

22111-03-003

PROPOSED RESIDENTIAL DEVELOPMENT
MAYESTON S179A,
POPPINTREE, DUBLIN 11

Parking Assessment & Management Strategy

for

Fingal County Council

October 2023



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1 Introduction

1.1 INTRODUCTION

Roadplan Consulting has been commissioned by O'Briain Beary Architects (OBBA) on behalf of the Fingal County Council to prepare a Parking Assessment of a proposed residential development at Mayeston, Poppintree, Dublin 11.

In preparing this report, Roadplan Consulting has made reference to:

- The 'Fingal Development Plan 2023 - 2029',
- 'Sustainable Urban Housing: Design Standards for New Apartments (2022)' by the Department of Housing, Local Government and Heritage (DHLGH).

1.2 THE DEVELOPMENT

The proposed development relates to a site of c.1.35ha located within existing residential development referred to as Mayeston, Poppintree, Dublin 11. The proposed development is located north of the R104 St Margaret's Road and is bound by the M50 motorway to the north, Mayeston Green and Silloge Green to the east, Mayeston Downs to the south, and to the west by public open space. See *Figure 1.1* below.



Figure 1.1 Site Map

The proposed development consists of a creche and apartment blocks, as shown in *Table 1.1 "Development Schedule"*.

Item	Units	Total
Creche	m ²	387m²
Apartment blocks:		
– 1 Bed units	39	119
– 2 Bed units	68	
– 3 Bed units	12	

Table 1.1 - Development Schedule

The proposed development will include for the provision of 119 no. apartment units consisting of 39 one-bedroom apartments, 68 no. two-bedroom apartments and 12 no. 3-bedroom apartments ranging from 3-6 no. storeys and will also include for car parking, cycle parking, pedestrian and cycle links, storage, services and plant areas. Landscaping will include for high quality private open space, communal amenity areas and public open space provision.

The 119 no. residential apartment units are arranged in 5 buildings blocks (A, B, C, D and E). Blocks A, C and D will contain 62 no. social housing apartments and Blocks B & D will contain 57 no. cost rental apartments.

1.3 METHODOLOGY

Car parking provision in the proposed development was assessed against the following:

- The parking standards as set out in Table 14.17 and Table 14.19 of the '*Fingal Development Plan 2023 - 2029*';
- '*Sustainable Urban Housing: Design Standards for New Apartments (2022)*'.

2 Accessibility Assessment

The road network surrounding the development site provides good connectivity to the Greater Dublin Area. Being located approximately 8km from the city centre, the site offers good conditions for the provision of sustainable travel measures.

2.1 BUS

The proposed development is well served by existing bus services.



Figure 2.1 Bus Stops and route numbers in the vicinity of the development

There are three number Bus stops located along the R104 St Margaret’s Road, located between 300m and 850m from the development, equivalent to 4 to 10min walking distance. There are also two bus stops on Balbutcher Drive and Belclare Park, located approx. 650m south of the development, which offer good connection to many destinations (as listed in Table below). The location of these bus stops and the bus route numbers serving these stops are shown on *Figure 2.1*. The red lines on that figure indicate the walking routes between the sites and the bus stops.

More details on bus routes and destinations can be found in the following *Table 2.1* and *Figure 2.2*.

Bus route no	Destinations
140	Ballymun (IKEA) - Palmerston Park (Rathmines)
13	Harristown - Grange Castle
220, 220a	DCU - Lady’s Well Road via Blanchardstown Shopping Centre
N6	Finglas Village - Naomh Barróg GAA Kilbarrack (towards Howth)
155	Ballymun (IKEA) - Bray via City centre

