

The background is a vibrant yellow. It is decorated with several abstract geometric shapes in shades of blue, teal, and white. These include circles, semi-circles, and rounded rectangular shapes, some of which are layered or overlapping. The shapes are scattered across the page, with a notable concentration on the right side and bottom corners.

Appendix A6.4 Impact Assessments

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Appendix A6.4.1: Pedestrian Infrastructure Assessment

Table 1 Pedestrian Junction Assessment Criteria

Aspect	Indicator
Routing	Are pedestrian crossings (signalised or uncontrolled) available on all arms.
Directness	Where crossings are available, do they offer direct movements which do not require diversions or multistage staggers i.e. no or little delay required for pedestrians to cross in one direct movement.
Vehicular speeds	Are there measures in place to promote low vehicular speeds, such as minimally sized corner radii and narrow carriageway lane widths.
Accessibility	Where crossings exist, are there adequate tactile paving, dropped kerbs and road markings.
Widths	Are there adequate footpath and crossing widths in accordance with national standards.

Table 2 Pedestrian Junction Assessment LoS

LoS	Indicators Met (of a total of 5)
A	5
B	4
C	3
D	2
E	1
F	0

Table 3 Description of Impact for Pedestrian Qualitative Assessment

Magnitude of Impact	Change in LoS Rating
High	4 to 5
Medium	2 to 3
Low	1
Negligible	0

Table 4 Determining the Significance of the Impact for Pedestrian Qualitative Assessment

		Sensitivity of Existing Environment			
		High	Medium	Low	Negligible
Description of Impact	High	Profound	Very Significant	Moderate	Slight
	Medium	Very Significant	Significant	Moderate	Not Significant
	Low	Moderate	Moderate	Slight	Not Significant
	Negligible	Not Significant	Not Significant	Not Significant	Imperceptible

1.1 Section 1 – Pinnock Hill Junction to Airside Junction

Table 5: Section 1 – Pedestrian Infrastructure Assessment

Junction	Chainage	Criteria	DoMinimum		DoSomething		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
Pinnock Hill four-arm Roundabout	A0 - A200	Pedestrian Routing:	Pedestrian crossings on eastern arm only	x	Pedestrian crossings available on all arms.	✓	High Positive	Medium	Very Significant
		Pedestrian Directness:	Indirect pedestrian movements required due to the refuge islands at the centre of crossing	x	Direct crossing available with refuge islands in the centre	✓			
		Vehicular Speeds:	Existing roundabout junction with larger corner radii and lane widths encourage higher vehicular speeds.	x	Proposed signalised junction with reduced corner radii and lane widths encourage slow vehicular speeds.	✓			
		Accessibility:	There is adequate tactile paving and dropped kerbs on eastern arm; no road markings available	✓	Adequate tactile paving, dropped kerbs, road markings, and refuge islands available.	✓			
		Footpath widths:	Existing footpath is below 1.8m wide on the northwestern side of the carriageway and no footpaths present on northeastern side of the carriageway.	x	Proposed footpaths are 2.0m. Crossing widths are above 2.4m in width (approximately 3.0m)	✓			
		Overall LoS	1 Indicator met:	E	5 Indicators met:	A			
R836 Dublin Road Mid-Link Crossing	A150	Pedestrian Routing:	No existing crossing facility		Direct mid-link pedestrian (toucan) crossing proposed	✓	High Positive	Medium	Very Significant
		Pedestrian Directness:			Direct mid-link pedestrian (toucan) crossing proposed	✓			
		Vehicular Speeds:			Proposed signalised crossing likely encourage reduced vehicular speeds.	✓			
		Accessibility:			Adequate tactile paving, dropped kerbs, road markings available.	✓			
		Footpath widths:			Proposed footpaths are 2.0m. Crossing widths are above 2.4m in width (approximately 4.0m)	✓			
		Overall LoS		0 Indicator met:	F	5 Indicators met:			
Dublin Road (R132) / Nevinstown West (L2300) / Nevinstown Lane (L2305) (Airside)	A780 - A820	Pedestrian Routing:	Pedestrian crossings available on the northern, eastern and western arms only.	x	Pedestrian crossings available on all arms.	✓	Medium Positive	Low	Moderate
		Pedestrian Directness:	Indirect pedestrian movements required due to the staggered crossing arrangement on the western and northern arms and the existing slip lane on the northern arm.	x	Direct crossing available on the eastern and western arms whilst indirect pedestrians crossings are provided on the northern and southern arms.	x			
		Vehicular Speeds:	Existing slip lane and larger corner radii encourages higher vehicular speeds.	x	Proposed removal of the slip lane on the northern arm will reduce the corner radii and encourage slow vehicular speeds.	✓			
		Accessibility:	There are discrepancies in the tactile paving arrangements on the northern and western arms.	x	Adequate tactile paving, dropped kerbs, road markings, and refuge islands available.	✓			
		Footpath widths:	Existing footpath widths are over 1.8m wide; all the crossings are below 2.4m in width.	✓	Proposed footpaths are 2.0m wide and crossing widths are above 2.4m in width (approximately 3.0m)	✓			
		Overall LoS	1 Indicator met:	E	4 Indicators met:	B			

Negligible impacts to the quality in pedestrian infrastructure are noted at the following junctions along Section 1 of the Proposed Scheme:

- R132 Swords Road / O'Scanaill Veterinary Hospital Entrance

1.2 Section 2 – Airside Junction to Northwood Avenue

Table 6: Section 2 – Pedestrian Infrastructure Assessment

Junction	Chainage	Criteria	DoMinimum		DoSomething		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
R132 Swords Road / N1 Business Park Access	A1070 - A1100	Pedestrian Routing:	Pedestrian crossings on eastern arm only	✘	Pedestrian crossings on eastern arm only	✘	Medium Positive	High	Very Significant
		Pedestrian Directness:	Pedestrian islands between the entrance and exit arms.	✘	Direct movements facilitated by the raised crossing	✓			
		Vehicular Speeds:	Larger corner radii and lane widths along the major arm encourage higher vehicular speeds	✘	Raised crossing and reduced corner radii encourage lower vehicle speeds	✓			
		Accessibility:	No tactile paving / road markings	✘	Adequate tactile paving, dropped kerbs, road markings available.	✓			
		Footpath widths:	Existing footpath is approximately 2.0m.	✓	Footpath is approximately 2.0m.	✓			
		Overall LoS	1 Indicator met:	E	4 Indicators met:	B			
R132 Swords Road Mid-Link Crossing	A1100	Pedestrian Routing:	No existing crossing facility		Direct mid-link pedestrian (toucan) crossing proposed	✓	High Positive	High	Profound
		Pedestrian Directness:			Direct mid-link pedestrian (toucan) crossing proposed	✓			
		Vehicular Speeds:			Proposed signalised crossing likely encourage reduced vehicular speeds.	✓			
		Accessibility:			Adequate tactile paving, dropped kerbs, road markings available.	✓			
		Footpath widths:			Proposed footpaths are 2.0m. Crossing widths are above 2.4m in width (approximately 4.0m)	✓			
		Overall LoS		0 Indicator met:	F	5 Indicators met:			
Dublin Road (R132) / Kettles Lane three-arm Priority Junction	1660 - A1680	Pedestrian Routing:	No pedestrian crossings available on any arms.	✘	Pedestrian crossing available on northern and eastern arms only.	✘	High Positive	Negligible	Slight
		Pedestrian Directness:	Indirect pedestrian movements required due to the unavailability of pedestrian crossings on all arms.	✘	Direct crossings available on the northern and eastern arms only.	✓			
		Vehicular Speeds:	Larger corner radii encourage higher vehicular speeds.	✘	Reduced corner radii due to introduction of pedestrian crossing on eastern arm, encourages slow vehicular speeds.	✓			
		Accessibility:	No adequate tactile paving, dropped kerbs or road markings available.	✘	Adequate tactile paving, dropped kerbs, road markings, and refuge islands available.	✓			
		Footpath widths:	Existing footpath widths are over 0.9m wide on both sides of the southern arm and no footpaths present on one side of the northern arm and both sides of the eastern arm.	✘	Proposed footpaths are 2.0m wide and crossing widths are above 4m in width	✓			
		Overall LoS	0 Indicator met:	F	4 Indicators met:	B			
Dublin Road (R132) / Naul Road / Stockhole Lane four-arm Roundabout (Cloghran Roundabout)	A1970 - A2060	Pedestrian Routing:	Pedestrian crossing on western arm only	✘	Pedestrian crossings available on the northern, eastern and western arms only.	✘	Medium Positive	Medium	Significant
		Pedestrian Directness:	Direct pedestrian movements facilitated	✓	Direct crossing available with refuge islands in the centre of crossings on the northern arm.	✓			
		Vehicular Speeds:	Existing roundabout junction with larger corner radii and lane widths encourage higher vehicular speeds.	✘	Proposed signalised junction with reduced corner radii and lane widths encourage slow vehicular speeds.	✓			
		Accessibility:	No adequate tactile paving or road markings available; dropped kerbs only	✘	Adequate tactile paving, dropped kerbs, road markings, and refuge islands available.	✓			
		Footpath widths:	Existing footpath widths are over 1.8m wide.	✓	Proposed footpaths are 2.0m and crossing widths are above 2.4m (approximately 3.0m)	✓			
		Overall LoS	2 Indicators met:	D	4 Indicators met:	B			
	A2120 - A2150	Pedestrian Routing:	No pedestrian crossings available on any arm.	✘	Pedestrian crossing proposed on the eastern arm only.	✘	Medium Positive	Negligible	Not Significant

Junction	Chainage	Criteria	DoMinimum		DoSomething		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
R132 Swords Road / Old Stockhole Road		Pedestrian Directness:	No pedestrian crossings available on any arm.	✗	Direct movements facilitated by the raised crossing	✓			
		Vehicular Speeds:	No pedestrian crossings available on any arm - larger corner radii and lane widths encourage higher vehicular speeds.	✗	Raised crossing and reduced corner radii encourage lower vehicle speeds	✓			
		Accessibility:	No adequate tactile paving or road markings available; dropped kerbs only	✗	Adequate tactile paving, dropped kerbs, road markings available.	✓			
		Footpath widths:	Existing footpath widths are over 1.8m wide.	✓	Footpath is approximately 2.0m.	✓			
		Overall LoS	1 Indicator met:	E	4 Indicators met:	B			
Dublin Road (R132) / The Coachman's Inn pelican crossing	A2250 - A2300	Pedestrian Routing:	Pedestrian crossings available on the north arm (pelican) only.	✗	Pedestrian crossings available on the eastern and southern arms only (pelican crossing relocated)	✗	High Positive	Negligible	Slight
		Pedestrian Directness:	Indirect pedestrian movements required due to the staggered crossing arrangement	✗	Direct toucan crossings available on the southern arm and raised crossing available on the eastern arm.	✓			
		Vehicular Speeds:	Traffic signal control on the northern arm reduces vehicle speeds whilst larger corner radii on the minor arm encourage higher vehicular speeds.	✗	Raised crossing and reduced corner radii encourage lower vehicle speeds	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs, road markings, and refuge islands available on the signalised crossing whilst inadequate road markings on the minor arm,	✗	Adequate tactile paving, dropped kerbs, road markings, and refuge islands available.	✓			
		Footpath widths:	Existing footpath is below 1.8m wide on the southbound link and the crossing widths are approximately 3.0m wide	✗	Proposed footpaths are 2.0m wide and crossing widths are above 2.4m (approximately 4.0m)	✓			
		Overall LoS	0 Indicator met:	F	4 Indicators met:	B			
Dublin Airport four-arm Roundabout	A2600 - A2800	Pedestrian Routing:	Pedestrian crossing available on the western arm only.	✗	Pedestrian crossing available on the western arm only.	✗	Medium Positive	Negligible	Not Significant
		Pedestrian Directness:	Indirect pedestrian movements required due to the staggered crossing arrangement on the western arm.	✗	Whilst staggered, the signal timings offer a signal green phase and therefore a direct crossing for pedestrians	✓			
		Vehicular Speeds:	Existing roundabout junction with larger corner radii and lane widths encourage higher vehicular speeds.	✗	Existing roundabout junction with larger corner radii and lane widths encourage higher vehicular speeds.	✗			
		Accessibility:	Adequate tactile paving, dropped kerbs, road markings, and refuge island available at the staggered crossing arrangements on the western arm.	✓	Adequate tactile paving, dropped kerbs, road markings, and refuge island available at the staggered crossing arrangements on the western arm.	✓			
		Footpath widths:	Existing footpath widths are over 1.8m wide; the toucan crossing width on left-slip exit onto the northern arm is below 4m.	✗	Proposed footpaths are over 2.0m wide and the toucan crossing width is over 4m.	✓			
		Overall LoS	1 Indicator met:	E	3 Indicators met:	C			
R132 Swords Road / Kealy's Junction	A3050 - A3070	Pedestrian Routing:	Pedestrian crossing available on the western arm only	✗	Pedestrian crossing available on the western arm only	✗	High Positive	Negligible	Slight
		Pedestrian Directness:	Direct pedestrian crossings available on the western arm	✗	Direct movements facilitated by the raised crossing	✓			
		Vehicular Speeds:	Larger corner radii and lane widths encourage higher vehicular speeds.	✗	Raised crossing and reduced corner radii encourage lower vehicle speeds	✓			
		Accessibility:	No adequate tactile paving or road markings available; dropped kerbs only	✗	Adequate tactile paving, dropped kerbs, road markings available.	✓			
		Footpath widths:	Existing footpath widths are over 1.8m wide but as a shared path is under 4.0m.	✗	Footpath is approximately 2.0m and separated cycle track crossing is provided.	✓			
		Overall LoS	0 Indicator met:	F	4 Indicators met:	B			
Swords Road (R132) / Old Airport Road four-arm Signalised Junction	A4070- A4110	Pedestrian Routing:	Pedestrian crossings available on the northern, eastern and western arms only.	✗	Pedestrian crossings available on the northern, eastern and western arms only.	✗	Medium Positive	Negligible	Not Significant
		Pedestrian Directness:	Indirect pedestrian movements required due to the existing slip lane on the western arm and the staggered crossing arrangement on the northern, eastern and western arms.	✗	Direct crossing available with refuge islands in the centre	✓			
		Vehicular Speeds:	Existing slip lane with larger corner radius encourages higher vehicular speeds.	✗	Proposed removal of the slip lane on the western arm will reduce the corner radius and encourage slow vehicular speeds.	✓			
		Accessibility:	There are discrepancies in the tactile paving arrangements on the western arm.	✗	Adequate tactile paving, dropped kerbs, road markings, and refuge islands available.	✓			

Junction	Chainage	Criteria	DoMinimum		DoSomething		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
		Footpath widths:	Existing shared use path is approximately between 3.5m to 4.5m in width. The pelican crossing width of the northern and eastern arms are less than 2.4m (approximately 2m) and the toucan crossing width of the western arm is above 4m.	✓	Proposed footpath widths are 2.0m wide and the crossing width of the northern, western and eastern arms are above 2.4m (between 3m and 4m).	✓			
		Overall LoS	1 Indicator met:	E	4 Indicators met:	B			
Swords Road (R132) / Quick Park three-arm Priority Junction	A4300-A4330	Pedestrian Routing:	Pedestrian crossing available on the western arm only.	✗	Pedestrian crossing available on the western arm only.	✗	Medium Positive	Negligible	Not Significant
		Pedestrian Directness:	Indirect pedestrian movements required due to the refuge island on the western approach arm.	✗	Direct crossing available on the western arm.	✓			
		Vehicular Speeds:	Existing slip lane with larger corner radius encourages higher vehicular speeds.	✗	Proposed removal of the slip lane on the western arm will reduce the corner radius and encourage slow vehicular speeds.	✓			
		Accessibility:	There are only dropped kerbs available at the existing crossing. No adequate tactile pavings are available.	✗	Adequate tactile paving, dropped kerbs, road markings, and refuge islands available.	✓			
		Footpath widths:	Existing footpath widths are over 1.8m wide and the crossing width is less than 2.4m (approximately 1.3m in width)	✓	Proposed footpath widths are over 2.0m wide (between 1.8m and 2m); the crossing is 2.4m wide	✓			
		Overall LoS	1 Indicator met:	E	4 Indicators met:	B			
Swords Road (R132) / Carlton Dublin Airport Hotel three-arm Priority Junction	A4350-A4380	Pedestrian Routing:	Pedestrian crossing available on the western arm only.	✗	Pedestrian crossing available on the western arm only.	✗	Medium Positive	Negligible	Not Significant
		Pedestrian Directness:	Direct crossing available on the western arm.	✓	Direct crossing available on the western arm.	✓			
		Vehicular Speeds:	Larger corner radii and lane widths along the major arm encourage higher vehicular speeds	✗	Proposed kerb line changes along western arm and raised crossing will reduce the corner radius and encourage slow vehicular speeds.	✓			
		Accessibility:	There are only dropped kerbs available at the existing crossings. No adequate tactile paving nor pedestrian road markings are available.	✗	Adequate tactile paving, dropped kerbs, road markings, and refuge islands available.	✓			
		Footpath widths:	Existing footpaths are below 1.8m wide	✗	Proposed footpath widths are 2.0m wide; the crossing is 3.0m wide	✓			
		Overall LoS	1 Indicator met:	E	4 Indicators met:	B			
R132 Swords Road / Collinstown Business Park Junction	A4500 - A4550	Pedestrian Routing:	Pedestrian crossing available on the eastern arm only	✗	Pedestrian crossing provided on the eastern arm only	✗	Medium Positive	Negligible	Not Significant
		Pedestrian Directness:	Direct pedestrian crossings available on the eastern arm	✓	Direct movements facilitated by the raised crossing.	✓			
		Vehicular Speeds:	Larger corner radii and lane widths encourage higher vehicular speeds.	✗	Raised crossing and reduced corner radii encourage lower vehicle speeds	✓			
		Accessibility:	No adequate tactile paving or road markings available; dropped kerbs only	✗	Adequate tactile paving, dropped kerbs, road markings available.	✓			
		Footpath widths:	Existing footpath widths are over 1.8m wide.	✓	Footpath is approximately 2.0m.	✓			
		Overall LoS	2 Indicators met:	D	4 Indicators met:	B			
R132 Swords Road mid-link crossing (Collinstown Business Park)	A4550 - A4570	Pedestrian Routing:	No crossing available on any arm.	✗	Toucan crossing proposed	✓	High Positive	Negligible	Slight
		Pedestrian Directness:		✗	Direct movements facilitated by the toucan crossing.	✓			
		Vehicular Speeds:		✗	Signalised crossing encourages lower vehicle speeds	✓			
		Accessibility:		✗	Adequate tactile paving, dropped kerbs, road markings available.	✓			
		Footpath widths:		✗	Toucan crossing is approximately 4.0m wide.	✓			
		Overall LoS		0 Indicator met:	F	5 Indicators met:			

