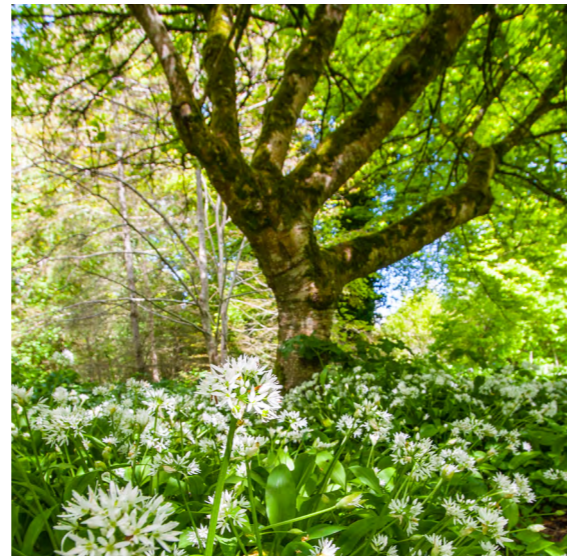




LACKENROE SHD

# APPENDIX 13

Population and Human Health



**VOLUME III** | Appendices

LACKENROE SHD

# APPENDIX 13-1

Glounthaune Rail Timetable

**VOLUME III** | Appendices

Mala - Corcaigh - Mainistir na Corann - An C6bh - Luan go Satharn (gan saoire phoiblí san áireamh) - Baili ó 21.03.2021 go bhf6gr6far a mhalairt  
Mallow - Cork - Middleton - Cobh - Monday to Saturday (excluding public holidays) - Valid from 21.03.2021 until further notice

	Mon to Mon to Sat		Mon to Mon to Sat		Mon to Mon to Sat		Mon to Mon to Sat		Mon to Mon to Sat		Mon to Mon to Sat		Mon to Mon to Sat		Mon to Mon to Sat		Mon to Mon to Sat		Mon to Mon to Sat		Mon to Mon to Sat		Mon to Mon to Sat	
	Fri	Sat	Fri	Sat	Fri	Sat	Fri	Sat	Fri	Sat	Fri	Sat	Fri	Sat	Fri	Sat	Fri	Sat	Fri	Sat	Fri	Sat	Fri	Sat
MALLOW	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
CORK (Kent) <b>P</b> <b>T</b>	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
CORK (Kent) <b>P</b> <b>T</b>	05:30	05:45	06:00	06:15	06:30	06:45	07:00	07:15	07:30	07:45	07:54	08:00	08:15	08:30	08:45	08:52	09:00	09:15	09:30	09:45	09:52	10:00	10:08	
Littleisland	05:38	05:53	06:08	06:23	06:38	06:53	07:08	07:23	07:38	07:53	08:08	08:23	08:38	08:53	09:08	09:23	09:38	09:53	10:08	10:23	10:38	10:53	11:08	
Glounthaune	05:41	05:56	06:11	06:26	06:41	06:56	07:11	07:26	07:41	07:56	08:11	08:26	08:41	08:56	09:11	09:26	09:41	09:56	10:11	10:26	10:41	10:56	11:11	
Carrigwohill	..	06:01	..	06:31	..	07:01	..	07:31	..	08:01	..	08:31	..	09:01	..	09:31	..	10:01	..	10:31	..	11:01	..	
MIDDLETON	..	06:08	..	06:38	..	07:08	..	07:38	..	08:08	..	08:38	..	09:08	..	09:38	..	10:08	..	10:38	..	11:08	..	
Fota	05:45	..	06:15	..	06:45	..	07:15	..	07:45	..	08:15	..	08:45	..	09:15	..	09:45	..	10:15	..	10:45	..	11:15	
Carrigaloe	05:49	..	06:19	..	06:49	..	07:19	..	07:49	..	08:19	..	08:49	..	09:19	..	09:49	..	10:19	..	10:49	..	11:19	
Rushbrooke	05:52	..	06:22	..	06:52	..	07:22	..	07:52	..	08:22	..	08:52	..	09:22	..	09:52	..	10:22	..	10:52	..	11:22	
COBH	05:56	..	06:26	..	06:56	..	07:26	..	07:56	..	08:26	..	08:56	..	09:26	..	09:56	..	10:26	..	10:56	..	11:26	

**\*** Please note this train operates on Mondays and Saturdays from Mallow only.

**P** Bus Link (Routes 226/226A) to Cork Airport.

**T** Bus Link (Route 205) to U.C.C. and C.I.T.

<sup>o6</sup> Limited Bicycle accommodation, check [www.irishrail.ie](http://www.irishrail.ie). Station platform gates will close 2 minutes prior to departure.



follow us on ....



Mala - Corcaigh - Mainistir na Corann - An C6bh - Luan go Satharn (gan saoire phoiblí san áireamh) - Baili ó 21.03.2021 go bhf6gr6far a mhalairt  
Mallow - Cork - Middleton - Cobh - Monday to Saturday (excluding public holidays) - Valid from 21.03.2021 until further notice

	Mon to Mon to Sat		Mon to Mon to Sat		Mon to Mon to Sat		Mon to Mon to Sat		Mon to Mon to Sat		Mon to Mon to Sat		Mon to Mon to Sat		Mon to Mon to Sat		Mon to Mon to Sat		Mon to Mon to Sat		Mon to Mon to Sat		Mon to Mon to Sat	
	Fri	Sat	Fri	Sat	Fri	Sat	Fri	Sat	Fri	Sat	Fri	Sat	Fri	Sat	Fri	Sat	Fri	Sat	Fri	Sat	Fri	Sat	Fri	Sat
MALLOW	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
CORK (Kent) <b>P</b> <b>T</b>	..	10:07	..	11:14	..	11:45	..	12:05	..	13:14	..	14:07	..	15:06	..	16:10	..	16:42	..	17:30	..	18:15	..	19:00
CORK (Kent) <b>P</b> <b>T</b>	10:15	10:37	11:00	11:15	11:45	12:00	12:15	12:37	13:44	14:41	15:37	16:30	17:23	18:15	19:00	19:52	20:45	21:30	22:20	23:10	24:00	24:50	25:40	
CORK (Kent)	10:23	..	11:08	11:23	12:08	12:23	13:08	13:23	14:08	14:23	15:08	15:23	16:08	16:23	17:08	17:23	18:08	18:23	19:08	19:23	20:08	20:23	21:08	
Glounthaune	10:26	..	11:11	11:26	12:11	12:26	13:11	13:26	14:11	14:26	15:11	15:26	16:11	16:26	17:11	17:26	18:11	18:26	19:11	19:26	20:11	20:26	21:11	
Carrigwohill	10:31	..	11:31	..	12:31	..	13:31	..	14:31	..	15:31	..	16:31	..	17:31	..	18:31	..	19:31	..	20:31	..	21:31	
MIDDLETON	10:38	..	11:38	..	12:38	..	13:38	..	14:38	..	15:38	..	16:38	..	17:38	..	18:38	..	19:38	..	20:38	..	21:38	
Fota	..	11:15	..	12:15	..	13:15	..	14:15	..	15:15	..	16:15	..	17:15	..	18:15	..	19:15	..	20:15	..	21:15	..	
Carrigaloe	..	11:19	..	12:19	..	13:19	..	14:19	..	15:19	..	16:19	..	17:19	..	18:19	..	19:19	..	20:19	..	21:19	..	
Rushbrooke	..	11:22	..	12:22	..	13:22	..	14:22	..	15:22	..	16:22	..	17:22	..	18:22	..	19:22	..	20:22	..	21:22	..	
COBH	..	11:26	..	12:26	..	13:26	..	14:26	..	15:26	..	16:26	..	17:26	..	18:26	..	19:26	..	20:26	..	21:26	..	

**P** Bus Link (Routes 226/226A) to Cork Airport.

**T** Bus Link (Route 205) to U.C.C. and C.I.T.

<sup>o6</sup> Limited Bicycle accommodation, check [www.irishrail.ie](http://www.irishrail.ie). Station platform gates will close 2 minutes prior to departure.



follow us on ....



Mala - Corcaigh - Mainistir na Corann - An C6bh - Luan go Satharn (gan saoire phoiblí san áireamh) - Bailí ó 21.03.2021 go bhf6gr6far a mhalairt  
Mallow - Cork - Midleton - Cobh - Monday to Saturday (excluding public holidays) - Valid from 21.03.2021 until further notice

Mala - Corcaigh - Mainistir na Corann - An C6bh - Luan go Satharn  
Mallow - Cork - Midleton - Cobh - Monday to Saturday

	Mon to Sat Sat	Mon to Sat Sat	Mon to Sat Sat	Mon to Sat Sat	Mon to Sat Sat	Mon to Sat Sat	Mon to Sat Sat	Mon to Sat Sat	Mon to Sat Sat	Mon to Sat Sat	Mon to Sat Sat	Mon to Sat Sat	Mon to Sat Sat	Mon to Sat Sat	Mon to Sat Sat	Mon to Sat Sat	Mon to Sat Sat	Mon to Sat Sat	Mon to Sat Sat	Mon to Sat Sat	Mon to Mon			
																					From Heuston	To Heuston		
MALLOW	Dep	17:07		17:30		18:04		18:42		19:05		19:32		18:59		20:08		20:41		21:19		22:30	From Heuston	23:07
CORK (Kent) P+T	Arr	17:37		17:55		18:37		19:05		19:32		19:50		19:32		20:37		21:05		21:48		22:55	From Heuston	23:37
CORK (Kent)	Dep		17:45		18:00	18:15	18:30		19:00		19:15		20:00		20:15		21:00		21:15		22:15	22:30		
Littlesland	Dep		17:53		18:08	18:23	18:38		19:08		19:23		20:08		20:23		21:08		21:23		22:23	22:38		
Glounthaune	Dep		17:56		18:11	18:26	18:41		19:11		19:26		20:11		20:26		21:11		21:26		22:26	22:41		
Carrigwohill	Dep		18:01			18:31					19:31				20:31				21:31					
MIDDLETON	Arr		18:08			18:38					19:38				20:38				21:38					
Fota	Dep				18:15		18:45		19:15				20:15		21:15				22:45					
Carrigaloe	Dep				18:19		18:49		19:19				20:19		21:19				22:49					
Rushbrooke	Dep				18:22		18:52		19:22				20:22		21:22				22:52					
COBH	Arr				18:26		18:56		19:26				20:26		21:26				22:56					

P Bus Link (Routes 226/226A) to Cork Airport.  
T Bus Link (Route 205) to U.C.C. and C.I.T.

66 Limited Bicycle accommodation, check www.irishrail.ie. Station platform gates will close 2 minutes prior to departure.

follow us on ....



Mala - Corcaigh - Mainistir na Corann - An C6bh - D6 Domhnaigh (gan saoire phoiblí san áireamh) - Bailí ó 21.03.2021 go bhf6gr6far a mhalairt  
Mallow - Cork - Midleton - Cobh - Sunday (excluding public holidays) - Valid from 21.03.2021 until further notice

	Sun Only	Sun Only	Sun Only	Sun Only	Sun Only	Sun Only	Sun Only	Sun Only	Sun Only	Sun Only	Sun Only	Sun Only	Sun Only	Sun Only	Sun Only	Sun Only	Sun Only	Sun Only	Sun Only	Sun Only	Sun Only	Sun Only	Sun Only	Sun Only	Sun Only
CORK (Kent) P+T	Arr																								
CORK (Kent)	Dep	08:00	08:15	09:00		09:15	11:00		11:15	12:00	12:15		13:00		14:15	14:30		16:00	16:15		17:00	17:15			
Littlesland	Dep	08:08	08:23	09:08		09:23	11:08		11:23	12:08	12:23		13:08		14:23	14:38		16:08	16:23		17:08	17:23			
Glounthaune	Dep	08:11	08:26	09:11		09:26	11:11		11:26	12:11	12:26		13:11		14:26	14:41		16:11	16:26		17:11	17:26			
Carrigwohill	Dep																								
MIDDLETON	Arr																								
Fota	Dep	08:15		09:15			11:15		12:15				13:15		14:45			16:15			17:15				
Carrigaloe	Dep	08:19		09:19			11:19		12:19				13:19		14:49			16:19			17:19				
Rushbrooke	Dep	08:22		09:22			11:22		12:22				13:22		14:52			16:22			17:22				
COBH	Arr	08:26		09:26			11:26		12:26				13:26		14:56			16:26			17:26				

P Bus Link (Routes 226/226A) to Cork Airport.  
T Bus Link (Route 205) to U.C.C. and C.I.T.

66 Limited Bicycle accommodation, check www.irishrail.ie. Station platform gates will close 2 minutes prior to departure.

follow us on ....



Mala - Corcaigh - Mainistir na Corann - An C6bh - D6 Domhnaigh  
Mallow - Cork - Midleton - Cobh - Sunday



An C6bh - Mainistir na Corann - Corcaigh - Mala - Luan go Satharn (gan saoire phoiblí san áireamh) - Bailí ó 21.03.2021 go bhf6gr6far a mhalairt  
Cobh - Midleton - Cork - Mallow - Monday to Saturday (excluding public holidays) - Valid from 21.03.2021 until further notice

	Mon to Sat		Mon to Sat		Mon to Sat		Mon to Sat		Mon to Sat		Mon to Sat		Mon to Sat		Mon to Sat		Mon to Sat		Mon to Sat		Mon to Sat		Mon to Sat		Mon to Sat			
	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr
COBH	10:30	..	..	..	11:30	..	..	..	12:30	..	..	..	13:30	..	..	..	14:30	..	..	15:30	..	..	16:30	..	..	17:00	..	..
Rushbrooke	10:33	..	..	..	11:33	..	..	..	12:33	..	..	..	13:33	..	..	..	14:33	..	..	15:33	..	..	16:33	..	..	17:03	..	..
Carrigaloe	10:36	..	..	..	11:36	..	..	..	12:36	..	..	..	13:36	..	..	..	14:36	..	..	15:36	..	..	16:36	..	..	17:06	..	..
Fota	10:40	..	..	..	11:40	..	..	..	12:40	..	..	..	13:40	..	..	..	14:40	..	..	15:40	..	..	16:40	..	..	17:10	..	..
MIDDLETON	..	..	..	..	10:45	..	..	..	12:45	..	..	..	13:45	..	..	..	14:45	..	..	15:45	..	..	16:45	..	..	..	..	..
Carrigtwohill	..	..	..	..	10:50	..	..	..	12:50	..	..	..	13:50	..	..	..	14:50	..	..	15:50	..	..	16:50	..	..	..	..	..
Glounthaune	10:43	..	..	..	11:43	..	..	..	12:43	..	..	..	13:43	..	..	..	14:43	..	..	15:43	..	..	16:43	..	..	17:13	..	..
Littleisleland	10:46	..	..	..	11:46	..	..	..	12:46	..	..	..	13:46	..	..	..	14:46	..	..	15:46	..	..	16:46	..	..	17:16	..	..
CORK (Kent) P+T	10:55	..	..	..	11:55	..	..	..	12:55	..	..	..	13:55	..	..	..	14:55	..	..	15:55	..	..	16:55	..	..	17:25	..	..
CORK (Kent)	..	..	..	..	11:25	..	..	..	12:25	..	..	..	13:25	..	..	..	14:25	..	..	15:25	..	..	16:25	..	..	17:25	..	..
MALLOW	..	..	..	..	11:46	..	..	..	12:46	..	..	..	13:45	..	..	..	14:46	..	..	15:46	..	..	16:46	..	..	17:46	..	..
	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

An C6bh - Mainistir na Corann - Corcaigh - Mala - Luan go Satharn  
Cobh - Midleton - Cork - Mallow - Monday to Saturday

**P** Bus Link (Routes 226/226A) to Cork Airport.

**T** Bus Link (Route 205) to U.C.C. and C.I.T.

<sup>66</sup> Limited Bicycle accommodation, check www.irishrail.ie. Station platform gates will close 2 minutes prior to departure.



follow us on ....



