

SUPPLEMENTARY INFORMATION

Ensure all relevant supplementary information is included.

TRANSPORT IMPACT ASSESSMENT

Transport Assessment Guidelines

Introduction

The following is a guide to assist Developers in the preparation of a Transport Assessment. It is a guide only and does not replace any TII documentation.

Scoping the Transport Assessment

The following is a non-exhaustive list of areas of interest which are likely to be relevant to a Transport Assessment:

- Size and description of proposal.
- Description of existing uses of the land.
- Does the development involve relocation of an existing use?
- Are traffic surveys of the existing condition required?
- What is the potential modal split?
- Potential traffic generation from the site.
- Are further traffic generation surveys required?
- What is the rate of traffic growth locally?
- Will the site attract traffic from other adjacent sites?
- What will be the area of impact of the proposal?
- When is the critical time period of assessment?
- What are the assessment years?
- When will the site become fully operational?
- Are there significant phases to the project?
- Is a neo or modified road access likely?
- Will adjacent links or junctions become overloaded?
- What level of car-parking provision is required?
- Are there any special circumstances relevant to this proposal?
- Is the development in line with the County Development Plan?
- What improvements/modifications are required for pedestrians, cyclists and the mobility impaired?
- What modifications/improvements are required for public transport?

Transport Assessment Content

The main report should be clear and concise with calculations kept in appendices.

The assessment should be an impartial assessment of the traffic impact of the development not a best fit answer to the plans.

Transport Assessment Sections

The following is a list of recommended sections within the Assessment:

- Non-Technical Summary ③ Existing Conditions
- Proposed Development
- Modal Choice/Trip Attraction
- Trip Distribution
- Trip Assignment
- Assessment Years
- Road Impact
- Environmental Impact
- Road Safety
- Internal Layout
- Parking
- Public Transport
- Pedestrians/Cyclists/the Mobility Impaired.

Key Elements of the Assessment

The following is a non-exhaustive list of elements to be considered in the Assessment:

- Traffic Flow Assessments

The most commonly used method for estimating the traffic generated by a development is by comparison. TRICS (Trip Rate information Computer System) is often used and is very helpful. However this is UK based and should only be used in conjunction with traffic counts at comparable developments in comparable locations within Ireland.

- Traffic Growth

TII traffic growth rates are often used but should be check that the estimates are reasonable for the location of the development.

- Timescale

Standard timescales are:

Opening Year

Opening Year +5

Opening Year +15

- Peak Flows

The peak flow for the road network is generally in the morning but the heaviest period of flow should be assessed prior to beginning a traffic count.

The activity peak is the period in which the greatest number of trips are generated by the development.

- **Modal Split**
A reasonable assessment of public transport, pedestrian, cycle and traffic requirements and provision should be made. Consultations with public transport providers and local groups may prove useful.
- **Direction Split**
A reasonable assessment, based on existing traffic, housing, shopping and factory locations, shall be made regarding the percentage split in traffic approaching/leaving the development.
- **Parking Provision**
The parking provided shall be in accordance with the County Development Plan.
- **Values**
Sources of information for all values used in the assessment shall be included.
- **Construction**
During construction the road networks may be affected by workers and deliveries to the site. This shall be assessed and a traffic management plan drawn up.
- **Local Facilities**
The location of shops, employment areas, community centres, leisure centres and housing shall be considered along with the travel requirements between them and the development.
- **Road Network Capacity**
The road network shall be assessed to see if it can accommodate the increased traffic in each of the three assessment years.
- **Safety**
Accident data for the area surrounding the development and mitigation proposals for areas shown to have a high numbers of accidents shall be included in the assessment.

Large vehicles

Provision shall be made for large vehicles accessing and within the development. These shall include refuse lorries, emergency vehicles and delivery lorries.