation of the multi-use games area required under Condition No. 4 of the permitted scheme to a location east of the permitted Duplex Block L and west of the GLDR, which requires the modification of Condition No. 4 of the permitted scheme.

The development also includes: car parking spaces; bicycle parking; bin storage; balconies and terraces for the new apartment block; hard and soft landscaping; sedum roofs; solar panels; boundary treatments; lighting; substations; plant; and all other associated site works above and below ground.

The permitted development application boundary is presented in Figure 1-1.



Figure 1-1 Development Boundary (Source: AtkinsRéalis TTA)

2 Proposed Development Changes

Liscove Limited intends to apply for an amended planning application principally for the Neighbourhood Centre portion of the site. (A Multi-Use Games Area (MUGA) is proposed towards the north-eastern boundary of the site.)

It is proposed under this amended planning application to increase the size of the Anchor Store which includes relocating the commercial/retail units that were previously permitted on the first to third floor above the anchor store. It is also proposed to introduce a medical centre. These commercial units are now proposed to be located at ground floor level on the side of the anchor store that faces the public open green space and the medical centre will be across all 4 no. floors.

It is also proposed under the amended planning application to remove the 30 no. duplex units previously permitted and include 31 no. apartment units (5 no. 1-bed and 26 no. 2-bed).

These proposed alterations will change the floor area of the anchor store and the commercial and residential units adjacent to it. The surface level car parking that was previously permitted adjacent to the anchor store is now proposed to be relocated to undercroft parking which will be situated underneath the anchor store with the anchor store located on the first floor. Table 2-1 below shows the change in floor area and unit numbers from what was previously permitted to what is now being proposed.

Table 2-1 Permitted and Proposed Areas / Units

Use	Neighbourhood Centre	
	Permitted Area (m ²)	Proposed Area (m ²)
Anchor Store	1310	2952
Medical Centre	-	1102
Commercial / Retail	2590	259
Total	3900	4313
Use	Neighbourhood Centre	
	Permitted Units	Proposed Units
1-bed duplex	4	0
2-bed duplex	12	0
3-bed duplex	14	0
1-bed apartment	0	5
2-bed apartment	0	26
Total	30	31

The proposed alterations to the commercial aspects of the proposed application result in an increase in floor area of 413m², this excludes the undercroft parking (2046m²). In total, across the LRD site, there will be an increase of 623 m² of non-residential floor space, from 6125m² to 6748 m².

The residential alterations consist of the replacement of 30 no. duplex units (4 no. 1-bed, 12 no. 2-bed and 14 no. 3-bed) with 31 no. apartment units (5 no. 1-bed and 26 no. 2-bed).

3 Car Parking Provision

As is noted in the original Traffic & Transportation Assessment, the application site is located in Parking Zone 3 as defined under the DLRCC Development Plan Section 12.4.5.1 Parking Zones, the description of this zone is:

Within parking zone 3 maximum standards shall apply to uses other than residential where the parking standard shall apply. In zone 3 additional parking shall be provided for visitors in residential schemes at a rate of 1 per 10. In some instances, in zone 3 reduced provision may be acceptable dependent on the criteria set out in 12.4.5.2 (i) below with particular regard to infill/brownfield developments in neighbourhood or district centres.

The relevant commercial car parking provision for the DLRCC Development Plan are shown in Table 3-1.

Table 3-1 DLRCC Parking Maximums

Type	Parking Maximums
Retail	1 per 50m ²
Retail / Financial Services > 100sqm	1 per 150m ²
Retail Conv > 1000sqm (supermarket)	1 per 20m ²
Apartment 1-bed	1 per unit
Apartment 2-bed	1 per unit
Apartment 3-bed	2 per unit

The increase and decrease in the various commercial areas when comparing what is permitted and proposed will have an impact on the car parking spaces allowed. Table 3-2 below shows the comparison in maximum car parking spaces allowed for the permitted and proposed commercial areas.