An C6bh - Mainistir na Corann - Corcaigh - Mala - Luan go Satharn (gan saoire phoiblí san áireamh) - Bailí ó 21.03.2021 go bhf6gr6far a mhalairt  
Cobh - Midleton - Cork - Mallow - Monday to Saturday (excluding public holidays) - Valid from 21.03.2021 until further notice

	Mon to Sat		Mon to Sat		Mon to Sat		Mon to Sat		Mon to Sat		Mon to Sat		Mon to Sat		Mon to Sat		Mon to Sat		Mon to Sat		Mon to Sat		Mon to Sat		Mon to Sat		Mon to Sat		Mon to Sat		
	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	
COBH	17:30	..	..	..	18:00	..	..	..	18:30	..	..	..	19:00	..	..	..	19:30	..	..	20:30	..	..	21:30	..	..	22:45	..	..	23:00	..	..
Rushbrooke	17:33	..	..	..	18:03	..	..	..	18:33	..	..	..	19:03	..	..	..	19:33	..	..	20:33	..	..	21:33	..	..	22:50	..	..	23:03	..	..
Carrigaloe	17:36	..	..	..	18:06	..	..	..	18:36	..	..	..	19:06	..	..	..	19:36	..	..	20:36	..	..	21:36	..	..	22:58	..	..	23:06	..	..
Fota	17:40	..	..	..	18:10	..	..	..	18:40	..	..	..	19:10	..	..	..	19:40	..	..	20:40	..	..	21:40	..	..	23:08	..	..	23:10	..	..
MIDDLETON	..	..	..	..	17:45	..	..	..	18:15	..	..	..	18:45	..	..	..	19:15	..	..	20:45	..	..	21:45	..	..	22:45	..	..	..	..	..
Carrigtwohill	..	..	..	..	17:50	..	..	..	18:20	..	..	..	18:50	..	..	..	19:50	..	..	20:50	..	..	21:50	..	..	22:50	..	..	..	..	..
Glounthaune	17:43	..	..	..	18:13	..	..	..	18:43	..	..	..	19:13	..	..	..	19:43	..	..	20:43	..	..	21:43	..	..	22:55	..	..	23:13	..	..
Littleisleland	17:46	..	..	..	18:16	..	..	..	18:46	..	..	..	19:16	..	..	..	19:46	..	..	20:46	..	..	21:46	..	..	22:58	..	..	23:16	..	..
CORK (Kent) P+T	17:55	..	..	..	18:25	..	..	..	18:55	..	..	..	19:25	..	..	..	19:55	..	..	20:55	..	..	21:55	..	..	23:08	..	..	23:25	..	..
CORK (Kent)	..	..	..	..	18:05	..	..	..	18:45	..	..	..	19:25	..	..	..	20:25	..	..	21:00	..	..	22:00	..	..	23:00	..	..	..	..	..
MALLOW	..	..	..	..	18:29	..	..	..	19:09	..	..	..	19:47	..	..	..	20:47	..	..	21:20	..	..	22:24	..	..	23:24	..	..	..	..	..
	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

**P** Bus Link (Routes 226/226A) to Cork Airport.

**T** Bus Link (Route 205) to U.C.C. and C.I.T.

<sup>66</sup> Limited Bicycle accommodation, check www.irishrail.ie. Station platform gates will close 2 minutes prior to departure.



follow us on ....



An C6bh - Mainistir na Corann - Corcaigh - Mala - Luan go Satharn  
Cobh - Midleton - Cork - Mallow - Monday to Saturday

An C6bh - Mainistir na Corann - Corcaigh - Mala - D6 Domhnaigh (gan saoire phoibl6 san 6ireamh) - Baili 6 21.03.2021 go bhf6gr6far a mhalairt  
Cobh - Midleton - Cork - Mallow - Sunday (excluding public holidays) - Valid from 21.03.2021 until further notice

	Sun Only	Sun Only	Sun Only	Sun Only	Sun Only	Sun Only	Sun Only	Sun Only	Sun Only	Sun Only	Sun Only	Sun Only	Sun Only	Sun Only	Sun Only	Sun Only	Sun Only	Sun Only
COBH	Dep	..	08:30	..	09:30	..	11:30	..	12:30	..	13:30	..	13:30	..	13:30	..	13:30	..
Rushbrooke	Dep	..	08:33	..	09:33	..	11:33	..	12:33	..	13:33	..	13:33	..	13:33	..	13:33	..
Carrigaloe	Dep	..	08:36	..	09:36	..	11:36	..	12:36	..	13:36	..	13:36	..	13:36	..	13:36	..
Fota	Dep	..	08:40	..	09:40	..	11:40	..	12:40	..	13:40	..	13:40	..	13:40	..	13:40	..
MIDLETON	Dep	..	..	08:45	..	09:45	..	11:45	..	12:45	..	12:45	..	12:45	..	12:45	..	12:45
Carrigtwohill	Dep	..	..	08:50	..	09:50	..	11:50	..	12:50	..	12:50	..	12:50	..	12:50	..	12:50
Glounthaune	Dep	..	08:43	08:55	09:43	09:55	11:43	11:55	12:43	12:55	13:43	12:43	12:55	13:43	12:43	12:55	13:43	..
Littleisland	Dep	..	08:46	08:58	09:46	09:58	11:46	11:58	12:46	12:58	13:46	12:46	12:58	13:46	12:46	12:58	13:46	..
CORK (Kent) <b>P</b> <b>T</b>	Arr	..	08:55	09:08	09:55	10:08	11:55	12:08	12:55	13:08	13:55	12:55	13:08	13:55	12:55	13:08	13:55	..
CORK (Kent)	Dep	08:25	08:55	..	..	10:10	10:25	..	12:15	12:25	12:50	12:25	12:50	13:25	..	13:25	..	14:50
MALLOW	Arr	08:46	09:15	..	..	10:33	10:46	..	12:36	12:46	13:14 <b>★</b>	12:46	13:14 <b>★</b>	13:46	..	13:46	..	14:45
		To Heuston	To Tralee	..	..	To Heuston	To Heuston	..	To Tralee	To Heuston	To Heuston	To Heuston	To Heuston	To Heuston	..	To Heuston	..	To Tralee

An C6bh - Mainistir na Corann - Corcaigh - Mala - D6 Domhnaigh  
Cobh - Midleton - Cork - Mallow - Sunday

**\* Charge at Mallow.**

**P** Bus Link (Routes 226/226A) to Cork Airport.

**T** Bus Link (Route 205) to U.C.C. and C.I.T.

**66** Limited Bicycle accommodation, check www.irishrail.ie. Station platform gates will close 2 minutes prior to departure.



follow us on ....



An C6bh - Mainistir na Corann - Corcaigh - Mala - D6 Domhnaigh (gan saoire phoibl6 san 6ireamh) - Baili 6 21.03.2021 go bhf6gr6far a mhalairt  
Cobh - Midleton - Cork - Mallow - Sunday (excluding public holidays) - Valid from 21.03.2021 until further notice

	Sun Only	Sun Only	Sun Only	Sun Only	Sun Only	Sun Only	Sun Only	Sun Only	Sun Only	Sun Only	Sun Only	Sun Only	Sun Only	Sun Only	Sun Only	Sun Only	Sun Only	Sun Only
COBH	Dep	..	15:00	..	16:30	..	17:30	..	18:30	..	18:30	..	20:30	..	21:30	..	21:30	..
Rushbrooke	Dep	..	15:03	..	16:33	..	17:33	..	18:33	..	18:33	..	20:33	..	21:33	..	21:33	..
Carrigaloe	Dep	..	15:06	..	16:36	..	17:36	..	18:36	..	18:36	..	20:36	..	21:36	..	21:36	..
Fota	Dep	..	15:10	..	16:40	..	17:40	..	18:40	..	18:40	..	20:40	..	21:40	..	21:40	..
MIDLETON	Dep	14:45	..	..	..	16:45	..	17:45	..	18:45	..	18:45	..	20:45	..	20:45	..	..
Carrigtwohill	Dep	14:50	..	..	..	16:50	..	17:50	..	18:50	..	18:50	..	20:50	..	20:50	..	..
Glounthaune	Dep	14:55	..	15:13	..	16:55	..	17:55	..	18:55	..	18:55	..	20:55	21:43	20:55	21:43	22:43
Littleisland	Dep	14:58	..	15:16	..	16:58	..	17:58	..	18:58	..	18:58	..	20:58	21:46	20:58	21:46	22:46
CORK (Kent) <b>P</b> <b>T</b>	Arr	15:08	..	15:25	..	16:55	17:08	18:08	18:55	19:08	18:55	19:08	20:55	21:08	21:55	21:08	21:55	22:55
CORK (Kent)	Dep	..	15:25	..	16:25	..	17:25	..	18:25	18:50	18:50	19:25	20:45	21:09	21:55	21:09	21:55	..
MALLOW	Arr	..	15:46	..	16:46	..	17:46	..	18:46	19:13	18:46	19:46	21:09	21:55	21:55	21:09	21:55	..
		To Heuston	To Heuston	To Heuston	To Heuston	To Heuston	To Heuston	..	To Tralee	To Heuston	To Heuston	To Heuston	To Heuston	To Heuston	..	To Heuston	..	To Tralee

**P** Bus Link (Routes 226/226A) to Cork Airport.

**T** Bus Link (Route 205) to U.C.C. and C.I.T.

**66** Limited Bicycle accommodation, check www.irishrail.ie. Station platform gates will close 2 minutes prior to departure.



follow us on ....



An C6bh - Mainistir na Corann - Corcaigh - Mala - D6 Domhnaigh  
Cobh - Midleton - Cork - Mallow - Sunday





LACKENROE SHD

## APPENDIX 13-2

Correspondance with Department of Education  
and Skills, 'Forward Planning' Section

**VOLUME III** | Appendices



**From:** [John O'Brien | HW Planning](mailto:John.O'Brien@education.gov.ie)  
**To:** [statistics@education.gov.ie](mailto:statistics@education.gov.ie)  
**Cc:** [Harry Walsh | HW Planning](mailto:Harry.Walsh@education.gov.ie)  
**Subject:** Strategic Housing Development @ Lackenroe, Glounthaune, Co. Cork  
**Date:** 28 July 2021 16:51:00  
**Attachments:** [20151\\_P\\_001\\_site\\_location\\_map.pdf](#)  
[20151\\_P\\_002\\_site\\_location\\_map.pdf](#)  
[20151\\_P\\_003\\_site\\_plan\\_compressed.pdf](#)

---

Dear Sir/Madam

We act on behalf of Bluescape Limited, who are currently preparing an Environmental Impact Assessment Report (EIAR) to accompany a Strategic Housing Development (SHD) of 298 no. residential units at Lackenroe, Glounthaune, Co. Cork, In the interests of clarity I enclose a copy of the relevant site location mapping and a proposed site layout plan prepared by Deady Gahan Architects.

In preparation of the application/EIAR we are requesting if the Department of Education are in a position to share any information regarding the current available capacity of primary and secondary schools in the area and specifically in the settlements of Glounthaune, Little Island and Carrigtwohill. which we consider provides the majority of schooling needs for the settlement of Glounthaune. Due to Glounthaunes position on a high frequency railway line it is also considered that settlements such as Midleton, Glanmire and Cork City accommodate some of the schooling needs of the settlement. We also note that planning permission has been received by the Minister for Education and Skills for a new multi-schools campus at Station Road, Carrigtwohill comprising 1 no. three-storey, 1,000 pupil, post primary school and 2 no. 24 no. classrooms primary schools.

We would be most grateful if you could provide any information regarding the current capacity of schools in the area and please do not hesitate to contact us if you have any queries.

Kind Regards

**John O'Brien**  
Planning Consultant

-----  
**HW Planning**  
5 Joyce House  
Barrack Square,  
Ballincollig, Co. Cork

-----  
[hwplanning.ie](http://hwplanning.ie)  
[+353 \(0\)21 4873250](tel:+35310214873250)

-----  
[LinkedIn](#)

-----  
The content of this email may be confidential or legally privileged. If you are not the intended recipient you should delete this email and not read, disclose, distribute, copy, use or reply upon the information contained therein. If you have received this correspondence in error, please notify HW Planning immediately. We are committed to ensuring the security and protection of the personal information that we process in full accordance with our data management policy.

**From:** [John O'Brien | HW Planning](mailto:John.O'Brien@education.gov.ie)  
**To:** [caroline.whelan@education.gov.ie](mailto:caroline.whelan@education.gov.ie); [seamus.cassidy@education.gov.ie](mailto:seamus.cassidy@education.gov.ie)  
**Cc:** [Harry Walsh | HW Planning](mailto:Harry.Walsh@education.gov.ie)  
**Subject:** Strategic Housing Development @ Lackenroe, Glounthaune, Co. Cork  
**Date:** 30 August 2021 15:28:00  
**Attachments:** [20151\\_P\\_001\\_site\\_location\\_map.pdf](#)  
[20151\\_P\\_002\\_site\\_location\\_map.pdf](#)  
[20151\\_P\\_003\\_site\\_plan\\_compressed.pdf](#)

---

Dear Ms Whelan/Mr Cassidy,

I was advised to contact the 'Forward Planning' section at the Department of Education regarding my query below.

We act on behalf of Bluescape Limited, who are currently preparing an Environmental Impact Assessment Report (EIAR) to accompany a Strategic Housing Development (SHD) at Lackenroe, Glounthaune, Co. Cork, In the interests of clarity I enclose a copy of the relevant site location mapping and a proposed site layout plan prepared by Deady Gahan Architects.

In preparation of the SHD application/EIAR we are querying if the Department of Education are in a position to share any information regarding the current available spare capacity of primary and secondary schools in the area, and specifically in the settlements of Glounthaune, Glanmire, Little Island and Carrigtwohill which we consider provides the majority of schooling needs for the settlement of Glounthaune. Below is a list of both primary and secondary schools in the vicinity which we consider will cater for the educational needs of the proposed development.

**Settlement**      **Primary School**

Glounthaune	Glounthaune National School, Ballynaron, T45 AX78
Glounthaune	Gaelscoil Ui Drisceoil, Dunkettle, T45 YY19
Little Island	Little Island National School, Castlevew, T45 VA49
Carrigtwohill	Scoil Mhuire Naofa, Tara Court, T45 AK65
Carrigtwohill	Scoil Chlochair Mhuire National School, Main Street,T45 VX82
Carrigtwohill	Scoil Chliodhna Community National School, Carrigtwohill GAA Grounds, T45 P282
Glanmire	Scoil Chill Ruadhain Brooklodge NS, Hazelwood Rd, Brooklodge, Co. Cork. T45CA19

**Settlement**      **Post-Primary School**

Carrigtwohill	St Aloysius College, Main Street, T45 CF61
Carrigtwohill	Carrigtwohill Community College, Fota Business Park, T45 XN23
Glanmire	Glanmire Community College, Brooklodge, Glanmire, T45W965

We would be most grateful if you could provide any information regarding the current spare capacity of schools in the area and please do not hesitate to contact us if you have any queries.

Kind Regards

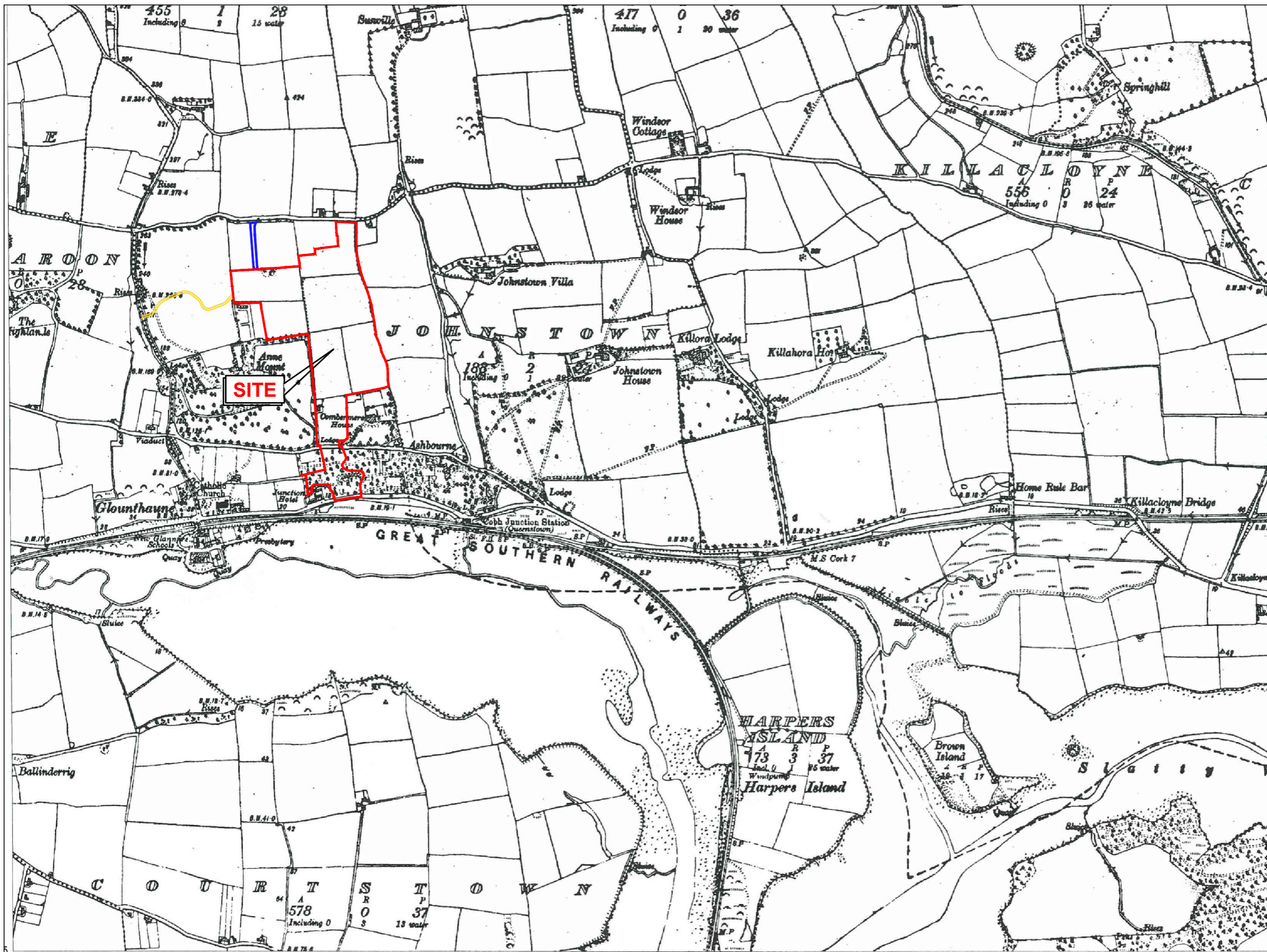
**John O'Brien**  
Planning Consultant

-----  
**HW Planning**  
5 Joyce House  
Barrack Square,  
Ballincollig, Co. Cork

-----  
[hwplanning.ie](http://hwplanning.ie)  
[+353 \(0\)21 4873250](tel:+3530214873250)

-----  
[LinkedIn](#)

-----  
*The content of this email may be confidential or legally privileged. If you are not the intended recipient you should delete this email and not read, disclose, distribute, copy, use or reply upon the information contained therein. If you have received this correspondence in error, please notify HW Planning immediately. We are committed to ensuring the security and protection of the personal information that we process in full accordance with our data management policy.*



MAP DETAILS

DESCRIPTION

MAP SCALES  
6inch  
CK075



Produced by Central Bureau Services, Cork  
On behalf of Ordnance Survey Ireland,  
Phoenix Park, Dublin 8.  
Sáraithe arís á n-ádhú arís na dtionscnaimh  
Shuíbhéireacht Ordánais Éireann agus  
Rialtas na hÉireann.  
Unauthorized reproduction infringes Ordnance  
Survey Ireland and Government of Ireland  
copyright.