Junction	Chainage	Criteria	DoMinimum		DoSomething		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
Swords Road (R132) / North Ring Business Park three-arm Priority Junction	A4950-A4970	Pedestrian Routing:	Pedestrian crossing available on the western arm only.	✘	Pedestrian crossing available on the western arm only.	✘	Medium Positive	Negligible	Not Significant
		Pedestrian Directness:	Direct crossing available on the western arm.	✓	Direct crossing available on the western arm.	✓			
		Vehicular Speeds:	Larger corner radii and lane widths along the major arm encourage higher vehicular speeds	✘	Raised crossing encourage lower vehicle speeds	✓			
		Accessibility:	There are only dropped kerbs available at the existing crossings. No adequate tactile paving nor pedestrian road markings are available.	✘	Adequate tactile paving, dropped kerbs, road markings, and refuge islands available.	✓			
		Footpath widths:	Existing footpaths are above 1.8m wide	✓	Existing footpaths are 2.0m wide and proposed raised table exceeds 4m width	✓			
	Overall LoS	2 Indicators met:	D	4 Indicators met:	B				
Swords Road (R132) / Turnapin Lane four-arm Signalised Junction	A5200 - A5250	Pedestrian Routing:	Pedestrian crossings available on the northern, eastern and western arms only.	✘	Pedestrian crossings available on all arms.	✓	High Positive	Negligible	Slight
		Pedestrian Directness:	Indirect pedestrian movements required due to the existing slip lanes on the northern and eastern arms.	✘	Direct crossing available with refuge islands in the centre on the northern, eastern and western arms. Indirect (staggered) crossing provided on the southern arm.	✓			
		Vehicular Speeds:	Existing slip lanes and larger corner radii encourage higher vehicular speeds.	✘	Proposed removal of the slip lanes on the northern and eastern arms will reduce the corner radii and encourage slow vehicular speeds.	✓			
		Accessibility:	There are discrepancies in the tactile paving arrangements on the northern arm.	✘	Adequate tactile paving, dropped kerbs, road markings, and refuge islands available.	✓			
		Footpath widths:	Existing footpath widths are over 1.8m wide. The northern and eastern arm crossings are below 2.4m (approximately 2m); the western arm crossing is above 2.4m.	✓	Proposed footpaths are 2.0m wide and crossing widths are above 2.4 (between 3m and 4m)	✓			
		Overall LoS	1 Indicator met:	E	5 Indicators met:	A			
Swords Road (R132) / Furry Park Industrial Estate three-arm Priority Junction	A5480-A5510	Pedestrian Routing:	Pedestrian crossing available on the western arm only.	✘	Pedestrian crossing available on the western arm only.	✘	Medium Positive	Low	Moderate
		Pedestrian Directness:	Direct crossing available on the western arm.	✓	Direct crossing available on the western arm.	✓			
		Vehicular Speeds:	Larger corner radii and lane widths along the major arm encourage higher vehicular speeds	✘	Raised crossing encourage lower vehicle speeds	✓			
		Accessibility:	There are only dropped kerbs available at the existing crossings. No adequate tactile paving nor pedestrian road markings are available.	✘	Adequate tactile paving, dropped kerbs, road markings, and refuge islands available.	✓			
		Footpath widths:	Existing footpaths are above 1.8m wide	✓	Existing footpaths are 2.0m wide and proposed raised table exceeds 4m width	✓			
		Overall LoS	2 Indicators met:	D	4 Indicators met:	B			
Swords Road (R132) / Northwood Avenue three-arm Signalised Junction	A5700-A5750	Pedestrian Routing:	Pedestrian crossings available on the northern and western arms only.	✘	Pedestrian crossings available on all arms.	✓	High Positive	Low	Moderate
		Pedestrian Directness:	Direct crossings available on the northern and western arms.	✓	Direct crossings available on northern and southern arms along main corridor and crossing with refuge island on western arm	✓			
		Vehicular Speeds:	Larger corner radii encourage higher vehicular speeds.	✘	Reduced corner radii encourage slow vehicular speeds.	✓			
		Accessibility:	There are discrepancies in the tactile paving arrangements on the northern and western arms.	✘	Adequate tactile paving, dropped kerbs, road markings, and refuge islands available.	✓			
		Footpath widths:	Existing shared use paths on both sides of the carriageway are approximately 3m wide; existing crossing widths are approximately 2m.	✘	Proposed footpaths are 2.0m wide and crossing widths are approximately 4m	✓			
		Overall LoS	1 Indicator met:	E	5 Indicators met:	A			

Negligible impacts to the quality in pedestrian infrastructure are noted at the following junctions along Section 2 of the Proposed Scheme:

- R132 Swords Road / Kilronan Equestrian Centre Access
- R132 Swords Road / Green Long Term Car Park
- Swords Road (R132) / Corballis Road South four-arm Signalised Junction

1.3 Section 3 – Northwood Avenue to Shantalla Road

Table 7: Section 3 – Pedestrian Infrastructure Assessment

Junction	Chainage	Criteria	DoMinimum		DoSomething		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
Swords Road (R132) / Santry Close three-arm Priority Junction	A5760- A5780	Pedestrian Routing:	Pedestrian crossing available on the eastern arm only.	✗	Pedestrian crossing available on the eastern arm only.	✗	Medium Positive	Low	Moderate
		Pedestrian Directness:	Direct crossing available on the eastern arm.	✓	Direct crossing available on the eastern arm.	✓			
		Vehicular Speeds:	Larger corner radii and lane widths along the major arm encourage higher vehicular speeds	✗	Raised crossing encourage lower vehicle speeds	✓			
		Accessibility:	There are only dropped kerbs available at the existing crossings. No adequate tactile paving nor pedestrian road markings are available.	✗	Adequate tactile paving, dropped kerbs, road markings, and refuge islands available.	✓			
		Footpath widths:	Existing footpaths are below 1.8m wide	✗	Proposed footpath widths are 2.0m wide; the raised table is over 3.0m wide	✓			
		Overall LoS	1 Indicator met:	E	4 Indicators met:	B			
R132 Swords Road / Morton Stadium access (north)	A6020 - A6050	Pedestrian Routing:	Pedestrian crossing available on the western arm only	✗	Pedestrian crossing provided on the western and southern (toucan) arms only	✗	Low Positive	Medium	Moderate
		Pedestrian Directness:	Direct pedestrian crossings available on the western arm	✓	Direct movements facilitated by the raised and toucan crossings.	✓			
		Vehicular Speeds:	Raised crossing and narrow radii encourage lower vehicle speeds	✓	Raised crossing, signals and reduced corner radii encourage lower vehicle speeds	✓			
		Accessibility:	No adequate tactile paving or road markings available; dropped kerbs only	✗	Adequate tactile paving, dropped kerbs, road markings available.	✓			
		Footpath widths:	Existing footpath widths are over 1.8m wide.	✓	Footpath is approximately 2.0m and crossing width is approximately 4.0m wide.	✓			
		Overall LoS	3 Indicators met:	C	4 Indicators met:	B			
R132 Swords Road / Morton Stadium access (south 1)	A6100 - A6130	Pedestrian Routing:	Pedestrian crossing available on the western arm only	✗	Pedestrian crossing provided on the western arm only	✗	Low Positive	Medium	Moderate
		Pedestrian Directness:	Direct pedestrian crossings available on the western arm	✓	Direct movements facilitated by the raised crossing.	✓			
		Vehicular Speeds:	Raised crossing and narrow radii encourage lower vehicle speeds	✓	Raised crossing and reduced corner radii encourage lower vehicle speeds	✓			
		Accessibility:	No adequate tactile paving or road markings available; dropped kerbs only	✗	Adequate tactile paving, dropped kerbs, road markings available.	✓			
		Footpath widths:	Existing footpath widths are over 1.8m wide.	✓	Footpath is approximately 2.0m wide.	✓			
		Overall LoS	3 Indicators met:	C	4 Indicators met:	B			
R132 Swords Road / Morton Stadium access (south 2)	A6180 - A6200	Pedestrian Routing:	Pedestrian crossing available on the western arm only	✗	Pedestrian crossing provided on the western arm only	✗	Low Positive	Medium	Moderate
		Pedestrian Directness:	Direct pedestrian crossings available on the western arm	✓	Direct movements facilitated by the raised crossing.	✓			
		Vehicular Speeds:	Raised crossing and narrow radii encourage lower vehicle speeds	✓	Raised crossing and reduced corner radii encourage lower vehicle speeds	✓			
		Accessibility:	No adequate tactile paving or road markings available; dropped kerbs only	✗	Adequate tactile paving, dropped kerbs, road markings available.	✓			
		Footpath widths:	Existing footpath widths are over 1.8m wide.	✓	Footpath is approximately 2.0m wide.	✓			
		Overall LoS	3 Indicators met:	C	4 Indicators met:	B			
Swords Road (R132) / Coolock Lane four-arm Signalised Junction	A6320- A6360	Pedestrian Routing:	Pedestrian crossings available on the northern, eastern and western arms only.	✗	Pedestrian crossings available on the northern, eastern and western arms only.	✗	Medium	Low	

Junction	Chainage	Criteria	DoMinimum		DoSomething		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
		Pedestrian Directness:	Indirect pedestrian movements required due to the existing slip lanes on the northern and eastern arms.	x	Direct crossings available on the eastern and western arms (with refuge islands). Indirect (staggered) crossing provided on the northern arm.	x	Positive		
		Vehicular Speeds:	Existing slip lanes and larger corner radii encourage higher vehicular speeds.	x	Proposed removal of the slip lanes on the northern and eastern arms will reduce the corner radii and encourage slow vehicular speeds.	✓			
		Accessibility:	There are discrepancies in the tactile paving arrangements on the northern, eastern and western arms.	x	Adequate tactile paving, dropped kerbs, road markings, and refuge islands available.	✓			
		Footpath widths:	Existing footpath widths are over 1.8m wide, with the exception of the footpath adjacent to the north exit arm and the eastern exit arm (approximately 1.6m). Crossing widths on northern arm are under 2.4m.	x	Proposed footpaths are 2.0m wide. Crossing widths are approximately 3.0m.	✓			
		Overall LoS	0 Indicator met:	F	3 Indicators met:	C			
Swords Road (R132) / Santry Avenue / Church Lane four-arm Signalised Junction	A6470-A6500	Pedestrian Routing:	Pedestrian crossings available on the southern and western arms only.	x	Pedestrian crossings available on all arms.	✓	Medium Positive	High	
		Pedestrian Directness:	Indirect pedestrian movements required due to the existing slip lane on the western arm.	x	Direct crossing available with refuge islands in the centre on the northern, eastern and western arms. Indirect (staggered) crossing provided on the southern arm.	x			
		Vehicular Speeds:	Existing slip lane and larger corner radii encourage higher vehicular speeds.	x	Raised crossing and reduced corner radii encourage lower vehicle speeds	✓			
		Accessibility:	Tactile paving is missing at the southern arm with discrepancies in the tile arrangements on the western arm.	x	Adequate tactile paving, dropped kerbs, road markings, and refuge islands available.	✓			
		Footpath widths:	Existing footpaths are over 1.8m. Southern arm crossing width below 2.4m (approximately 2m wide).	✓	Proposed footpaths are over 1.8m. Crossing widths are approximately 3.0m.	✓			
		Overall LoS	1 Indicator met:	E	4 Indicators met:	B			
Swords Road (R132) / Schoolhouse Lane Priority Junction	A6600-A6640	Pedestrian Routing:	Pedestrian crossing available on the eastern arm only.	x	Pedestrian crossing available on the eastern arm only.	x	Low Positive	High	
		Pedestrian Directness:	Direct crossing available on the eastern arm.	✓	Direct crossing available on the eastern arm.	✓			
		Vehicular Speeds:	Narrow corner radii encourage lower vehicle speeds	✓	Raised crossing and corner radii encourage lower vehicle speeds	✓			
		Accessibility:	There are only dropped kerbs available at the existing crossings. No adequate tactile paving nor pedestrian road markings are available.	x	Adequate tactile paving, dropped kerbs, road markings, and refuge islands available.	✓			
		Footpath widths:	Existing footpaths are above 1.8m wide	✓	Proposed footpaths are 2.0m wide and proposed raised table exceeds 4m wide	✓			
		Overall LoS	3 Indicators met:	C	4 Indicators met:	B			
Swords Road (R132) / Magenta Crescent three-arm Priority Junction	A6740-A6760	Pedestrian Routing:	Pedestrian crossings available on the northern arm only.	x	Pedestrian crossings available on all arms.	✓	High Positive	Medium	
		Pedestrian Directness:	Direct crossings available on the northern arm.	x	Direct crossings available on all arms.	✓			
		Vehicular Speeds:	Larger corner radii encourage higher vehicular speeds.	x	Reduced corner radii encourage slow vehicular speeds.	✓			
		Accessibility:	There are only dropped kerbs available at the existing crossings. No adequate tactile paving nor pedestrian road markings are available.	x	Adequate tactile paving, dropped kerbs and road markings in accordance with current guidance.	✓			
		Footpath widths:	Existing footpaths are over 1.8m. Crossing is approximately 2.4m in width	✓	Proposed footpaths are 2.0m wide. Crossing widths are approximately 4.0m.	✓			
		Overall LoS	1 Indicator met:	E	5 Indicators met:	A			
R132 Swords Road / Santry Hall Industrial Estate three-arm Priority Junction	A6780 - A6800	Pedestrian Routing:	Pedestrian crossing available on the western arm only.	x	Pedestrian crossing available on the western arm only.	x	Low Positive	Medium	Moderate
		Pedestrian Directness:	Direct crossing available on the western arm.	✓	Direct crossing available on the western arm.	✓			

Junction	Chainage	Criteria	DoMinimum		DoSomething		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
		Vehicular Speeds:	Larger corner radii and lane widths along the major arm encourage higher vehicular speeds	x	Raised crossing and reduced corner radii encourage lower vehicle speeds	✓			
		Accessibility:	Existing zebra crossing with Adequate tactile paving, dropped kerbs, road markings, and refuge islands available.	✓	Adequate tactile paving, dropped kerbs, road markings, and refuge islands available.	✓			
		Footpath widths:	Existing footpaths are above 1.8m wide	✓	Proposed footpaths are 2.0m wide and proposed raised table exceeds 4m wide	✓			
		Overall LoS	3 Indicators met:	C	4 Indicators met:	B			
R132 Swords Road / Lorcan Road / Omni Park Shopping Centre four-arm Signalised Junction	A6970 - A7010	Pedestrian Routing:	Pedestrian crossings available on northern, southern and western arms, with the exception of the western left-turn slip lane.	x	Pedestrian crossings available on all arms.	✓	Medium Positive	High	
		Pedestrian Directness:	Indirect pedestrian movements required due to the existing slip lanes on the southern and western arms.	x	Indirect pedestrian movements required due to the existing slip lane on the western arm.	x			
		Vehicular Speeds:	Existing slip lanes with larger corner radii encourage higher vehicular speeds.	x	Slip lane with larger corner radius encourages higher vehicular speeds.	x			
		Accessibility:	Tactile paving is missing on the western arm with discrepancies in the tile arrangements on the southern arm.	x	Adequate tactile paving, dropped kerbs, road markings, and refuge islands available.	✓			
		Footpath widths:	Existing footpaths are 1.8m or above. Crossing widths are below 2.4m (between 1.6m and 1.8m)	✓	Proposed footpaths are 2.0m wide. Crossing widths are approximately 3.0m.	✓			
		Overall LoS	1 Indicator met:	E	3 Indicators met:	C			
R132 Swords Road / Shanowen Road three-arm Signalised Junction	A7330 - A7350	Pedestrian Routing:	Pedestrian crossing available on all arms	✓	Pedestrian crossing available on all arms	✓	Low Positive	Medium	Moderate
		Pedestrian Directness:	Direct crossing available on all arms.	✓	Direct crossing available on all arms.	✓			
		Vehicular Speeds:	Larger corner radii and lane widths along the major arm encourage higher vehicular speeds	x	Raised crossing and reduced corner radii on the minor arm encourage lower vehicle speeds	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs, road markings, and refuge islands available.	✓	Adequate tactile paving, dropped kerbs, road markings, and refuge islands available.	✓			
		Footpath widths:	Existing footpaths are above 1.8m wide	✓	Proposed footpaths are 2.0m wide and crossing widths exceed 4m	✓			
		Overall LoS	4 Indicators met:	B	5 Indicators met:	A			
R132 Swords Road Mid-Link Crossing (Santry Village)	A7420- A7460	Pedestrian Routing:	No existing crossing facility		Direct mid-link pedestrian crossing proposed	✓	High Positive	High	Profound
		Pedestrian Directness:			Direct mid-link pedestrian crossing proposed	✓			
		Vehicular Speeds:			Proposed signalised crossing likely encourage reduced vehicular speeds.	✓			
		Accessibility:			Adequate tactile paving, dropped kerbs, road markings available.	✓			
		Footpath widths:			Proposed footpaths are 2.0m. Crossing widths are above 2.4m in width	✓			
		Overall LoS		0 Indicator met:	F	5 Indicators met:			
Swords Road (R132) / Larkhill Road / Shanrath Road five-arm Signalised Junction	A7600 - A7650	Pedestrian Routing:	Pedestrian crossings available on the north-eastern, eastern, south-eastern and south-western arms only.	x	Pedestrian crossings available on all arms.	✓	High Positive	High	
		Pedestrian Directness:	Indirect pedestrian movements required due to the existing slip lanes on the eastern arm.	x	Direct crossings available on all arms.	✓			
		Vehicular Speeds:	Existing slip lanes with larger corner radii encourage higher vehicular speeds.	x	Proposed removal of the slip lane on the north-eastern arm will reduce the corner radii and encourage slow vehicular speeds.	✓			
		Accessibility:	Tactile paving is missing on the north-western arms with discrepancies in the tile arrangements on the eastern, south-eastern and south-western arms.	x	Adequate tactile paving, dropped kerbs and road markings in accordance with current guidance.	✓			
		Footpath widths:	Existing footpaths are 1.8m or above on the north-eastern, eastern and south-western arms. Footpaths are below 1.8m on the south-eastern arm	x	Proposed footpaths are 2.0m wide. Crossing widths are between 3.0m and 4.0m.	✓			

Junction	Chainage	Criteria	DoMinimum		DoSomething		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
			(approximately 1.5m). Crossing widths are below 2.4m (approximately 2m wide)						
		Overall LoS	0 Indicator met:	F	5 Indicators met:	A			
Swords Road (R132) / Shantalla Road three-arm Priority Junction	A7750 - A7800	Pedestrian Routing:	Pedestrian crossing available on the southern arm only.	×	Pedestrian crossings available on the eastern and southern arms only.	×	Medium Positive	Medium	
		Pedestrian Directness:	Direct crossing available on the southern arm.	✓	Direct crossing available on the eastern and southern arms.	✓			
		Vehicular Speeds:	Larger corner radii encourage higher vehicular speeds.	×	Larger corner radii encourage higher vehicular speeds.	×			
		Accessibility:	Tactile paving and dropped kerbs are provided but no road markings are available.	×	Adequate tactile paving, dropped kerbs, road markings, and refuge islands available.	✓			
		Footpath widths:	Existing footpath adjacent to the eastern arm is below 1.8m.	×	Proposed footpaths are 2.0m wide. Crossing widths are approximately 3.0m.	✓			
		Overall LoS	1 Indicator met:	E	3 Indicators met:	C			

Negligible impacts to the quality in pedestrian infrastructure are noted at the following junctions along Section 3 of the Proposed Scheme:

- Swords Road (R132) / Omni Park Service Entrance three-arm Priority Junction

1.4 Section 4 – Shantalla Road to Botanic Avenue

Table 8: Section 4 – Pedestrian Infrastructure Assessment

Junction	Chainage	Criteria	DoMinimum		DoSomething		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
R132 Swords Road Mid Link Toucan Crossing (Holy Child Church)	A8000- A8030	Pedestrian Routing:	Pedestrian crossing available across mid-link	✓	Pedestrian crossing available across mid-link	✓	Medium Positive	Medium	Significant
		Pedestrian Directness:	Indirect pedestrian movements required due to the staggered crossing arrangement	✗	Direct crossings available	✓			
		Vehicular Speeds:	Existing larger lane widths on main corridor encourage higher vehicular speeds.	✗	Existing larger lane widths on main corridor encourage higher vehicular speeds.	✗			
		Accessibility:	Adequate tactile paving, dropped kerbs, road markings, and refuge islands available.	✓	Adequate tactile paving, dropped kerbs, road markings, and refuge islands available.	✓			
		Footpath widths:	Existing footpaths are over 1.8m. Crossing width is approximately 1.8m.	✗	Proposed footpaths are 2.0m wide. Crossing widths are above 3.0m	✓			
		Overall LoS	2 Indicators met:	D	4 Indicators met:	B			
Swords Road (R132) / Collins Avenue four-arm Signalised Junction	A8200 - A8280	Pedestrian Routing:	Pedestrian crossings available on all arms, except the western left-turn slip lane.	✗	Pedestrian crossings available on all arms.	✓	Medium Positive	Medium	Significant
		Pedestrian Directness:	Indirect pedestrian movements required due to the staggered crossing arrangement on all arms and existing slip lane on the western arm.	✗	Indirect pedestrian movements required due to the slip lane on the western arm and refuge islands in centre of northern, eastern and southern arms	✗			
		Vehicular Speeds:	Existing slip lane and larger corner radii encourage higher vehicular speeds.	✗	Slip lane and larger corner radii encourage higher vehicular speeds.	✗			
		Accessibility:	Tactile paving is missing on the western arm slip lane.	✗	Adequate tactile paving, dropped kerbs, road markings, and refuge islands available.	✓			
		Footpath widths:	Existing footpath widths are over 1.8m wide, with the exception of the footpath adjacent to the north exit arm (approximately 1.6m). Crossing widths on northern exit arm and western arm left-turn slip lane are under 2.4m.	✗	Proposed footpaths are 2.0m wide. Crossing widths are above 2.4m (between 2.8m and 3.0m).	✓			
		Overall LoS	0 Indicator met:	F	3 Indicators met:	C			
Collins Avenue / The Thatch Road Junction	B200 - B180	Pedestrian Routing:	Pedestrian crossing available on the northern arm only	✗	Pedestrian crossing provided on the northern arm only	✗	Medium Positive	High	Very Significant
		Pedestrian Directness:	Direct pedestrian crossings available on the northern arm	✓	Direct movements facilitated by the raised crossing.	✓			
		Vehicular Speeds:	Existing larger corner radii encourage higher vehicular speeds.	✗	Raised crossing and reduced corner radii encourage lower vehicle speeds	✓			
		Accessibility:	No adequate tactile paving or road markings available; dropped kerbs only	✗	Adequate tactile paving, dropped kerbs, road markings available.	✓			
		Footpath widths:	Existing footpath widths are over 1.8m wide.	✓	Footpath is approximately 2.0m wide.	✓			
		Overall LoS	2 Indicators met:	D	4 Indicators met:	B			
Swords Road (R132) / Iveragh Road three-arm Signalised Junction	A8390 - A8410	Pedestrian Routing:	Pedestrian crossing available on the northern arm and western arm only.	✗	Pedestrian crossings available on all arms.	✓	Medium Positive	Medium	Significant
		Pedestrian Directness:	Direct crossing available on the northern and western arm	✓	Direct crossing available with refuge islands in the centre	✓			
		Vehicular Speeds:	Existing larger corner radii encourage higher vehicular speeds.	✗	Reduced corner radii encourage slow vehicular speeds.	✓			
		Accessibility:	No adequate tactile paving, dropped kerbs or road markings available on the western arm	✗	Adequate tactile paving, dropped kerbs, road markings, and refuge islands available.	✓			
		Footpath widths:	Existing footpath widths are over 1.8m wide. Crossing width is below 2.4m (approximately 2.3m).	✓	Proposed footpaths are 2.0m wide. Crossing widths are above 2.4m (between 2.4m and 3.0m).	✓			
		Overall LoS	2 Indicators met:	D	5 Indicators met:	A			