Table 3-2 Permitted and Proposed Car Parking Provision

Type	Floor Size (m ²) / Units	Parking Standard	Maximum Car Parking Spaces	Parking Provided
Permitted Areas				
Retail	3900	1 per 50m ²	78	39
Retail / Commercial Phase 1	-	-		8
1-bed duplex	4	1 per unit	4	4
2-bed duplex	12	1 per unit	12	12
3-bed duplex	14	2 per unit	28	18
Residential Visitor	30	1 per 10 units	3	3
Total	-	-	119	84
Proposed Areas				
Retail / Financial Services > 100sqm	259	1 per 100m ²	3	81
Retail Conv > 1000sqm (supermarket)	2952	1 per 20m ²	148	
Medical Facility	3	2 per consulting room	6	
1-bed Apartment	5	1 per unit	5	5
2-bed Apartment	26	1 per unit	26	26
Retail / Commercial Phase 1 <i>*no changes to permitted</i>	-	-	8	8
Total	-	-	174	119

The car parking provision calculations show that there is an increase in total parking spaces for the development, this increase is 35 spaces. This increase is due to the increase in area of the proposed anchor store. There is a total of 8 no. spaces included in this amendment boundary that have been retained for the existing Phase 1 non-residential uses and are not allocated in the total parking allocation for the neighbourhood centre.

There is a total of 5 no. accessible spaces provided in the amended neighbourhood centre which complies with the DLRCC Development Plan requirement of 4% of overall parking numbers. There is a further 1 no. accessible space located at ground level which has been retained for the existing non-residential uses.

In line with the DLRCC Development Plan, 20% of the spaces will be allocated as EV spaces, amounting to a total of 22 no. spaces.

Condition 2 of the permission on the original application required the omission of 4 no. housing units and 11 no. car parking spaces within the north of the site which reduced the permitted units from 487 no. to 483 no. units and the car parking from 854 no. to 843 no. spaces. As a result of this amendment application, the overall car parking provision for the development will therefore increase from 843 no. to 878 no. spaces.

4 Cycle Parking Provision

As noted in the original Traffic & Transportation Assessment, the cycle parking standards are set out in the DLR Standards for Cycle Parking. These standards have been applied to the commercial and retail uses, while SPPR 4 - Cycle Parking and Storage of the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (SRDCSG) will be applied for the residential uses. Table 4-1 below outlines the cycle parking standards that have been used to determine the requirements for the amendment application.

Table 4-1 Cycle Parking Standards – DLR Standards for Cycle Parking

Type	Short Stay	Long Stay
Apartments	1 space per 5 units	1 space per bedroom
Commercial / Retail	1 space per 100sqm	1 space per 5 staff
Health Clinics (Medical Centre)	1 per 2 consulting rooms	1 per 5 staff

The provision of cycle parking for each of the land uses is presented in Table 4-2.

Table 4-2 Cycle Parking Provision

Type	Units / GFA / Consulting Rooms / Staff	Required		Proposed	
		Short Stay	Long Stay	Short Stay	Long Stay
Retail (Anchor Store, Unit 01 & Unit 02)	2256 (sqm) / 50 staff	23	10	23	10
Health Clinics (Medical Centre)	3 / 5 staff	2	1	2	1
1-bed Apartment	5	1	5	1	5
2-bed Apartment	26	5	52	5	52
Total	-	40	69	31	68

A total of 99 no. bicycle parking spaces have been provided for this amendment application which includes an allocation of cargo spaces. For the overall development cycle parking provision, this amendment application results in a reduction from 841 no. to 836 no. as a result of the change in commercial uses.

5 Trip Generation and Distribution

Trip generation for all aspects of the permitted development was carried out in the AtkinsRéalis TTA. TRICS databases were used to determine the vehicle trip rates for the residential and non-residential developments. It is projected that of all the non-residential trips originating from the proposed development, 40% will be within the development itself, while the remaining 60% will be external, drawn by various land uses for non-residential purposes. The categories used for estimating these trip rates were:

- Retail – Convenience Store for convenience stores
- Commercial/Retail – Local Shops
- Residential – Flats Privately Owned
- Clinic – (Medical Centre)

The vehicle trip rate associated with the above residential and non-residential development lands are summarised in Table 5-1.

Table 5-1 Vehicle Trip Rate from TRICS per 100sqm / Per Unit

Land Use Type	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Retail (Convenience)	5.001	4.895	6.248	6.673
Commercial/Retail	1.646	0.994	3.230	3.944
Medical Centre	1.096	0.164	0.462	1.010
Apartments / Duplexes				
Opening Year	0.035	0.132	0.181	0.062
Opening Year +5 & Opening Year +15	0.026	0.099	0.145	0.050

The vehicular trips calculated based on the trip rates discussed above are shown in Table 5-2 and Table 5-3. Table 5-2 shows the vehicular trips associated with what was previously permitted and Table 5-3 shows the vehicular trips associated with what is proposed.