Gach cead ar coimeáil. Ní ceadmáth aon chuid  
den fhóilséachán seo a chloí, a athscrúdú nó  
a tharscrúdú in aon fhóim ná ar aon bhealach gan  
cead i scríbhinn roimh ré ó úinéir an chóiprít.  
All rights reserved. No part of this publication may  
be copied, reproduced or transmitted in any form  
or by any means without the prior written  
permission of the copyright owners.

© Suirbhéireacht Ordánais Éireann, 2003  
© Ordnance Survey Ireland, 2003

P1	Issue for Planning	16.07.21
No.	Revision/Issue	Date

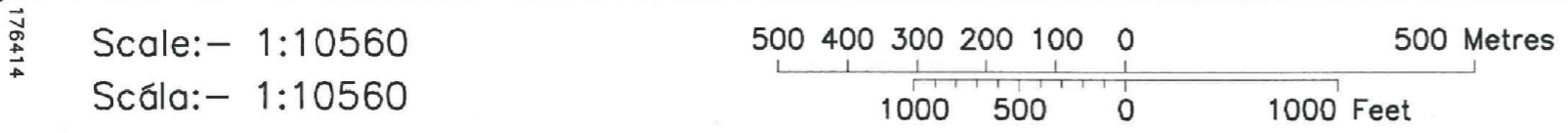
Firm Name and Address

**DEADY SAHAN**  
**DDG**  
ARCHITECTS

EASTGATE VILLAGE, LITTLE ISLAND, CORK  
T: 021 4355016 W: WWW.DGARCHITECTS.IE  
EMAIL: INFO@DGARCHITECTS.IE

Project Name and Address  
Proposed Residential Development  
At Townlands of Lackenroe,  
Glounthaune, Co. Cork

Drawing Title	Date
SITE LOCATION MAP	26.05.21
Drawing No.	Drawn
20151P/001	SF
Scale	Sheet No.
1:10560 @ A3	1 of 1



Plot Ref. No. 42889\_1\_7  
Plot Date 03-FEB-2006

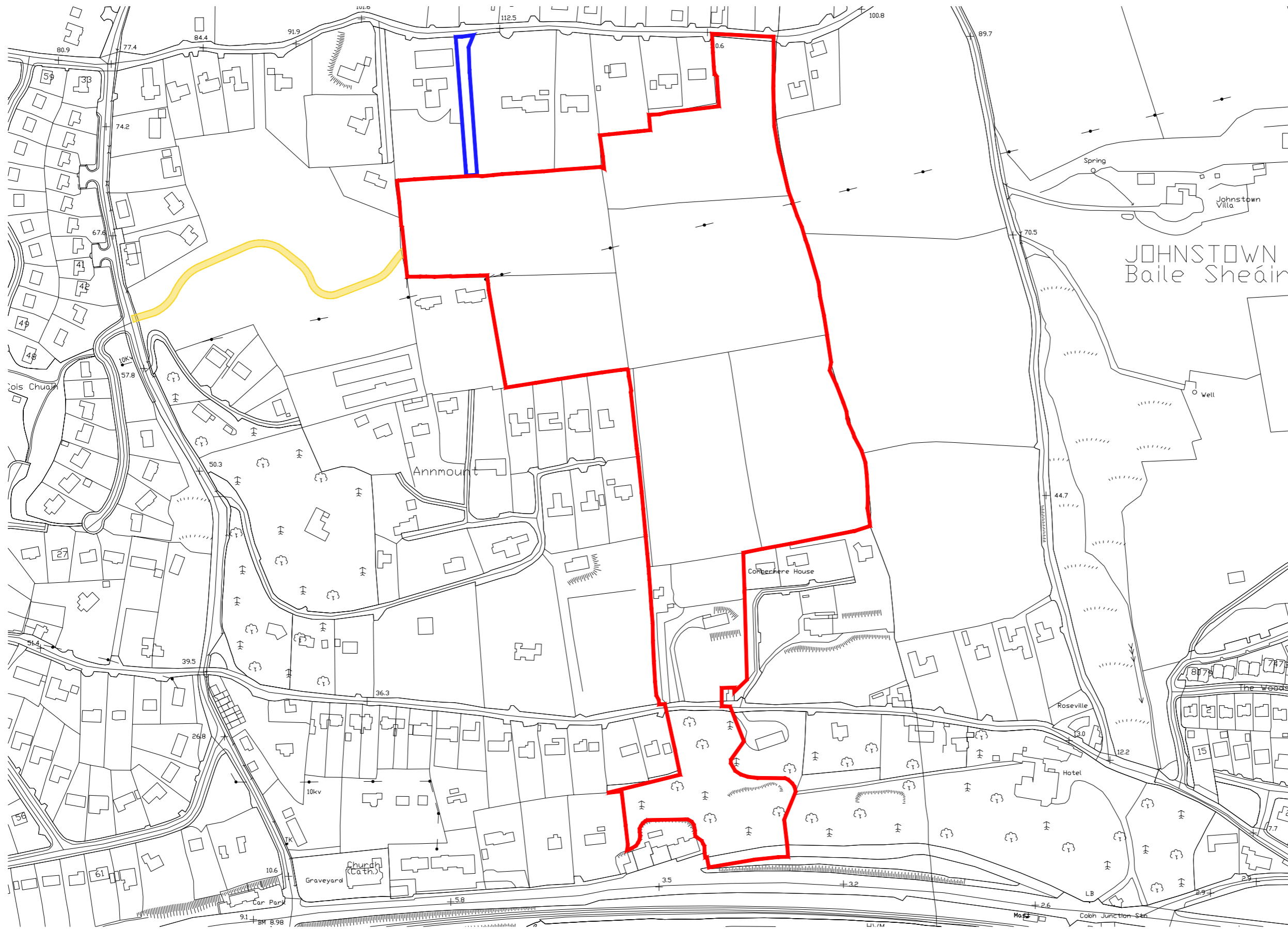


SITE LOCATION MAP  
SCALE 1:10560

RIGHT OF WAY DENOTES PLANNING APPLICATION BOUNDARY DENOTES LANDS WITHIN APPLICANT'S OWNERSHIP EDGED BLUE

Copyright Licence 2021 Ordnance Survey Ireland  
Licence No. CYAL 50171077  
(Copyright) ORDNANCE SURVEY IRELAND  
GOVERNMENT OF IRELAND





# SITE LOCATION MAP

SCALE 1:2500@A2



- DENOTES APPLICATION BOUNDARY EDGED RED
- DENOTES LANDS WITHIN APPLICANTS OWNERSHIP EDGED BLUE
- RIGHT OF WAY

## MAP DETAILS

Output Format:  
 =====  
 DWG\_35\_LEVEL  
 =====  
 Output File:  
 =====  
 V\_00\_25285667\_0000001.DWG  
 =====  
 Map Series:  
 =====  
 1:2500  
 =====  
 6340-C  
 REVISION DATE = 30-Mar-2016  
 SURVEY DATE = 01-Oct-1992  
 LEVELLED DATE = 31-Dec-1962  
 =====  
 Clip Extent:  
 =====  
 LLX,LLY = 576421,573222  
 LRX,LRY = 577871,573222  
 ULX,ULY = 576421,574135  
 URX,URY = 577871,574135  
 =====  
 Projection:  
 =====  
 ITM  
 =====  
 ITM Centre Point Co-ordinate:  
 =====  
 X,Y = 577146,573678  
 =====  
 Extraction Date:  
 =====  
 31-Jan-2017  
 =====  
 License / Copyright:  
 =====  
 Ordnance Survey Ireland Terms of Use apply.  
 Please visit [www.os.ie/about/terms-conditions](http://www.os.ie/about/terms-conditions).

© Ordnance Survey Ireland, 2021  
 Compiled and published by Ordnance Survey Ireland, Phoenix Park, Dublin 8, Ireland.  
 Unauthorised reproduction infringes Ordnance Survey Ireland and Government of Ireland copyright.  
 All rights reserved. No part of this publication may be copied, reproduced or transmitted in any form or by any means without the prior written permission of the copyright owners.  
 The representation on this map of a road, track or footpath is not evidence of the existence of a right of way.  
 Ordnance Survey maps never show legal property boundaries, nor do they show ownership of physical features.

Copyright Licence 2021  
 Ordnance Survey Ireland Licence No. CYAL 50171077  
 (Copyright) ORDNANCE SURVEY IRELAND GOVERNMENT OF IRELAND

No.	Revision/Issue	Date
P1	ISSUE FOR PLANNING	16.07.21

Firm Name and Address

**DEADY SAHAN**  
**DDG**  
 ARCHITECTS

EASTGATE VILLAGE, LITTLE ISLAND, CORK  
 T: 021 4335016 W: WWW.DGARCHITECTS.IE  
 EMAIL: INFO@DGARCHITECTS.IE

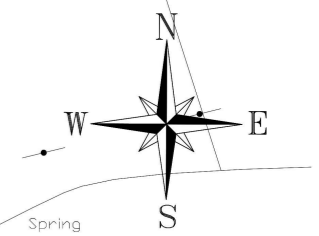
Project Name and Address  
 PROPOSED RESIDENTIAL DEVELOPMENT AT TOWNLAND OF LACKENROE GLOUNTHAUNE, CO. CORK

Drawing Title	Date
SITE LOCATION MAP	11.05.21
Drawing No.	Drawn
20151/P/002	SF
Scale	Sheet No.
1:2500 @ A2	2 OF 2





DO NOT SCALE. WORK TO FIGURED DIMENSIONS ONLY.  
 ALL EXISTING DIMENSIONS TO BE CHECKED ON SITE.  
 DRAWN ON AUTOCAD R2004 AT DEADY GAHAN ARCHITECTS LTD  
 LAYERS ON THIS DRAWING COMPLY WITH BS 1192: PART 5



JOHNS Baile

ADJOINING DEVELOPMENT PERMITTED BY CORK COUNTY COUNCIL UNDER PLANNING REF.: 17/5699 (AN BORD PLEANALA REF.: ABP-300128-17)  
 SUBSEQUENT AMENDMENTS TO ORIGINAL PERMITTED DEVELOPMENT UNDER PLANNING REF.: 18/6312 & 20/5864



SCHEDULE OF ACCOMMODATION			
UNIT TYPE	AREA	No. of UNITS	
<b>A 2 &amp; 3 BED DETACHED (2.5 &amp; 7 PERSONS)</b>			
A1 (4 beds - 7 persons)	1725 m <sup>2</sup> / 1851 SF	4	
A2 (4 beds - 7 persons)	1705 m <sup>2</sup> / 1830 SF	1	
A3 (3 beds with study - 4 persons)	1524 m <sup>2</sup> / 1648 SF	2	
A4 (3 beds bunkroom - 3 persons)	1223 m <sup>2</sup> / 1314 SF	2	
<b>TOTAL</b>		<b>9</b>	
<b>B 4 BED SEMI-DETACHED (7 PERSONS)</b>			
B1	1444 m <sup>2</sup> / 1554 SF	20	
B2	1434 m <sup>2</sup> / 1543 SF	14	
B3	1444 m <sup>2</sup> / 1554 SF	10	
<b>TOTAL</b>		<b>44</b>	
<b>C 4 BED TOWNHOUSE (7 PERSONS)</b>			
C1	1263 m <sup>2</sup> / 1361 SF	10	
C2	1263 m <sup>2</sup> / 1361 SF	2	
<b>TOTAL</b>		<b>12</b>	
<b>D 3 BED SEMI-DETACHED (5 &amp; 4 PERSONS)</b>			
D1	1143 m <sup>2</sup> / 1229 SF	4	
D2	1225 m <sup>2</sup> / 1313 SF	4	
D3	1143 m <sup>2</sup> / 1229 SF	4	
<b>TOTAL</b>		<b>12</b>	
<b>E 3 BED TOWNHOUSE (5 &amp; 4 PERSONS)</b>			
E1	1047 m <sup>2</sup> / 1124 SF	25	
E2	802 m <sup>2</sup> / 857 SF	18	
E3	1047 m <sup>2</sup> / 1124 SF	9	
E4	1047 m <sup>2</sup> / 1124 SF	4	
E5	1143 m <sup>2</sup> / 1229 SF	4	
E6	1143 m <sup>2</sup> / 1229 SF	4	
E7	1047 m <sup>2</sup> / 1124 SF	4	
<b>TOTAL</b>		<b>67</b>	
<b>F 3 BED TOWNHOUSE (4 PERSONS)</b>			
F1	1445 m <sup>2</sup> / 1554 SF	23	
<b>TOTAL</b>		<b>23</b>	
<b>TOTAL NO. OF HOUSES</b>		<b>218 (179,271)</b>	

DUPLICATE APARTMENTS (OWN DOOR)			
UNIT TYPE	AREA	No. of UNITS	
<b>G 1 BED OF APARTMENT (2 PERSONS)</b>			
G1	51.8 m <sup>2</sup> / 553 SF	4	
<b>TOTAL</b>		<b>4</b>	
<b>H 2 BED DUPLICATE APARTMENT (4 PERSONS)</b>			
H1	85.7 m <sup>2</sup> / 917 SF	4	
<b>TOTAL</b>		<b>4</b>	
<b>J 1 BED OF APARTMENT (2 PERSONS)</b>			
J1	53.3 m <sup>2</sup> / 571 SF	9	
J2	53.3 m <sup>2</sup> / 571 SF	3	
J3	53.3 m <sup>2</sup> / 571 SF	4	
<b>TOTAL</b>		<b>16</b>	
<b>K 1 BED DUPLICATE APARTMENT (2 PERSONS)</b>			
K1	85.7 m <sup>2</sup> / 917 SF	5	
K2	85.7 m <sup>2</sup> / 917 SF	8	
K3	85.7 m <sup>2</sup> / 917 SF	3	
K4	85.7 m <sup>2</sup> / 917 SF	2	
<b>TOTAL</b>		<b>18</b>	
<b>L 2 BED OF APARTMENT (3 PERSONS)</b>			
L1	72.5 m <sup>2</sup> / 779 SF	2	
<b>TOTAL</b>		<b>2</b>	
<b>M 1 BED DUPLICATE APARTMENT (2 PERSONS)</b>			
M1	55.7 m <sup>2</sup> / 597 SF	2	
<b>TOTAL</b>		<b>2</b>	

APARTMENTS (BLOCKS)			
1 BED APPL.	2 BED APPL.	3 BED APPL.	TOTAL
10	10	10	30
14	14	14	42
14	14	14	42
<b>TOTAL NO. OF APARTMENTS</b>			<b>114 (24,472)</b>

TOTAL NO. OF APARTMENTS			
TYPE	NO.	AREA	NO. OF UNITS
1 BED APPL.	10	1040 m <sup>2</sup> / 1118 SF	10
2 BED APPL.	10	1040 m <sup>2</sup> / 1118 SF	10
3 BED APPL.	10	1040 m <sup>2</sup> / 1118 SF	10
<b>TOTAL</b>	<b>30</b>	<b>3120 m<sup>2</sup> / 3354 SF</b>	<b>30</b>

Note  
 • Please refer to landscape proposal for public realm, open space & external boundaries information  
 • Please refer to boundary treatment drawing (Dwg - 20151/P/004) for all internal boundary treatments

- Character Area 1 (natural stone + off-white render)
- Character Area 2 (beige brick + beige render)
- Character Area 3 (red brick + off-white render)
- Character Area 4 (natural stone, beige brick + off-white/beige render)

**KEY:**

- SITE BOUNDARY
- ADJACENT LANDS IN APPLICANT'S OWNERSHIP

date	rev	name	chk	note
20.07.21	L	LM	EJG	ISSUE FOR INFORMATION

**DEADY GAHAN ARCHITECTS**

EASTGATE VILLAGE, LITTLE ISLAND, CORK  
 T: 021 4355016 W: WWW.DGARCHITECTS.IE  
 EMAIL: INFO@DGARCHITECTS.IE

Project  
 PROPOSED RESIDENTIAL DEVELOPMENT  
 AT TOWNLANDS OF LACKENROE, GLOUNTHAUNE, CO CORK

Drawing title			
PROPOSED SITE PLAN			
Scale	Drawn	Checked	Date
1:1000 @ A0	LM	EJG	03.05.21
Project No.	Dwg. No.	Revision	
20151	20151/SK/003	L	
Information / Comments		Tender	
<input type="checkbox"/> Planning		<input type="checkbox"/> Construction	

PROPOSED SITE PLAN  
 SCALE 1:1000 @ A0



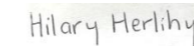

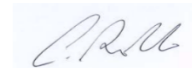
LACKENROE SHD

# APPENDIX 13-3

Mobility Management Plan – AECOM

**VOLUME III** | Appendices

**Quality information**

Prepared by	Checked by	Verified by	Approved by
			
Hilary Herlihy Graduate Consultant	Zachary Cave Transport Planner/ Engineer	Carolyn Rollo Associate Director	Aileen Prendergast Principal Engineer

**Revision History**

Revision	Revision date	Details	Authorized	Name	Position
0	07/05/2021	Draft Issue	AP	Aileen Prendergast	Principal Engineer
1	08/09/2021	Final Draft	AP	Aileen Prendergast	Principal Engineer
2	03/12/2021	Issued for Planning	AP	Aileen Prendergast	Principal Engineer

**Distribution List**

# Hard Copies	PDF Required	Association / Company Name
10	Yes	Westhill/ HW Planning/ Deady Gahan Architects/ MHL/ CSR Land Planning & Design/ Kelleher Ecology/ AWN/ John Cronin

**Proposed Strategic Housing  
Development at  
Glounthaune, Co. Cork**

Mobility Management Plan

BLUESCAPE LTD

Project number: 60592432

**Prepared for:**

BLUESCAPE LTD

**Prepared by:**

Hilary Herlihy  
Graduate Consultant  
E: hilary.herlihy@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

© AECOM Ireland Limited. All Rights Reserved.