Junction	Chainage	Criteria	DoMinimum		DoSomething		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
R132 Swords Road / Highfield Hospital / Plunket College	A8640 - A8680	Pedestrian Routing:	Pedestrian crossing available on the northern (mid-link), eastern and western arms	✘	Pedestrian crossing available on the northern (toucan), eastern and western arms	✘	Low Positive	High	Moderate
		Pedestrian Directness:	Direct pedestrian crossings available	✓	Direct movements facilitated by the raised crossing.	✓			
		Vehicular Speeds:	Speeds reduces due to signals and raised crossings.	✓	Raised crossing and reduced corner radii encourage lower vehicle speeds	✓			
		Accessibility:	No adequate tactile paving or road markings available; dropped kerbs only	✘	Adequate tactile paving, dropped kerbs, road markings available.	✓			
		Footpath widths:	Existing footpath widths are over 1.8m wide.	✓	Footpath is approximately 2.0m wide and toucan crossing is approximately 4.0m wide.	✓			
		Overall LoS	3 Indicators met:	C	4 Indicators met:	B			
Swords Road (R132) / Seven Oaks three-arm Priority Junction	A8810- A8830	Pedestrian Routing:	Uncontrolled pedestrian crossing available on the eastern arm only.	✘	Pedestrian crossing available on the eastern arm only (signalised).	✘	Low Positive	Medium	Moderate
		Pedestrian Directness:	Direct pedestrian crossings available on the eastern arm.	✓	Direct crossing available on the eastern arm.	✓			
		Vehicular Speeds:	Existing larger corner radii encourage higher vehicular speeds.	✘	Reduced corner radii encourage slow vehicular speeds.	✓			
		Accessibility:	No adequate tactile paving, dropped kerbs or road markings available.	✘	Adequate tactile paving, dropped kerbs and road markings in accordance with current guidance.	✓			
		Footpath widths:	Existing footpath widths on the eastern arm is approximately 1.8m	✓	Proposed footpaths are 2.0m wide. Crossing width is above 2.4m (approximately 3m)	✘			
		Overall LoS	2 Indicators met:	D	3 Indicators met:	C			
R132 Drumcondra Road Upper / Griffith Downs three-arm Priority Junction	A8950- A8970	Pedestrian Routing:	Pedestrian crossing (raised) available on the eastern arm only.	✘	Pedestrian crossing available on the northern arm (toucan) and eastern (raised)	✘	Medium Positive	High	Very Significant
		Pedestrian Directness:	Direct crossing available on the eastern arm	✓	Direct crossing available on the northern and eastern arms.	✓			
		Vehicular Speeds:	Existing larger corner radii encourage higher vehicular speeds.	✘	Reduced corner radii encourage slow vehicular speeds.	✓			
		Accessibility:	No adequate tactile paving, dropped kerbs or road markings available.	✘	Adequate tactile paving, dropped kerbs and road markings in accordance with current guidance.	✓			
		Footpath widths:	Existing footpath widths are above 2.0m	✓	Proposed footpaths are 2.0m wide. Proposed crossing width is above 2.4m (approximately 4m).	✓			
		Overall LoS	2 Indicators met:	D	4 Indicators met:	B			
R132 Drumcondra Road Upper / Griffith Avenue four-arm Signalised Junction	A9050 - A9100	Pedestrian Routing:	Pedestrian crossing available on the north-eastern, south-eastern and north-western arms only.	✘	Pedestrian crossings available on all arms.	✓	High Positive	Medium	Very Significant
		Pedestrian Directness:	Indirect pedestrian movements required due to the staggered crossing arrangement on the north-eastern, south-eastern and north-western arms.	✘	Direct crossing available with refuge islands in the centre	✓			
		Vehicular Speeds:	Existing larger corner radii encourage higher vehicular speeds	✘	Proposed reduction in corner radii with protected cycle lanes encourage slow vehicular speeds	✓			
		Accessibility:	There are discrepancies in the tactile paving arrangements on the north-eastern, south-eastern and north-western arms.	✘	Adequate tactile paving, dropped kerbs, road markings, and refuge islands available.	✓			
		Footpath widths:	The shared use path adjacent to the northern approach lane is below 4m (approximately 3.5m)	✘	Proposed footpaths are 2.0m wide. Crossing width is above 2.4m (approximately 3m)	✓			
		Overall LoS	0 Indicator met:	F	5 Indicators met:	A			
R132 Drumcondra Road Upper / Home Farm Road three-arm Signalised Junction	A9350- A9370	Pedestrian Routing:	Pedestrian crossing available on the northern arm and raised table on western arm	✘	Pedestrian crossings available on all arms.	✓	Medium Positive	High	Very Significant
		Pedestrian Directness:	Direct crossings available on the northern and western arms.	✓	Direct crossing available with refuge islands in the centre	✓			
		Vehicular Speeds:	Signalisation, raised crossings and narrow corner radii reduce vehicle speeds	✓	Proposed signalised of southern arm with reduced corner radii and lane widths encourage slow vehicular speeds.	✓			

Junction	Chainage	Criteria	DoMinimum		DoSomething		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
		Accessibility:	There are discrepancies in the tactile paving arrangements on the northern arm.	✘	Adequate tactile paving, dropped kerbs, road markings, and refuge islands available.	✓			
		Footpath widths:	Existing footpath widths are above 1.8m (approximately 2.0m).	✓	Proposed footpaths are 2.0m wide. Crossing width is above 2.4m (approximately 3m)	✓			
		Overall LoS	3 Indicators met:	C	5 Indicators met:	A			
R132 Drumcondra Road Upper / Ormond Road three-arm Priority Junction	A9690-A9710	Pedestrian Routing:	Pedestrian crossing available on the northern (pelican) and eastern arm only	✘	Pedestrian crossing available on the northern (toucan) and eastern arm only	✘	Low Positive	High	Moderate
		Pedestrian Directness:	Indirect pedestrian movements required due to the staggered crossing arrangement across northern arm	✘	Direct crossings available on eastern and northern arms	✓			
		Vehicular Speeds:	Speeds reduces due to signals and raised crossings.	✓	Raised crossing and reduced corner radii encourage lower vehicle speeds	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs, road markings, and refuge islands available.	✓	Adequate tactile paving, dropped kerbs and road markings in accordance with current guidance.	✓			
		Footpath widths:	Existing footpaths are over 1.8m. Crossing width is approximately 2.4m	✓	Proposed footpaths are 2.0m wide. Crossing width on the northern arm is approximately 4.0m	✓			
		Overall LoS	3 Indicators met:	C	4 Indicators met:	B			
R132 Drumcondra Road Upper / Clonturk Park three-arm Priority Junction	A9800-A9810	Pedestrian Routing:	Pedestrian crossing available on the eastern arm only	✘	Pedestrian crossing available on the eastern arm only	✘	Low Positive	High	Moderate
		Pedestrian Directness:	Direct crossings available on the eastern arm.	✓	Direct crossings available on the eastern arm.	✓			
		Vehicular Speeds:	Speeds reduces due to narrow corner radii and existing raised crossing.	✓	Proposed reduction in corner radii with change to kerb line to allocate space for cycle lanes, encourage slow vehicular speeds	✓			
		Accessibility:	There are only dropped kerbs available at the existing crossing. No adequate tactile paving are available.	✘	Adequate tactile paving, dropped kerbs and road markings in accordance with current guidance.	✓			
		Footpath widths:	Existing footpath widths are over 1.8m wide. The raised table is above below 2.4m (4.5m wide)	✓	Proposed footpaths are 2.0m wide. The raised table is above 2.4m (4.5m wide)	✓			
		Overall LoS	3 Indicators met:	C	4 Indicators met:	B			
R132 Drumcondra Road Upper / Millmount Avenue / Richmond Road four-arm Signalised Junction	A9900-A9930	Pedestrian Routing:	Pedestrian crossing available on the northern, eastern and western (uncontrolled) arms only	✘	Pedestrian crossing available on the northern, eastern and western (toucan) arms only.	✘	Medium Positive	High	Very Significant
		Pedestrian Directness:	Direct crossings available on the northern, western and eastern arms.	✓	Direct crossings available on the northern, eastern and western arms.	✓			
		Vehicular Speeds:	Larger corner radii and lane widths along the major arm encourage higher vehicular speeds	✘	Proposed reduction in corner radii with protected cycle lanes encourage slow vehicular speeds	✓			
		Accessibility:	There are discrepancies in the tactile paving arrangements on the northern and eastern arms; no active paving or road markings present on the western arm	✘	Adequate tactile paving, dropped kerbs and road markings in accordance with current guidance.	✓			
		Footpath widths:	Existing footpath widths are over 1.8m wide. The crossing widths are below 2.4m (between 1.6m and 2.0m wide)	✓	Proposed footpaths are 2.0m wide. Crossing width on western arm is below 2.4m (approximately 2m)	✓			
		Overall LoS	2 Indicators met:	D	4 Indicators met:	B			
R132 Drumcondra Road Lower / Botanic Avenue / Cian Park four-arm Signalised Junction	A10030 - A10070	Pedestrian Routing:	Pedestrian crossing available on the southern arm (pelican) only.	✘	Pedestrian crossing available on the southern and western arms (toucan) only.	✘	Medium Positive	High	Very Significant
		Pedestrian Directness:	Direct crossing available on the southern arm.	✓	Direct crossings available on the southern and western arms.	✓			
		Vehicular Speeds:	Larger corner radii and lane widths along the major arm encourage higher vehicular speeds	✘	Proposed reduction in corner radii and lane widths encourage slow vehicular speeds	✓			
		Accessibility:	There are discrepancies in the tactile paving arrangements on the southern arm.	✘	Adequate tactile paving, dropped kerbs, road markings, and refuge islands available.	✓			
		Footpath widths:	Existing footpath widths are over 1.8m wide. The crossing width is below 2.4m (approximately 2.0m wide)	✓	Proposed footpaths are 2.0m wide. Crossing widths are approximately 4.0m	✓			
		Overall LoS	2 Indicators met:	D	4 Indicators met:	B			

Negligible impacts to the quality in pedestrian infrastructure are noted at the following junctions along Section 4 of the Proposed Scheme:

- R132 Drumcondra Road Upper / The Village three-arm Priority Junction
- R132 Drumcondra Road Upper / Wellpark Avenue three-arm Priority Junction
- R132 Drumcondra Road Upper / Skylon Hotel Mid-link crossing
- R132 Drumcondra Road Upper / DCU Mid-link crossing
- R132 Drumcondra Road Upper / Clonturk Avenue three-arm Priority Junction
- R132 Drumcondra Road Upper / Church Avenue three-arm Priority Junction
- R132 Drumcondra Road Upper / Millbourne Avenue Priority Junction

1.5 Section 5 – Botanic Avenue Junction to Granby Row Junction

Table 9 Section 5 – Pedestrian Infrastructure Assessment

Junction	Chainage	Criteria	DoMinimum		DoSomething		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
Drumcondra Road Lower /Clonliffe College Seminary access three-arm Priority Junction	A10440-10450	Pedestrian Routing:	Pedestrian crossing available on the eastern arm only	✘	Pedestrian crossing available on the eastern arm only	✘	Medium Positive	Medium	Significant
		Pedestrian Directness:	Direct crossings available on the eastern arm	✓	Direct crossings available on the eastern arm	✓			
		Vehicular Speeds:	Existing small corner radii due to island present at junction entrance; however, lane widths along the major arm encourage higher vehicular speeds	✘	Proposed raised table at junction entrance will reduce the corner radii and encourage slow vehicular speeds from the main corridor	✓			
		Accessibility:	No adequate tactile paving, dropped kerbs or road markings available	✘	Adequate tactile paving, dropped kerbs, and road markings.	✓			
		Footpath widths:	Existing footpath widths are over 1.8m wide	✓	Proposed footpaths are 2.0m wide and proposed raised table to be 4m wide	✓			
		Overall LoS		D	4 Indicators met:	B			
R132 Drumcondra Road Lower / Cloniffe Road three-arm Signalised Junction	A10540-A10560	Pedestrian Routing:	Pedestrian crossing available on the eastern arm only	✘	Pedestrian crossing available on the eastern arm only	✘	Medium Positive	Medium	Significant
		Pedestrian Directness:	Direct crossings available on the eastern arm	✓	Direct crossings available on the eastern arm	✓			
		Vehicular Speeds:	Existing small corner radii due to island present at junction entrance; however, lane widths along the major arm encourage higher vehicular speeds	✘	Proposed raised table at junction entrance will reduce the corner radii and encourage slow vehicular speeds from the main corridor	✓			
		Accessibility:	No adequate tactile paving, dropped kerbs or road markings available	✘	Adequate tactile paving, dropped kerbs, and road markings.	✓			
		Footpath widths:	Existing footpath widths are over 1.8m wide	✓	Proposed footpaths are 2.0m wide and proposed raised table to be 4m wide	✓			
		Overall LoS	2 Indicators met:	D	4 Indicators met:	B			
R132 Drumcondra Road Lower / St. Anne's Road three-arm Priority Junction	A10610-A10630	Pedestrian Routing:	Pedestrian crossing available on the western arm (uncontrolled raised crossing).	✘	Pedestrian crossing available on the northern arm (toucan) and western arm (uncontrolled) only	✘	Low Positive	High	Moderate
		Pedestrian Directness:	Direct crossings available on the western arm.	✓	Direct crossings available on the northern and western arm	✓			
		Vehicular Speeds:	Larger corner radii and lane widths along the major arm encourage higher vehicular speeds	✘	Proposed reduction in corner radii and lane widths encourage slow vehicular speeds in addition to the signalised crossing on the northern arm.	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings in accordance with current guidance on the western arm.	✓	Adequate tactile paving, dropped kerbs and road markings in accordance with current guidance.	✓			
		Footpath widths:	Existing footpaths are over 1.8m and western arm raised table width is above 2.4m (approximately 3.0m)	✓	Proposed footpaths are 2.0m wide and northern arm crossing width is above 2.4m (approximately 4.0m)	✓			
		Overall LoS	3 Indicators met:	C	4 Indicators met:	B			
R132 Drumcondra Road Lower / Whitworth Road / Whitworth Place four-arm Signalised Junction	A10750-A10780	Pedestrian Routing:	Pedestrian crossing available on the northern (pelican) eastern (raised crossing) and western (pelican) arms only.	✘	Pedestrian crossing available on the northern (toucan) eastern (raised crossing) and western (pelican) arms only.	✘	Medium Positive	High	Very Significant
		Pedestrian Directness:	Direct crossings available on the eastern and western arms with indirect pedestrian movements required due to the staggered crossing arrangement across the northern arm	✘	Direct crossings available on the on the northern, eastern and western arm	✓			
		Vehicular Speeds:	Larger corner radii and lane widths along the major arm encourage higher vehicular speeds	✘	Proposed reduction in corner radii with protected cycle lanes and reduced lane widths encourage slow vehicular speeds	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs, road markings, and refuge island available	✓	Adequate tactile paving, dropped kerbs and road markings in accordance with current guidance.	✓			
		Footpath widths:	Existing footpaths are over 1.8m. Crossing widths on northern and western arms are below 2.4m (approximately 2.0m)	✓	Proposed footpaths are 2.0m wide. Crossing widths are over 2.0m on the eastern and western arms and approximately 4.0m wide on the northern arm.	✓			
		Overall LoS	2 Indicators met:	D	4 Indicators met:	B			
R132 Drumcondra Road Lower Mid-Link Crossing (Binns Bridge)	A10800-A10810	Pedestrian Routing:	No existing crossing facility		Direct mid-link pedestrian crossing proposed (toucan)	✓	High Positive	High	Profound
		Pedestrian Directness:			Direct mid-link pedestrian crossing proposed	✓			

Junction	Chainage	Criteria	DoMinimum		DoSomething		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
		Vehicular Speeds:			Proposed signalised crossing likely encourage reduced vehicular speeds.	✓			
		Accessibility:			Adequate tactile paving, dropped kerbs, road markings available.	✓			
		Footpath widths:			Proposed footpaths are 2.0m. Crossing width is approximately 4.0m in width	✓			
		Overall LoS	0 Indicators met:	F	5 Indicators met:	A			
R132 Dorset Street Lower / North Circular Road four-arm Signalised Junction	A11000-A11030	Pedestrian Routing:	Pedestrian crossing available on the eastern, western and northern arms (pelican) only	✗	Pedestrian crossing available on the eastern, western and northern arms (pelican) only	✗	Medium Positive	High	Very Significant
		Pedestrian Directness:	Direct crossings available on the western arm with indirect pedestrian movements required on the eastern and northern arms due to the refuge islands at the centre of these crossings	✗	Direct crossing available with refuge islands in the centre	✓			
		Vehicular Speeds:	Larger corner radii and lane widths along the major arm encourage higher vehicular speeds	✗	Proposed reduction in corner radii with protected cycle lanes and reduced lane widths encourage slow vehicular speeds	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs, road markings, and refuge island available	✓	Adequate tactile paving, dropped kerbs, road markings, and refuge island available	✓			
		Footpath widths:	Existing footpaths are over 1.8m. Crossing widths are below 2.4m (approximately 2.0m)	✓	Proposed footpaths are 2.0m wide. Crossing widths are above 2.4m	✓			
		Overall LoS	2 Indicators met:	D	4 Indicators met:	B			
R132 Dorset Street Lower / Synott Place / Gardiner Street Upper four-arm Signalised Junction	A11100-A11130	Pedestrian Routing:	Pedestrian crossing available on the eastern, western and southern arms (pelican) only	✗	Pedestrian crossing available on the eastern (pelican), western (pelican) and southern (toucan) arms only	✗	Medium Positive	High	Very Significant
		Pedestrian Directness:	Direct crossings available on the western and eastern arms with indirect pedestrian movements required on the southern arm due to the staggered crossing arrangement	✗	Direct crossing available with refuge islands in the centre	✓			
		Vehicular Speeds:	Larger corner radii and lane widths along the major arm encourage higher vehicular speeds	✗	Proposed reduction in lanes on the major arm encourages lower vehicle speeds.	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs, road markings, and refuge island available	✓	Adequate tactile paving, dropped kerbs, road markings, and refuge island available	✓			
		Footpath widths:	Existing footpaths are over 1.8m. Eastern arm crossing width is below 2.4m (approximately 2.0m)	✓	Proposed footpaths are 2.0m wide. Eastern arm crossing width is below 2.4m (approximately 2.0m)	✓			
		Overall LoS	2 Indicators met:	D	4 Indicators met:	B			
R132 Dorset Street Lower / Eccles Street Hardwicke Place four-arm Signalised Junction	A11300-A11330	Pedestrian Routing:	Pedestrian crossings available on all arms	✓	Pedestrian crossings available on all arms	✓	Medium Positive	High	Very Significant
		Pedestrian Directness:	Direct crossings available on the northern, eastern and western arms with indirect pedestrian movements required due to the refuge islands at the centre of the southern crossing	✗	Direct crossings available on all arms	✓			
		Vehicular Speeds:	Larger corner radii and lane widths along the major arm encourage higher vehicular speeds	✗	Proposed reduction in corner radii with protected cycle lanes and reduced lane widths encourage slow vehicular speeds	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs, road markings, and refuge island available	✓	Adequate tactile paving, dropped kerbs and road markings in accordance with current guidance.	✓			
		Footpath widths:	Existing footpaths are over 1.8m. All crossing widths are below 2.4m (approximately 2.0m)	✓	Proposed footpaths are 2.0m wide. All crossing widths are above 2.4m (between 3.0 and 3.2m wide)	✓			
		Overall LoS	3 Indicators met:	C	5 Indicators met:	A			
R132 Dorset Street Upper / Blessington Street / North Frederick Street four-arm Signalised Junction	A11500-A11530	Pedestrian Routing:	Pedestrian crossing available on the eastern, western and northern arms (pelican) only	✗	Pedestrian crossings available on all arms (toucan on the northern).	✓	Medium Positive	High	Very Significant
		Pedestrian Directness:	Direct crossings available on the western arm with indirect pedestrian movements required due to the refuge islands at the centre of the eastern and northern crossings	✗	Direct crossings available on all arms	✓			
		Vehicular Speeds:	Larger corner radii and lane widths along the major arm encourage higher vehicular speeds	✗	Proposed reduction in corner radii with protected cycle lanes and reduced lane widths encourage slow vehicular speeds	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs, road markings, and refuge island available	✓	Adequate tactile paving, dropped kerbs and road markings in accordance with current guidance.	✓			
		Footpath widths:	Existing footpaths are over 1.8m. All crossing widths are below 2.4m (approximately 2.0m)	✓	Proposed footpaths are 2.0m wide. All crossing widths are above 2.4m (between 3.0m and 4.0 wide)	✓			