Table 5-2 Permitted Development Trip Rates

Land Use Type	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Phase 1 - Opening Year 2026				
Retail (Convenience)	21	20	26	28
Apartments/Duplexes	0	0	0	0
Total	21	20	26	28
Phase 1-5 - Opening Year +5 (2031) and Opening Year +15 (2041)				
Retail (Convenience)	39	38	49	52
Commercial/Retail	32	20	64	78
Apartments/Duplexes	1	3	4	2
Total	72	61	117	132

Table 5-3 Proposed Development Trip Rates

Land Use Type	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Phase 1 - Opening Year 2026				
Retail (Convenience)	21	20	26	28
Apartments/Duplexes	1	0	0	1
Total	22	20	26	29
Phase 1-5 - Opening Year +5 (2031) and Opening Year +15 (2041)				
Retail (Convenience)	52	51	65	70
Commercial/Retail	12	7	23	28
Medical Centre	11	1	3	7
Apartments/Duplexes	1	4	5	2
Total	76	63	95	107

Table 5-4 highlights the change in vehicular trips from what was previously permitted to what is now proposed. For Phase 1, the opening year 2026, there is an overall increase in trips of 2 when arrivals and departures from both peaks are considered. For Phases 1-5, there is an overall reduction in trips of 41 with the biggest reduction seen in the PM peak where the arrivals reduce by 22 trips and the departures reduce by 25 trips, while an increase of 6 no. trips is seen in the AM peak.

Table 5-4 Trip Difference Permitted and Proposed Development

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Phase 1 - Opening Year 2026				
Permitted	21	20	26	28
Proposed	22	20	26	29
Difference	+1	0	0	+1
Phase 1-5 - Opening Year +5 (2031) and Opening Year +15 (2041)				
Permitted	72	61	117	132
Proposed	76	63	95	107
Difference	+4	+2	-22	-25

6 Impact Assessment

This section assesses the transport impacts arising from the proposed alterations to the commercial components of the permitted development, with reference to the findings of the original AtkinsRéalis Traffic & Transport Assessment and the updated trip generation and parking analysis presented in this report.

6.1 Parking Impact

The assessment in Section 3 confirms that, notwithstanding an increase in the total commercial floorspace, the proposed alterations remain compliant with the applicable Dún Laoghaire-Rathdown County Council Development Plan parking standards.

It is important to note that while the parking allocation has changed as part of the amendment application, the parking provision for the remaining non-residential uses remains as assessed in the original Traffic & Transport Assessment prepared by AtkinsRéalis. The proposed parking provision therefore remains compliant with the Development Plan maximum standards and does not give rise to any additional parking-related impacts.

Condition 2 of the permission for the original application required the omission of 4 No. housing units and 11 No. car parking spaces within the northern part of the site, reducing the permitted residential units from 847 No. to 843 No. units and the overall car parking provision from 854 No. to 843 No. spaces.

In relation to cycle parking, 99 No. bicycle parking spaces are proposed in accordance with the DLRCC Standards for Cycle Parking and the Sustainable Residential Development and Compact Settlements Guidelines. This results in an overall reduction in cycle parking provision across the full development from 841 No. to 836 No. spaces due to the revised commercial layout, while remaining compliant with the applicable standards.

6.2 Traffic Impact

The original Traffic & Transport Assessment concluded that the permitted development would not give rise to significant adverse impacts on the surrounding road network, with junctions operating within acceptable capacity in both the opening year (2026) and future assessment years (2031 and 2041).

As demonstrated in Section 5, the proposed amendments result in only a minor increase in peak-hour vehicular trips during the opening year, with a net increase of 2 vehicle trips across the AM and PM peak hours combined. In the future assessment years (2031 and 2041), the proposed amendments result in an overall reduction of 26 peak-hour vehicle trips, with the greatest reductions occurring during the PM peak period.

The revised trip profile reflects the redistribution of commercial uses, the introduction of a medical centre and the revised residential mix. While the enlarged anchor store generates additional retail trips, these are partially offset by the reduction in commercial/retail floorspace and the differing travel characteristics associated with the medical centre.

The opening year increase of two vehicle trips is considered negligible and is not expected to materially affect the operation of the surrounding road network. Furthermore, the reduction in future-year trips demonstrates that the amended development will continue to operate within the capacity assumptions established in the original Traffic & Transport Assessment.

Accordingly, it is concluded that the proposed alterations do not materially change the findings of the original assessment, and no additional junction capacity or link capacity assessments are required.