This document has been prepared by AECOM Ireland Limited ("AECOM") for sole use of our client (the "Client") in accordance with generally accepted consultancy principles, the budget for fees and the terms of reference agreed between AECOM and the Client. Any information provided by third parties and referred to herein has not been checked or verified by AECOM, unless otherwise expressly stated in the document. No third party may rely upon this document without the prior and express written agreement of AECOM.

## Table of Contents

1.	Introduction.....	6
1.1	Background.....	6
1.2	Proposed Site Layout .....	7
1.3	Planning History .....	7
1.4	Objectives .....	7
1.5	Structure of this Mobility Management Plan.....	8
2.	Policy Context.....	9
2.1	Overview.....	9
2.2	Cork County Council Development Plan.....	9
2.2.1	Overarching .....	9
2.2.2	Walking.....	10
2.2.3	Cycling.....	10
2.2.3.1	Cycling Facilities Planned Upgrade.....	10
2.2.4	Bus.....	11
2.2.5	Rail.....	11
2.3	Transport Strategy for the Cork Metropolitan Area, 2040 .....	11
2.4	Project Ireland 2040 .....	12
2.5	Smarter Travel – A Sustainable Transport Future .....	12
3.	Mobility Management Plan Objectives.....	14
3.1	Objectives.....	14
3.2	Measures.....	14
3.2.1	Mobility Management Plan Partners.....	14
3.2.2	Mobility Management Plan Coordinator.....	14
3.2.3	Mobility Management Plan 'Toolkit'.....	14
4.	Existing and Proposed Transport Network.....	15
4.1	Overview.....	15
4.2	Existing Site.....	15
4.3	Existing Access Arrangements .....	15
4.4	Active Travel – Pedestrian and Cyclist Facilities .....	15
4.4.1	Johnstown Close.....	15
4.5	Public Transport .....	16
4.5.1	Sustainable Transport - Bus.....	16
4.5.2	Sustainable Transport – Rail.....	17
4.6	Emerging Transport Infrastructure.....	17
4.6.1	Local Road Proposals .....	17
4.6.2	Cycle Network Proposals.....	18
4.7	Road Collision Data.....	18
4.8	Summary .....	19
5.	Travel Patterns, Targets and Mobility Management Measures.....	20
5.1	Overview.....	20
5.2	TRICS Travel Patterns.....	20
5.3	Modal Split Targets.....	20
5.4	Mobility Management Measures Approach .....	21
5.5	Mobility Management Coordinator (MMC) .....	21
5.6	MMP & Associated Action Plan .....	22
5.6.1	Welcome Package .....	22
5.6.2	Mobility Management Information Point.....	22
5.6.3	Possible Measures .....	22
6.	Monitoring.....	24

7. Summary and Conclusions..... 24  
 7.1 Summary ..... 24  
 7.2 Overall Conclusion ..... 24  
 Appendix A -TRICS Outputs ..... 25

**Figures**

Figure 1-1 – Proposed Development Location (Source: Google Maps) ..... 6  
 Figure 1-2 – Architects layout (Courtesy: Deady Gahan Architects)..... 7  
 Figure 4-1 Johnstown Close facing east ..... 16  
 Figure 4-2 Johnstown Closes facing East at Glounthaune Railway Station..... 16  
 Figure 4-3 – Walking route to Bus Stops (Source: www.journey planner.transportforireland.ie) ..... 17  
 Figure 4-4 – RSA Collisions Records (2005 – 2016) in vicinity of the Scheme (www.rsa.ie) ..... 18  
 Figure 5-1 – TRICS Modal Split for Perspective Residents ..... 20

**Tables**

Table 4.1 – Bus Routes and Frequency of Services..... 17  
 Table 4.2 Train Station Route Information ..... 17  
 Table 5.1 – Proposed Development Modal Split Targets ..... 21  
 Table 5.2 – MMP Measures..... 22

**1. Introduction**

**1.1 Background**

This Mobility Management Plan (MMP) has been prepared by AECOM in support of a planning application to An Bord Pleanála (ABP) for a proposed Strategic Housing Development (SHD) in Glounthaune, Co. Cork.

The proposed development is located approximately 7km east of Cork City, on the north shore of Cork Harbour, at the estuary of the River Lee. The site measures approximately 13.87 ha and is bounded by residential developments and Killahora Road to the north and greenfield lands to the east. To the west, the site is bounded by lands committed for future residential development, with the south of the site bounded by the Johnstown Close Road. The proposed Development and the Future development space is hereby referred to as the Masterplan. The main road network surrounding the site is defined by Killahora Road to the north, Knockraha Road to the west, and Johnstown Close to the south. The proposed development will comprise of the construction of 289 no. residential units, a creche and 2 no. commercial units with pedestrian access to the south of the lands accessing Johnstown Close. The applicant is committed to the implementation of a MMP.

A site location map is presented in Figure 1-1 with Figure 1-2 illustrating the proposed site layout



Figure 1-1 – Proposed Development Location (Source: Google Maps)



Figure 1-2 – Architects layout (Courtesy: Deady Gahan Architects)

## 1.2 Proposed Site Layout

Bluescape Ltd. intend to apply to An Bord Pleanála for permission for a SHD at a 13.87 ha site at Johnstown close, Glounthaune Co. Cork. The development will principally consist of 289 no. residential units, a creche and 2 no. commercial units. Access arrangements to the site are by way of access points at Johnstown close (pedestrian) and Killahora Road (vehicle and pedestrian).

## 1.3 Planning History

In 2017 the proposed development was subject to a parent planning application approved by Cork County Council (CCC) for residential development on the overall development masterplan (inclusive of the blue and red line boundary) as illustrated in Figure 1-1

As part of the planning application, a Traffic and Transportation Assessment was undertaken which analysed the capacity of the Glounthaune development on the existing adjacent junctions and a proposed signalised site access into the development.

## 1.4 Objectives

This MMP report will present an overview of the Mobility Management Measures for the proposed development. A review of the key measures and policies outlined in the existing CCC Development Plan (2014 – 2021) has been undertaken. The initiatives set out below are predominately for residents of the site, however there is also reference made to the staff associated with the crèche and commercial premises.

CCC Development Plan states the following:

*“The council considers mobility management to be a suitable mechanism by which new development can support the objectives of sustainable development and the achievement of reduced car dependency.”*

This MMP outlines the transport measures, initiatives and incentives which will be available to the prospective residents and visitors of the proposed development as a means of reducing car dependency, in the interest of compliance with the following transport initiatives:

- **CCC Development Plan (2014 – 2021)**; which stipulates a number of aims and policies to promote the use of sustainable modes of transport such as walking, cycling and public transport.

- **Design Manual for Urban Roads and Streets, DMURS**, May 2019 (Dept of Transport, Tourism and Sport/ Dept of Environment, Community & Local Govt); which aims to put well-designed streets at the heart of sustainable communities.
- **Geometric Design of Junctions** (priority junctions, direct accesses, roundabouts, grade separated and compact grade separated junctions), DN-GEO-03060, (TII, June 2017). This Standard sets out the standards and advice for the geometric design of junctions. The design principles and geometric parameters which shall be considered by Designers when developing safe, traffic efficient junction layouts and vehicular accesses onto new and improved National roads are outlined.
- **PE-PDV-02045 Traffic and Transport Assessment Guidelines** (May 2014), Transport Infrastructure Ireland aims to provide a framework to promote an integrated approach to development, which ensures that proposals promote more efficient use of investment in transportation infrastructure, reduce travel demand and promote road safety.
- **Greater Cork Area Cycle Network Plan (CCC)**.
- **National Cycle Manual** (National Transport Authority, 2011); this Manual embraces the Principles of Sustainable Safety as this will offer a safe traffic environment for all road users including cyclists. It offers guidance on integrating the bike in the design of urban areas.

As such, the key aims of this MMP are as follows:

1. To encourage behavioural and attitude changes toward healthy and sustainable travel;
2. Improve facilities for walkers;
3. To support wider transport benefits to the local area; and
4. To minimise the number of individual vehicle journeys made to / from the proposed development site.

The key objective of this MMP is to set out the infrastructural proposals and modal split targets for the proposed development in general terms. The Plan will then be further developed and informed by travel surveys undertaken by prospective residents of the subject site once the proposed development, subject to consent, has been occupied.

## 1.5 Structure of this Mobility Management Plan

The remainder of this report is divided into the following sections:

- Section 2 provides a review of the relevant guidance and policy documents that have helped establish the principles of this report;
- Section 3 provides a summary of the proposed development itself with regard to key MMP objectives;
- Section 4 Summarises the results of a detailed site audit to understand the transportation context in which the proposed development is located;
- Section 5 outlines the Travel Patterns, Targets and Mobility Management Measures for the proposed development;
- Section 6 proposes a series of targets for the proposed development;
- Section 7 details the monitoring and review process for the MMP; and presents a summary of the MMP.

## 2. Policy Context

### 2.1 Overview

In order to complete this MMP, AECOM has made reference to the following documents and websites:

- CCC Development Plan (2014 – 2021);
- Transport Strategy for the Cork Metropolitan Area Transport Strategy 2040 (National Transport Authority (NTA));
- Project Ireland 2040;
- Smarter Travel: A Sustainable Transport Future: A new Transport Policy for Ireland, 2009 – 2020, (Department of Transport Tourism and Sport (DTTAS), 2008);
- Cork Cycle Network Plan (Cork City Council, Cork County Council); and
- The National Cycling Policy Framework 2010.

The planning policies will aid in preparing a MMP that, upon implementation, will reduce overall single occupancy vehicle dependence and increase more sustainable forms of transport and create a positive sustainable transport environment for residents while adhering to local and national policies.

### 2.2 Cork County Council Development Plan

The Development Plan 2014 - 2021 sets out the vision, policies, strategies and objectives for planning and sustainable development within the administrative area of CCC. In the context of the subject site a number of the most relevant objectives include:

#### 2.2.1 Overarching

##### **Transport and Mobility – TM 1–1: Transport Strategy (a)**

*Provide a choice of transport modes for all citizens and visitors. Foster sustainable economic and population growth by maintaining and developing an efficient and integrated transport system for the County and, at the same time, encourage balanced investment in less polluting and more energy efficient modes of public and private transport.*

##### **Transport and Mobility – TM 1–1: Transport Strategy (b)**

*Focus on the provision of transport infrastructure and investment on the network of settlements broadly in line with the Atlantic gateway initiative and the South West Regional Planning Guidelines, so that all the settlements in the county, but particularly the main towns and key villages, can be served by a reliable and efficient transport service which also serves their rural catchment areas.*

##### **Transport and Mobility – TM 1–1: Transport Strategy (c)**

*Identify the key transportation requirements of those areas experiencing most rapid growth, particularly through the development of a programme of land use transportation studies which seek to closely align transport and land use planning. The recommendations of these studies will inform local plans.*

##### **Transport and Mobility – TM 1–1: Transport Strategy (d)**

*Encourage Co-ordination between all agencies involved, directly or indirectly, in the provision of transport services with the aim of developing and implementing various transport strategies i.e. bus operators, airport authorities, Iarnród Éireann, National Transport authority, local Authorities and other private transport companies.*

##### **Transport and Mobility – TM 1–1: Transport Strategy (e)**

*Support the establishment of a Public Transportation Task Force to promote more widespread provision public transportation within the county and to ensure high levels of efficiency and integration of services.*

##### **Transport and Mobility – TM 1–1: Transport Strategy (f)**

*Support public transport improvements by reserving corridors for any such improvements free of development, including provision of setbacks where appropriate.*

##### **Transport and Mobility – TM 1–1: Transport Strategy (g)**

*Encourage the move to a 55% level of non-car based transport within the Cork Gateway, Hubs and other main towns and a 20% level of non-car based travel for journeys within rural areas of the county as set out in the south west region.*

#### 2.2.2 Walking

##### **Transport and Mobility – TM 2–1: Walking (a)**

*Encourage and facilitate a safe walking route network and a culture of walking where possible and practical.*

##### **Transport and Mobility – TM 2–1: Walking (b)**

*Preserve, protect and where possible enhance existing walking routes particularly those providing access to key transport and community infrastructure such as bus stops, rail stations, schools, shops, work places, town and village centres.*

##### **Transport and Mobility – TM 2–1: Walking (c)**

*Ensure that all development should be accessible and permeable on foot and that the walking experience should be as safe and pleasant as possible and set within an overall coherent network. The Design Manual for Urban Roads & Streets (DMURS) is a useful guidance tool.*

##### **Transport and Mobility – TM 2–1: Walking (d)**

*Local Area Plans will play an important role in implementing Walking Strategies.*

#### 2.2.3 Cycling

##### **Transport and Mobility – TM 2–2: Cycling (a)**

*Encourage and facilitate a safe walking and cycling route network and a culture of walking and particularly cycling in the county, as a viable alternative travel choice. Local Area Plans will set out Active Travel Strategies (cycling and walking) for individual towns and their hinterlands.*

##### **Transport and Mobility – TM 2–2: Cycling (b)**

*Improve the streetscape environment for pedestrians, cyclists and those with special mobility needs while seeking to provide facilities which enhance safety and convenience. The Design Manual for Urban Roads & Streets (DMURS) is a useful guidance tool.*

##### **Transport and Mobility – TM 2–2: Cycling (c)**

*Ensure that development in urban areas, towns and villages is well located, permeable and prioritises walking, cycling and access to public transport and other important amenities. The Design Manual for Urban Roads & Streets (DMURS) is a useful guidance tool.*

##### **Transport and Mobility – TM 2–2: Cycling (d)**

*Promote the development of an integrated and coherent local and countywide cycle network to form part of the wider National Cycle Network. Routes will be promoted which generally seek to avoid or minimise impacts on the environment and on EU designated sites.*

##### **2.2.3.1 Cycling Facilities Planned Upgrade**

In the vicinity of the site, it is planned to upgrade the cycle facilities along the Johnstown Close, Glounthaune. It is understood that the cycle facilities to be provided along the Glounthaune Road will be part of the Cork Metropolitan Area Cycle Network Plan. The aim of this is to "provide a coherent, safe and attractive cycle network that will support a shift from the private car to cycling for employment and education trips as well as provide a strong basis for increasing leisure and tourist cycling"



## 2.2.4 Bus

### **Transport and Mobility – TM 2–3: Bus County Wide (a)**

*Progress towards national targets for modal split. Encourage the further development of the bus network.*

### **Transport and Mobility – TM 2–3: Bus County Wide (b)**

*Ensure all new developments are well connected to their local bus network.*

### **Transport and Mobility – TM 2–3: Bus County Wide (c)**

*Secure the provision of appropriate bus infrastructure as an integral part of new development.*

### **Transport and Mobility – TM 2–3: Bus County Wide (d)**

*Secure safe walking routes from all new development to the local bus network.*

### **Transport and Mobility – TM 2–3: Bus County Wide (e)**

*Encourage the provision of safe and convenient interchange facilities in all main towns.*

### **Transport and Mobility – TM 2–3: Bus County Wide (f)**

*Encourage the better management of road space (e.g. through ‘green route’ and bus priority measures) to secure a journey time advantage for bus services.*

## 2.2.5 Rail

### **Transport and Mobility – TM 2–5: Rail Transport (a)**

*Encourage the enhancement of service provision in tandem with planned population and employment growth.*

### **Transport and Mobility – TM 2–5: Rail Transport (b)**

*Secure the delivery of new stations to support planned population growth in : Middleton (Waterrock), Cobh (Ballynoe River Ferry), Dunkettle (Park & Ride), Blarney & Monard.*

### **Transport and Mobility – TM 2–5: Rail Transport (c)**

*Encourage greater use of the suburban rail network; including services running from Glounthaune station and support other agencies in delivering an appropriate integrated land use and transportation framework in the hinterland of rail stations in the Cork City area including park and ride facilities. This MMP considers this Transport and Mobility (rail) policy through its existing services detailed in section 4.5.2*

## 2.3 Transport Strategy for the Cork Metropolitan Area, 2040

The Transport Strategy for the Cork Metropolitan Area (2040), which has been prepared by the NTA, TII and CCC, with the purpose of the strategy being:

*“To Deliver an accessible integrated transport network that enables the sustainable growth of the Cork Metropolitan Area as a dynamic, connected and internationally competitive European city region.”*

Chapter 5 of the Transport Strategy for the Greater Cork Metropolitan Area, sets out the “strategic infrastructure that is proposed to be delivered within the lifetime of the strategy”. The strategy proposals are presented by the various modes of transport as follows:

- Walking
- Cycling
- Bus Infrastructure;
- Suburban Rail
- Road Network

Within each section of the modes of transport the NTA, TII and CCC outline the proposed measures to be adopted when providing a development and the considerations that have to be given. This relates to the proposed site by providing the minimum standards that are deemed acceptable through the transport Strategy for the cork metropolitan area policy guidelines.