Junction	Chainage	Criteria	DoMinimum		DoSomething		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
		Overall LoS	2 Indicators met:	D	5 Indicators met:	A			
R132 Dorset Street Upper / St. Mary's Place North / Granby Row four-arm Signalised Junction	A11720- A11770	Pedestrian Routing:	Pedestrian crossing available on the eastern, western and southern arms only	✘	Pedestrian crossings available on all arms (pelican)	✓	Low Positive	High	Moderate
		Pedestrian Directness:	Direct crossings available on the eastern, western and southern arms	✓	Direct crossings available on all arms	✓			
		Vehicular Speeds:	Narrow corner radii encourage lower vehicular speeds	✓	Narrow corner radii encourage lower vehicular speeds	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings in accordance with current guidance.	✓	Adequate tactile paving, dropped kerbs and road markings in accordance with current guidance.	✓			
		Footpath widths:	Existing footpaths are over 1.8m. All crossing widths are below 2.4m (approximately 2.0m)	✓	Proposed footpaths are 2.0m wide. All crossing widths are above 2.4m (approximately 3.0m)	✓			
		Overall LoS	4 Indicators met:	B	5 Indicators met:	A			
North Frederick Street / Frederick Lane North three-arm priority junction	C140-C150	Pedestrian Routing:	Pedestrian crossings available on western arm only	✘	Pedestrian crossings available on western arm only	✘	Low Positive	High	Moderate
		Pedestrian Directness:	Direct crossings available on western arm	✓	Direct crossings available on western arm	✓			
		Vehicular Speeds:	Narrow corner radii encourage lower vehicular speeds	✓	Narrow corner radii with reduced lane widths along main corridor and proposed raised table encourage slow vehicular speeds	✓			
		Accessibility:	Adequate tactile paving and dropped kerbs but no road markings available	✘	Adequate tactile paving, dropped kerbs and road markings in accordance with current guidance.	✓			
		Footpath widths:	Existing footpaths are over 1.8m along main corridor (Frederick Street North)	✓	Proposed footpaths are 2.0m wide along main corridor (Frederick Street North) and proposed raised table is over 2.5m wide	✓			
		Overall LoS	3 Indicators met:	C	4 Indicators met:	B			
North Frederick Street / Parnell Square East / Gardiner Row / Parnell Square North four-arm Signalised Junction	C190 - C230	Pedestrian Routing:	Pedestrian crossings available on all arms	✓	Pedestrian crossings available on all arms	✓	Medium Positive	High	Very Significant
		Pedestrian Directness:	Direct crossings available on the northern, eastern and southern arms, with indirect pedestrian movements required on the western arm due to the staggered crossing arrangement	✘	Direct crossings available on all arms (closure of right turn slip lane to vehicular traffic proposed)	✓			
		Vehicular Speeds:	Segregated right turn lane and wider corner radii encourage higher vehicle speeds.	✓	Proposed reduction in corner radii with protected cycle lanes, removal of right turn slip road and reduced lane widths encourage slow vehicular speeds	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs, road markings, and refuge island available	✘	Adequate tactile paving, dropped kerbs and road markings in accordance with current guidance.	✓			
		Footpath widths:	Existing footpaths are over 1.8m. Northern, eastern and southern crossings are below 2.4m (between 1.8m and 2.0m)	✓	Proposed footpaths are 2.0m wide. All crossing widths are above 2.4m (approximately 4.0m)	✓			
		Overall LoS	3 Indicators met:	C	5 Indicators met:	A			
Parnell Square East / Rutland Place three arm priority junction	C380 - C400	Pedestrian Routing:	Pedestrian crossings available on eastern arm only	✘	Pedestrian crossings available on eastern arm only	✘	Low Positive	High	Moderate
		Pedestrian Directness:	Direct crossings available on eastern arm	✓	Direct crossings available on eastern arm	✓			
		Vehicular Speeds:	Existing slow zone (30mph) encourages slow vehicular speeds	✓	Proposed reduction in corner radii with reduced lane widths along main corridor and proposed raised table encourage slow vehicular speeds	✓			
		Accessibility:	Adequate tactile paving and dropped kerbs but no road markings available	✘	Adequate tactile paving, dropped kerbs and road markings in accordance with current guidance.	✓			
		Footpath widths:	Existing footpaths are over 1.8m along main corridor (Frederick Street North)	✓	Proposed footpaths are 2.0m wide along main corridor and proposed raised table is over 2.5m wide	✓			
		Overall LoS	3 Indicators met:	C	4 Indicators met:	B			

Negligible impacts to the quality in pedestrian infrastructure are noted at the following junctions along Section 5 of the Proposed Scheme:

- R132 Drumcondra Road Lower / Hollybank Road three-arm Priority Junction
- R132 Drumcondra Road Lower / Carlingford Road three-arm Priority Junction
- R132 Drumcondra Road Lower / Dargle Road three-arm Priority Junction
- R132 Drumcondra Road Lower / St. Alphonsus Avenue three-arm Priority Junction
- R132 Drumcondra Road Lower / Fitzroy Avenue three-arm Priority Junction
- R132 Drumcondra Road Lower / Grattan Parade three-arm Priority Junction
- R132 Dorset Street Lower / Portland Place three-arm Priority Junction
- R132 Dorset Street Lower / St. Ignatius Road three-arm Priority Junction
- R132 Dorset Street Lower / Belvidere Road / Innisfallen Parade four-arm Signalised Junction
- R132 Dorset Street Lower / Dorset Street Lane
- R132 Dorset Street Lower / Kelly's Row Priority Junction
- R132 Dorset Street Lower / Eccles Place three-arm Priority Junction
- R132 Dorset Street Upper / St. Joseph's Parade three-arm Priority Junction
- R132 Dorset Street Upper / St. Joseph's Place three-arm Priority Junction
- R132 Dorset Street Upper / Wellington Street Lower three-arm Priority Junction
- R132 Dorset Street Upper / Frederick Lane North three-arm Priority Junction
- R132 Dorset Street Upper / Bethesda Place Priority Junction
- North Frederick Street / Hardwick Street three-arm priority junction
- Parnell Square West / Dominick Place priority junction
- Parnell Square West / Parnell Square North Signalised Junction
- Parnell Square West / Granby Lane three arm priority junction

Appendix A6.4.2: Cycling Infrastructure Assessment

Table 10: Cycling Assessment LoS

LoS	Segregation	No. of adjacent cyclists/width		Junction treatment
A+	High degree of separation. Minimal delay	2+1	2.5m	Cyclists traverse junction without stopping or have green signal priority
A	Well separated at mid-link with some conflict at intersections	1+1	2.0m	Toucan crossings at signalised junctions. Protected junctions not already classified as A+ for junction treatment
B	On-road cycle lanes or carriageway designated as 'quiet cycle routes'	1+1	1.75m	Cyclists share green time with general traffic and cycle lanes continue through the junction
C	Bicycle share traffic or bus lanes	1+0	1.25m	Cyclists share green with traffic
D	No specific bicycle facilities	1+0	0.75m	No specific bicycle facilities

Table 11: Description of Impact for Cycling Qualitative Assessment

Magnitude of Impact	Change in LoS Rating
High	4 to 5
Medium	2 to 3
Low	1
Negligible	0

Table 12: Significance of Effect Matrix

		Sensitivity of Existing Environment			
		High	Medium	Low	Negligible
Description Impact	High	Profound	Very Significant	Moderate	Slight
	Medium	Very Significant	Significant	Moderate	Not Significant
	Low	Moderate	Moderate	Slight	Not Significant
	Negligible	Not Significant	Not Significant	Not Significant	Imperceptible

1.6 Section 1 – Pinnock Hill to Airside Junction

Table 13: Section 1 – Cycling Infrastructure Assessment

Location	Chainage	Cyclist Impact	DoMinimum	LoS Rating	DoSomething	LoS Rating	Impact	Sensitivity of Environment	Significance of Effect
R132 Dublin Road: North of Pinnock Hill Roundabout to Airside Junction	A 0 - A 820	Segregation	No specific bicycle facilities for approx. 140m along the NB link and for a cumulative length of approx 190m along the SB link	D	Well separated at mid-link with some conflict at intersections	A	High Positive	Low	Moderate
		Number of Adjacent Cyclists / Width	Each one-way cycle lane has capacity for cycling one cyclist only (0.75m, 1+0). No specific bicycle facilities for approx. 140m along the NB link and for a cumulative length of approx 190m along the SB link. No provision (therefore no width) present.	D	Each cycle lane has capacity for cycling two abreast and / or overtaking (2.0m, 1+1). Cycle tracks designed to standard at 2.0m wide.	A			
		Junction Treatment	No specific bicycle facilities at junctions	D	Cyclists get green signal priority at signalised junctions / has priority across uncontrolled junctions.	A+			
		Overall Comment		D		A			

1.7 Section 2 – Airside Junction to Northwood Avenue

Table 14: Section 2 – Cycling Infrastructure Assessment

Location	Chainage	Cyclist Impact	DoMinimum	LoS Rating	DoSomething	LoS Rating	Impact	Sensitivity of Environment	Significance of Effect
R132 Dublin Road: Airside Junction to Cloghran Roundabout	A 820 - A 2050	Segregation	No specific bicycle facilities for approx. 65m on NB link	D	Well separated at mid-link with some conflict at intersections	A	High Positive	High	Profound
		Number of Adjacent Cyclists / Width	Each one-way cycle lane has capacity for cycling one cyclist only (0.75m, 1+0). No specific bicycle facilities for approx. 65m along the NB link. No provision (therefore no width) present.	D	Each cycle lane has capacity for cycling two abreast and / or overtaking (2.0m, 1+1). Cycle tracks designed to standard at 2.0m wide.	A			
		Junction Treatment	Cyclists share green time with general traffic with cycle facilities (advanced stacking locations / cycle lanes) available up to the junction but don't continue through.	C	Cyclists get green signal priority at signalised junctions / has priority across uncontrolled junctions.	A+			
		Overall Comment		D		A			
R132 Dublin Road: Cloghran Roundabout to Dublin Airport Roundabout	A 2050 - A 2750	Segregation	No specific bicycle facilities. No cycle facilities are present between north and south of Dublin Airport Roundabout, a length of approximately 140m.	D	Well separated at mid-link with some conflict at intersections	A	High Positive	Medium	Very Significant
		Number of Adjacent Cyclists / Width	Each one-way cycle lane has capacity for cycling one cyclist only (0.75m, 1+0). No cycle facilities present for approx. 430m along SB link, with no toucan crossing to access two-way shared facility along NB link.	D	Each cycle lane has capacity for cycling two abreast and / or overtaking (2.0m, 1+1). Two-way cycle track approx. 3.3m wide.	A			
		Junction Treatment	No specific bicycle facilities for southbound cyclists at Dublin Airport Roundabout (180m). No cycle lanes / tracks present through Dublin Airport Roundabout, except toucan crossing on western arm.	D	Toucan crossings at signalised junctions for cyclists (Dublin Airport Roundabout)	A			
		Overall Comment		D		A			
R132 Swords Road: Dublin Airport Roundabout to Old Airport Road Junction	A 2750 - A4120	Segregation	On-road cycle lanes. Shared facility transitions to an on-street mandatory cycle lane, measuring approximately 1.5m in width, approximately 30m on approach to the R132 / Old Airport Road Junction.	B	Well separated at mid-link with some conflict at intersections	A	Negligible	Low	Not Significant
		Number of Adjacent Cyclists / Width	Each one-way cycle lane has capacity for cycling one cyclist only (1.25m, 1+0). Shared facility transitions to an on-street mandatory cycle lane, measuring approximately 1.5m in width, approximately 30m on approach to the R132 / Old Airport Road Junction.	C	Two-way cycle track approx. 3.3m wide. One way cycle lane approximately 1.5m wide at constrained locations	C			
		Junction Treatment	Cyclists share green time with general traffic and cycle lanes continue through the junction.	B	Toucan crossings at signalised junctions for cyclists (Dublin Airport Roundabout and South Corballis Road)	A			
		Overall Comment		B		B			
R132 Swords Road: Old Airport Road Junction to Carlton Dublin Airport Hotel Junction	A4120 - A4360	Segregation	Bicycle share traffic or bus lanes	C	Well separated at mid-link with some conflict at intersections	A	Low Positive	Negligible	Not Significant
		Number of Adjacent Cyclists / Width	Each one-way cycle lane has capacity for cycling one cyclist only (1.25m, 1+0). Advisory cycle lanes are 1.5m wide	C	Cycle track measures between 1.5m and 2.0m	C			
		Junction Treatment	No specific bicycle facilities at junctions (Quick Park access)	D	Cyclists get green signal priority at signalised junctions / has priority across uncontrolled junctions.	A+			
		Overall Comment		C		B			
R132 Swords Road: Carlton Dublin Airport Hotel Junction to Turnapin Lane Junction	A4360 - A5200	Segregation	Bicycle share traffic or bus lanes	C	Well separated at mid-link with some conflict at intersections	A	Low Positive	Negligible	Not Significant
		Number of Adjacent Cyclists / Width	Each cycle lane has capacity for cycling two abreast and / or overtaking (1.75m, 1+1). SB advisory cycle lane is approx. 1.5m wide	B	Cycle track measures between 1.5m and 2.0m	C			
		Junction Treatment	Cyclists share green time with general traffic with cycle facilities (advanced stacking locations / cycle lanes) available up to the junction but don't continue through.	C	Cyclists get green signal priority at signalised junctions / has priority across uncontrolled junctions.	A+			
		Overall Comment		C		B			
R132 Swords		Segregation	Bicycle share traffic or bus lanes	C	Well separated at mid-link with some conflict at intersections	A		Low	Moderate

Road: Turnapin Lane Junction to Northwood Avenue Junction	A5200 - A5700	Number of Adjacent Cyclists / Width	Each one-way cycle lane has capacity for cycling one cyclist only (1.25m, 1+0). NB advisory cycle lanes are 1.25m wide.	C	Each cycle lane has capacity for cycling two abreast and / or overtaking (2.0m, 1+1). Cycle tracks designed to standard at 2.0m wide.	A	Medium Positive		
		Junction Treatment	Cyclists share green time with general traffic with cycle facilities (advanced stacking locations / cycle lanes) available up to the junction but don't continue through.	C	Cyclists get green signal priority at signalised junctions / has priority across uncontrolled junctions.	A+			
		Overall Comment		C		A			

1.8 Section 3 – Northwood Avenue to Shantalla Road

Table 15 Section 3 – Cycling Infrastructure Assessment

Location	Chainage	Cyclist Impact	DoMinimum	LoS Rating	DoSomething	LoS Rating	Impact	Sensitivity of Environment	Significance of Effect
R132 Swords Road: Northwood Avenue Junction to Coolock Lane Junction	A5700 - A6350	Segregation	Bicycle share traffic or bus lanes. Combined bus lanes in both directions.	C	Well separated at mid-link with some conflict at intersections	A	Low Positive	Medium	Moderate
		Number of Adjacent Cyclists / Width	Each one-way cycle lane has capacity for cycling one cyclist only (1.25m, 1+0). Mandatory and advisory cycle lanes approx. 1.5m wide	C	Cycle track ranges from 1.5m to 2.0m in width	C			
		Junction Treatment	No specific bicycle facilities at junctions. No provisions at / through Santry Close priority junction (SB link)	D	Cyclists get green signal priority at signalised junctions / has priority across uncontrolled junctions.	A+			
		Overall		C		B			
R132 Swords Road: Coolock Lane Junction to R132 / Santry Avenue Junction	A6350 - A6520	Segregation	On-road cycle lanes. Mixture of advisory and mandatory cycle lanes in both directions.	B	Well separated at mid-link with some conflict at intersections	A	Low Positive	High	Moderate
		Number of Adjacent Cyclists / Width	Each one-way cycle lane has capacity for cycling one cyclist only (1.25m, 1+0). Mandatory and advisory cycle lanes approx. 1.5m wide	C	Cycle track ranges from 1.5m to 2.0m in width	C			
		Junction Treatment	Cyclists share green time with general traffic with cycle facilities (advanced stacking locations / cycle lanes) available up to the junction but don't continue through. (along SB link)	C	Cyclists get green signal priority at signalised junctions / has priority across uncontrolled junctions.	A+			
		Overall		C		B			
R132 Swords Road: Santry Avenue Junction to Magenta Crescent Junction	A6520 - A6750	Segregation	No specific bicycle facilities. In the northbound direction, no cycle facilities are present between the R132 / Santry Avenue Junction and the R132 / Magenta Crescent Junction.	D	Well separated at mid-link with some conflict at intersections	A	High Positive	High	Profound
		Number of Adjacent Cyclists / Width	No specific bicycle facilities. No provision (therefore no width) present.	D	Each cycle lane has capacity for cycling two abreast and / or overtaking (2.0m, 1+1). Cycle tracks designed to standard at 2.0m wide.	A			
		Junction Treatment	No specific bicycle facilities at junctions. No provisions at / through Magenta Cres. priority junction (SB link)	D	Cyclists get green signal priority at signalised junctions / has priority across uncontrolled junctions.	A+			
		Overall		D		A			
R132 Swords Road: Magenta Crescent Junction to Lorcan Road Junction	A6750 - A7000	Segregation	No specific bicycle facilities. In the northbound direction, no cycle facilities are present for 120m	D	Well separated at mid-link with some conflict at intersections	A	Medium Positive	High	Very Significant
		Number of Adjacent Cyclists / Width	No specific bicycle facilities along the NB link. No provision (therefore no width) present.	D	Each cycle lane has capacity for cycling two abreast and / or overtaking (2.0m, 1+1). Cycle tracks designed to standard at 2.0m wide.	A			
		Junction Treatment	No specific bicycle facilities at junctions. No provisions at / through Magenta Cres. priority junction (SB link)	D	Toucan crossings proposed across arms of Lorcan Rd / Omni Shopping Junction, except eastern arm where cycle facilities available up to the junction but don't continue through.	C			
		Overall		D		B			
R132 Swords Road: Lorcan Road Junction to Shanowen Road Junction	A7000 - A7350	Segregation	No specific bicycle facilities. In the southbound direction, no cycle facilities are present for 120m	D	Bicycle share traffic or bus lanes	C	Low Positive	High	Moderate
		Number of Adjacent Cyclists / Width	No specific bicycle facilities along the SB link. No provision (therefore no width) present.	D	Each cycle lane has capacity for cycling two abreast and / or overtaking (2.0m, 1+1). Cycle tracks designed to standard at 2.0m wide.	A			
		Junction Treatment	No specific bicycle facilities at junctions (on approach to Shanowen Rd Junction along NB link)	D	No specific bicycle facilities at junctions	D			
		Overall		D		C			
R132 Swords Road: Shanowen Road Junction to Shanrath Junction	A7350 - A7650	Segregation	No specific bicycle facilities along SB link (for 130m)	D	Bicycle share traffic or bus lanes	C	Low Positive	High	Moderate
		Number of Adjacent Cyclists / Width	No specific bicycle facilities along the SB link. No provision (therefore no width) present.	D	Each cycle lane has capacity for cycling two abreast and / or overtaking (2.0m, 1+1). Cycle tracks designed to standard at 2.0m wide.	A			
		Junction Treatment	No specific bicycle facilities at junctions	D	No specific bicycle facilities at junctions	D			

		Overall		D		C			
R132: Shanrath Junction to Shantalla Road Junction	A7650 - A7750	Segregation	No specific bicycle facilities in both directions for entire length of the links (120m)	D	Cycle track present on westbound lane up to ramp signalised junction and shared bus and cycle lane present on eastbound lane up to signalised crossing but no specific facilities available along bridge westbound link (125m)	D	Negligible	High	Not Significant
		Number of Adjacent Cyclists / Width	No specific bicycle facilities. No provision (therefore no width) present.	D	No specific bicycle facilities. No provision (therefore no width) present - no specific facilities available along bridge westbound link (125m)	D			
		Junction Treatment	No specific bicycle facilities at junctions.	D	Cyclists share green time with general traffic with cycle facilities available up to the junction but don't continue through (eastbound combined lane stops at Shantalla Road Junction). No specific bicycle facilities on the westbound approach	D			
		Overall		D		D			
Quiet Route Between the R132 / Lorcan Road Junction and the R132 / Shanrath Junction via Lorcan Road, Lorcan Drive, and Shanrath Road	A7000 - A7650	Segregation	No specific bicycle facilities	D	Carriageway designated as 'quiet cycle routes'. Vehicles will still be permitted to use this route.	B	Medium Positive	Low	Moderate
		Number of Adjacent Cyclists / Width	No specific bicycle facilities. No provision (therefore no width) present.	D	Each cycle lane has capacity for cycling two abreast and / or overtaking (2.5m, 2+1).	A+			
		Junction Treatment	No specific bicycle facilities at junctions.	D	Cyclists get priority across uncontrolled junctions (due to quiet route)	C			
		Overall		D		B			