Table 2.1 Bus route number and destinations

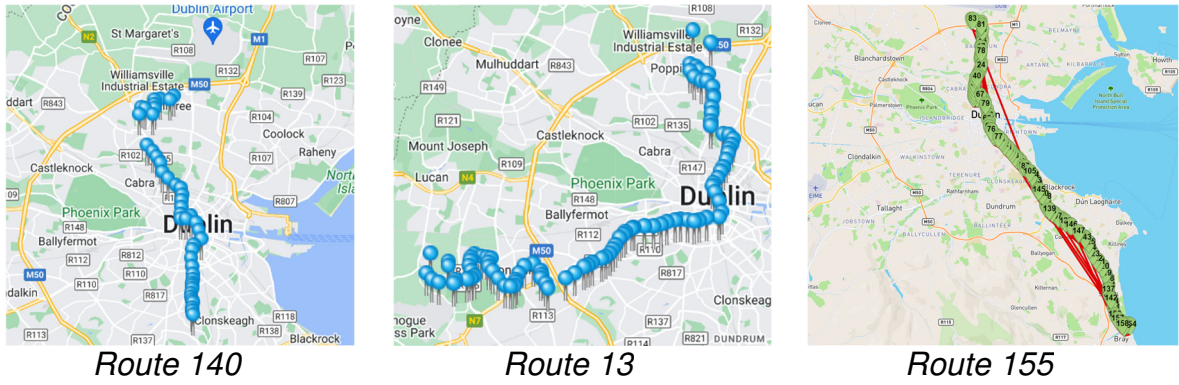


Figure 2.2 Some of the Bus Routes serving the development

The service frequency is approx. every 10 min during the AM and PM peak hour on most of these routes, and 10 to 20 min during the off-peak period.

Full details on Dublin Bus services can be found on www.dublinbus.ie. For real-time information, or to plan a journey, the website www.transportforireland.ie can be used.

The National Transport Authority in conjunction with Dublin Bus launched the BusConnects network for Dublin in June 2021. Project is Spine E2 route will serve the proposed development. Route is shown on Figure 2.3 below (source busconnects.ie website).