## 2.4 Project Ireland 2040

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’.

National Strategic Outcome No. 4 (p.53) states that:

*An environmentally sustainable public transport system will enable growth and change; meet the significant increase in travel demand and urban congestion while also contributing to our national policy vision of a low-carbon economy. A step change is required under the NPF in putting in place environmentally sustainable public transport systems in order to secure Ireland’s climate action goals. These must represent a decisive shift away from polluting and carbon-intensive propulsion systems to new technologies such as electric vehicles and introduction of electric and other alternatively fuelled systems for public transport fleets. The expansion of attractive and sustainable public transport alternatives to private based car transport will reduce congestion and emissions and enable the transport sector to cater in an environmentally sustainable way for the demands associated with longer term population and employment growth envisaged under the NPF. Furthermore, the provision of safe alternative active travel options such as segregated cycling and walking facilities can also help alleviate congestion and meet climate action objectives by providing viable alternatives and connectivity.*

This MMP and site layout takes the above statement into account by providing adequate pedestrian permeability through the site to allow residents and staff to avail of public transport services to the south of the site, inclusive of bus and rail services and also encouraging walking due to the close proximity to Glounthaune Village to the south west of the subject site.

## 2.5 Smarter Travel – A Sustainable Transport Future

The Smarter Travel policy published in 2009 sets a goal to reduce work-related commuting by car nationally in Ireland from 65 percent to 45 percent by 2020. The policy sets out forty-nine different actions to achieve a more sustainable transport system grouped into four overarching actions outlined on page 29 of the policy as follows:

- Actions to reduce distance travelled by private car and encourage smarter travel, including focusing population and employment growth predominantly in larger urban areas and the use of pricing mechanisms or fiscal measures to encourage behavioural change;
- Actions aimed at ensuring that alternatives to the car are more widely available, mainly through a radically improved public transport service and through investment in cycling and walking;
- Actions aimed at improving the fuel efficiency of motorised transport through improved fleet structure, energy efficient driving, and alternative technologies; and
- Actions aimed at strengthening institutional arrangements to deliver the targets.

The Smarter Travel policy emphasises the potential of mobility management to encourage people to change their travel behaviour and commitment to ensuring better integration of land use planning (Action 2) as well as to requiring and encouraging large workplaces to develop and implement workplace travel plans (Action 8) and that personalised travel plans should be prepared to encourage citizens to use public forms of transport (Action 9).

### **ACTION 2**

*We will ensure better integration of land use planning and transport policies in the relevant planning guidelines as part of their ongoing review and we will avail of policy directives to give effect to specific measures needed to meet the vision for sustainable travel.*

*The following will also be included in future planning guidelines:*

- *A general requirement that significant housing development in all cities and towns must have good public transport connections and safe routes for walking and cycling to access such connections and local amenities*

- *Integration of cycling and public transport*
- *Promotion of targets requiring a minimum percentage of new residential and mixed-use development to take place on brownfield/existing sites to consolidate urban growth and enable organic development of urban areas from the centre out*
- *Ensuring a general minimum housing density of between 35 and 50 dwellings per hectare in urban areas of suitable size and population and requiring substantially higher densities where local circumstances warrant, particularly in high capacity public transport corridors*
- *Specification of a maximum permitted level of car parking for commercial sites, which have suitable public transport facilities and are within walking/ cycling distance to amenities requirement that developments above a certain scale have viable travel plans in place*
- *A requirement that development in urban rail corridors be high density and appropriate for public transport use (e.g. not warehousing or other activities with low employment intensity)*
- *Guidance on the incorporation of cycling and walking policies in development plans*
- *A general restriction of the future development of out-of-town retail centres except in exceptional circumstances and consideration of a similar requirement that parking charges be introduced for most existing centres*
- *Encouragement of the use of local area plans and strategic development zones (SDZs) within major urban areas as a way of improving the land use-transport interface, particularly to ensure that employment and residential centres are co-located.*

#### **ACTION 8**

*Workplace Travel Plans encourage employers and employees to take steps to reduce dependency on the car and to take alternative transport options. The Minister for Transport has already provided initial funding for a pilot scheme managed by the Dublin Transportation Office (DTO) and the Department of Transport was the first Department to introduce such a Plan. The Government has also introduced a parking levy on employee car parking in key urban areas in the region of e200 per annum to dissuade use of the private car for commuting purposes. We will now focus on encouraging alternative ways of travelling to work. We will, therefore:*

- *Work towards a requirement on organisations with over 100 staff to develop and implement workplace travel plans;*
- *Provide support and guidelines for the development and implementation of workplace travel plans; and*
- *Seek a plan from the Office of Public Works to reduce car-parking spaces at Government offices where alternative travel options are possible and require other public sector organisations to do likewise as part of their workplace travel plans.*

#### **ACTION 9**

*Personalised travel plans aim to encourage individuals to take alternatives to car travel where these are available. International experience shows that such plans must be accompanied by good targeted marketing and involve incentives to encourage people to use alternatives to the private car. We will implement a programme to promote Personalised Travel Plans aimed at citizens in areas served by Public Transport.*

This MMP has been developed in consideration of national and local policy / strategy. This is informed based on the MMP and has been taken into account when consolidating the site layout.

## **3. Mobility Management Plan Objectives**

### **3.1 Objectives**

The objectives of this report are as follows:

- To discourage private car as a means of travel to and from the proposed development;
- To increase and facilitate the number of people choosing to walk, cycle or travel by public transport to the development;
- To work with CCC, the National Transport Authority and public transport providers to support and encourage resident and staff (creche and commercial) up take; and
- To develop an integrated and unified public transport, private vehicle, to the development;

To achieve the above targets, measures have been proposed for the specific modes of transport. These are based on existing infrastructure and public transport systems. These objectives are preliminary and will be further developed in the light of ongoing monitoring as the proposed development is occupied and information becomes available on future residents and staff travel behaviour.

### **3.2 Measures**

#### **3.2.1 Mobility Management Plan Partners**

This section presents a 'Toolkit' of measures, identifying a number of 'hard' and 'soft' measures that should be promoted and delivered where possible, to ensure that the theme of sustainability is entrenched within the design of the proposed development.

This section identifies the key individuals and groups that will be responsible for the managing the delivery of the MMP.

#### **3.2.2 Mobility Management Plan Coordinator**

A Mobility Management Plan Coordinator should be identified who would be responsible for internally monitoring the travel plan, promoting the travel plan and distributing travel plan information. The coordinator will work in conjunction with Cork County Council, the local community and other interested parties for the continuing progression of the MMP.

The coordinator should be appointed prior to occupation of the proposed development, to ensure they are involved in developing a travel pack which should be sent out to all residents prior to the opening date. The role of the coordinator should be as follows:

- Overseeing the development and implementation of the MMP;
- Designing and implementing effective marketing and awareness raising campaigns;
- Provide a point of contact and travel information;
- Liaison with external organisations; and
- Coordinating the monitoring programme for the MMP.

#### **3.2.3 Mobility Management Plan 'Toolkit'**

A 'Toolkit' contains a range of 'soft' and 'hard' options, to encourage sustainable travel and achieve the aims of the plans. Example of 'softer' measures include, promoting of sustainable travel via marketing material on staff notice boards, whilst examples of 'harder' measures include new cycle parking stands. The table overleaf presents a list of sustainable travel planning initiatives for the develop

## 4. Existing and Proposed Transport Network

### 4.1 Overview

This section of the MMP reviews the existing transport conditions in the vicinity of the proposed development site to establish the baseline conditions for encouraging and supporting sustainable travel. This incorporates an assessment of available transport options and end of trip facilities.

### 4.2 Existing Site

The proposed development is located approximately 7km east of Cork City, on the north shore of Cork Harbour, at the estuary of the River Lee. The site measures approximately 11.5 ha and is bounded by residential developments and Killahora Road to the north and greenfield lands to the east.

### 4.3 Existing Access Arrangements

An existing agricultural gate is located to the north of the proposed development site via a priority junction off Killahora Road. The access is currently used for agricultural purposes only.

In addition to this, an agricultural gate is located off the Terrace Road to the south of the site. This access is currently overgrown and not in use.

### 4.4 Active Travel – Pedestrian and Cyclist Facilities

#### 4.4.1 Johnstown Close

Johnstown Close is a regional two way single carriageway with 2 lanes running east and westbound. For the majority of the road there is a single segregated pedestrian pathway on the northern side. There is no designated cycling facilities along Johnstown close. A hard shoulder is provided and this can be utilised by cyclists, however, this is considered to be a shared space by road vehicles. This can be seen in Figure 4-1. The access junction onto Johnstown close are priority controlled non-signalised junctions. There is to be a pedestrian access at the south of the proposed site which will encourage pedestrian permeability through the site.

The section of road at Glounthaune railway station provides a segregated footpath for pedestrians. There is no hard shoulder eastbound and instead a hard shoulder, larger in width, is used as on road parking for those using the Glounthaune Railway station. This can be seen in Figure 4-2.



Figure 4-1 Johnstown Close facing east



Figure 4-2 Johnstown Closes facing East at Glounthaune Railway Station

### 4.5 Public Transport

Glounthaune benefits from good quality public transport facilities in the form of bus and train services, within 500m of the proposed development site.

#### 4.5.1 Sustainable Transport - Bus

The site is ideally located to benefit from local bus services accessible from the Johnstown Close bus stop. Table 4.1 details the services available, including routes, destinations and typical frequencies with Figure 4-3 illustrating the location of public transport facilities in vicinity of the site.

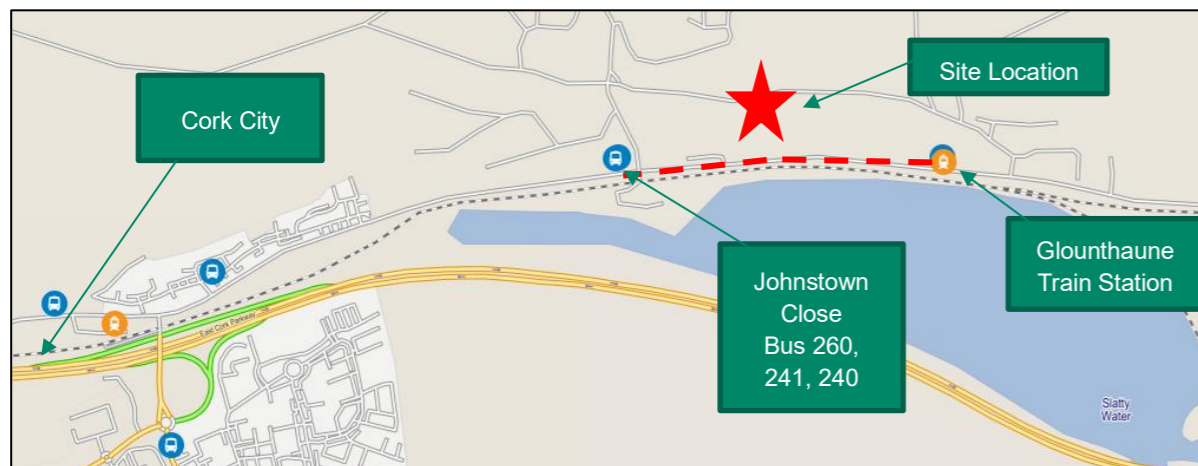


Figure 4-3 – Walking route to Bus Stops (Source: [www.journeyplanner.transportforireland.ie](http://www.journeyplanner.transportforireland.ie))<sup>1</sup>

Table 4.1 – Bus Routes and Frequency of Services

Service Number / Bus Stop Location	Route / Destination	Mon – Fri Peak Hour Frequency (approx.)	Saturday Frequency (approx.)	Sunday Frequency (approx.)
240 Bus Eireann	Ballycotton – Ballymaloe House – Midleton – Glounthaune – Parnell Place.	25 minutes	4 hours	No Service
241 Bus Eireann	Whitegate – Midleton – Glounthaune – Cork City – Bishopstown	25 minutes	Twice per day	No Service
260 Bus Eireann	Ardmore – Castlemartyr – Midleton – Glounthaune – Cork City – Bishopstown	10 minutes	3 hours	4 hours
261 Bus Eireann	Ballynacorra – Midleton – Glounthaune – Glanmire – Cork City	10 minutes	4 hours	4 hours

#### 4.5.2 Sustainable Transport – Rail

The train station is located 450m east of the proposed development site at Johnstown Close. The Glounthaune Train Station is part of the Cobh/ Midleton service which provides rail services westward to Cork Kent Station. Figure 4-3 illustrates the site location in relation to the Glounthaune Train Station. Illustrated is the train service running from Glounthaune station in Table 4.2

Table 4.2 Train Station Route Information

Train Route	Route / Destination	Mon – Fri Peak Hour Frequency (approx.)	Saturday Frequency (approx.)	Sunday Frequency (approx.)
Mallow – Cork - Midleton	Mallow – Kent – Glounthaune – Midleton – Fota - Cobh	15 minutes	1 per hour	1 per hour

The site's proximity to the Glounthaune Train Station and bus services along Johnstown Close provides a range of alternatives, to the car, for perspective residents and visitors of the proposed development.

## 4.6 Emerging Transport Infrastructure

### 4.6.1 Local Road Proposals

The Cork County Development Plan 2014 – 2021 has outlined both short and long-term road network proposals for the Cork County environs.

Upon review of the Development Plan, no roads objectives have been identified within the vicinity of the proposed development site.

### 4.6.2 Cycle Network Proposals

In the vicinity of the site, it is planned to upgrade the cycle facilities along the Johnstown Close, Glounthaune. It is understood that the cycle facilities to be provided along the Glounthaune Road will be part of the Cork Metropolitan Area Cycle Network Plan. The aim of this is to "provide a coherent, safe and attractive cycle network that will support a shift from the private car to cycling for employment and education trips as well as provide a strong basis for increasing leisure and tourist cycling"

The proposed cycle network is to be a secondary route with a mixed street environment with reduced speed limits. The road is considered too narrow (7m) to provide dedicated cycle lanes, therefore a mixed street approach is proposed. Traffic management and road signage will be required to create an adequate mixed street environment for safe cycling movement.

## 4.7 Road Collision Data

A review of the Road Safety Authority (RSA) road collisions statistics has been undertaken to identify the history of collisions on the road network in the vicinity of the proposed development site spanning the period 2005 – 2016, this being the most recent data available. A summary is available in Figure 4-4.