1.9 Section 4 – Shantalla Road to Botanic Avenue

Table 16: Section 4 – Cycling Infrastructure Assessment

Location	Chainage	Cyclist Impact	DoMinimum	LoS Rating	DoSomething	LoS Rating	Impact	Sensitivity of Environment	Significance of Effect
R132: Swords Road slip road and Collins Avenue Junction	A7650 - A8250	Segregation	No specific bicycle facilities along Swords Road diversion route (NB link) for 490m and along R132 (SB link) for 115m	D	Adjacent to the northbound carriageway, a local road is designated as a two-way 'quiet cycle route'. Vehicles will still be permitted to use this route. Adjacent to the southbound carriageway a cycle track is provided	B	Medium Positive	Medium	Significant
		Number of Adjacent Cyclists / Width	No specific bicycle facilities along sections of the route	D	Cycle track ranges is approximately 1.8m in width whilst quiet route has capacity for cycling two abreast and / or overtaking (2.5m, 2+1).	B			
		Junction Treatment	No specific bicycle facilities at junctions. No provisions through Shanrath Junction	D	Cyclists get green signal priority at signalised junctions / has priority across uncontrolled junctions.	A+			
		Overall		D		B			
R132: Collins Avenue Junction and Iveragh Road Junction	A8250 - A8420	Segregation	Bicycle share traffic or bus lanes	C	Well separated at mid-link with some conflict at intersections	A	Medium Positive	Medium	Significant
		Number of Adjacent Cyclists / Width	Each one-way cycle lane has capacity for cycling one cyclist only (1.25m, 1+0) Advisory cycle lanes approx. 1.5m wide	C	Cycle track is approximately 2.0m in width.	A			
		Junction Treatment	Cyclists share green time with general traffic and cycle lanes continue through the junction	B	Cyclists get green signal priority at signalised junctions / has priority across uncontrolled junctions.	A+			
		Overall		C		A			
R132: Iveragh Road Junction and Seven Oaks Junction	A8420 - A8830	Segregation	Bicycle share traffic or bus lanes	C	Cycle tracks that bypass junctions (often positioned well away from roads)	A+	Low Positive	High	Moderate
		Number of Adjacent Cyclists / Width	Each one-way cycle lane has capacity for cycling one cyclist only (1.25m, 1+0) Advisory cycle lanes approx. 1.5m wide	C	Cycle track ranges from 1.7m to 2.0m in width	C			
		Junction Treatment	Cyclists share green time with general traffic with cycle facilities (advanced stacking locations / cycle lanes) available up to the junction but don't continue through. Bus lane does not continue through Seven Oaks Junction	C	Cyclists get green signal priority at signalised junctions / has priority across uncontrolled junctions.	A+			
		Overall		C		B			
R132: Seven Oaks Junction and Griffith Avenue Junction	A8830 - A9100	Segregation	No specific bicycle facilities present for 50m along SB link on approach to R132 / Griffith Avenue Junction.	D	Well separated at mid-link with some conflict at intersections	A	High Positive	High	Profound
		Number of Adjacent Cyclists / Width	No specific bicycle facilities. No provision (therefore no width) present.	D	Cycle track is 2.0m and two-way cycle track is approximately 3.m wide.	A			
		Junction Treatment	No specific bicycle facilities at junctions.	D	Cyclists get green signal priority at signalised junctions / has priority across uncontrolled junctions.	A+			
		Overall		D		A			
R132: Griffith Avenue Junction and R132 / Richmond Road Junction	A9100 - A9900	Segregation	Cyclists have a combination of cycle lane lanes, tracks or bus lanes	C	Well separated at mid-link with some conflict at intersections	A	Low Positive	High	Moderate
		Number of Adjacent Cyclists / Width	Each one-way cycle lane has capacity for cycling one cyclist only (approx 1.6m wide) (1.25m, 1+0)	C	Cycle track is 1.5m to 2.0m wide	C			
		Junction Treatment	No specific bicycle facilities at junctions.	D	Cyclists get green signal priority at signalised junctions / has priority across uncontrolled junctions.	A+			
		Overall		C		B			
R132: Richmond Road Junction and Botanic Avenue Junction	A9900 - A10050	Segregation	No cycle facilities are present for 85m along the southbound link and for 110m along the northbound link for 110m.	D	Well separated at mid-link with some conflict at intersections	A	High Positive	High	Profound
		Number of Adjacent Cyclists / Width	No specific bicycle facilities. No provision (therefore no width) present.	D	Cycle track is 1.8m and two-way cycle track is approximately 2.5m wide.	B			
		Junction Treatment	Cyclists share green time with general traffic and cycle lanes continue through the junction	B	Toucan crossing across western arm of Richmond Road Junction, with protected cycle lanes across the main corridor	A			
		Overall		D		A			

1.10 Section 5 – Botanic Avenue Junction to Granby Row Junction

Table 17 : Section 5 – Cycling Infrastructure Assessment

Location	Chainage	Cyclist Impact	DoMinimum	LoS Rating	DoSomething	LoS Rating	Impact	Sensitivity of Environment	Significance of Effect
R132: Botanic Avenue Junction and Clonliffe Road Junction	A10050 - A10560	Segregation	Bicycle share traffic or bus lanes	C	Well separated at mid-link with some conflict at intersections	A	Medium Positive	High	Very Significant
		Number of Adjacent Cyclists / Width	Each one-way cycle lane has capacity for cycling one cyclist only (0.75m, 1+0) Advisory cycle lane narrows to 1.0m wide on NB link	D	Each cycle lane has capacity for cycling two abreast and / or overtaking (2.0m, 1+1). Cycle tracks designed to standard at 2.0m wide.	A			
		Junction Treatment	Cyclists share green time with general traffic and cycle lanes continue through the junction	B	Cyclists get green signal priority at signalised junctions / has priority across uncontrolled junctions.	A+			
		Overall		C		A			
R132: Clonliffe Road Junction and North Circular Road Junction	A10560 - A11030	Segregation	No cycle facilities are present for 65m along the northbound link	D	Well separated at mid-link with some conflict at intersections	A	High Positive	High	Profound
		Number of Adjacent Cyclists / Width	No specific bicycle facilities. No provision (therefore no width) present.	D	Each cycle lane has capacity for cycling two abreast and / or overtaking (2.0m, 1+1). Cycle tracks designed to standard at 2.0m wide.	A			
		Junction Treatment	Cyclists share green time with general traffic with cycle facilities (advanced stacking locations / cycle lanes) available up to the junction but don't continue through. (at Drumcondra Rd Lower / Whitworth Place Junction NB link)	C	Cyclists get green signal priority at signalised junctions / has priority across uncontrolled junctions.	A+			
		Overall		D		A			
R132 North Circular Road Junction and Dorset Street Lower / R135 Blessington Street / Frederick Street North Junction	A11030 - A11550	Segregation	No cycle facilities present for a combined length of 180m along NB link.	D	Well separated at mid-link with some conflict at intersections	A	High Positive	High	Profound
		Number of Adjacent Cyclists / Width	No specific bicycle facilities. No provision (therefore no width) present.	D	Each cycle lane has capacity for cycling two abreast and / or overtaking (1.75m, 1+1)	B			
		Junction Treatment	No specific bicycle facilities at junctions.	D	Toucan crossings across northern arm of Dorset Street Lower / R135 Blessington Street / Frederick Street North Junction, across southern arm of Eccles Street Junction, and southern arm of Gardiner Street Upper.	A+			
		Overall		D		A			
Dorset Street Lower / R135 Blessington Street / Frederick Street North Junction and Dorset Street Upper / Granby Row Junction	A11550 - A11770	Segregation	Bicycle share traffic or bus lanes	C	Bicycle share traffic or bus lanes along northbound link.	C	Low Positive	High	Moderate
		Number of Adjacent Cyclists / Width	Each one-way cycle lane has capacity for cycling one cyclist only (0.75m, 1+0). Advisory cycle lane varies between 1.0m and 1.5m wide along SB link	D	Each one-way cycle lane has capacity for cycling one cyclist only (2.0m, 1+0). Cycle track is approx 2.0m wide.	A			
		Junction Treatment	Some junctions have limited facilities for northbound cyclists	D	Some junctions have limited facilities for northbound cyclists	D			
		Overall		D		C			
Frederick Street North Junction and Parnell Square East / Gardiner Row Junction	A11500 - C200	Segregation	No cycle facilities are present for NB link and 180m of SB link	D	Well separated at mid-link with some conflict at intersections	A	High Positive	High	Profound
		Number of Adjacent Cyclists / Width	No specific bicycle facilities. No provision (therefore no width) present.	D	Each cycle lane has capacity for cycling two abreast and / or overtaking (2.0m, 1+1). Cycle tracks designed to standard at 2.0m wide.	A			
		Junction Treatment	No specific bicycle facilities at junctions.	D	Cyclists get green signal priority at signalised junctions / has priority across uncontrolled junctions.	A+			
		Overall		D		A			
Parnell Square East / Gardiner Row Junction and Rae Cavendish / Parnell Street Junction	C200 - C450	Segregation	No cycle facilities are present for 45m along the SB link	D	Well separated at mid-link with some conflict at intersections	A	High Positive	High	Profound
		Number of Adjacent Cyclists / Width	No specific bicycle facilities. No provision (therefore no width) present.	D	Each cycle lane has capacity for cycling two abreast and / or overtaking (2.0m, 1+1). Cycle tracks designed to standard at 2.0m wide.	A			
		Junction Treatment	Cyclists share green time with general traffic with cycle facilities (advanced stacking locations / cycle lanes) available up to the junction but don't continue through	C	Cyclists get green signal priority at signalised junctions / has priority across uncontrolled junctions.	A+			

		Overall		D		A			
Parnell Square West and the Dorset Street Upper / Granby Row Junction	D374 - D0	Segregation	No cycle facilities are present for 45m along the SB link	D	Bicycle share traffic or bus lanes	C	Low Positive	High	Moderate
		Number of Adjacent Cyclists / Width	No specific bicycle facilities. No provision (therefore no width) present.	D	Each cycle lane has capacity for cycling two abreast and / or overtaking (2.0m, 1+1). Cycle tracks designed to standard at 2.0m wide.	A			
		Junction Treatment	No specific bicycle facilities at junctions.	D	No specific bicycle facilities at junctions along Parnell Square West	D			
		Overall		D		C			

Appendix A6.4.3: Average Bus Journey Times

Table 18: 2028 AM and PM Peak Hour Journey Times

PT Line	Direction	Peak Period	DoMinimum	DoSomething	Abs Diff	% Diff
4001	L89: Swords Airside Term to The Full Shilling	AM Peak Hour	4.0	5.4	1.4	34%
		PM Peak Hour	3.2	4.1	1.0	30%
4002	L89: The Full Shilling to Swords Airside Term	AM Peak Hour	2.6	3.9	1.3	50%
		PM Peak Hour	2.5	3.5	1.0	39%
4007	A1: Ballycullen Road (Hunter's Avenue) to Kilmore_ Beaumont Hospital	AM Peak Hour	16.5	16.3	-0.2	-1%
		PM Peak Hour	18.7	16.5	-2.2	-12%
4008	A1: Kilmore_ Beaumont Hospital to Oldcourt_ Ballycullen Road (Woodstown Park)	AM Peak Hour	21.5	15.1	-6.3	-29%
		PM Peak Hour	26.8	18.1	-8.7	-33%
4009	A2: Dublin Airport to Dundrum_ Outside Luas Station	AM Peak Hour	36.7	29.2	-7.5	-20%
		PM Peak Hour	34.4	31.0	-3.5	-10%
4010	A2: Dundrum_ Outside Luas Station to Dublin Airport	AM Peak Hour	30.5	27.9	-2.5	-8%
		PM Peak Hour	31.3	27.7	-3.6	-11%
4011	A3-: Santry_ Shanliss Road to Tallaght_ The Square Shopping Centre	AM Peak Hour	20.4	14.0	-6.5	-32%
		PM Peak Hour	18.6	16.1	-2.5	-13%
4012	A3-: Tallaght_ The Square Shopping Centre to Santry_ Shanliss Road	AM Peak Hour	15.4	15.0	-0.5	-3%
		PM Peak Hour	17.0	15.4	-1.7	-10%
4013	A4: Abbeyvale to Dundrum (DunLaoghaire-Rathdown)_ Dundrum Shopping Centre	AM Peak Hour	43.8	35.6	-8.2	-19%
		PM Peak Hour	41.7	37.8	-3.9	-9%
4014	A4: Dundrum_ Outside Luas Station to Brackenstown Road	AM Peak Hour	37.8	35.2	-2.6	-7%
		PM Peak Hour	40.0	35.2	-4.9	-12%
4049	F1: Charlestown_ Charlestown Shopping Centre to Tallaght_ The Square Shopping Centre	AM Peak Hour	7.8	4.9	-3.0	-38%
		PM Peak Hour	6.6	5.8	-0.8	-13%
4050	F1: Tallaght_ The Square Shopping Centre to Charlestown_ Charlestown Shopping Centre	AM Peak Hour	6.1	5.2	-0.9	-15%
		PM Peak Hour	8.3	5.1	-3.2	-39%
4051	F2-: Charlestown_ Charlestown Shopping Centre to Wellington Lane	AM Peak Hour	7.9	4.6	-3.3	-42%
		PM Peak Hour	6.8	5.7	-1.0	-15%
4052	F2-: Wellington Lane to Charlestown_ Charlestown Shopping Centre	AM Peak Hour	6.0	5.1	-0.8	-14%
		PM Peak Hour	8.5	5.2	-3.3	-39%
4053	F3: Charlestown_ Charlestown Shopping Centre to Greenhills_ Greenhills College	AM Peak Hour	7.5	4.6	-2.9	-39%
		PM Peak Hour	6.7	5.7	-1.0	-14%
4054	F3: Greenhills_ Greenhills College to Charlestown_ Charlestown Shopping Centre	AM Peak Hour	6.2	5.1	-1.0	-17%
		PM Peak Hour	8.3	5.3	-2.9	-35%
4069	N6: Bayside_ Dublin Road (Kilbarrack Road) to Seamus Ennis Road	AM Peak Hour	2.2	1.8	-0.4	-18%
		PM Peak Hour	2.0	2.4	0.4	22%
4070	N6: Seamus Ennis Road to Dublin Road (James Larkin Road)	AM Peak Hour	1.6	2.3	0.6	39%
		PM Peak Hour	1.3	3.1	1.8	142%

PT Line	Direction	Peak Period	DoMinimum	DoSomething	Abs Diff	% Diff
4140	L81: Dublin Airport to Station Road	AM Peak Hour	2.4	2.5	0.1	6%
		PM Peak Hour	2.3	2.5	0.2	10%
4141	L81: Station Road to Dublin Airport	AM Peak Hour	6.1	6.0	-0.1	-2%
		PM Peak Hour	5.1	5.1	0.0	1%
4142	L83: Dublin Airport to Portrane_ Smarts Lane	AM Peak Hour	6.7	5.6	-1.1	-17%
		PM Peak Hour	7.5	5.5	-1.9	-26%
4143	L83: Portrane_ Smarts Lane to Dublin Airport	AM Peak Hour	11.5	9.3	-2.2	-19%
		PM Peak Hour	10.5	9.8	-0.7	-7%
4144	L85: Balbriggan_ Saint Paul's Crescent to Dublin Airport	AM Peak Hour	11.7	9.5	-2.2	-19%
		PM Peak Hour	10.6	9.9	-0.7	-6%
4145	L85: Dublin Airport to Balbriggan_ Saint Paul's Crescent	AM Peak Hour	6.7	5.4	-1.3	-19%
		PM Peak Hour	7.1	5.5	-1.6	-22%
4207	X79: Belfield_ University College Dublin to Applewood Glen Ellan Road Swords	AM Peak Hour	-	-	-	-
		PM Peak Hour	6.6	5.8	-0.9	-13%
4208	X79: Applewood Glen Ellan Road Swords to Belfield_ University College Dublin	AM Peak Hour	8.2	4.9	-3.4	-41%
		PM Peak Hour	-	-	-	-
4211	X84: Belfield_ University College Dublin to Knocksedan_ Knocksedan	AM Peak Hour	-	-	-	-
		PM Peak Hour	3.2	4.1	0.9	30%
4212	X84: Knocksedan_ Knocksedan to Belfield_ University College Dublin	AM Peak Hour	2.6	3.7	1.1	42%
		PM Peak Hour	-	-	-	-
4223	22: Glen Ellan Road to Merrion Square South	AM Peak Hour	40.3	32.3	-8.0	-20%
		PM Peak Hour	36.8	33.6	-3.2	-9%
4224	22: Merrion Square South to Applewood Community Centre	AM Peak Hour	33.8	32.5	-1.3	-4%
		PM Peak Hour	36.6	35.3	-1.3	-3%
4225	24: Dublin Airport to Merrion Square_ Holles Street	AM Peak Hour	5.7	5.2	-0.4	-8%
		PM Peak Hour	5.6	5.2	-0.4	-8%
4226	24: Merrion Square_ Holles Street to Dublin Airport	AM Peak Hour	2.2	2.3	0.1	3%
		PM Peak Hour	2.3	2.5	0.2	8%
4229	19-: Corballis Road North to Parnell Square East	AM Peak Hour	5.6	5.2	-0.4	-6%
		PM Peak Hour	5.7	5.2	-0.5	-9%
4230	19-: Parnell Square West to Dublin Airport_ Airport Terminal 2	AM Peak Hour	2.1	2.3	0.2	8%
		PM Peak Hour	2.2	2.7	0.5	22%
4253	N8: Clongriffin_ Main Street to Blanchardstown_ Shopping Centre	AM Peak Hour	5.7	5.1	-0.5	-10%
		PM Peak Hour	5.5	5.1	-0.3	-6%
4254	N8: Blanchardstown_ Shopping Centre to Main Street	AM Peak Hour	2.3	2.3	0.0	2%
		PM Peak Hour	2.3	2.4	0.1	3%
4267		AM Peak Hour	14.2	14.2	0.1	0%

PT Line	Direction	Peak Period	DoMinimum	DoSomething	Abs Diff	% Diff
	A9: Kelly's Corner_ Charlotte Way to Whitehall_ Swords Road	PM Peak Hour	15.9	13.9	-2.0	-13%
4268	A9: Whitehall_ Iveragh Road to Kelly's Corner_ Charlotte Way	AM Peak Hour	18.4	13.1	-5.3	-29%
		PM Peak Hour	16.1	16.9	0.8	5%
4269	F9: Stephen's Green_ Stephens Court to Charlestown_ Charlestown Shopping Centre	AM Peak Hour	6.1	5.1	-1.0	-16%
		PM Peak Hour	8.3	5.2	-3.0	-37%
4270	F9: Charlestown_ Charlestown Shopping Centre to Stephen's Green_ Stephens Court	AM Peak Hour	7.7	4.6	-3.0	-39%
		PM Peak Hour	6.8	5.6	-1.2	-18%
4273	L82: Swords_ Dublin Road to Cloughran Roundabout	AM Peak Hour	6.8	7.6	0.9	13%
		PM Peak Hour	4.9	5.1	0.2	3%
4274	L82: Airside Retail Park to Swords_ Cholaiste Choilm	AM Peak Hour	5.6	5.1	-0.4	-8%
		PM Peak Hour	5.6	6.5	0.8	15%