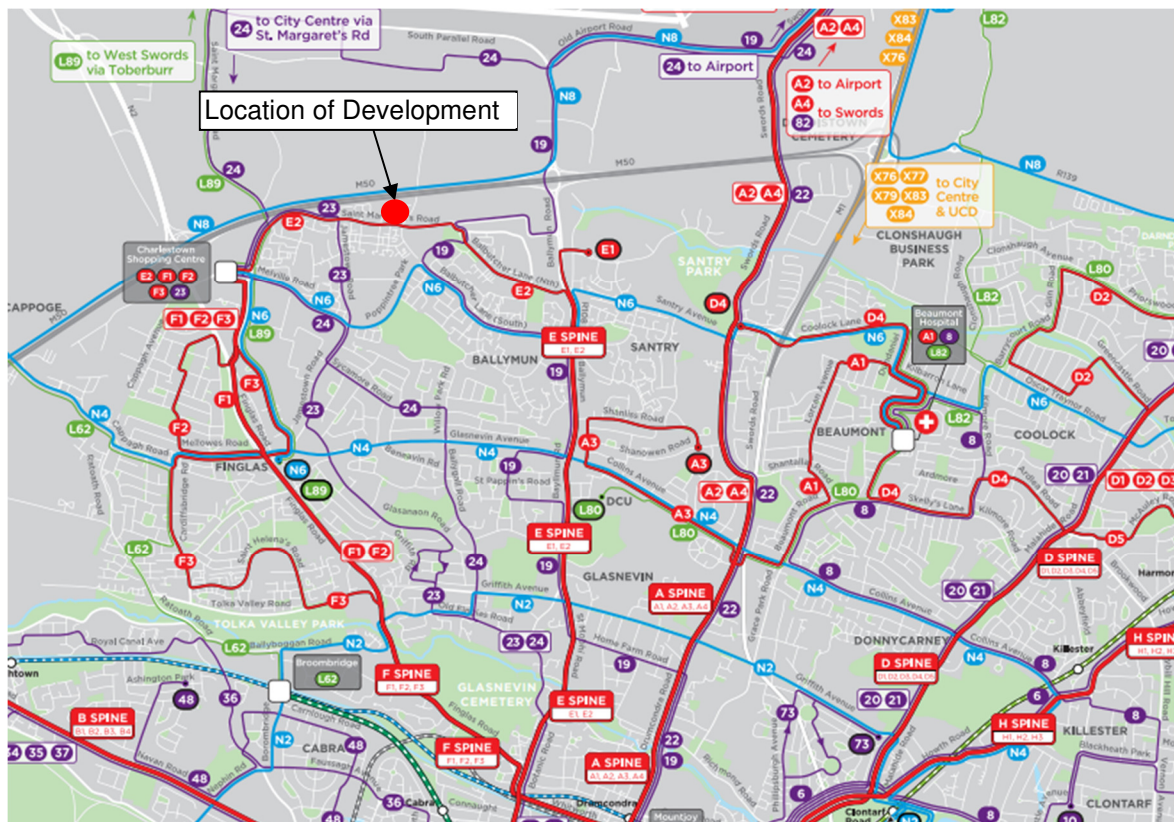


Figure 2.3 Bus Connect E-spine route serving the development

Upgrading of the bus network, as part of the overall BusConnects project, has been rolled out in phases. So far, five phases have commenced. E-Spine is yet to start, but is expected to do so in the near future.

2.2 RAIL

The proposed development is not served by existing rail services.

Figure 2.4 below shows the MetroLink - proposed high-frequency rail line running from Swords to Charlemont, linking Dublin, Irish Rail, DART, Dublin Bus and Luas services. The closest stop to reach MetroLink from the proposed development is Northwood stop, located 1.6km east on R108, which is equivalent to 20min walking distance.

The current status of the proposed MetroLink is described in the publication 'Dublin MetroLink Project Market Update October 2023', a TII document. It states that the project is in the market consultation phase at present and that it is anticipated that publication of a contract notice for the construction of MetroLink is expected in early 2024.



Figure 2.4 Extent of the proposed Metro Link

Figure 2.5 below shows the proposed Luas Finglas line, extension to existing Luas Green Line. The last Luas Finglas stop is the closest to from the proposed development, located 1.6km east on R108, which is equivalent to 20min walking distance.

The current status of the proposed *Luas Green Line Extension to Finglas* is described on the website luasfinglas.ie, where it is stated that two non-statutory

public consultations on the Emerging Preferred Route occurred in 2020, that the Preferred Route was identified in 2021 and that the design of the Preferred Route is in progress.



Figure 2.5 Extent of the proposed Luas Finglas

2.3 CYCLING

Figure 2.6 shows the existing cycle network in Greater Dublin area. The location of the development site provides good accessibility via cycle mode.



Figure 2.6 Extent of existing cycle lane provision (GDA Cycle Network Plan)