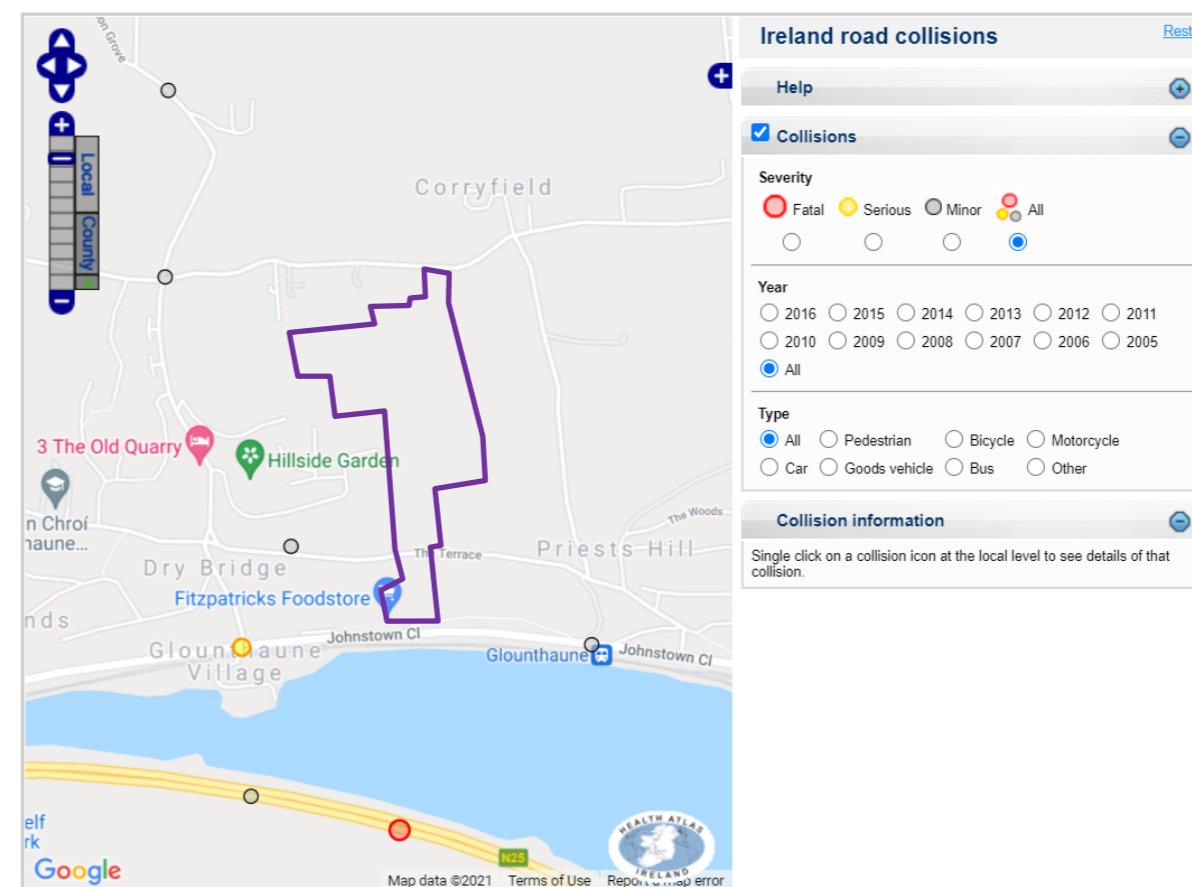


Figure 4-4 – RSA Collisions Records (2005 – 2016) in vicinity of the Scheme ([www.rsa.ie](http://www.rsa.ie))

A review of the available data indicates that no collisions have been recorded within the immediate vicinity of the site. There was one serious collision recorded at the Johnstown Close junction and one minor collision along the Terrace local road to the west of the site.

In summary, the collision study conducted does not highlight any significant safety concerns at the adjacent road network or demonstrate any discernible patterns or trends.

<sup>1</sup> This information is as per 21/04/2021

## 4.8 Summary

The site is situated in a good location to benefit from existing public transport and pedestrian infrastructure in Glounthaune. Access to the site via sustainable modes is available via street-lit footpaths along Johnstown Close. Bus services are also available from Johnstown Close. The frequency of the aforementioned public transport routes specifically bus and train demonstrates the benefits that residents would have when relying on public transport to access neighbouring areas and Cork city.

## 5. Travel Patterns, Targets and Mobility Management Measures

### 5.1 Overview

The TTA prepared by M.H.L & Associates outlines the modal split for the development based on the Census 2016 Small Area Populations (SAP) Maps which found that 16.5% of residents in the area said they were commuting on foot, bike or using public transport. As part of the TTA, it is anticipated that the modal split will increase from 16.5% to 40% for these modes of transport. For further comparison, AECOM have undertaken a TRICS exercise to establish the projected travel patterns of perspective residents of the proposed residential development. This data based on all trips, in conjunction with the Census 2016 SAP Maps, will provide an indicative understanding of the travel patterns for future residents. The full TRICS results are included in Appendix A.

### 5.2 TRICS Travel Patterns

The modal split determined from the TRICS database is illustrated in Figure 5-1

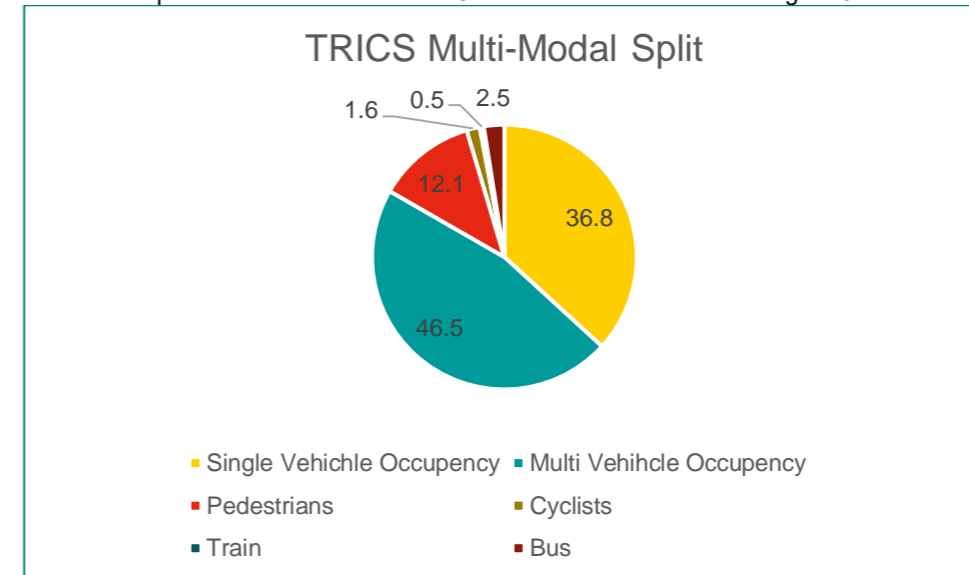


Figure 5-1 – TRICS Modal Split for Perspective Residents

As shown in the TRICS analysis, 36.8% of residents are anticipated to travel in private vehicles with 46.5% of residents as car passengers. A total of 12.1% walk whilst 2.5% get the bus, 0.5% by train and 1.6% cycle. This level of modal split indicates that residents using sustainable modes of transport such as walking, cycling, bus and train will be low based on developments of a similar scheme and travel pattern

### 5.3 Modal Split Targets

On the basis of the above analysis and the Census 2016 SAP Maps, there is a high chance that trips to and from the proposed development may be heavily car dependent for residents. However, given that there is an existing train station approx. 500m walking distance from the site and that the proposed development improves the permeability for cyclists and pedestrians from north to south of the site, it is envisioned that there are opportunities to improve the sustainable mode share at the site. As such, the following targets are proposed.

**Table 5.1 – Proposed Development Modal Split Targets**

Mode of Transport	TRICS Modal Split	Census 2016	Target Modal Split Target	Modal Split Comments
Single Vehicle Occupancy & Multi Vehicle Occupants	83.3%	83.5%	60%	A slightly lower target for car trips is proposed than the existing mode share for trips to and from the proposed development on the basis that the close proximity of the train station will encourage car users to take the train.
Bus / Train	3%	8.0%	40%	The share of public transport trips is proposed to increase for residents on the basis of encouragement of public transport use within the site and the close proximity to the Glounthaune train station.
Pedestrians & Cyclists	13.7%	8.4%		A slightly higher target for pedestrian and cycling trips is proposed on the basis of the enhanced permeability of the site for pedestrians and cyclists.

These targets will be reached by way of implementing the mobility management measures as detailed in the forthcoming chapter.

### 5.4 Mobility Management Measures Approach

The key to the development of an appropriate Mobility Management Strategy is the employment of the well-documented ‘Carrot and Stick’ approach:

- The ‘Carrot’ incorporates improvements in alternative modes of travel, effectively opening up transport options for commuters.
- The ‘Stick’ measures include car parking restraint and other physical measures.

Both elements of this approach are required to achieve a successful result. At this stage, these are suggestions to the Mobility Management Coordinator.

### 5.5 Mobility Management Coordinator (MMC)

It is intended that the management of the proposed development will appoint a Mobility Management Coordinator (MMC) who will promote all aspects of the MMP for the proposed site. The MCC will be responsible for implementing and managing the MMP process. The role of the MMC will be as follows:

- To play a senior role in coordinating the Glounthaune MMP.
- Setting up, coordinating and attending Steering Groups, Working Groups etc.
- Conducting a resident travel survey and analysis, leading to a development of a travel action plan.
- Implementation of the MMP, with calendared events over three years.
- Designing and implementing effective marketing and awareness-raising campaigns to promote the travel action plan to both residents, staff and visitors alike.
- Coordinating the necessary data collection to monitor the success of the plans - implementation, reviewing and updating as necessary.
- Acting as the main point of contact for stakeholders, both within and outside the organisation.
- Provide support to residents during construction of the proposed development to manage any impacts and more generally align with the overall development.

The MMC will oversee the following MMP measures:

- Develop a marketing & communications plan (this could include keeping residents up to date on progress, developments and achievements made in relation to travel). This will include a strategy for making residents aware of the MMP before they purchase a house at the site.
- Hold Green / Active Commuters coffee mornings.

- Include travel information in residents’ welcome packs and online in an easily accessible location on the developments website.
- Provide incentives for active commuters.
- Brand the development’s MMP.
- Support the management of car parking on site.
- Provision of information on the different bus ticket types available.

### 5.6 MMP & Associated Action Plan

A non-exhaustive list of actions proposed to achieve the mode share targets described above is given below with possible measures outlined in Table 5.2. Other actions may arise when the management company is known and as the Action Plan implementation progresses. It is proposed that the management company should set up an Action Plan Working Group, run by the MMC to assist with the implementation and running of the initiatives.

#### 5.6.1 Welcome Package

As part of the MMP for the development, the MMC will oversee / prepare a welcome pack to residents which details the following (this is a non-exhaustive list):

- Bus services and timetables.
- Train timetables.
- Walking / cycling routes to points of interest along with approximate walking/cycling time.
- Details on the parking management process on site (Parking Strategy is provided in the TTA).

#### 5.6.2 Mobility Management Information Point

It is proposed to provide a travel / mobility management information point. The MMC appointed by management company will organise the Mobility Management Information Point. This information point will dispense travel information to both residents and staff at the development in relation to walking, cycling and public transport.

#### 5.6.3 Possible Measures

**Table 5.2 – MMP Measures**

Public Transport: Provides a sustainable alternative to the private car.		
Initiative	Responsibility / Ownership	Timescale
Ensure information on traveling by bus is kept up to date via a notice-board of information.	The MMP Co-ordinator will be responsible for publicising travel information for residents and staff ensuring that information on travelling by bus is kept up to date.	This will be established within 3 months occupation.
Walking: Best suited to journeys under 2 miles		
Initiative	Responsibility / Ownership	Timescale
Safe walking routes will be identified through an accessibility audit and presented on Travel Planning notice boards.	The MMP co-ordinator to undertake the accessibility audit and be responsible for updating the notice board.	To be completed within 3 month occupation of the site.
Provide cloakroom, shower facilities, storage lockers and drying facilities at suitable locations for staff to use within the site.	The MMP co-ordinator to discuss potential for incorporation of these facilities within the development.	Potential initiative for consideration.

Residents will be provided with details of how to access the site on foot. Details would include safe walking routes and location of the nearest bus stops / rail station.	The MMP Co-ordinator will be responsible for publicising travel information. A likely method of distribution would be via email once a booking has been made at the development.	This will be established within 3 months occupation.
--	--	--

**Cycling and Motorcycling: Offer a more environmentally friendly alternative to travel by private car and are more space efficient with respect to parking and congestion.**

Initiative	Responsibility / Ownership	Timescale
Regular promotional events to encourage cycling	The MMP co-ordinator will establish regular promotional events to encourage cycling as well as publishing route information on the Travel Planning Notice Board.	To be encouraged within 3 months occupation of the development.

**Other Initiatives**

Initiative	Responsibility / Ownership	Timescale
Inform residents of the health and fitness benefits of cycling and walking through posters and notice boards situated in prominent locations.	The MMP co-ordinator will post notice boards and posters in prominent locations to inform staff of the health and fitness benefits of cycling and walking.	To be established within 3 months occupation.
National events will be advertised in order to raise the profile of the MMP with residents.	The MMP co-ordinator will advertise and promote these national events, in order to raise the profile of the travel plan with staff.	To be established within 3 months occupation.
Produce marketing for residents advising on the options for travel to and from the development.	To be established by the MMP co-ordinator, marketing material will promote sustainable access to the site.	To be established within 3 months occupation.

## 6. Monitoring

A critical part of any MMP is ongoing monitoring. It is proposed that an initial evaluation of the operation of the plan will take place one year from the point of 100 no. units of the development have been occupied.

Periodic monitoring will assess whether the stated targets for a reduction in travel are met. This will play an important role in reviewing and re-setting resident targets by ensuring that on-going observation takes place. It is recommended that annual reviews are undertaken to review travel patterns, and whether the measures are supporting modal shift from private car to more sustainable modes.

When 100 no. units are occupied of the development it would be proposed to undertake travel attitude surveys to establish baseline modal split of residents, staff and visitors. This would assist considerably in the setting of appropriate trip rate and modal share targets for the proposed development.

An after study should then be undertaken following the operation of the MMP for a reasonable period of time. The two datasets could then be compared to review what changes are necessary after implementation of the various infrastructural measures and initiatives.

Campaigns and promotions would be run throughout the year to maintain public awareness of modes of travel other than the car and the benefits accrued to both the individual and the environment.

The occupiers of the proposed development will be encouraged to continually monitor the MMP initiatives in order to maximise on their success. Monitoring results could be included in the annual report or a separate environmental report. The results will also be forwarded to CCC at intervals to be determined by agreement.

## 7. Summary and Conclusions

### 7.1 Summary

This Mobility Management Plan (MMP), has been prepared by AECOM in support of a planning application for a proposed Strategic Housing Development on a site located off Johnstown Close, Glounthaune, County Cork. This MMP forms a part of the planning application documentation prepared for the development.

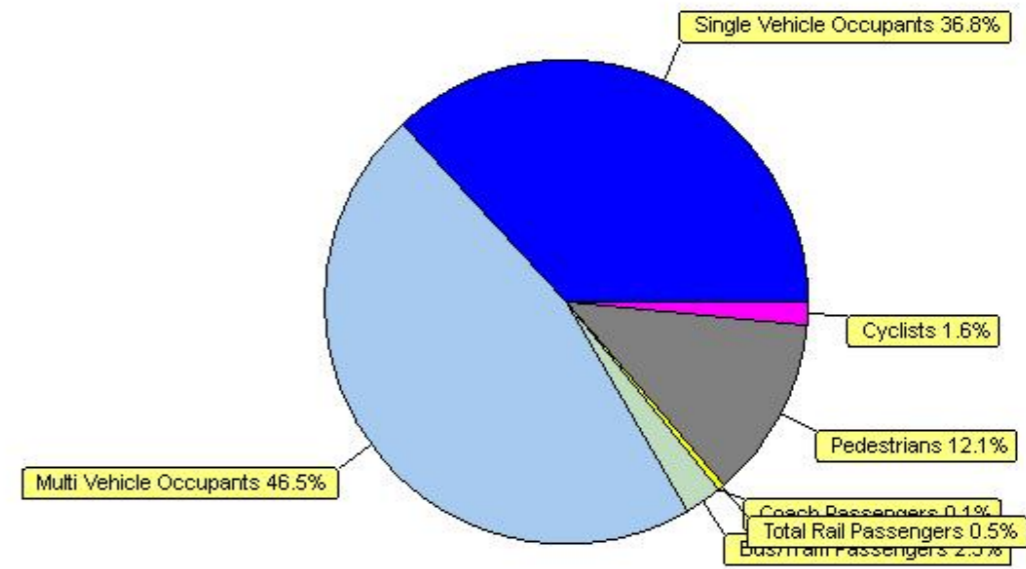
Based upon the information and analysis presented within this MMP, the assessment demonstrates how prospective residents of the proposed development can be encouraged to use sustainable means of transport to and from the proposed development site with mode share targets set.

### 7.2 Overall Conclusion

The applicant for the proposed development is committed to the implementation and ongoing monitoring of a MMP and will allocate resources to ensure success. This will include appointing a Mobility Management Coordinator (MMC) undertaking travel surveys and implementing measures to reduce single occupancy car dependency.