Table 19: 2043 AM and PM Peak Hour Journey Times

PT Line	Direction	Peak Period	DoMinimum	DoSomething	Abs Diff	% Diff
4001	L89: Swords Airside Term to The Full Shilling	AM Peak Hour	6.9	6.3	-0.6	-8%
		PM Peak Hour	3.2	3.9	0.8	24%
4002	L89: The Full Shilling to Swords Airside Term	AM Peak Hour	2.7	3.2	0.6	21%
		PM Peak Hour	2.5	3.7	1.2	46%
4007	A1: Ballycullen Road (Hunter's Avenue) to Kilmore_ Beaumont Hospital	AM Peak Hour	16.3	16.3	0.0	0%
		PM Peak Hour	20.1	16.7	-3.4	-17%
4008	A1: Kilmore_ Beaumont Hospital to Oldcourt_ Ballycullen Road (Woodstown Park)	AM Peak Hour	20.6	15.1	-5.5	-27%
		PM Peak Hour	20.4	18.1	-2.3	-11%
4009	A2: Dublin Airport to Dundrum_ Outside Luas Station	AM Peak Hour	36.7	29.3	-7.4	-20%
		PM Peak Hour	34.6	30.8	-3.8	-11%
4010	A2: Dundrum_ Outside Luas Station to Dublin Airport	AM Peak Hour	30.4	28.1	-2.3	-8%
		PM Peak Hour	32.2	27.9	-4.3	-13%
4011	A3-: Santry_ Shanliss Road to Tallaght_ The Square Shopping Centre	AM Peak Hour	19.9	13.8	-6.1	-31%
		PM Peak Hour	18.8	16.3	-2.5	-13%
4012	A3-: Tallaght_ The Square Shopping Centre to Santry_ Shanliss Road	AM Peak Hour	14.8	15.4	0.5	4%
		PM Peak Hour	18.3	15.4	-3.0	-16%
4013	A4: Abbeyvale to Dundrum (DunLaoghaire-Rathdown)_ Dundrum Shopping Centre	AM Peak Hour	43.4	35.5	-7.8	-18%
		PM Peak Hour	41.8	38.4	-3.4	-8%
4014	A4: Dundrum_ Outside Luas Station to Brackenstown Road	AM Peak Hour	38.2	35.0	-3.2	-8%
		PM Peak Hour	40.5	34.8	-5.7	-14%
4049	F1: Charlestown_ Charlestown Shopping Centre to Tallaght_ The Square Shopping Centre	AM Peak Hour	7.4	4.6	-2.8	-38%
		PM Peak Hour	6.8	5.6	-1.2	-18%
4050	F1: Tallaght_ The Square Shopping Centre to Charlestown_ Charlestown Shopping Centre	AM Peak Hour	6.1	5.3	-0.8	-13%
		PM Peak Hour	10.0	5.3	-4.7	-47%
4051	F2-: Charlestown_ Charlestown Shopping Centre to Wellington Lane	AM Peak Hour	7.5	4.7	-2.7	-37%
		PM Peak Hour	6.9	5.6	-1.3	-19%
4052	F2-: Wellington Lane to Charlestown_ Charlestown Shopping Centre	AM Peak Hour	6.2	5.3	-0.9	-14%
		PM Peak Hour	9.8	5.3	-4.5	-46%
4053	F3: Charlestown_ Charlestown Shopping Centre to Greenhills_ Greenhills College	AM Peak Hour	7.6	4.7	-2.9	-38%
		PM Peak Hour	6.8	5.7	-1.1	-17%
4054	F3: Greenhills_ Greenhills College to Charlestown_ Charlestown Shopping Centre	AM Peak Hour	6.0	5.4	-0.6	-9%
		PM Peak Hour	9.9	5.3	-4.6	-47%
4069	N6: Bayside_ Dublin Road (Kilbarrack Road) to Seamus Ennis Road	AM Peak Hour	2.3	1.7	-0.6	-25%
		PM Peak Hour	1.9	2.2	0.3	17%
4070	N6: Seamus Ennis Road to Dublin Road (James Larkin Road)	AM Peak Hour	1.7	2.2	0.5	29%
		PM Peak Hour	1.3	3.0	1.6	125%

PT Line	Direction	Peak Period	DoMinimum	DoSomething	Abs Diff	% Diff
4140	L81: Dublin Airport to Station Road	AM Peak Hour	2.4	2.5	0.1	3%
		PM Peak Hour	2.3	2.6	0.3	15%
4141	L81: Station Road to Dublin Airport	AM Peak Hour	4.5	6.5	2.0	45%
		PM Peak Hour	5.4	5.3	-0.1	-2%
4142	L83: Dublin Airport to Portrane_ Smarts Lane	AM Peak Hour	6.8	5.5	-1.3	-19%
		PM Peak Hour	7.0	5.7	-1.3	-18%
4143	L83: Portrane_ Smarts Lane to Dublin Airport	AM Peak Hour	9.6	9.2	-0.4	-4%
		PM Peak Hour	10.6	10.1	-0.5	-5%
4144	L85: Balbriggan_ Saint Paul's Crescent to Dublin Airport	AM Peak Hour	9.9	9.2	-0.7	-7%
		PM Peak Hour	10.9	9.9	-1.0	-9%
4145	L85: Dublin Airport to Balbriggan_ Saint Paul's Crescent	AM Peak Hour	6.6	5.5	-1.1	-16%
		PM Peak Hour	7.1	5.5	-1.5	-22%
4207	X79: Belfield_ University College Dublin to Applewood Glen Ellan Road Swords	AM Peak Hour	-	-	-	-
		PM Peak Hour	6.4	5.8	-0.6	-9%
4208	X79: Applewood Glen Ellan Road Swords to Belfield_ University College Dublin	AM Peak Hour	5.9	5.1	-0.9	-14%
		PM Peak Hour	-	-	-	-
4211	X84: Belfield_ University College Dublin to Knocksedan_ Knocksedan	AM Peak Hour	-	-	-	-
		PM Peak Hour	3.4	3.9	0.5	16%
4212	X84: Knocksedan_ Knocksedan to Belfield_ University College Dublin	AM Peak Hour	2.6	3.4	0.7	28%
		PM Peak Hour	-	-	-	-
4223	22: Glen Ellan Road to Merrion Square South	AM Peak Hour	39.7	32.5	-7.2	-18%
		PM Peak Hour	37.5	34.8	-2.7	-7%
4224	22: Merrion Square South to Applewood Community Centre	AM Peak Hour	33.7	32.8	-0.9	-3%
		PM Peak Hour	36.1	35.4	-0.7	-2%
4225	24: Dublin Airport to Merrion Square_ Holles Street	AM Peak Hour	5.8	5.3	-0.5	-9%
		PM Peak Hour	5.6	5.1	-0.5	-8%
4226	24: Merrion Square_ Holles Street to Dublin Airport	AM Peak Hour	2.2	2.2	0.0	0%
		PM Peak Hour	2.3	2.5	0.2	7%
4229	19-: Corballis Road North to Parnell Square East	AM Peak Hour	5.4	5.3	-0.1	-2%
		PM Peak Hour	5.5	5.2	-0.3	-5%
4230	19-: Parnell Square West to Dublin Airport_ Airport Terminal 2	AM Peak Hour	2.1	2.3	0.2	10%
		PM Peak Hour	2.3	2.4	0.1	5%
4253	N8: Clongriffin_ Main Street to Blanchardstown_ Shopping Centre	AM Peak Hour	5.6	5.3	-0.3	-6%
		PM Peak Hour	5.5	5.2	-0.4	-7%
4254	N8: Blanchardstown_ Shopping Centre to Main Street	AM Peak Hour	2.3	2.3	0.1	4%
		PM Peak Hour	2.2	2.6	0.4	18%
4267		AM Peak Hour	14.1	14.3	0.2	2%

PT Line	Direction	Peak Period	DoMinimum	DoSomething	Abs Diff	% Diff
	A9: Kelly's Corner_ Charlotte Way to Whitehall_ Swords Road	PM Peak Hour	17.5	13.9	-3.6	-20%
4268	A9: Whitehall_ Iveragh Road to Kelly's Corner_ Charlotte Way	AM Peak Hour	17.6	13.0	-4.5	-26%
		PM Peak Hour	16.7	16.6	-0.1	-1%
4269	F9: Stephen's Green_ Stephens Court to Charlestown_ Charlestown Shopping Centre	AM Peak Hour	6.1	5.2	-0.8	-14%
		PM Peak Hour	9.9	5.5	-4.4	-44%
4270	F9: Charlestown_ Charlestown Shopping Centre to Stephen's Green_ Stephens Court	AM Peak Hour	7.4	4.7	-2.7	-36%
		PM Peak Hour	7.0	5.8	-1.2	-17%
4273	L82: Swords_ Dublin Road to Cloughran Roundabout	AM Peak Hour	9.3	7.9	-1.4	-15%
		PM Peak Hour	5.1	5.5	0.4	9%
4274	L82: Airside Retail Park to Swords_ Cholaiste Choilm	AM Peak Hour	4.7	5.5	0.8	16%
		PM Peak Hour	5.5	6.0	0.5	10%

Appendix A6.4.4: Bus Impact Assessment Summary

Table 20: Significance of Quantitative Bus Impact Assessment

Significance of Impact		Description of Impact / Proposed Changes
Profound	Positive	Significant journey time and reliability benefits for bus users, where DoSomething proposals obliterate all major obstacles for bus journey times and reliability in the DoMinimum.
	Negative	Significant journey time and reliability reductions for bus users, where DoSomething proposals obliterates all major bus journey time and reliability benefits in the DoMinimum.
Very Significant	Positive	Significant journey time and reliability benefits for bus users, where DoSomething proposals removes nearly all major obstacles for bus journey times and reliability in the DoMinimum.
	Negative	Significant journey time and reliability reductions for bus users, where DoSomething proposals removes nearly all major bus journey time and reliability benefits in the DoMinimum.
Significant	Positive	Significant journey time and reliability benefits for bus users, where DoSomething proposals removes most obstacles for bus journey times and reliability in the DoMinimum.
	Negative	Significant journey time and reliability reductions for bus users, where DoSomething proposals removes most bus journey time and reliability benefits in the DoMinimum.
Moderate	Positive	Notable journey time and reliability benefits for bus users outweighing any minor disbenefits.
	Negative	Notable journey time and reliability reductions for bus users, with disbenefits outweighing any minor benefits.
Slight	Positive	Notable journey time and reliability benefits for bus users, with benefits slightly outweighing any disbenefits.
	Negative	Notable journey time and reliability reductions for bus users, with disbenefits slightly outweighing any benefits.
Not Significant	Positive	Notable journey time and reliability benefits for bus users, but with no significant consequences.
	Negative	Notable journey time and reliability reductions for bus users, but with no significant consequences.
Imperceptible	Positive	Negligible journey time and reliability benefits for bus users, with no significant consequences.
	Negative	Negligible journey time and reliability reductions, with no significant consequences.

Appendix A6.4.5: General Traffic Assessment

Table 21: 2028 AM Peak Hour Junction Analysis

Location							Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Ranges		Description of Impact	Significance of Effects
Orientation	Map ID	Road Name	NavTeq Functional Class	Road Sensitivity	Junction ID	Junction Name	DoMinimum Flow	DoSomething Flow	DoMinimum VoC	DoSomething VoC	DoMinimum VoC	DoSomething VoC		
Charlestown	AI.02	Charlestown Place	3	Low	18287	R104 / Melville Road / St. Margarets Road / Charlestown Place	1281	1463	26	26	≤85%	≤85%	Negligible	Not Significant
Charlestown	AI.02	Poppintree Park Lane	4	Medium	18240	Poppintree Park Lane / Poppintree Park Lane / Parkview Road	833	978	24	33	≤85%	≤85%	Negligible	Not Significant
Charlestown	AI.02	Poppintree Park Lane	4	Medium	18261	Jamestown Road / Melville Road / Poppintree Park Ln West	1109	1258	43	45	≤85%	≤85%	Negligible	Not Significant
Charlestown	AI.02	R108	2	Negligible	17222	R108 / R108	3873	4122	92	94	85% - 100%	85% - 100%	Negligible	Imperceptible
Charlestown	AI.02	R108	2	Negligible	18235	R108 / R108	1087	1247	57	89	≤85%	85% - 100%	Low	Not Significant
Charlestown	AI.02	R122	3	Low	35661	R122 / R122 / R108	1462	1543	70	70	≤85%	≤85%	Negligible	Not Significant
Charlestown	AI.02	R122	3	Low	36469	R122 / R122	1005	1180	50	64	≤85%	≤85%	Negligible	Not Significant
Charlestown	AI.02	R135	5	High	15164	R135 / R135 / 5	2289	2487	95	97	85% - 100%	85% - 100%	Negligible	Not Significant
Charlestown	AI.02	R135	3	Low	15165	R135 / North Road / R135	4379	4606	100	100	85% - 100%	85% - 100%	Negligible	Not Significant
Charlestown	AI.02	R135	3	Low	18417	R135 / North Road / R135	1650	1837	61	61	≤85%	≤85%	Negligible	Not Significant
Charlestown	AI.02	St Margarets Road	5	High	18228	St Margarets Road / St Margarets Road	2076	2231	96	95	85% - 100%	85% - 100%	Negligible	Not Significant
Charlestown	AI.02	St Margarets Road	5	High	18230	St Margarets Road / / St Margarets Road	843	978	22	28	≤85%	≤85%	Negligible	Not Significant
Charlestown	AI.02	St Margarets Road	5	High	18313	St Margarets Road / St Margarets Road / Mayeston Lawn	659	766	30	32	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Ballybough Road	3	Low	2184	Ballybough Road / Ballybough Road / Spring Garden Street	1869	2015	32	37	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Ballybough Road	3	Low	2185	Ballybough Road / Clonliffe Avenue / Ballybough Road	1903	2016	32	37	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Ballybough Road	3	Low	2607	Bayview Avenue / Ballybough Road / Clonliffe Avenue / Ballybough Road	1893	2037	65	75	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Ballybough Road	3	Low	2225	Clonliffe Road / Ballybough Road / Ballybough Road / Poplar Row	2678	2590	100	70	85% - 100%	≤85%	Low Positive	Low Positive
City Centre	AI.07	Ballybough Road	3	Low	2231	Summerhill Parade / William Street North / Summerhill Parade	1935	2097	33	38	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Ballybough Road	3	Low	2371	Foster Terrace / Charleville Avenue / Ballybough Road / Ballybough Road	1935	2103	34	38	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Belvedere Place	5	High	2348	Belvidere Court / Belvedere Place / Belvedere Place	174	272	15	11	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Belvedere Place	5	High	2428	Belvedere Place / Mountjoy Square East / Mountjoy Square East / Mountjoy Square North	104	390	12	33	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Belvedere Road	1	Negligible	2188	Sherrard Street Upper / Sherrard Street Lower / North Circular Road / Belvedere Place / Belvedere Road / North Circular Road	909	1106	53	51	≤85%	≤85%	Negligible	Imperceptible
City Centre	AI.07	Belvedere Road	1	Negligible	2313	Dorset Street Lower	3082	1582	100	84	85% - 100%	≤85%	Low Positive	Low Positive
City Centre	AI.07	Bolton Street	3	Low	2124	Bolton Street / Henrietta Street / Bolton Street	1769	1239	25	35	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Dublin Port Tunnel	5	High	13478	M50 / M50 / M50	2633	2393	70	47	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Charles Street Great	5	High	2172	Charles Street Great / Emmet Street / Charles Street Great	177	351	13	37	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Charles Street Great	5	High	2431	Mountjoy Square East / Charles Street Great / Mountjoy Square East	348	658	30	63	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Denmark Street Great	4	Medium	2399	North Great Georges Street / Denmark Street Great / Denmark Street Great	394	510	22	19	≤85%	≤85%	Negligible	Not Significant

City Centre	AI.07	Dominick Street Lower	5	High	2407	Dominick Street Upper / Bolton Street / Dorset Street Upper / Dominick Street Lower	1834	1219	55	33	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Dominick Street Lower	5	High	2448	Dominick Lane / Dominick Street Lower / Dominick Street Lower	73	199	5	14	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Emmet Street	5	High	2236	North Circular Road / Emmet Street / Fitzgibbon Street / Russell Street / North Circular Road	949	1360	36	45	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Emmet Street	5	High	2236	North Circular Road / Emmet Street / Fitzgibbon Street / Russell Street / North Circular Road	949	1360	36	45	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Fitzgibbon Street	5	High	2442	Fitzgibbon Street / Fitzgibbon Lane / Fitzgibbon Street	81	267	4	11	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Gardiner Row	4	Medium	2189	Frederick Street North / Frederick Street North / Parnell Square North / Gardiner Row	998	1025	80	92	≤85%	85% - 100%	Low	Moderate
City Centre	AI.07	Gardiner Row	4	Medium	2344	Rutland Place / Gardiner Row / Denmark Street Great	391	507	15	19	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Grenville Street	5	High	2108	Hill Street / Grenville Street / Hill Street	450	663	25	38	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Grenville Street	5	High	2232	Grenville Street / Mountjoy Square West / Gardiner Street Middle	1566	1213	66	91	≤85%	85% - 100%	Low	Moderate
City Centre	AI.07	Hill Street	4	Medium	2273	Bath Lane / Hill Street / Hill Street	492	712	20	28	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Hill Street	4	Medium	2423	Gardiner Place / Denmark Street Great / Hill Street / Temple Street North	695	923	56	55	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Iona Road	5	High	3213	Botanic Road / Botanic Road / Iona Road	1295	1267	71	63	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Iona Road	5	High	3219	Iona Park / Iona Road / Iona Road	177	355	18	29	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Mountjoy Square North	4	Medium	2350	Mountjoy Square West / Gardiner Place / Gardiner Street / Gardiner Street	1489	1041	35	31	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Mountjoy Square South	4	Medium	2427	Gardiner Street Middle / Mountjoy Square South / Gardiner Street Middle	1711	1653	52	97	≤85%	85% - 100%	Low	Moderate
City Centre	AI.07	North Circular Road	1	Negligible	3102	North Circular Road / Phibsborough Road / Phibsborough Road / North Circular Road	2946	3100	62	61	≤85%	≤85%	Negligible	Imperceptible
City Centre	AI.07	North Circular Road	1	Negligible	3230	North Circular Road / Royal Canal Bank / North Circular Road	1828	1930	58	61	≤85%	≤85%	Negligible	Imperceptible
City Centre	AI.07	North Circular Road	1	Negligible	3130	Goldsmith Street / North Circular Road / North Circular Road / North Circular Road	1820	1922	57	60	≤85%	≤85%	Negligible	Imperceptible
City Centre	AI.07	North Circular Road	1	Negligible	3269	North Circular Road / Berkeley Road / North Circular Road	1808	1916	71	78	≤85%	≤85%	Negligible	Imperceptible
City Centre	AI.07	Parnell Square West	3	Low	2413	Parnell Square West / Granby Place / Parnell Square West	799	670	21	30	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Parnell Square West	3	Low	2111	Parnell Square West / Parnell Square North / Granby Row	771	635	21	46	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Parnell Street	4	Medium	2118	Parnell Street / Wolfe Tone Street / Parnell Street	563	641	46	41	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Parnell Street	4	Medium	2451	Kings Inns Street / Parnell Street	798	1008	96	98	85% - 100%	85% - 100%	Negligible	Not Significant
City Centre	AI.07	Parnell Street	4	Medium	2120	Moore Street / Moore Street / Parnell Street / Parnell Street	305	539	16	25	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Parnell Street	4	Medium	2357	Parnell Street / Parnell Street	726	887	41	41	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Parnell Street	4	Medium	2178	Parnell Street / Cumberland Street / Parnell Street	1003	1097	39	51	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Parnell Street	4	Medium	2275	Gardiner Street Lower / Summerhill / Summerhill / Gardiner Street Middle / Parnell Street	2408	2492	57	60	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Parnell Street	4	Medium	2354	Parnell Street / Hill Street / Parnell Street	804	872	54	53	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Parnell Street	4	Medium	2179	Parnell Street / Parnell Street / North Great Georges Street	802	840	25	36	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Parnell Street	4	Medium	2180	Parnell Street / Parnell Street / Marlborough Street	654	728	44	61	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Parnell Street	4	Medium	2289	Parnell Street	375	490	26	31	≤85%	≤85%	Negligible	Not Significant