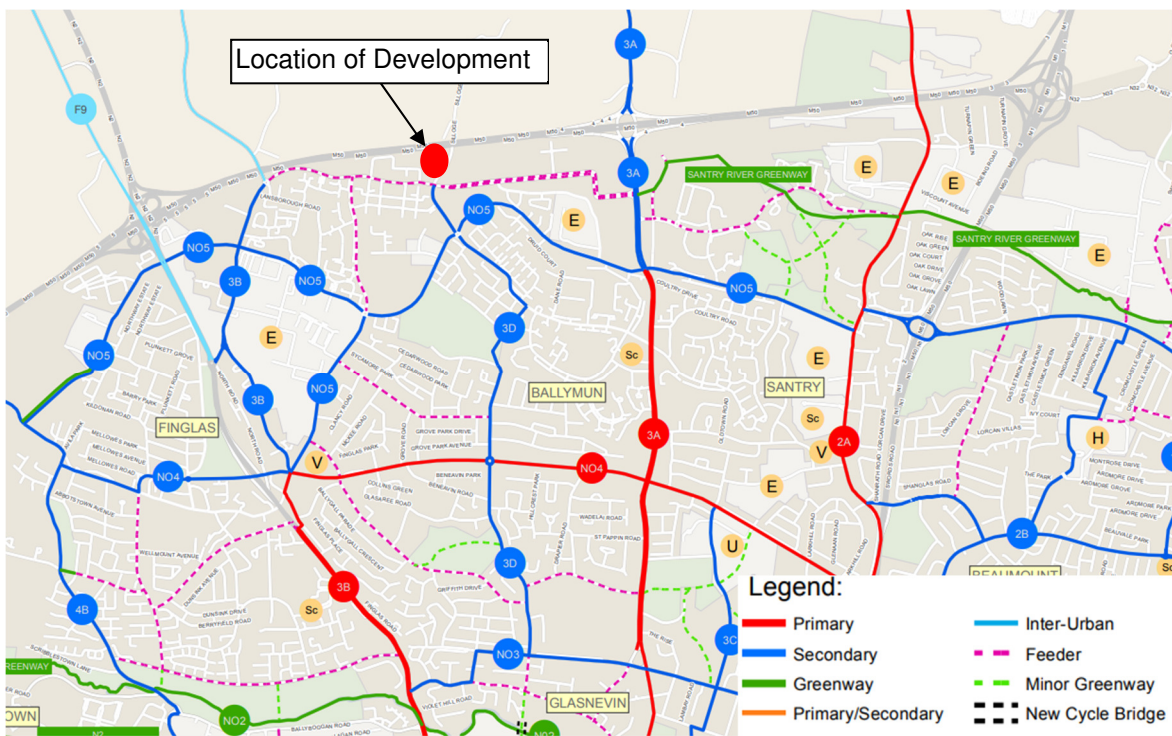


Figure 2.7 Planned cycle facilities (GDA Cycle Network Plan)

Figure 2.7 shows the planned cycle infrastructure for the immediate area. It can be noted that the existing cycling facilities along St Margaret’s Road are considered to be feeder to the proposed N05 Secondary route, connecting Finglas West and Santry.

Parking for 444 bicycles is being provided on site, with a spread of internal and external parking locations throughout the development. This includes for 358 internal bike provision and 86 visitor bicycle parking places.

2.4 WALKING

The proposed development is located within a 3km radius from Santry, Finglas, Charlestown and DCU which makes the site easily accessible by walking. The public footpaths surrounding the proposed development provide an important pedestrian route between the development and public transport service.

The majority of the road junctions in the area are signalised and provide good pedestrian crossing facilities in the form of drop kerbs, tactile paving and pedestrian refuge islands at the larger junctions.

The proposed development will have pedestrian access from Mayeston Downs and Mayeston Green via Mayeston Rise onto St Margaret's Road, as shown on Architect's drawing included in Appendix A.

2.5 CARS

Vehicular access to the development is via Mayeston Rise and the R104 St Margaret's Road. The M50 motorway nearby is accessed either from the Ballymun or the Finglas junctions, each approx.1km from the development.

The speed limit on the R104 at the entrance to the site is 50km/h. Many of the side roads have a 30km/h limit, but no 30km/h sign is visible on the entrance road (Mayeston Rise) to this development.

The proposed development will have 73 car parking spaces available to serve the residents and creche occupants.

The proposed 68 spaces are provided to serve the new buildings (as requested by Development Plan). Additional 5 spaces represent relocation of existing spaces at Mayeston Green that are removed to allow access to the rear of the site. The result is a total of 73 car parking spaces.

The proposed development will have 8 motorcycle parking bays available to serve the residents.

Fronting the creche, there will be a 25m long set down area to serve parents dropping off and picking up their kids.

3 Parking standard

3.1 PARKING REQUIREMENT FROM DEVELOPMENT PLAN

The 'Fingal Development Plan 2023 – 2029' distinguishes two car parking zones:

- Zone 1 - relates to developments within 800m of Bus Connects spine route, or 1600m of an existing or planned Luas/Dart/Metro Rail station or within an area covered by a Section 49 scheme, or in lands zoned Major Town Centre;
- Zone 2 - relates to all other areas within the County.

The proposed development is within 800m of the proposed E2 spine Bus Connect route and 1.6km east of the planned Luas Finglas stop. Therefore it is considered to be in parking Zone 1.

Development Plan list standard provision for parking and the *Table 3.1* and *3.2* below set out those requirements.