7 Conclusions

This Traffic & Transport Assessment Addendum has been prepared to support an amended planning application for the revised Neighbourhood Centre at Kilternan, Dublin 18. The addendum considers the transport implications of the proposed amendments to the commercial and residential elements of the development, with particular reference to trip generation, parking provision and cycle parking.

The assessment demonstrates that the proposed amendments will not give rise to any material increase in transport demand when compared with the previously permitted scheme. Updated trip generation calculations indicate a negligible increase of 2 peak-hour vehicle trips during the opening year, while the future assessment years show an overall reduction of 26 peak-hour vehicle trips compared with the permitted development.

A review of car parking provision confirms that, despite an increase in commercial floorspace and the associated increase in the maximum permissible parking requirement, the proposed parking provision remains compliant with the Dún Laoghaire-Rathdown County Council Development Plan standards. The revised cycle parking provision also remains compliant with the applicable standards.

The proposed amendments do not alter the site access arrangements, the surrounding road network or the sustainable transport measures previously assessed. The negligible increase in opening year traffic and the reduction in future-year traffic are not expected to materially affect the operation of the surrounding transport network. Accordingly, the findings and conclusions of the original Traffic & Transport Assessment remain valid.

On this basis, it is concluded that the proposed amendments to the development will not give rise to any significant adverse traffic or transport impacts, and the development remains acceptable from a traffic and transportation perspective.

Appendix A – TRICS Outputs



Audit Code: e3dc199a-6086-4a13-9b29-758b64166156

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 05 - HEALTH

Category: E - CLINICS

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

03	SOUTH WEST	
	CW	CORNWALL 1 day
	WL	WILTSHIRE 1 day
04	EAST ANGLIA	
	NF	NORFOLK 2 days
06	WEST MIDLANDS	
	WK	WARWICKSHIRE 1 day
	WM	WEST MIDLANDS 1 day
09	NORTH	
	TW	TYNE & WEAR 1 day
10	WALES	
	CF	CARDIFF 1 day
	NW	NEWPORT 1 day
11	SCOTLAND	
	AD	ABERDEEN CITY 1 day
	GC	GLASGOW CITY 1 day
14	LEINSTER	
	CC	CARLOW 1 day
	KK	KILKENNY 1 day
16	ULSTER (REPUBLIC OF IRELAND)	
	CV	CAVAN 1 day

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

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Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	17 to 4000 (units:sqm)
Range Selected by User:	17 to 4000 (units:sqm)
Parking Spaces Range:	0 - 75

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	04/10/91 to 04/11/25

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

Selected survey days:	
Monday	1 days
Tuesday	3 days
Wednesday	4 days
Thursday	2 days
Friday	4 days

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

Selected survey types:	
Manual count	14
Direction ATC Count	0

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

Selected Locations:	
Suburban Area	9 days
Edge of Town	4 days
Neighbourhood Centre	1 days

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

Selected Location Sub Categories:	
Built-Up Zone	1 days
Out of Town	1 days
Residential Zone	12 days

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

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Included	3 days
Servicing vehicles Unknown	11 days

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Secondary Filtering Selection:

Use Class:

E(e)	14 surveys
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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:

172 - 7153

Population within 1 mile:

1,001 to 5,000	3 surveys
10,001 to 15,000	4 surveys
15,001 to 20,000	4 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	2 surveys

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

Population within 5 miles:

5,000 or Less	1 surveys
5,001 to 25,000	2 surveys
25,001 to 50,000	1 surveys
50,001 to 75,000	2 surveys
75,001 to 100,000	1 surveys
125,001 to 250,000	4 surveys
250,001 to 500,000	1 surveys
500,001 or More	2 surveys

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	6 surveys
1.1 to 1.5	7 surveys
1.6 to 2.0	1 surveys

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

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Petrol filling station:

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

Travel Plan:

No	14 surveys
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	14 surveys
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This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