City Centre	AI.07	Parnell Street	4	Medium	2297	Moore Street / Parnell Street / Parnell Street	419	538	23	30	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Parnell Street	4	Medium	2292	Parnell Street / Jervis Street / Parnell Street	342	473	11	17	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Parnell Street	4	Medium	2434	Cavendish Row / Parnell Street / O'Connell Street Upper / Parnell Street	954	970	89	94	85% - 100%	85% - 100%	Negligible	Not Significant
City Centre	AI.07	Parnell Street	4	Medium	2435	R132 / Parnell Street / Parnell Street / O'Connell Street Upper	425	860	38	79	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Phibsborough Road	1	Negligible	30802	Phibsborough Road	1236	1385	83	90	≤85%	85% - 100%	Low	Not Significant
City Centre	AI.07	Phibsborough Road	1	Negligible	3283	Phibsborough Road	1353	1523	59	69	≤85%	≤85%	Negligible	Imperceptible
City Centre	AI.07	Phibsborough Road	1	Negligible	12274	Deverys Lane / Phibsborough Road / Phibsborough Road / Connaught Street	1274	1416	54	72	≤85%	≤85%	Negligible	Imperceptible
City Centre	AI.07	St Alphonsus Road Upper	5	High	3209	St Alphonsus Road Upper / St Patricks Road / St Alphonsus Road Upper	196	392	8	12	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	St Alphonsus Road Upper	5	High	3234	Iona Road / Crawford Avenue	184	350	8	12	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Summerhill	4	Medium	2177	Summerhill / Buckingham Street Upper / Summerhill	1193	1440	27	32	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Summerhill	4	Medium	2356	Summerhill / Rutland Street Lower / Summerhill	1039	1290	17	23	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Summerhill	4	Medium	2455	Summerhill Parade / Portland Row / North Circular Road / Summerhill	2481	2707	92	93	85% - 100%	85% - 100%	Negligible	Not Significant
City Centre	AI.07	Wellington Street Lower	5	High	2218	Dorset Street Upper / Wellington Street Lower / Dorset Street Upper	1470	898	86	45	85% - 100%	≤85%	Low Positive	Low Positive
City Centre	AI.07	Wellington Street Lower	5	High	3103	Wellington Street Lower / Wellington Street Upper / Mountjoy Street / Mountjoy Street	788	853	30	25	≤85%	≤85%	Negligible	Not Significant
Drumcondra	AI.06	Botanic Avenue	5	High	10103	Botanic Avenue / Glendalough Road / Botanic Avenue	546	459	18	19	≤85%	≤85%	Negligible	Not Significant
Drumcondra	AI.06	Botanic Avenue	5	High	40512	Botanic Avenue / St Malachys Road / Botanic Avenue	294	431	11	11	≤85%	≤85%	Negligible	Not Significant
Drumcondra	AI.06	Botanic Avenue	4	Medium	10133	Botanic Avenue / Botanic Avenue / Daneswell Road	255	396	9	11	≤85%	≤85%	Negligible	Not Significant
Drumcondra	AI.06	Botanic Avenue	4	Medium	10176	Botanic Avenue / Botanic Avenue / St Mobhi Road / St Mobhi Road	1114	1159	94	60	85% - 100%	≤85%	Low Positive	Low Positive
Drumcondra	AI.06	Church Avenue	5	High	13156	Church Avenue / Church Avenue / Ormond Road	220	321	22	22	≤85%	≤85%	Negligible	Not Significant
Drumcondra	AI.06	Church Avenue	5	High	13495	Church Avenue / Grace Park Road / Grace Park Road	1242	1240	42	44	≤85%	≤85%	Negligible	Not Significant
Drumcondra	AI.06	Jones Road	4	Medium	2337	Clonliffe Road / Clonliffe Road / Jones'S Road / Clonliffe Road	906	774	42	73	≤85%	≤85%	Negligible	Not Significant
Drumcondra	AI.06	Jones Road	4	Medium	2445	Russell Street / Wellesley Place / Russell Street	443	933	15	32	≤85%	≤85%	Negligible	Not Significant
Drumcondra	AI.06	Jones'S Road	4	Medium	2445	Russell Street / Wellesley Place / Russell Street	443	933	15	32	≤85%	≤85%	Negligible	Not Significant
Drumcondra	AI.06	Prospect Road	1	Negligible	3253	Prospect Road / Prospect Road / Whitworth Road	1809	1811	102	104	>100%	>100%	Negligible	Imperceptible
Drumcondra	AI.06	Prospect Road	1	Negligible	3256	Phibsborough Road / Royal Canal Bank / Prospect Road	1460	1629	72	85	≤85%	≤85%	Negligible	Imperceptible
Drumcondra	AI.06	Richmond Road	4	Medium	10211	Drumcondra Road Upper / Millmount Avenue / Drumcondra Road Upper / Richmond Road	2028	1581	59	93	≤85%	85% - 100%	Low	Moderate
Drumcondra	AI.06	Richmond Road	4	Medium	13525	Richmond Road	510	760	25	30	≤85%	≤85%	Negligible	Not Significant
Drumcondra	AI.06	Richmond Road	4	Medium	13469	Richmond Road / Richmond Road / Grace Park Road	1314	1432	93	90	85% - 100%	85% - 100%	Negligible	Not Significant
Kilmore	AI.04	Beaumont Road	4	Medium	13190	Beaumont Road / Beaumont Road / The Thatch Road	965	1016	41	36	≤85%	≤85%	Negligible	Not Significant
Kilmore	AI.04	Beaumont Road	4	Medium	13196	Grace Park Road / Beaumont Road / Collins Avenue / Collins Avenue	2306	1993	98	75	85% - 100%	≤85%	Low Positive	Low Positive
Kilmore	AI.04	Malahide Road	5	High	17182	R139 / R139 / Malahide Road / Malahide Road	4742	4769	107	108	>100%	>100%	Negligible	Not Significant
Kilmore	AI.04	Malahide Road	5	High	17226	Malahide Road	2777	2814	66	66	≤85%	≤85%	Negligible	Not Significant
Kilmore	AI.04	Malahide Road	5	High	35864	Malahide Road / Chapel Road / Malahide Road	1804	1873	103	107	>100%	>100%	Negligible	Not Significant
Kilmore	AI.04	Malahide Road	5	High	35866	Kinsaley / Malahide Road / Malahide Road	1101	1235	49	58	≤85%	≤85%	Negligible	Not Significant

Kilmore	AI.04	Malahide Road	5	High	35867	Malahide Road / Malahide Road / Baskin Lane	1918	1964	78	79	≤85%	≤85%	Negligible	Not Significant
Kilmore	AI.04	Malahide Road	5	High	36437	Malahide Road / Myra Manor / Feltrim Road / Malahide Road	1101	1235	68	83	≤85%	≤85%	Negligible	Not Significant
Kilmore	AI.04	Oscar Traynor Road	3	Low	13462	Oscar Traynor Road	1668	1868	74	85	≤85%	≤85%	Negligible	Not Significant
Santry	AI.03	Ballymun Road	4	Medium	18202	Ballymun Road / Ballymun Road	1209	1381	67	76	≤85%	≤85%	Negligible	Not Significant
Santry	AI.03	Ballymun Road	4	Medium	10203	Ballymun Road / Ballymun Road / Glasnevin Avenue	3079	3086	101	101	>100%	>100%	Negligible	Not Significant
Santry	AI.03	Northwood	5	High	17168	Northwood	2584	2902	92	89	85% - 100%	85% - 100%	Negligible	Not Significant
Santry	AI.03	Northwood	5	High	17223	Northwood	1272	1574	44	52	≤85%	≤85%	Negligible	Not Significant
Santry	AI.03	Northwood	1	Negligible	17169	M50	1868	1885	60	62	≤85%	≤85%	Negligible	Imperceptible
Santry	AI.03	Northwood Avenue	5	High	17195	Northwood Avenue / Northwood Avenue	881	959	32	40	≤85%	≤85%	Negligible	Not Significant
Santry	AI.03	Northwood Avenue	5	High	17196	Northwood Avenue / Temple Court / Northwood Avenue	1005	1234	64	75	≤85%	≤85%	Negligible	Not Significant
Santry	AI.03	Northwood Avenue	5	High	17203	Northwood Avenue / Northwood Avenue	852	1134	42	59	≤85%	≤85%	Negligible	Not Significant
Santry	AI.03	Shanliss Road	4	Medium	18159	Shanard Road / Shanliss Road / Shanliss Road	178	339	10	21	≤85%	≤85%	Negligible	Not Significant
Santry	AI.03	Shanliss Road	4	Medium	18203	Oldtown Road / Shanliss Road / Shanliss Road	369	560	17	20	≤85%	≤85%	Negligible	Not Significant
Santry	AI.03	Shanliss Road	4	Medium	18204	Shanliss Road / Shanliss Avenue / Shanliss Road	178	339	7	13	≤85%	≤85%	Negligible	Not Significant
Santry	AI.03	Shanliss Road	4	Medium	18160	Shanliss Road / Shanliss Drive / Shanliss Road	173	359	7	15	≤85%	≤85%	Negligible	Not Significant
Santry	AI.03	Shanliss Road	5	High	18406	Shanliss Road / Shanliss Road	188	401	11	24	≤85%	≤85%	Negligible	Not Significant
Santry	AI.03	Shanliss Road	4	Medium	18161	Shanard Avenue / Shanliss Road / Shanliss Road	302	529	9	17	≤85%	≤85%	Negligible	Not Significant
Santry	AI.03	Shanliss Road	4	Medium	18201	Ballymun Road / Ballymun Road	1318	1559	65	93	≤85%	85% - 100%	Low	Moderate
Santry	AI.03	Shanliss Road	4	Medium	18206	Shanliss Road / Oldtown Avenue / Shanliss Road	302	526	9	17	≤85%	≤85%	Negligible	Not Significant
Santry	AI.03	Shanowen Road	5	High	18199	Shanowen Road / Shanowen Drive / Shanowen Road	518	629	25	26	≤85%	≤85%	Negligible	Not Significant
Swords	AI.01	Drinan Interchange	3	Low	39302	Drinan Interchange	1281	1455	67	77	≤85%	≤85%	Negligible	Not Significant
Swords	AI.01	R132	3	Low	30437	R132 / R132	558	661	34	33	≤85%	≤85%	Negligible	Not Significant
Swords	AI.01	Swords Road	3	Low	37680	Swords Road / Swords Road	931	1193	36	42	≤85%	≤85%	Negligible	Not Significant
Whitehall	AI.05	Collins Avenue Extension	3	Low	10152	Albert College Park / Collins Avenue Extension / Collins Avenue Extension	1017	1131	35	47	≤85%	≤85%	Negligible	Not Significant
Whitehall	AI.05	Collins Avenue Extension	3	Low	10169	Collins Avenue Extension / Shanowen Avenue / Collins Avenue Extension / Collins Avenue Extension	989	1111	55	78	≤85%	≤85%	Negligible	Not Significant
Whitehall	AI.05	Collins Avenue Extension	3	Low	18371	Collins Avenue Extension	1228	1315	47	69	≤85%	≤85%	Negligible	Not Significant
Whitehall	AI.05	Collins Avenue West	3	Low	10157	Collins Avenue West / Larkhill Road / Iveragh Road / Collins Avenue West	988	1076	29	45	≤85%	≤85%	Negligible	Not Significant
Whitehall	AI.05	Collins Avenue West	3	Low	10158	Larkhill Road / Collins Avenue West / Collins Avenue Extension / Falcarragh Road	1124	1224	31	42	≤85%	≤85%	Negligible	Not Significant

Table 22: 2043 AM Junction Analysis

Location							Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Ranges		Description of Impact	Significance of Effects
Orientation	Map ID	Road Name	NavTeq Functional Class	Road Sensitivity	Junction ID	Junction Name	DoMinimum Flow	DoSomething Flow	DoMinimum VoC	DoSomething VoC	DoMinimum VoC	DoSomething VoC		
Charlestown	AI.02	R135	5	High	15164	R135 / R135 / 5	1878	1903	80	79	≤85%	≤85%	Negligible	Not Significant
Charlestown	AI.02	R135	3	Low	15165	R135 / North Road / R135	4189	4208	104	105	>100%	>100%	Negligible	Not Significant
Charlestown	AI.02	R135	3	Low	18417	R135 / North Road / R135	1567	1590	65	60	≤85%	≤85%	Negligible	Not Significant
Charlestown	AI.02	R108	2	Negligible	17222	R108 / R108	3460	3618	76	80	≤85%	≤85%	Negligible	Imperceptible
Charlestown	AI.02	St Margarets Road	5	High	18228	St Margarets Road / St Margarets Road	1876	1851	102	102	>100%	>100%	Negligible	Not Significant
Charlestown	AI.02	St Margarets Road	5	High	18230	St Margarets Road / / St Margarets Road	585	580	16	15	≤85%	≤85%	Negligible	Not Significant
Charlestown	AI.02	Charlestown Place	3	Low	18287	R104 / Melville Road / St. Margarets Road / Charlestown Place	1078	1107	28	28	≤85%	≤85%	Negligible	Not Significant
Charlestown	AI.02	R108	2	Negligible	18235	R108 / R108	1083	1172	42	70	≤85%	≤85%	Negligible	Imperceptible
Charlestown	AI.02	Poppintree Park Lane	4	Medium	18240	Poppintree Park Lane / Poppintree Park Lane / Parkview Road	494	500	17	17	≤85%	≤85%	Negligible	Not Significant
Charlestown	AI.02	Poppintree Park Lane	4	Medium	18261	Jamestown Road / Melville Road / Poppintree Park Ln West	676	705	34	33	≤85%	≤85%	Negligible	Not Significant
Charlestown	AI.02	St Margarets Road	5	High	18313	St Margarets Road / St Margarets Road / Mayeston Lawn	431	416	17	17	≤85%	≤85%	Negligible	Not Significant
Charlestown	AI.02	R122	3	Low	35661	R122 / R122 / R108	1567	1669	62	64	≤85%	≤85%	Negligible	Not Significant
Charlestown	AI.02	R122	3	Low	36469	R122 / R122	1155	1199	72	81	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Grenville Street	5	High	2108	Hill Street / Grenville Street / Hill Street	367	589	22	38	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Grenville Street	5	High	2232	Grenville Street / Mountjoy Square West / Gardiner Street Middle	1474	1065	77	94	≤85%	85% - 100%	Low	Moderate
City Centre	AI.07	Hill Street	4	Medium	2273	Bath Lane / Hill Street / Hill Street	400	625	15	27	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Parnell Street	4	Medium	2118	Parnell Street / Wolfe Tone Street / Parnell Street	657	667	60	59	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Parnell Street	4	Medium	2451	Kings Inns Street / Parnell Street	923	1002	75	74	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Parnell Street	4	Medium	2120	Moore Street / Moore Street / Parnell Street / Parnell Street	346	406	13	18	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Bolton Street	3	Low	2124	Bolton Street / Henrietta Street / Bolton Street	1542	1091	20	14	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Parnell Street	4	Medium	2357	Parnell Street / Parnell Street	782	804	45	44	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Charles Street Great	5	High	2172	Charles Street Great / Emmet Street / Charles Street Great	128	292	9	30	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Charles Street Great	5	High	2431	Mountjoy Square East / Charles Street Great / Mountjoy Square East	220	562	21	53	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Summerhill	4	Medium	2177	Summerhill / Buckingham Street Upper / Summerhill	1025	1203	27	27	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Summerhill	4	Medium	2356	Summerhill / Rutland Street Lower / Summerhill	844	1044	14	18	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Summerhill	4	Medium	2455	Summerhill Parade / Portland Row / North Circular Road / Summerhill	2113	2385	55	67	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Parnell Street	4	Medium	2178	Parnell Street / Cumberland Street / Parnell Street	788	808	28	37	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Parnell Street	4	Medium	2275	Gardiner Street Lower / Summerhill / Summerhill / Gardiner Street Middle / Parnell Street	2213	2200	58	59	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Parnell Street	4	Medium	2354	Parnell Street / Hill Street / Parnell Street	594	604	21	32	≤85%	≤85%	Negligible	Not Significant

City Centre	AI.07	Parnell Street	4	Medium	2179	Parnell Street / Parnell Street / North Great Georges Street	584	580	16	21	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Parnell Street	4	Medium	2180	Parnell Street / Parnell Street / Marlborough Street	552	473	29	35	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Ballybough Road	3	Low	2184	Ballybough Road / Ballybough Road / Spring Garden Street	1606	1780	28	32	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Ballybough Road	3	Low	2185	Ballybough Road / Clonliffe Avenue / Ballybough Road	1625	1773	28	32	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Ballybough Road	3	Low	2607	Bayview Avenue / Ballybough Road / Clonliffe Avenue / Ballybough Road	1621	1793	56	64	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Ballybough Road	3	Low	2225	Clonliffe Road / Ballybough Road / Ballybough Road / Poplar Row	2311	2245	100	50	85% - 100%	≤85%	Low Positive	Low Positive
City Centre	AI.07	Belvedere Road	1	Negligible	2188	Sherrard Street Upper / Sherrard Street Lower / North Circular Road / Belvedere Place / Belvedere Road / North Circular Road	792	1016	43	48	≤85%	≤85%	Negligible	Imperceptible
City Centre	AI.07	Belvedere Road	1	Negligible	2313	Dorset Street Lower	2890	1521	89	80	85% - 100%	≤85%	Low Positive	Low Positive
City Centre	AI.07	Gardiner Row	4	Medium	2189	Frederick Street North / Frederick Street North / Parnell Square North / Gardiner Row	914	1024	90	100	85% - 100%	85% - 100%	Negligible	Not Significant
City Centre	AI.07	Gardiner Row	4	Medium	2344	Rutland Place / Gardiner Row / Denmark Street Great	256	490	9	20	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Wellington Street Lower	5	High	2218	Dorset Street Upper / Wellington Street Lower / Dorset Street Upper	1412	913	79	46	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Wellington Street Lower	5	High	3103	Wellington Street Lower / Wellington Street Upper / Mountjoy Street / Mountjoy Street	729	781	27	24	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Ballybough Road	3	Low	2231	Summerhill Parade / William Street North / Summerhill Parade	1608	1794	28	32	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Ballybough Road	3	Low	2371	Foster Terrace / Charleville Avenue / Ballybough Road / Ballybough Road	1631	1819	29	33	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Emmet Street	5	High	2236	North Circular Road / Emmet Street / Fitzgibbon Street / Russell Street / North Circular Road	791	1131	35	40	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Hill Street	4	Medium	2423	Gardiner Place / Denmark Street Great / Hill Street / Temple Street North	564	796	41	43	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Parnell Street	4	Medium	2289	Parnell Street	437	526	30	35	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Parnell Street	4	Medium	2297	Moore Street / Parnell Street / Parnell Street	499	588	25	31	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Parnell Street	4	Medium	2292	Parnell Street / Jarvis Street / Parnell Street	408	423	17	17	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Denmark Street Great	4	Medium	2399	North Great Georges Street / Denmark Street Great / Denmark Street Great	259	493	9	20	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Fitzgibbon Street	5	High	2442	Fitzgibbon Street / Fitzgibbon Lane / Fitzgibbon Street	67	159	3	6	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Belvedere Place	5	High	2348	Belvidere Court / Belvedere Place / Belvedere Place	124	270	12	10	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Belvedere Place	5	High	2428	Belvedere Place / Mountjoy Square East / Mountjoy Square East / Mountjoy Square North	67	309	6	34	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Mountjoy Square North	4	Medium	2350	Mountjoy Square West / Gardiner Place / Gardiner Street / Gardiner Street	1309	757	30	25	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Dominick Street Lower	5	High	2407	Dominick Street Upper / Bolton Street / Dorset Street Upper / Dominick Street Lower	1541	1123	43	33	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Dominick Street Lower	5	High	2448	Dominick Lane / Dominick Street Lower / Dominick Street Lower	54	79	4	5	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Parnell Square West	3	Low	2413	Parnell Square West / Granby Place / Parnell Square West	929	696	24	36	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Parnell Square West	3	Low	2111	Parnell Square West / Parnell Square North / Granby Row	903	665	24	48	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Mountjoy Square South	4	Medium	2427	Gardiner Street Middle / Mountjoy Square South / Gardiner Street Middle	1578	1474	44	88	≤85%	85% - 100%	Low	Moderate
City Centre	AI.07	Parnell Street	4	Medium	2434	Cavendish Row / Parnell Street / O'Connell Street Upper / Parnell Street	909	794	96	93	85% - 100%	85% - 100%	Negligible	Not Significant
City Centre	AI.07	Parnell Street	4	Medium	2435	R132 / Parnell Street / Parnell Street / O'Connell Street Upper	450	741	69	92	≤85%	85% - 100%	Low	Moderate