Land use	Parking Requirement (max)	Units	Total
Pre-school facilities/creche	0.5 per classroom	4	2
Residential (1–2 Bedroom)	0.5 space per unit	107	54
Residential (3–3+ Bedroom)	1 space per unit	12	12
			68

Table 3.1 Car parking requirement from *Fingal Development Plan 2023-2029*

Land use	Parking Requirement (min)	Units	Parking spaces	Total
Pre-school facilities/Creche	<u>Long-Stay</u> - 1 per classroom <u>Short-Stay</u> - 5 per classroom	4	<u>Long-Stay</u> 4*1=4 <u>Short -Stay</u> 4*5=20	<u>Long-Stay: 4</u> <u>Short -Stay: 20</u>
Residential (1–2 Bedroom)	<u>Long-Stay</u> - 1, plus 1 per bedroom <u>Short-Stay</u> - 0.5 per unit	107 consisting of: 39 - 1 bed 68 - 2 bed	<u>Long-Stay</u> 39x2=78 68*3=204 <u>Short -Stay</u> 107*0.5=54	<u>Long-Stay: 282</u> <u>Short -Stay: 54</u>
Residential (3+ Bedroom)	<u>Long-Stay</u> - 2, plus 1 per bedroom <u>Short-Stay</u> - 0.5 per unit	12 - 3 bed	<u>Long-Stay</u> 12*5=60 <u>Short -Stay</u> 12*0.5=6	<u>Long-Stay: 60</u> <u>Short -Stay: 6</u>
				<u>Long-Stay: 346</u> <u>Short -Stay: 80</u>
			TOTAL	426

Table 3.2 Bicycle parking requirement from *Fingal Development Plan 2023-2029*

The 'Fingal Development Plan 2023 – 2029' sets out default policy for maximum car parking provision to be minimised for areas that are close to city centre or served by public transport system while supporting cycling and walking as a mean of transport.

Land use	Parking Requirement	Units	Total
Apartment developments	1 per 10 car parking spaces provided	73	8

Table 3.3 Motorcycle parking requirement from *Fingal Development Plan 2023-2029*

The 'Fingal Development Plan 2023 – 2029' sets out minimum standards for EV charging points and infrastructure.

Land use	Parking Requirement	Units	Total
Multi-unit residential developments	20% of the proposed parking spaces	73	15

Table 3.4 EV charging points requirement from *Fingal Development Plan 2023-2029*

3.2 PARKING REQUIREMENT FROM 'SUSTAINABLE URBAN HOUSING: DESIGN STANDARDS FOR NEW APARTMENTS' (2022)

The Department of Housing, Local Government and Heritage (DHLGH) issued in 2022 the 'Sustainable Urban Housing: Design Standards for New Apartments'. The standard states that '*The quantum of car parking or the requirement for any such provision for apartment developments will vary, having regard to the types of location in cities and towns that may be suitable for apartment development, broadly based on proximity and accessibility criteria*'.

Design Standards for New Apartments' further recognise different parking needs for *Central and/or Accessible Urban Location, Intermediate Urban Locations or Peripheral and/or Less Accessible Urban Locations*. The proposed Mayeston Estate site can be defined as *Central and/or Accessible Urban Location*, therefore, as per standard, parking provision should be minimised.

Regarding Bicycle Parking and Storage, standard is aiming to promote cycling for urban living and to make it '*...fully integrated into the design and operation of all new apartment development schemes*'. As per standard '*...a general minimum of 1 cycle storage space per bedroom shall be applied*'.

Requirement for bicycle parking from the '*Sustainable Urban Housing: Design Standards for New Apartments*' (2022)' has been summarised in *Table 3.3* below.

Land use	Parking Requirement	Units	Total
Creche	1 per classroom	4	4
Visitors - Creche	5 per classroom	4	20
1 Bed Apartments	1 per bedroom	39	39
2 Bed Apartments	1 per bedroom; total of 2 per unit	68	136
3 Bed Apartments	1 per bedroom; total of 3 per unit	12	36
Visitors - apartments	0.5 per unit for visitor	119	60
			295

Table 3.3 Bicycle parking requirement for proposed development

3.3 PARKING PROVISION FOR THE PROPOSED DEVELOPMENT

The proposed development will have **73** car parking spaces available to serve the residents and creche occupants.

The proposed **68** spaces are provided to serve the new buildings (as requested by Development Plan). Additional **5** spaces represent relocation of existing spaces at Mayeston Green that are removed to allow access to the rear of the site. The result is a total of **73** car parking spaces.

These spaces are located as follows:

- West carparking court – 47 spaces, including 2 disabled and 5 EV spaces;
- East carparking court – 15 spaces, including 1 disabled and 10 EV spaces; also provided 8 motorcycle parking spaces
- On street parking along the Mayeston Green - 9 spaces;
- On street accessible parking along the Mayeston Downs - 2 spaces.