## Appendix A -TRICS Outputs

Modal Split Percentages



Time Range/Peak Period Selection  
Direction: Totals / Use All Times



Calculation Reference: AUDIT-204602-210909-0927

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	3 days
	HC HAMPSHIRE	3 days
	HF HERTFORDSHIRE	1 days
	KC KENT	4 days
	SC SURREY	2 days
	WS WEST SUSSEX	5 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	3 days
	SM SOMERSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	5 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	2 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	4 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	3 days
	MS MERSEYSIDE	1 days
09	NORTH	
	DH DURHAM	3 days
	TW TYNE & WEAR	1 days
10	WALES	
	PS POWYS	1 days
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	FA FALKIRK	2 days
	HI HIGHLAND	1 days
12	CONNAUGHT	
	LT LEITRIM	1 days
	RO ROSCOMMON	1 days
13	MUNSTER	
	WA WATERFORD	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	DN DONEGAL	4 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	1 days
	DO DOWN	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings  
 Actual Range: 6 to 984 (units: )  
 Range Selected by User: 4 to 1817 (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 08/10/20

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

Selected survey days:

Monday	16 days
Tuesday	9 days
Wednesday	19 days
Thursday	14 days
Friday	9 days

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

Selected survey types:

Manual count	67 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	25
Edge of Town	40
Neighbourhood Centre (PPS6 Local Centre)	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	67
------------------	----

*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	67 days
----	---------

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

Population within 500m Range:

All Surveys Included

## Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	9 days
5,001 to 10,000	16 days
10,001 to 15,000	19 days
15,001 to 20,000	10 days
20,001 to 25,000	6 days
25,001 to 50,000	6 days

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

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	13 days
25,001 to 50,000	5 days
50,001 to 75,000	9 days
75,001 to 100,000	13 days
100,001 to 125,000	2 days
125,001 to 250,000	17 days
250,001 to 500,000	7 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	16 days
1.1 to 1.5	49 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	17 days
No	50 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	67 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	AN-03-A-08 BALLINDERRY ROAD LISBURN	HOUSES & FLATS	ANTRIM
		Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 204 Survey date: TUESDAY 29/10/13	Survey Type: MANUAL
2	CA-03-A-05 EASTFIELD ROAD PETERBOROUGH	DETACHED HOUSES	CAMBRI D G E S H I R E
		Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 28 Survey date: MONDAY 17/10/16	Survey Type: MANUAL
3	CH-03-A-09 GREYSTOKE ROAD MACCLESFIELD HURDSFIELD	TERRACED HOUSES	C H E S H I R E
		Edge of Town Residential Zone Total No of Dwellings: 24 Survey date: MONDAY 24/11/14	Survey Type: MANUAL
4	CH-03-A-10 MEADOW DRIVE NORTHWICH BARNTON	SEMI -DETACHED & TERRACED	C H E S H I R E
		Edge of Town Residential Zone Total No of Dwellings: 40 Survey date: TUESDAY 04/06/19	Survey Type: MANUAL
5	CH-03-A-11 LONDON ROAD NORTHWICH LEFTWICH	TOWN HOUSES	C H E S H I R E
		Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 24 Survey date: THURSDAY 06/06/19	Survey Type: MANUAL
6	DC-03-A-08 HURSTDENE ROAD BOURNEMOUTH CASTLE LANE WEST	BUNGALOWS	DORSET
		Edge of Town Residential Zone Total No of Dwellings: 28 Survey date: MONDAY 24/03/14	Survey Type: MANUAL
7	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND	SEMI DETACHED	DURHAM
		Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 50 Survey date: TUESDAY 28/03/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	DH-03-A-02	MIXED HOUSES	DURHAM
	LEAZES LANE BISHOP AUCKLAND ST HELEN AUCKLAND Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 125 <i>Survey date: MONDAY 27/03/17</i> <i>Survey Type: MANUAL</i>		
9	DH-03-A-03	SEMI-DETACHED & TERRACED	DURHAM
	PILGRIMS WAY DURHAM  Edge of Town Residential Zone Total No of Dwellings: 57 <i>Survey date: FRIDAY 19/10/18</i> <i>Survey Type: MANUAL</i>		
10	DL-03-A-10	SEMI DETACHED & DETACHED	DUBLIN
	R124 MALAHIDE SAINT HELENS Edge of Town Residential Zone Total No of Dwellings: 65 <i>Survey date: WEDNESDAY 20/06/18</i> <i>Survey Type: MANUAL</i>		
11	DN-03-A-03	DETACHED/SEMI-DETACHED	DONEGAL
	THE GRANGE LETTERKENNY GLENCAR IRISH Edge of Town Residential Zone Total No of Dwellings: 50 <i>Survey date: MONDAY 01/09/14</i> <i>Survey Type: MANUAL</i>		
12	DN-03-A-04	SEMI-DETACHED	DONEGAL
	GORTLEE ROAD LETTERKENNY GORTLEE Edge of Town Residential Zone Total No of Dwellings: 83 <i>Survey date: FRIDAY 26/09/14</i> <i>Survey Type: MANUAL</i>		
13	DN-03-A-05	DETACHED/SEMI-DETACHED	DONEGAL
	GORTLEE ROAD LETTERKENNY GORTLEE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 146 <i>Survey date: WEDNESDAY 03/09/14</i> <i>Survey Type: MANUAL</i>		
14	DN-03-A-06	DETACHED HOUSING	DONEGAL
	GLENFIN ROAD BALLYBOFEY  Edge of Town Residential Zone Total No of Dwellings: 6 <i>Survey date: WEDNESDAY 10/10/18</i> <i>Survey Type: MANUAL</i>		
15	DO-03-A-03	DETACHED/SEMI DETACHED	DOWN
	OLD MILL HEIGHTS BELFAST DUNDONALD Edge of Town Residential Zone Total No of Dwellings: 79 <i>Survey date: WEDNESDAY 23/10/13</i> <i>Survey Type: MANUAL</i>		

LIST OF SITES relevant to selection parameters (Cont.)

16	DS-03-A-02	MIXED HOUSES	DERBYSHIRE
	RADBOURNE LANE DERBY  Edge of Town Residential Zone Total No of Dwellings: 371 <i>Survey date: TUESDAY 10/07/18</i> <i>Survey Type: MANUAL</i>		
17	DV-03-A-01	TERRACED HOUSES	DEVON
	BRONSHILL ROAD TORQUAY  Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 37 <i>Survey date: WEDNESDAY 30/09/15</i> <i>Survey Type: MANUAL</i>		
18	DV-03-A-02	HOUSES & BUNGALOWS	DEVON
	MILLHEAD ROAD HONITON  Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 116 <i>Survey date: FRIDAY 25/09/15</i> <i>Survey Type: MANUAL</i>		
19	DV-03-A-03	TERRACED & SEMI DETACHED	DEVON
	LOWER BRAND LANE HONITON  Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 70 <i>Survey date: MONDAY 28/09/15</i> <i>Survey Type: MANUAL</i>		
20	ES-03-A-03	MIXED HOUSES & FLATS	EAST SUSSEX
	SHEPHAM LANE POLEGATE  Edge of Town Residential Zone Total No of Dwellings: 212 <i>Survey date: MONDAY 11/07/16</i> <i>Survey Type: MANUAL</i>		
21	ES-03-A-04	MIXED HOUSES & FLATS	EAST SUSSEX
	NEW LYDD ROAD CAMBER  Edge of Town Residential Zone Total No of Dwellings: 134 <i>Survey date: FRIDAY 15/07/16</i> <i>Survey Type: MANUAL</i>		
22	ES-03-A-05	MIXED HOUSES & FLATS	EAST SUSSEX
	RATTLE ROAD NEAR EASTBOURNE STONE CROSS Edge of Town Residential Zone Total No of Dwellings: 99 <i>Survey date: WEDNESDAY 05/06/19</i> <i>Survey Type: MANUAL</i>		
23	FA-03-A-01	SEMI-DETACHED/TERRACED	FALKIRK
	MANDELA AVENUE FALKIRK  Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 37 <i>Survey date: THURSDAY 30/05/13</i> <i>Survey Type: MANUAL</i>		

LIST OF SITES relevant to selection parameters (Cont.)

24	FA-03-A-02	MIXED HOUSES	FALKIRK
	ROSEBANK AVENUE & SPRINGFIELD DRIVE FALKIRK		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	161	
	<i>Survey date: WEDNESDAY 29/05/13 Survey Type: MANUAL</i>		
25	HC-03-A-21	TERRACED & SEMI -DETACHED	HAMPSHIRE
	PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS Edge of Town Residential Zone		
	Total No of Dwellings:	39	
	<i>Survey date: TUESDAY 13/11/18 Survey Type: MANUAL</i>		
26	HC-03-A-22	MIXED HOUSES	HAMPSHIRE
	BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE Edge of Town Residential Zone		
	Total No of Dwellings:	40	
	<i>Survey date: WEDNESDAY 31/10/18 Survey Type: MANUAL</i>		
27	HC-03-A-23	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY LIPHOOK		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	62	
	<i>Survey date: TUESDAY 19/11/19 Survey Type: MANUAL</i>		
28	HF-03-A-03	MIXED HOUSES	HERTFORDSHIRE
	HARE STREET ROAD BUNTINGFORD		
	Edge of Town Residential Zone		
	Total No of Dwellings:	160	
	<i>Survey date: MONDAY 08/07/19 Survey Type: MANUAL</i>		
29	HI-03-A-14	SEMI -DETACHED & TERRACED	HIGHLAND
	KING BRUDE ROAD INVERNESS SCORGUIE Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	40	
	<i>Survey date: WEDNESDAY 23/03/16 Survey Type: MANUAL</i>		
30	KC-03-A-03	MIXED HOUSES & FLATS	KENT
	HYTHE ROAD ASHFORD WILLESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	51	
	<i>Survey date: THURSDAY 14/07/16 Survey Type: MANUAL</i>		

LIST OF SITES relevant to selection parameters (Cont.)

31	KC-03-A-04	SEMI -DETACHED & TERRACED	KENT
	KILN BARN ROAD AYLESFORD DITTON Edge of Town Residential Zone		
	Total No of Dwellings:	110	
	<i>Survey date: FRIDAY 22/09/17 Survey Type: MANUAL</i>		
32	KC-03-A-06	MIXED HOUSES & FLATS	KENT
	MARGATE ROAD HERNE BAY		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	363	
	<i>Survey date: WEDNESDAY 27/09/17 Survey Type: MANUAL</i>		
33	KC-03-A-07	MIXED HOUSES	KENT
	RECVLVER ROAD HERNE BAY		
	Edge of Town Residential Zone		
	Total No of Dwellings:	288	
	<i>Survey date: WEDNESDAY 27/09/17 Survey Type: MANUAL</i>		
34	LT-03-A-01	SEMI -DETACHED & DETACHED	LEITRIM
	ARD NA SI CARRICK-ON-SHANNON ATTIRORY Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	90	
	<i>Survey date: FRIDAY 24/04/15 Survey Type: MANUAL</i>		
35	MS-03-A-03	DETACHED	MERSEYSIDE
	BEMPTON ROAD LIVERPOOL OTTERSPOOL Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	15	
	<i>Survey date: FRIDAY 21/06/13 Survey Type: MANUAL</i>		
36	NF-03-A-03	DETACHED HOUSES	NORFOLK
	HALING WAY THETFORD		
	Edge of Town Residential Zone		
	Total No of Dwellings:	10	
	<i>Survey date: WEDNESDAY 16/09/15 Survey Type: MANUAL</i>		
37	NF-03-A-04	MIXED HOUSES	NORFOLK
	NORTH WALSHAM ROAD NORTH WALSHAM		
	Edge of Town Residential Zone		
	Total No of Dwellings:	70	
	<i>Survey date: WEDNESDAY 18/09/19 Survey Type: MANUAL</i>		
38	NF-03-A-05	MIXED HOUSES	NORFOLK
	HEATH DRIVE HOLT		
	Edge of Town Residential Zone		
	Total No of Dwellings:	40	
	<i>Survey date: THURSDAY 19/09/19 Survey Type: MANUAL</i>		

*LIST OF SITES relevant to selection parameters (Cont.)*

39	NF-03-A-06	MIXED HOUSES	NORFOLK	
	BEAUFORT WAY GREAT YARMOUTH BRADWELL Edge of Town Residential Zone Total No of Dwellings: 275 <i>Survey date: MONDAY 23/09/19</i>			
	<i>Survey Type: MANUAL</i>			
40	NF-03-A-09	MIXED HOUSES & FLATS	NORFOLK	
	ROUND HOUSE WAY NORWICH CRINGLEFORD Edge of Town Residential Zone Total No of Dwellings: 984 <i>Survey date: TUESDAY 24/09/19</i>			
	<i>Survey Type: MANUAL</i>			
41	NY-03-A-08	TERRACED HOUSES	NORTH YORKSHIRE	
	NICHOLAS STREET YORK  Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 21 <i>Survey date: MONDAY 16/09/13</i>			
	<i>Survey Type: MANUAL</i>			
42	NY-03-A-09	MIXED HOUSING	NORTH YORKSHIRE	
	GRAMMAR SCHOOL LANE NORTHALLERTON  Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 52 <i>Survey date: MONDAY 16/09/13</i>			
	<i>Survey Type: MANUAL</i>			
43	NY-03-A-11	PRIVATE HOUSING	NORTH YORKSHIRE	
	HORSEFAIR BOROUGHBRIDGE  Edge of Town Residential Zone Total No of Dwellings: 23 <i>Survey date: WEDNESDAY 18/09/13</i>			
	<i>Survey Type: MANUAL</i>			
44	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE	
	CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 10 <i>Survey date: WEDNESDAY 10/05/17</i>			
	<i>Survey Type: MANUAL</i>			
45	PS-03-A-02	DETACHED/SEMI-DETACHED	POWYS	
	GUNROG ROAD WELSHPOOL  Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 28 <i>Survey date: MONDAY 11/05/15</i>			
	<i>Survey Type: MANUAL</i>			
46	RO-03-A-04	SEMI DET. & BUNGALOWS	ROSCOMMON	
	EAGLE COURT ROSCOMMON ARDNANAGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 39 <i>Survey date: FRIDAY 26/09/14</i>			
	<i>Survey Type: MANUAL</i>			

*LIST OF SITES relevant to selection parameters (Cont.)*

47	SC-03-A-04	DETACHED & TERRACED	SURREY	
	HIGH ROAD BYFLEET  Edge of Town Residential Zone Total No of Dwellings: 71 <i>Survey date: THURSDAY 23/01/14</i>			
	<i>Survey Type: MANUAL</i>			
48	SC-03-A-05	MIXED HOUSES	SURREY	
	REIGATE ROAD HORLEY  Edge of Town Residential Zone Total No of Dwellings: 207 <i>Survey date: MONDAY 01/04/19</i>			
	<i>Survey Type: MANUAL</i>			
49	SF-03-A-05	DETACHED HOUSES	SUFFOLK	
	VALE LANE BURY ST EDMUNDS  Edge of Town Residential Zone Total No of Dwellings: 18 <i>Survey date: WEDNESDAY 09/09/15</i>			
	<i>Survey Type: MANUAL</i>			
50	SF-03-A-07	MIXED HOUSES	SUFFOLK	
	FOXHALL ROAD IPSWICH  Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 73 <i>Survey date: THURSDAY 09/05/19</i>			
	<i>Survey Type: MANUAL</i>			
51	SH-03-A-05	SEMI-DETACHED/TERRACED	SHROPSHIRE	
	SANDCROFT TELFORD SUTTON HILL Edge of Town Residential Zone Total No of Dwellings: 54 <i>Survey date: THURSDAY 24/10/13</i>			
	<i>Survey Type: MANUAL</i>			
52	SH-03-A-06	BUNGALOWS	SHROPSHIRE	
	ELLESMERE ROAD SHREWSBURY  Edge of Town Residential Zone Total No of Dwellings: 16 <i>Survey date: THURSDAY 22/05/14</i>			
	<i>Survey Type: MANUAL</i>			
53	SM-03-A-01	DETACHED & SEMI	SOMERSET	
	WEMBDON ROAD BRIDGWATER NORTHFIELD Edge of Town Residential Zone Total No of Dwellings: 33 <i>Survey date: THURSDAY 24/09/15</i>			
	<i>Survey Type: MANUAL</i>			

LIST OF SITES relevant to selection parameters (Cont.)

54	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	DETACHED & SEMI-DETACHED      248 22/11/17	STAFFORDSHIRE       <i>Survey Type: MANUAL</i>
55	SY-03-A-01 A19 BENTLEY ROAD DONCASTER BENTLEY RISE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	SEMI DETACHED HOUSES      54 18/09/13	SOUTH YORKSHIRE       <i>Survey Type: MANUAL</i>
56	TW-03-A-02 WEST PARK ROAD GATESHEAD  Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	SEMI-DETACHED      16 07/10/13	TYNE & WEAR       <i>Survey Type: MANUAL</i>
57	VG-03-A-01 ARTHUR STREET BARRY  Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	SEMI-DETACHED & TERRACED      12 08/05/17	VALE OF GLAMORGAN       <i>Survey Type: MANUAL</i>
58	WA-03-A-04 MAYPARK LANE WATERFORD  Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	DETACHED      280 24/06/14	WATERFORD       <i>Survey Type: MANUAL</i>
59	WK-03-A-02 NARBERTH WAY COVENTRY POTTERS GREEN Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	BUNGALOWS      17 17/10/13	WARWICKSHIRE       <i>Survey Type: MANUAL</i>
60	WK-03-A-04 DALEHOUSE LANE KENILWORTH  Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: FRIDAY</i>	DETACHED HOUSES      49 27/09/19	WARWICKSHIRE       <i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

61	WL-03-A-02 HEADLANDS GROVE SWINDON  Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	SEMI DETACHED      27 22/09/16	WILTSHIRE       <i>Survey Type: MANUAL</i>
62	WM-03-A-04 OSBORNE ROAD COVENTRY EARLSDON Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	TERRACED HOUSES      39 21/11/16	WEST MIDLANDS       <i>Survey Type: MANUAL</i>
63	WS-03-A-04 HILLS FARM LANE HORSHAM BROADBRIDGE HEATH Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	MIXED HOUSES      151 11/12/14	WEST SUSSEX       <i>Survey Type: MANUAL</i>
64	WS-03-A-08 ROUNDSTONE LANE ANGMERING  Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	MIXED HOUSES      180 19/04/18	WEST SUSSEX       <i>Survey Type: MANUAL</i>
65	WS-03-A-09 LITTLEHAMPTON ROAD WORTHING WEST DURRINGTON Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	MIXED HOUSES & FLATS      197 05/07/18	WEST SUSSEX       <i>Survey Type: MANUAL</i>
66	WS-03-A-10 TODDINGTON LANE LITTLEHAMPTON WICK Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES      79 07/11/18	WEST SUSSEX       <i>Survey Type: MANUAL</i>
67	WS-03-A-11 ELLIS ROAD WEST HORSHAM S BROADBRIDGE HEATH Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES      918 02/04/19	WEST SUSSEX       <i>Survey Type: MANUAL</i>