Audit Code: e3dc199a-6086-4a13-9b29-758b64166156

1 BROOMHILL ROAD ABERDEEN Suburban Area Residential Zone Gross floor area: 229.00 sqm Survey date: Friday 22/04/2022	AD-05-E-02	MULTI-TREATMENT CLINIC	ABERDEEN CITY	Survey Type: Manual
2 ST PATRICK'S AVENUE CARLOW Suburban Area Residential Zone Gross floor area: 60.00 sqm Survey date: Thursday 09/06/2011	CC-05-E-01	SPORTS INJURY CLINIC	CARLOW	Survey Type: Manual
3 WINCHAT CLOSE CARDIFF Suburban Area Residential Zone Gross floor area: 17.00 sqm Survey date: Thursday 11/11/2010	CF-05-E-01	PHYSIO CLINIC	CARDIFF	Survey Type: Manual
4 LORETO ROAD CAVAN CARRICKANE Edge of Town Out of Town Gross floor area: 400.00 sqm Survey date: Tuesday 25/10/2022	CV-05-E-01	PHYSIOTHERAPY CLINIC	CAVAN	Survey Type: Manual
5 FALMOUTH ROAD TRURO Suburban Area Residential Zone Gross floor area: 75.00 sqm Survey date: Monday 10/10/2011	CW-05-E-01	CHIROPRACTIC CLINIC	CORNWALL	Survey Type: Manual
6 SALAMANCA STREET GLASGOW Suburban Area Built-Up Zone Gross floor area: 1725.00 sqm Survey date: Wednesday 11/06/2003	GC-05-E-01	HEALTH CENTRE	GLASGOW CITY	Survey Type: Manual
7 CLONMEL ROAD CALLAN Suburban Area Residential Zone Gross floor area: 1720.00 sqm Survey date: Friday 27/10/2017	KK-05-E-01	PHYSICAL THERAPY CLINIC	KILKENNY	Survey Type: Manual

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8 27 BERESFORD ROAD GREAT YARMOUTH Edge of Town Residential Zone Gross floor area: 295.00 sqm Survey date: Wednesday 09/05/2018	NF-05-E-01	FOOT CLINIC	NORFOLK Survey Type: Manual
9 EARLHAM ROAD NORWICH Suburban Area Residential Zone Gross floor area: 173.00 sqm Survey date: Tuesday 22/04/2025	NF-05-E-04	OSTEOPATHIC CLINIC	NORFOLK Survey Type: Manual
10 ABERTHAW ROAD NEWPORT ALWAY Suburban Area Residential Zone Gross floor area: 196.00 sqm Survey date: Wednesday 12/10/2022	NW-05-E-01	MEDICAL CLINIC	NEWPORT Survey Type: Manual
11 BAYSWATER ROAD NEWCASTLE UPON TYNE JESMOND Neighbourhood Centre Residential Zone Gross floor area: 350.00 sqm Survey date: Friday 19/10/2018	TW-05-E-02	COSMETIC SURGERY CLINIC	TYNE & WEAR Survey Type: Manual
12 ALCESTER ROAD STRATFORD-UPON-AVON Edge of Town Residential Zone Gross floor area: 310.00 sqm Survey date: Friday 29/06/2018	WK-05-E-01	CHIROPRACTIC CLINIC	WARWICKSHIRE Survey Type: Manual
13 DEVIZES RD SALISBURY BEMERTON Edge of Town Residential Zone Gross floor area: 250.00 sqm Survey date: Wednesday 19/09/2018	WL-05-E-01	PHYSIOTHERAPY CENTRE	WILTSHIRE Survey Type: Manual
14 WARWICK ROAD SOLIHULL Suburban Area Residential Zone Gross floor area: 314.00 sqm Survey date: Tuesday 03/06/2025	WM-05-E-01	HEALTH CLINIC	WEST MIDLANDS Survey Type: Manual

Audit Code: e3dc199a-6086-4a13-9b29-758b64166156

TRIP RATE for Land Use 05 - HEALTH/E - CLINICS

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	1	17	5.882	5.882	11.764
07:00-08:00	8	583	0.193	0.086	0.279
08:00-09:00	14	437	1.096	0.164	1.260
09:00-10:00	14	437	1.112	0.752	1.864
10:00-11:00	14	437	0.916	0.916	1.832
11:00-12:00	14	437	1.194	1.210	2.404
12:00-13:00	14	437	0.851	0.851	1.702
13:00-14:00	14	437	0.883	0.916	1.799
14:00-15:00	13	465	0.679	0.894	1.573
15:00-16:00	12	487	0.907	0.804	1.711
16:00-17:00	12	487	0.736	0.993	1.729
17:00-18:00	12	487	0.462	1.010	1.472
18:00-19:00	11	510	0.285	0.588	0.873
19:00-20:00	4	612	0.204	0.327	0.531
20:00-21:00	1	400	0.000	0.750	0.750
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			15.400	16.143	31.543

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: e3dc199a-6086-4a13-9b29-758b64166156

Parameter Summary:

Trip rate parameter range selected:	17 - 4000 (units: sqm)
Survey date date range:	11/06/2003 - 03/06/2025
Number of weekdays (Monday-Friday):	14
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.



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