Fronting the creche, there will be a 25m long set down area / visitor parking to serve parents dropping off and picking up their kids.

Parking for **444** bicycles is being provided on site, with a spread of internal and external parking locations throughout the development. This includes for **358** internal bike provision and **86** visitor bicycle parking places.

Within the proposed carpark there will be provided:

- **8** motorcycle parking spaces,
- **15** EV charging points.

It is considered that proposed parking is in accordance with *Fingal Development Plan 2023-2029* and Design Standards for New Apartments (2022) guidelines and it will be sufficient to accommodate the need of residents and creche occupants.

4 Parking Management Strategy

4.1 INTRODUCTION

Key component in the effective operation of on – site car parking is an active and enforced parking management strategy. This strategy will be managed by the management company who will be responsible for the control of the parking and access arrangements as well as the allocation of the parking spaces.

It is intended that the proposed development will be ‘Car-Lite’. Consequently, all marketing material for the development will make it clear that the Development operates a ‘Car-Lite’ approach to parking and that the ownership or signing of a rental agreement for a rental residential apartment will NOT include access to a designated on-site parking space.

Accordingly, the proposed development’s on-site car parking spaces will remain within the control of the appointed management company. A management regime will be implemented by the development’s management company to control access to these on-site apartment car parking bays thereby actively managing the availability of on-site car parking for each of the following user profiles:

- Residents of the proposed development,
- Staff based at the proposed development (crèche), and
- Visitors to the residential activities on site (deliveries, taxi etc.).

4.2 OVERVIEW

The proposed development will have 73 car parking spaces and 8 motorcycle available to serve the residents and creche.

The proposed development will have 62 no. social housing apartments and 57 no. cost rental apartments.

It is anticipated that the set-down area can also be used for deliveries and taxi.

4.3 CAR PARKING ALLOCATION

As introduced above, all prospective residents will be notified that the proposed scheme is a ‘low car allocation’ or ‘Car Lite’ development with no guarantee of access to the on-site residents’ car parking provision.

Nevertheless, all residents of the proposed residential development apartment scheme will have the opportunity to apply to the on-site management company for both a:

- Residents car parking permit (updated weekly, fortnightly, monthly, quarterly or annually) and subsequently access to a dedicated (assigned) on-site car parking space or

- A visitor's car parking permit for a short period of time.

Residents who request a private car parking space will be allocated on a 'first come, first served' basis.

A charge will be applied to obtain a permit with the objective of covering the associated management costs, discouraging long term usage of the car parking space and encouraging travel by sustainable modes of travels.

The car parking spaces available at the proposed development will be heavily managed with a clamping enforcement regime being a key component for the effective delivery of the Parking Management Strategy.

A development Parking Officer will be appointed as part of the Parking Management Strategy in order to enforce the aforementioned measures.

Some of the parking spaces can be allocated to car sharing for residents.

5 Conclusions

The proposed development consists of 119 residential units and a creche and provides:

- 73 parking spaces in total, including 5 accessible spaces and 15 EV charging points,
- 8 motorcycle parking spaces,
- a 25m long set down area for creche.

Proposed number of parking spaces is consistent with the Design Standards for New Apartments (2022) guidelines and the current Fingal Development Plan 2023-2029 requirements.

The advantage for the proposed development is that all proposed parking spaces are shared type, which enables them to be used to the greatest extent.

The bicycle parking requirement is provided in accordance with the *Design standard for New Apartments (2022)*.

There will be total of 358 bicycle parking spaces provided – 240 cycle parking spaces in secure sheds and internal buildings and 118 more in spaces externally.

Provision of adequate cycle parking and good cycle network, which is improving constantly, should be factors in encouraging people to adopt cycling as a mean of transport. Good pedestrian connectivity is also a key for more sustainable ways of travel.

The area is well served by public transport.

On this basis we are satisfied to recommend the proposed provision of 73 car parking spaces and 444 bicycle spaces to serve the proposed development.

Parking Management Strategy will be for 'Car Lite' development, founded on the principles that discourage the use of the private vehicle unless necessary and to encourage the uptake of more sustainable modes such as walking, cycling and public transport for which there are excellent opportunities within and directly adjacent to the development site.