*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/A - HOUSES PRIVATELY OWNED  
MULTI-MODAL TOTAL VEHICLES  
Calculation factor: 1 DWELLS  
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	67	116	0.065	67	116	0.283	67	116	0.348
08:00 - 09:00	67	116	0.132	67	116	0.376	67	116	0.508
09:00 - 10:00	67	116	0.149	67	116	0.180	67	116	0.329
10:00 - 11:00	67	116	0.118	67	116	0.147	67	116	0.265
11:00 - 12:00	67	116	0.126	67	116	0.142	67	116	0.268
12:00 - 13:00	67	116	0.160	67	116	0.153	67	116	0.313
13:00 - 14:00	67	116	0.161	67	116	0.155	67	116	0.316
14:00 - 15:00	67	116	0.170	67	116	0.181	67	116	0.351
15:00 - 16:00	67	116	0.249	67	116	0.171	67	116	0.420
16:00 - 17:00	67	116	0.268	67	116	0.161	67	116	0.429
17:00 - 18:00	67	116	0.352	67	116	0.169	67	116	0.521
18:00 - 19:00	67	116	0.292	67	116	0.166	67	116	0.458
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			2.242			2.284			4.526

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected: 6 - 984 (units: )  
 Survey date range: 01/01/13 - 08/10/20  
 Number of weekdays (Monday-Friday): 67  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 6  
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
MULTI-MODAL TAXIS  
Calculation factor: 1 DWELLS  
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	67	116	0.002	67	116	0.002	67	116	0.004
08:00 - 09:00	67	116	0.004	67	116	0.004	67	116	0.008
09:00 - 10:00	67	116	0.003	67	116	0.003	67	116	0.006
10:00 - 11:00	67	116	0.002	67	116	0.002	67	116	0.004
11:00 - 12:00	67	116	0.003	67	116	0.003	67	116	0.006
12:00 - 13:00	67	116	0.002	67	116	0.002	67	116	0.004
13:00 - 14:00	67	116	0.002	67	116	0.002	67	116	0.004
14:00 - 15:00	67	116	0.002	67	116	0.002	67	116	0.004
15:00 - 16:00	67	116	0.004	67	116	0.004	67	116	0.008
16:00 - 17:00	67	116	0.003	67	116	0.004	67	116	0.007
17:00 - 18:00	67	116	0.003	67	116	0.003	67	116	0.006
18:00 - 19:00	67	116	0.003	67	116	0.003	67	116	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.033			0.034			0.067

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/A - HOUSES PRIVATELY OWNED  
MULTI-MODAL OGVS  
Calculation factor: 1 DWELLS  
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	67	116	0.001	67	116	0.002	67	116	0.003
08:00 - 09:00	67	116	0.003	67	116	0.003	67	116	0.006
09:00 - 10:00	67	116	0.003	67	116	0.003	67	116	0.006
10:00 - 11:00	67	116	0.003	67	116	0.003	67	116	0.006
11:00 - 12:00	67	116	0.002	67	116	0.002	67	116	0.004
12:00 - 13:00	67	116	0.002	67	116	0.002	67	116	0.004
13:00 - 14:00	67	116	0.002	67	116	0.001	67	116	0.003
14:00 - 15:00	67	116	0.002	67	116	0.002	67	116	0.004
15:00 - 16:00	67	116	0.002	67	116	0.003	67	116	0.005
16:00 - 17:00	67	116	0.002	67	116	0.002	67	116	0.004
17:00 - 18:00	67	116	0.001	67	116	0.001	67	116	0.002
18:00 - 19:00	67	116	0.001	67	116	0.001	67	116	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.024			0.025			0.049

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/A - HOUSES PRIVATELY OWNED  
MULTI-MODAL PSVS  
Calculation factor: 1 DWELLS  
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	67	116	0.001	67	116	0.001	67	116	0.002
08:00 - 09:00	67	116	0.002	67	116	0.002	67	116	0.004
09:00 - 10:00	67	116	0.001	67	116	0.001	67	116	0.002
10:00 - 11:00	67	116	0.000	67	116	0.000	67	116	0.000
11:00 - 12:00	67	116	0.001	67	116	0.001	67	116	0.002
12:00 - 13:00	67	116	0.000	67	116	0.000	67	116	0.000
13:00 - 14:00	67	116	0.000	67	116	0.000	67	116	0.000
14:00 - 15:00	67	116	0.001	67	116	0.001	67	116	0.002
15:00 - 16:00	67	116	0.002	67	116	0.002	67	116	0.004
16:00 - 17:00	67	116	0.001	67	116	0.001	67	116	0.002
17:00 - 18:00	67	116	0.001	67	116	0.001	67	116	0.002
18:00 - 19:00	67	116	0.000	67	116	0.000	67	116	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.010			0.009			0.019

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/A - HOUSES PRIVATELY OWNED  
MULTI-MODAL CYCLISTS  
Calculation factor: 1 DWELLS  
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	67	116	0.004	67	116	0.008	67	116	0.012
08:00 - 09:00	67	116	0.005	67	116	0.015	67	116	0.020
09:00 - 10:00	67	116	0.001	67	116	0.004	67	116	0.005
10:00 - 11:00	67	116	0.002	67	116	0.003	67	116	0.005
11:00 - 12:00	67	116	0.002	67	116	0.003	67	116	0.005
12:00 - 13:00	67	116	0.003	67	116	0.004	67	116	0.007
13:00 - 14:00	67	116	0.002	67	116	0.001	67	116	0.003
14:00 - 15:00	67	116	0.003	67	116	0.002	67	116	0.005
15:00 - 16:00	67	116	0.008	67	116	0.003	67	116	0.011
16:00 - 17:00	67	116	0.010	67	116	0.006	67	116	0.016
17:00 - 18:00	67	116	0.010	67	116	0.005	67	116	0.015
18:00 - 19:00	67	116	0.009	67	116	0.006	67	116	0.015
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.059			0.060			0.119

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/A - HOUSES PRIVATELY OWNED  
MULTI-MODAL VEHICLE OCCUPANTS  
Calculation factor: 1 DWELLS  
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	67	116	0.082	67	116	0.403	67	116	0.485
08:00 - 09:00	67	116	0.165	67	116	0.624	67	116	0.789
09:00 - 10:00	67	116	0.187	67	116	0.256	67	116	0.443
10:00 - 11:00	67	116	0.154	67	116	0.207	67	116	0.361
11:00 - 12:00	67	116	0.171	67	116	0.196	67	116	0.367
12:00 - 13:00	67	116	0.214	67	116	0.207	67	116	0.421
13:00 - 14:00	67	116	0.220	67	116	0.214	67	116	0.434
14:00 - 15:00	67	116	0.236	67	116	0.245	67	116	0.481
15:00 - 16:00	67	116	0.419	67	116	0.243	67	116	0.662
16:00 - 17:00	67	116	0.431	67	116	0.237	67	116	0.668
17:00 - 18:00	67	116	0.532	67	116	0.247	67	116	0.779
18:00 - 19:00	67	116	0.446	67	116	0.251	67	116	0.697
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			3.257			3.330			6.587

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/A - HOUSES PRIVATELY OWNED  
MULTI-MODAL PEDESTRIANS  
Calculation factor: 1 DWELLS  
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	67	116	0.014	67	116	0.040	67	116	0.054
08:00 - 09:00	67	116	0.037	67	116	0.107	67	116	0.144
09:00 - 10:00	67	116	0.031	67	116	0.039	67	116	0.070
10:00 - 11:00	67	116	0.028	67	116	0.038	67	116	0.066
11:00 - 12:00	67	116	0.027	67	116	0.026	67	116	0.053
12:00 - 13:00	67	116	0.032	67	116	0.025	67	116	0.057
13:00 - 14:00	67	116	0.032	67	116	0.032	67	116	0.064
14:00 - 15:00	67	116	0.032	67	116	0.032	67	116	0.064
15:00 - 16:00	67	116	0.090	67	116	0.047	67	116	0.137
16:00 - 17:00	67	116	0.062	67	116	0.031	67	116	0.093
17:00 - 18:00	67	116	0.047	67	116	0.030	67	116	0.077
18:00 - 19:00	67	116	0.043	67	116	0.036	67	116	0.079
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.475			0.483			0.958

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/A - HOUSES PRIVATELY OWNED  
MULTI-MODAL BUS/TRAM PASSENGERS  
Calculation factor: 1 DWELLS  
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	67	116	0.001	67	116	0.018	67	116	0.019
08:00 - 09:00	67	116	0.002	67	116	0.027	67	116	0.029
09:00 - 10:00	67	116	0.003	67	116	0.010	67	116	0.013
10:00 - 11:00	67	116	0.005	67	116	0.007	67	116	0.012
11:00 - 12:00	67	116	0.004	67	116	0.007	67	116	0.011
12:00 - 13:00	67	116	0.006	67	116	0.006	67	116	0.012
13:00 - 14:00	67	116	0.004	67	116	0.004	67	116	0.008
14:00 - 15:00	67	116	0.008	67	116	0.004	67	116	0.012
15:00 - 16:00	67	116	0.019	67	116	0.008	67	116	0.027
16:00 - 17:00	67	116	0.019	67	116	0.004	67	116	0.023
17:00 - 18:00	67	116	0.013	67	116	0.003	67	116	0.016
18:00 - 19:00	67	116	0.013	67	116	0.004	67	116	0.017
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.097			0.102			0.199

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/A - HOUSES PRIVATELY OWNED  
MULTI-MODAL TOTAL RAIL PASSENGERS  
Calculation factor: 1 DWELLS  
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	67	116	0.001	67	116	0.006	67	116	0.007
08:00 - 09:00	67	116	0.000	67	116	0.006	67	116	0.006
09:00 - 10:00	67	116	0.000	67	116	0.003	67	116	0.003
10:00 - 11:00	67	116	0.000	67	116	0.001	67	116	0.001
11:00 - 12:00	67	116	0.000	67	116	0.001	67	116	0.001
12:00 - 13:00	67	116	0.001	67	116	0.001	67	116	0.002
13:00 - 14:00	67	116	0.001	67	116	0.000	67	116	0.001
14:00 - 15:00	67	116	0.001	67	116	0.000	67	116	0.001
15:00 - 16:00	67	116	0.002	67	116	0.000	67	116	0.002
16:00 - 17:00	67	116	0.003	67	116	0.000	67	116	0.003
17:00 - 18:00	67	116	0.005	67	116	0.001	67	116	0.006
18:00 - 19:00	67	116	0.005	67	116	0.001	67	116	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.019			0.020			0.039

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/A - HOUSES PRIVATELY OWNED  
MULTI-MODAL COACH PASSENGERS  
Calculation factor: 1 DWELLS  
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	67	116	0.000	67	116	0.000	67	116	0.000
08:00 - 09:00	67	116	0.000	67	116	0.002	67	116	0.002
09:00 - 10:00	67	116	0.000	67	116	0.000	67	116	0.000
10:00 - 11:00	67	116	0.000	67	116	0.000	67	116	0.000
11:00 - 12:00	67	116	0.000	67	116	0.000	67	116	0.000
12:00 - 13:00	67	116	0.000	67	116	0.000	67	116	0.000
13:00 - 14:00	67	116	0.000	67	116	0.000	67	116	0.000
14:00 - 15:00	67	116	0.001	67	116	0.000	67	116	0.001
15:00 - 16:00	67	116	0.001	67	116	0.000	67	116	0.001
16:00 - 17:00	67	116	0.000	67	116	0.000	67	116	0.000
17:00 - 18:00	67	116	0.000	67	116	0.000	67	116	0.000
18:00 - 19:00	67	116	0.000	67	116	0.000	67	116	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.002			0.002			0.004

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/A - HOUSES PRIVATELY OWNED  
MULTI-MODAL PUBLIC TRANSPORT USERS  
Calculation factor: 1 DWELLS  
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	67	116	0.002	67	116	0.024	67	116	0.026
08:00 - 09:00	67	116	0.002	67	116	0.035	67	116	0.037
09:00 - 10:00	67	116	0.003	67	116	0.013	67	116	0.016
10:00 - 11:00	67	116	0.005	67	116	0.008	67	116	0.013
11:00 - 12:00	67	116	0.004	67	116	0.007	67	116	0.011
12:00 - 13:00	67	116	0.007	67	116	0.007	67	116	0.014
13:00 - 14:00	67	116	0.005	67	116	0.004	67	116	0.009
14:00 - 15:00	67	116	0.009	67	116	0.004	67	116	0.013
15:00 - 16:00	67	116	0.022	67	116	0.008	67	116	0.030
16:00 - 17:00	67	116	0.022	67	116	0.004	67	116	0.026
17:00 - 18:00	67	116	0.018	67	116	0.004	67	116	0.022
18:00 - 19:00	67	116	0.018	67	116	0.004	67	116	0.022
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.117			0.122			0.239

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/A - HOUSES PRIVATELY OWNED  
MULTI-MODAL TOTAL PEOPLE  
Calculation factor: 1 DWELLS  
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	67	116	0.103	67	116	0.476	67	116	0.579
08:00 - 09:00	67	116	0.209	67	116	0.781	67	116	0.990
09:00 - 10:00	67	116	0.222	67	116	0.312	67	116	0.534
10:00 - 11:00	67	116	0.189	67	116	0.256	67	116	0.445
11:00 - 12:00	67	116	0.204	67	116	0.233	67	116	0.437
12:00 - 13:00	67	116	0.256	67	116	0.243	67	116	0.499
13:00 - 14:00	67	116	0.260	67	116	0.251	67	116	0.511
14:00 - 15:00	67	116	0.281	67	116	0.284	67	116	0.565
15:00 - 16:00	67	116	0.538	67	116	0.302	67	116	0.840
16:00 - 17:00	67	116	0.525	67	116	0.278	67	116	0.803
17:00 - 18:00	67	116	0.608	67	116	0.286	67	116	0.894
18:00 - 19:00	67	116	0.516	67	116	0.298	67	116	0.814
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			3.911			4.000			7.911

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/A - HOUSES PRIVATELY OWNED  
MULTI-MODAL CARS  
Calculation factor: 1 DWELLS  
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	67	116	0.046	67	116	0.228	67	116	0.274
08:00 - 09:00	67	116	0.095	67	116	0.295	67	116	0.390
09:00 - 10:00	67	116	0.106	67	116	0.131	67	116	0.237
10:00 - 11:00	67	116	0.081	67	116	0.106	67	116	0.187
11:00 - 12:00	67	116	0.090	67	116	0.096	67	116	0.186
12:00 - 13:00	67	116	0.110	67	116	0.111	67	116	0.221
13:00 - 14:00	67	116	0.113	67	116	0.107	67	116	0.220
14:00 - 15:00	67	116	0.121	67	116	0.131	67	116	0.252
15:00 - 16:00	67	116	0.188	67	116	0.123	67	116	0.311
16:00 - 17:00	67	116	0.205	67	116	0.117	67	116	0.322
17:00 - 18:00	67	116	0.270	67	116	0.125	67	116	0.395
18:00 - 19:00	67	116	0.241	67	116	0.128	67	116	0.369
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			1.666			1.698			3.364

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/A - HOUSES PRIVATELY OWNED  
MULTI-MODAL LGVS  
Calculation factor: 1 DWELLS  
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	67	116	0.012	67	116	0.022	67	116	0.034
08:00 - 09:00	67	116	0.016	67	116	0.020	67	116	0.036
09:00 - 10:00	67	116	0.019	67	116	0.017	67	116	0.036
10:00 - 11:00	67	116	0.018	67	116	0.019	67	116	0.037
11:00 - 12:00	67	116	0.015	67	116	0.018	67	116	0.033
12:00 - 13:00	67	116	0.019	67	116	0.017	67	116	0.036
13:00 - 14:00	67	116	0.021	67	116	0.020	67	116	0.041
14:00 - 15:00	67	116	0.017	67	116	0.018	67	116	0.035
15:00 - 16:00	67	116	0.019	67	116	0.019	67	116	0.038
16:00 - 17:00	67	116	0.021	67	116	0.019	67	116	0.040
17:00 - 18:00	67	116	0.025	67	116	0.014	67	116	0.039
18:00 - 19:00	67	116	0.014	67	116	0.010	67	116	0.024
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.216			0.213			0.429

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/A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL MOTOR CYCLES  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	67	116	0.001	67	116	0.002	67	116	0.003
08:00 - 09:00	67	116	0.000	67	116	0.003	67	116	0.003
09:00 - 10:00	67	116	0.001	67	116	0.001	67	116	0.002
10:00 - 11:00	67	116	0.001	67	116	0.000	67	116	0.001
11:00 - 12:00	67	116	0.000	67	116	0.000	67	116	0.000
12:00 - 13:00	67	116	0.000	67	116	0.000	67	116	0.000
13:00 - 14:00	67	116	0.001	67	116	0.001	67	116	0.002
14:00 - 15:00	67	116	0.001	67	116	0.002	67	116	0.003
15:00 - 16:00	67	116	0.001	67	116	0.001	67	116	0.002
16:00 - 17:00	67	116	0.002	67	116	0.002	67	116	0.004
17:00 - 18:00	67	116	0.002	67	116	0.001	67	116	0.003
18:00 - 19:00	67	116	0.002	67	116	0.001	67	116	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.012			0.014			0.026

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.