Appendices

Appendix A – Drawings

Appendix B – TRICS

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION

Category : D - NURSERY

VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	BA BATH & NORTH EAST SOMERSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
10	WALES	
	WR WREXHAM	1 days
11	SCOTLAND	
	EA EAST AYRSHIRE	1 days
14	LEINSTER	
	WT WESTMEATH	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
 Range: 230 to 850 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 27/11/08

Selected survey days:

Tuesday	5 days
Wednesday	1 days
Thursday	3 days
Friday	2 days

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	6
Neighbourhood Centre (PPS6 Local Centre)	2
Free Standing (PPS6 Out of Town)	2

Selected Location Sub Categories:

Commercial Zone	2
Development Zone	1
Residential Zone	2
Village	1
Out of Town	2
No Sub Category	3

LIST OF SITES relevant to selection parameters

1	BA-04-D-01 WESTON ROAD	NURSERY, BATH	BATH & NORTH EAST SOMERSET
	BATH		
	Total Gross floor area:	825 sqm	
	Survey date:	THURSDAY 05/10/06	Survey Type: MANUAL
2	CA-04-D-01 CHAPEL STREET	NURSERY, CAMBRIDGE	CAMBRIDGESHIRE
	CAMBRIDGE		
	Total Gross floor area:	420 sqm	
	Survey date:	FRIDAY 05/11/04	Survey Type: MANUAL
3	DH-04-D-01 PEA ROAD	NURSERY, STANLEY	DURHAM
	STANLEY		
	Total Gross floor area:	750 sqm	
	Survey date:	TUESDAY 10/06/03	Survey Type: MANUAL
4	EA-04-D-01 ALTONHILL AVENUE	NURSERY, KILMARNOCK	EAST AYRSHIRE
	KILMARNOCK		
	Total Gross floor area:	592 sqm	
	Survey date:	THURSDAY 19/05/05	Survey Type: MANUAL
5	HC-04-D-01 STAG OAK LANE CHINEHAM BUSINESS PARK BASINGSTOKE	NURSERY, BASINGSTOKE	HAMPSHIRE
	Total Gross floor area:	725 sqm	
	Survey date:	THURSDAY 22/11/07	Survey Type: MANUAL
6	NF-04-D-01 MERIDIAN WAY	NURSERY, NORWICH	NORFOLK
	NORWICH		
	Total Gross floor area:	700 sqm	
	Survey date:	FRIDAY 25/05/07	Survey Type: MANUAL
7	NY-04-D-01 LONDON ROAD BARKSTON ASH NEAR TADCASTER	NURSERY, NEAR TADCASTER	NORTH YORKSHIRE
	Total Gross floor area:	245 sqm	
	Survey date:	TUESDAY 10/05/05	Survey Type: MANUAL
8	SF-04-D-01 IXWORTH ROAD THURSTON NEAR BURY ST EDMUNDS	NURSERY, NR BURY ST EDMUNDS	SUFFOLK
	Total Gross floor area:	600 sqm	
	Survey date:	TUESDAY 09/05/06	Survey Type: MANUAL
9	WM-04-D-01 SCHOOL ROAD YARDLEY WOOD BIRMINGHAM	NURSERY, BIRMINGHAM	WEST MIDLANDS
	Total Gross floor area:	850 sqm	
	Survey date:	WEDNESDAY 19/09/07	Survey Type: MANUAL
10	WR-04-D-01 LLAY ROAD CEFN-Y-BEDD NEAR WREXHAM	NURSERY, NEAR WREXHAM	WREXHAM
	Total Gross floor area:	230 sqm	
	Survey date:	TUESDAY 23/09/03	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

11	WT-04-D-01	NURSERY, ATHLONE	WESTMEATH
	DUBLIN ROAD		
	GARRycastle		
	ATHLONE		
	Total Gross floor area:	625 sqm	
	Survey date: TUESDAY	19/06/07	Survey Type: MANUAL

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
 VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	9	599	2.170	9	599	1.076	9	599	3.246
08:00 - 09:00	11	597	6.629	11	597	5.181	11	597	11.810
09:00 - 10:00	11	597	3.155	11	597	3.810	11	597	6.965
10:00 - 11:00	11	597	1.143	11	597	1.189	11	597	2.332
11:00 - 12:00	11	597	1.798	11	597	1.783	11	597	3.581
12:00 - 13:00	11	597	2.530	11	597	2.316	11	597	4.846
13:00 - 14:00	11	597	1.280	11	597	1.265	11	597	2.545
14:00 - 15:00	11	597	2.194	11	597	1.798	11	597	3.992
15:00 - 16:00	11	597	1.173	11	597	2.133	11	597	3.306
16:00 - 17:00	9	599	2.578	9	599	2.207	9	599	4.785
17:00 - 18:00	9	599	5.211	9	599	5.861	9	599	11.072
18:00 - 19:00	8	645	0.484	8	645	1.918	8	645	2.402
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			30.345			30.537			60.882

Parameter summary

Trip rate parameter range selected: 230 - 850 (units: sqm)
 Survey date range: 01/01/00 - 27/11/08
 Number of weekdays (Monday-Friday): 11
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 4

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : D - FLATS FOR RENT

Selected regions and areas:**12 NORTHERN IRELAND**

NI NORTHERN IRELAND 1 days

Main parameter selection:

Parameter: Number of households
Range: 10 to 54 (units:)

Date Range: 01/01/96 to 19/11/03

Selected survey days:

Wednesday 1 days

Selected survey types:

Manual count 0 days
One way ATC count 1 days

TRIP RATE for Land Use 03 - RESIDENTIAL/D - FLATS FOR RENT

Calculation factor: 1 HHOLDS**BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. HHOLDS	Trip Rate	No. Days	Ave. HHOLDS	Trip Rate	No. Days	Ave. HHOLDS	Trip Rate
00:00 - 01:00	1	10	0.00	1	10	0.00	1	10	0.00
01:00 - 02:00	1	10	0.00	1	10	0.00	1	10	0.00
02:00 - 03:00	1	10	0.00	1	10	0.00	1	10	0.00
03:00 - 04:00	1	10	0.00	1	10	0.00	1	10	0.00
04:00 - 05:00	1	10	0.00	1	10	0.00	1	10	0.00
05:00 - 06:00	1	10	0.00	1	10	0.00	1	10	0.00
06:00 - 07:00	1	10	0.00	1	10	0.00	1	10	0.00
07:00 - 08:00	1	10	0.10	1	10	0.20	1	10	0.30
08:00 - 09:00	1	10	0.40	1	10	0.60	1	10	1.00
09:00 - 10:00	1	10	0.10	1	10	0.30	1	10	0.40
10:00 - 11:00	1	10	0.20	1	10	0.20	1	10	0.40
11:00 - 12:00	1	10	0.10	1	10	0.10	1	10	0.20
12:00 - 13:00	1	10	0.30	1	10	0.30	1	10	0.60
13:00 - 14:00	1	10	0.30	1	10	0.10	1	10	0.40
14:00 - 15:00	1	10	0.20	1	10	0.20	1	10	0.40
15:00 - 16:00	1	10	0.00	1	10	0.20	1	10	0.20
16:00 - 17:00	1	10	0.30	1	10	0.10	1	10	0.40
17:00 - 18:00	1	10	0.30	1	10	0.20	1	10	0.50
18:00 - 19:00	1	10	0.60	1	10	0.20	1	10	0.80
19:00 - 20:00	1	10	0.10	1	10	0.20	1	10	0.30
20:00 - 21:00	1	10	0.00	1	10	0.00	1	10	0.00
21:00 - 22:00	1	10	0.00	1	10	0.20	1	10	0.20
22:00 - 23:00	1	10	0.10	1	10	0.00	1	10	0.10
23:00 - 24:00	1	10	0.00	1	10	0.00	1	10	0.00
Daily Trip Rates:			3.10			3.10			6.20

Parameter summary

Trip rate parameter range selected: 10 - 54 (units:)
 Survey date date range: 01/01/96 - 19/11/03
 Number of weekdays (Monday-Friday): 1
 Number of Saturdays: 0
 Number of Sundays: 0
 Optional parameters used in selection: NO
 Surveys manually removed from selection: 9