City Centre	AI.07	North Circular Road	1	Negligible	3102	North Circular Road / Phibsborough Road / Phibsborough Road / North Circular Road	2708	2898	55	57	≤85%	≤85%	Negligible	Imperceptible
City Centre	AI.07	North Circular Road	1	Negligible	3230	North Circular Road / Royal Canal Bank / North Circular Road	1624	1711	47	50	≤85%	≤85%	Negligible	Imperceptible
City Centre	AI.07	Phibsborough Road	1	Negligible	30802	Phibsborough Road	1156	1336	75	84	≤85%	≤85%	Negligible	Imperceptible
City Centre	AI.07	North Circular Road	1	Negligible	3130	Goldsmith Street / North Circular Road / North Circular Road / North Circular Road	1626	1713	46	50	≤85%	≤85%	Negligible	Imperceptible
City Centre	AI.07	North Circular Road	1	Negligible	3269	North Circular Road / Berkeley Road / North Circular Road	1605	1707	69	71	≤85%	≤85%	Negligible	Imperceptible
City Centre	AI.07	St Alphonsus Road Upper	5	High	3209	St Alphonsus Road Upper / St Patricks Road / St Alphonsus Road Upper	114	290	5	8	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	St Alphonsus Road Upper	5	High	3234	Iona Road / Crawford Avenue	72	250	3	7	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Iona Road	5	High	3213	Botanic Road / Botanic Road / Iona Road	1035	1065	57	53	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Iona Road	5	High	3219	Iona Park / Iona Road / Iona Road	71	254	7	18	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Prospect Road	1	Negligible	3253	Prospect Road / Prospect Road / Whitworth Road	1796	1790	100	101	85% - 100%	>100%	Medium	Not Significant
City Centre	AI.07	Prospect Road	1	Negligible	3256	Phibsborough Road / Royal Canal Bank / Prospect Road	1331	1525	67	79	≤85%	≤85%	Negligible	Imperceptible
City Centre	AI.07	Phibsborough Road	1	Negligible	3283	Phibsborough Road	1221	1417	55	67	≤85%	≤85%	Negligible	Imperceptible
City Centre	AI.07	Dublin Port Tunnel	5	High	13478	M50 / M50 / M50	3130	2976	75	53	≤85%	≤85%	Negligible	Not Significant
City Centre	AI.07	Phibsborough Road	1	Negligible	12274	Deverys Lane / Phibsborough Road / Phibsborough Road / Connaught Street	1143	1340	58	71	≤85%	≤85%	Negligible	Imperceptible
City Centre	AI.07	Emmet Street	5	High	2236	North Circular Road / Emmet Street / Fitzgibbon Street / Russell Street / North Circular Road	791	1131	35	40	≤85%	≤85%	Negligible	Not Significant
Drumcondra	AI.06	Jones'S Road	4	Medium	2337	Clonliffe Road / Clonliffe Road / Jones'S Road / Clonliffe Road	721	698	38	75	≤85%	≤85%	Negligible	Not Significant
Drumcondra	AI.06	Jones'S Road	4	Medium	2445	Russell Street / Wellesley Place / Russell Street	268	657	7	19	≤85%	≤85%	Negligible	Not Significant
Drumcondra	AI.06	Botanic Avenue	5	High	10103	Botanic Avenue / Glendalough Road / Botanic Avenue	400	340	21	22	≤85%	≤85%	Negligible	Not Significant
Drumcondra	AI.06	Botanic Avenue	5	High	40512	Botanic Avenue / St Malachys Road / Botanic Avenue	243	307	8	10	≤85%	≤85%	Negligible	Not Significant
Drumcondra	AI.06	Botanic Avenue	4	Medium	10133	Botanic Avenue / Botanic Avenue / Daneswell Road	218	283	6	11	≤85%	≤85%	Negligible	Not Significant
Drumcondra	AI.06	Botanic Avenue	4	Medium	10176	Botanic Avenue / Botanic Avenue / St Mobhi Road / St Mobhi Road	976	1021	57	50	≤85%	≤85%	Negligible	Not Significant
Drumcondra	AI.06	Richmond Road	4	Medium	10211	Drumcondra Road Upper / Millmount Avenue / Drumcondra Road Upper / Richmond Road	1858	1357	57	79	≤85%	≤85%	Negligible	Not Significant
Drumcondra	AI.06	Richmond Road	4	Medium	13525	Richmond Road	358	501	17	18	≤85%	≤85%	Negligible	Not Significant
Drumcondra	AI.06	Church Avenue	5	High	13156	Church Avenue / Church Avenue / Ormond Road	153	174	15	15	≤85%	≤85%	Negligible	Not Significant
Drumcondra	AI.06	Church Avenue	5	High	13495	Church Avenue / Grace Park Road / Grace Park Road	1154	1082	34	36	≤85%	≤85%	Negligible	Not Significant
Drumcondra	AI.06	Richmond Road	4	Medium	13469	Richmond Road / Richmond Road / Grace Park Road	1227	1256	87	84	85% - 100%	≤85%	Low Positive	Low Positive
Drumcondra	AI.06	Jones'S Road	4	Medium	2445	Russell Street / Wellesley Place / Russell Street	268	657	7	19	≤85%	≤85%	Negligible	Not Significant
Kilmore	AI.04	Beaumont Road	4	Medium	13190	Beaumont Road / Beaumont Road / The Thatch Road	526	650	18	17	≤85%	≤85%	Negligible	Not Significant
Kilmore	AI.04	Beaumont Road	4	Medium	13196	Grace Park Road / Beaumont Road / Collins Avenue / Collins Avenue	1794	1492	99	65	85% - 100%	≤85%	Low Positive	Low Positive
Kilmore	AI.04	Oscar Traynor Road	3	Low	13462	Oscar Traynor Road	1576	1805	52	75	≤85%	≤85%	Negligible	Not Significant
Kilmore	AI.04	Malahide Road	5	High	17182	R139 / R139 / Malahide Road / Malahide Road	4625	4614	104	104	>100%	>100%	Negligible	Not Significant
Kilmore	AI.04	Malahide Road	5	High	17226	Malahide Road	2675	2722	84	82	≤85%	≤85%	Negligible	Not Significant
Kilmore	AI.04	Malahide Road	5	High	35864	Malahide Road / Chapel Road / Malahide Road	1765	1894	101	101	>100%	>100%	Negligible	Not Significant

Kilmore	AI.04	Malahide Road	5	High	35866	Kinsaley / Malahide Road / Malahide Road	878	1040	28	39	≤85%	≤85%	Negligible	Not Significant
Kilmore	AI.04	Malahide Road	5	High	35867	Malahide Road / Malahide Road / Baskin Lane	1826	1963	91	95	85% - 100%	85% - 100%	Negligible	Not Significant
Kilmore	AI.04	Malahide Road	5	High	36437	Malahide Road / Myra Manor / Feltrim Road / Malahide Road	878	1040	46	60	≤85%	≤85%	Negligible	Not Significant
Santry	AI.03	Northwood	5	High	17168	Northwood	2142	2325	96	93	85% - 100%	85% - 100%	Negligible	Not Significant
Santry	AI.03	Northwood	5	High	17223	Northwood	979	1166	36	40	≤85%	≤85%	Negligible	Not Significant
Santry	AI.03	Northwood Avenue	5	High	17195	Northwood Avenue / Northwood Avenue	760	746	27	31	≤85%	≤85%	Negligible	Not Significant
Santry	AI.03	Northwood Avenue	5	High	17196	Northwood Avenue / Temple Court / Northwood Avenue	773	974	46	50	≤85%	≤85%	Negligible	Not Significant
Santry	AI.03	Northwood Avenue	5	High	17203	Northwood Avenue / Northwood Avenue	694	921	42	51	≤85%	≤85%	Negligible	Not Significant
Santry	AI.03	Shanliss Road	4	Medium	18159	Shanard Road / Shanliss Road / Shanliss Road	135	197	8	14	≤85%	≤85%	Negligible	Not Significant
Santry	AI.03	Shanliss Road	4	Medium	18203	Oldtown Road / Shanliss Road / Shanliss Road	320	409	19	21	≤85%	≤85%	Negligible	Not Significant
Santry	AI.03	Shanliss Road	4	Medium	18204	Shanliss Road / Shanliss Avenue / Shanliss Road	135	197	4	9	≤85%	≤85%	Negligible	Not Significant
Santry	AI.03	Shanliss Road	4	Medium	18160	Shanliss Road / Shanliss Drive / Shanliss Road	136	204	4	9	≤85%	≤85%	Negligible	Not Significant
Santry	AI.03	Shanliss Road	5	High	18406	Shanliss Road / Shanliss Road	144	226	8	14	≤85%	≤85%	Negligible	Not Significant
Santry	AI.03	Shanliss Road	4	Medium	18161	Shanard Avenue / Shanliss Road / Shanliss Road	264	380	8	14	≤85%	≤85%	Negligible	Not Significant
Santry	AI.03	Shanliss Road	4	Medium	18201	Ballymun Road / Ballymun Road	1001	1165	49	59	≤85%	≤85%	Negligible	Not Significant
Santry	AI.03	Shanliss Road	4	Medium	18206	Shanliss Road / Oldtown Avenue / Shanliss Road	264	379	7	13	≤85%	≤85%	Negligible	Not Significant
Santry	AI.03	Shanowen Road	5	High	18199	Shanowen Road / Shanowen Drive / Shanowen Road	383	437	16	19	≤85%	≤85%	Negligible	Not Significant
Santry	AI.03	Ballymun Road	4	Medium	18202	Ballymun Road / Ballymun Road	903	1066	49	57	≤85%	≤85%	Negligible	Not Significant
Santry	AI.03	Ballymun Road	4	Medium	10203	Ballymun Road / Ballymun Road / Glasnevin Avenue	2516	2567	101	100	>100%	85% - 100%	Low Positive	Low Positive
Swords	AI.01	R132	3	Low	30437	R132 / R132	457	654	35	38	≤85%	≤85%	Negligible	Not Significant
Swords	AI.01	Swords Road	3	Low	37680	Swords Road / Swords Road	790	1064	27	41	≤85%	≤85%	Negligible	Not Significant
Swords	AI.01	Drinan Interchange	3	Low	39302	Drinan Interchange	1125	1430	59	75	≤85%	≤85%	Negligible	Not Significant
Whitehall	AI.05	Collins Avenue Extension	3	Low	10152	Albert College Park / Collins Avenue Extension / Collins Avenue Extension	798	1032	27	44	≤85%	≤85%	Negligible	Not Significant
Whitehall	AI.05	Collins Avenue Extension	3	Low	10169	Collins Avenue Extension / Shanowen Avenue / Collins Avenue Extension / Collins Avenue Extension	756	996	43	73	≤85%	≤85%	Negligible	Not Significant
Whitehall	AI.05	Collins Avenue West	3	Low	10157	Collins Avenue West / Larkhill Road / Iveragh Road / Collins Avenue West	729	974	23	43	≤85%	≤85%	Negligible	Not Significant
Whitehall	AI.05	Collins Avenue West	3	Low	10158	Larkhill Road / Collins Avenue West / Collins Avenue Extension / Falcarragh Road	815	1061	21	41	≤85%	≤85%	Negligible	Not Significant
Whitehall	AI.05	Collins Avenue Extension	3	Low	18371	Collins Avenue Extension	950	1169	36	66	≤85%	≤85%	Negligible	Not Significant

Table 23: 2028 PM Junction Analysis

Location							Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Ranges		Description of Impact	Significance of Effects
Orientation	Map ID	Road Name	NavTeq Functional Class	Road Sensitivity	Junction ID	Junction Name	DoMinimum Flow	DoSomething Flow	DoMinimum VoC	DoSomething VoC	DoMinimum VoC	DoSomething VoC		
Charleston	PI.02	R108	2	Negligible	17168	Northwood	1478	1921	82	85	≤85%	≤85%	Negligible	Imperceptible
Charleston	PI.02	R108	2	Negligible	17189	R108 / R108	1781	1953	88	98	85% - 100%	85% - 100%	Negligible	Imperceptible
Charleston	PI.02	R108	2	Negligible	17222	R108 / R108	3157	3600	92	98	85% - 100%	85% - 100%	Negligible	Imperceptible
Charleston	PI.02	R108	2	Negligible	18220	R108 / R108	1043	1154	48	55	≤85%	≤85%	Negligible	Imperceptible
Charleston	PI.02	R108	2	Negligible	18224	R108 / R108	2276	2425	101	99	>100%	85% - 100%	Low Positive	Low Positive
Charleston	PI.02	R108	2	Negligible	18276	R108 / R108	1239	1643	62	101	≤85%	>100%	High	Slight
Charleston	PI.02	R108	2	Negligible	27115	R108	1542	1704	76	86	≤85%	85% - 100%	Low	Not Significant
Charleston	PI.02	R108	2	Negligible	27125	R108	2110	2141	96	98	85% - 100%	85% - 100%	Negligible	Imperceptible
Charleston	PI.02	R108	2	Negligible	35658	R108 / R108	1122	1260	38	40	≤85%	≤85%	Negligible	Imperceptible
Charleston	PI.02	R108	2	Negligible	35659	R108 / R108	847	996	32	39	≤85%	≤85%	Negligible	Imperceptible
Charleston	PI.02	R108	2	Negligible	36446	R108	1075	1211	34	41	≤85%	≤85%	Negligible	Imperceptible
City Centre	PI.05	Amiens Street	3	Low	2175	Preston Street / Amiens Street / Amiens Street	1644	1774	49	55	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Amiens Street	3	Low	2264	Store Street / Georges Dock / Amiens Street / Amiens Street	2038	2157	39	40	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Amiens Street	3	Low	2315	Amiens Street / Sheriff Street Lower / Amiens Street	1876	1994	55	57	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Amiens Street	3	Low	2365	Amiens Street / Amiens Street / Talbot Street	1846	1964	67	66	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Amiens Street	3	Low	2449	Buckingham Street Lower / Foley Street / Amiens Street / Amiens Street	1922	2055	46	50	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Amiens Street	3	Low	2457	Amiens Street / Amiens Street / Amiens Street	2080	2199	32	33	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Ballybough Road	3	Low	2184	Ballybough Road / Ballybough Road / Spring Garden Street	2110	2206	31	34	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Ballybough Road	3	Low	2185	Ballybough Road / Clonliffe Avenue / Ballybough Road	2117	2203	31	34	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Ballybough Road	3	Low	2225	Clonliffe Road / Ballybough Road / Ballybough Road / Poplar Row	2847	2742	98	58	85% - 100%	≤85%	Low Positive	Low Positive
City Centre	PI.05	Ballybough Road	3	Low	2371	Foster Terrace / Charleville Avenue / Ballybough Road / Ballybough Road	2131	2244	34	37	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Ballybough Road	3	Low	2607	Bayview Avenue / Ballybough Road / Clonliffe Avenue / Ballybough Road	2114	2212	48	49	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Belvedere Place	5	High	2348	Belvidere Court / Belvedere Place / Belvedere Place	233	414	22	29	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Belvedere Road	1	Negligible	2188	Sherrard Street Upper / Sherrard Street Lower / North Circular Road / Belvedere Place / Belvedere Road / North Circular Road	1121	1204	52	51	≤85%	≤85%	Negligible	Imperceptible
City Centre	PI.05	Belvedere Road	1	Negligible	2313	Dorset Street Lower	2867	1716	102	106	>100%	>100%	Negligible	Imperceptible
City Centre	PI.05	Berkeley Road	3	Low	3131	Berkeley Road / Sarsfield Street / Berkeley Road	400	569	13	18	≤85%	≤85%	Negligible	Not Significant

City Centre	PI.05	Berkeley Street	3	Low	3105	Berkeley Road / Geraldine Street / Berkeley Road	400	569	15	20	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Berkeley Street	3	Low	3268	Nelson Street / Berkeley Street / Berkeley Street	511	657	17	18	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Denmark Street Great	4	Medium	2399	North Great Georges Street / Denmark Street Great / Denmark Street Great	183	450	13	18	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Dublin Port Tunnel	5	High	13474	R132 / M50 / M50	2526	2153	37	33	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Eccles Street	4	Medium	3132	Eccles Street / Berkeley Road	985	1159	97	99	85% - 100%	85% - 100%	Negligible	Not Significant
City Centre	PI.05	Eccles Street	4	Medium	3133	Berkeley Road / St Vincent Street North / Berkeley Road	868	1091	32	37	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Gardiner Row	4	Medium	2189	Frederick Street North / Frederick Street North / Parnell Square North / Gardiner Row	812	909	85	85	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Gardiner Row	4	Medium	2344	Rutland Place / Gardiner Row / Denmark Street Great	174	442	5	18	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Gardiner Street Middle	3	Low	2352	Gardiner Street Middle / Gardiner Street Middle / Foster Place North	1670	1831	49	67	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Hill Street	4	Medium	2108	Hill Street / Grenville Street / Hill Street	344	492	15	21	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Hill Street	4	Medium	2273	Bath Lane / Hill Street / Hill Street	382	559	17	19	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Hill Street	4	Medium	2423	Gardiner Place / Denmark Street Great / Hill Street / Temple Street North	537	879	30	38	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Hill Street	4	Medium	2425	Hill Street / Foster Place North / Hill Street	180	314	6	9	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Iona Road	5	High	3213	Botanic Road / Botanic Road / Iona Road	1476	1480	100	94	85% - 100%	85% - 100%	Negligible	Not Significant
City Centre	PI.05	Iona Road	5	High	3219	Iona Park / Iona Road / Iona Road	443	641	44	49	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Iona Road	5	High	3234	Iona Road / Crawford Avenue	581	641	30	20	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Kings Inns Street	4	Medium	2249	Kings Inns Street / Loftus Lane	174	310	9	15	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Kings Inns Street	4	Medium	2450	Bolton Street / Bolton Street / Kings Inns Street	1617	1088	20	32	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Mountjoy Square North	4	Medium	2428	Belvedere Place / Mountjoy Square East / Mountjoy Square East / Mountjoy Square North	120	353	11	28	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Mountjoy Square South	4	Medium	2427	Gardiner Street Middle / Mountjoy Square South / Gardiner Street Middle	1735	1847	50	55	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Mountjoy Square South	4	Medium	2431	Mountjoy Square East / Charles Street Great / Mountjoy Square East	271	477	10	15	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	North Circular Road	1	Negligible	3130	Goldsmith Street / North Circular Road / North Circular Road / North Circular Road	1889	2068	63	68	≤85%	≤85%	Negligible	Imperceptible
City Centre	PI.05	North Circular Road	1	Negligible	3230	North Circular Road / Royal Canal Bank / North Circular Road	1896	2048	67	75	≤85%	≤85%	Negligible	Imperceptible
City Centre	PI.05	North Circular Road	1	Negligible	3269	North Circular Road / Berkeley Road / North Circular Road	1855	2044	97	99	85% - 100%	85% - 100%	Negligible	Imperceptible
City Centre	PI.05	North Strand Road	3	Low	2101	North Strand Road / North Strand Road / Ossory Road	1794	1945	81	88	≤85%	85% - 100%	Low	Slight
City Centre	PI.05	North Strand Road	3	Low	2196	North Strand Road / North Strand Road	1718	1824	61	63	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	North Strand Road	3	Low	2216	North Strand Road / North Strand Road / Strandville Avenue	1733	1878	56	61	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	North Strand Road	3	Low	2224	Charleville Avenue / North Strand Road / North Strand Road	1650	1807	55	60	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	North Strand Road	3	Low	2233	North Strand Road / Seville Place / Portland Row / Amiens Street	2632	2763	85	85	≤85%	≤85%	Negligible	Not Significant

City Centre	PI.05	North Strand Road	3	Low	2376	North Strand Road / North Strand Road	1793	1943	56	60	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	North Strand Road	3	Low	2466	North Strand Road / North Strand Road / North Strand Road	1758	1900	63	68	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	North Strand Road	3	Low	2591	North Strand Road / North Strand Road / Shamrock Place	1902	2025	101	103	>100%	>100%	Negligible	Not Significant
City Centre	PI.05	North Strand Road	3	Low	2605	Leinster Avenue / North Strand Road / North Strand Road	1636	1787	56	60	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	North Strand Road	3	Low	2608	North Strand Road / North Strand Road / Bayview Avenue	1641	1790	57	61	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	North Strand Road	3	Low	40504	Bessborough Avenue / North Strand Road / North Strand Road	1647	1805	57	61	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	North Strand Road	3	Low	40574	North Strand Road / North Strand Road / St Brigids Avenue	1765	1907	59	63	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Parnell Square North	4	Medium	2111	Parnell Square West / Parnell Square North / Granby Row	644	487	17	35	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Parnell Square North	4	Medium	2270	Parnell Square North / Parnell Square North / Parnell Square North	438	548	29	30	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Parnell Square West	3	Low	2413	Parnell Square West / Granby Place / Parnell Square West	666	510	17	26	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Parnell Square West	3	Low	2461	Parnell Street / Parnell Street	655	787	32	33	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Parnell Street	5	High	2118	Parnell Street / Wolfe Tone Street / Parnell Street	748	883	75	82	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Parnell Street	5	High	2120	Moore Street / Moore Street / Parnell Street / Parnell Street	341	475	18	20	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Parnell Street	5	High	2289	Parnell Street	144	276	10	19	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Parnell Street	5	High	2292	Parnell Street / Jervis Street / Parnell Street	324	464	12	17	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Parnell Street	5	High	2297	Moore Street / Parnell Street / Parnell Street	245	373	17	18	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Parnell Street	5	High	2357	Parnell Street / Parnell Street	672	808	38	39	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Parnell Street	5	High	2434	Cavendish Row / Parnell Street / O'Connell Street Upper / Parnell Street	763	716	93	94	85% - 100%	85% - 100%	Negligible	Not Significant
City Centre	PI.05	Parnell Street	5	High	2435	R132 / Parnell Street / Parnell Street / O'Connell Street Upper	340	726	43	84	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Parnell Street	5	High	2451	Kings Inns Street / Parnell Street	536	806	26	76	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Phibsborough Road	3	Low	3102	North Circular Road / Phibsborough Road / Phibsborough Road / North Circular Road	2918	3074	72	82	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Phibsborough Road	3	Low	3283	Phibsborough Road	1583	1857	63	76	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Phibsborough Road	3	Low	12274	Deverys Lane / Phibsborough Road / Phibsborough Road / Connaught Street	1398	1457	74	80	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Phibsborough Road	3	Low	30802	Phibsborough Road	1288	1410	77	85	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Phibsborough Road	3	Low	40509	St Peters Court / Phibsborough Road / Bective Square / Phibsborough Road	1249	1350	67	70	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Phibsborough Road	3	Low	40819	Phibsborough / Phibsborough Road / Phibsborough Road	1232	1308	71	76	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Philipsburgh Avenue	5	High	13104	Fairview Strand / Fairview Strand / Philipsburgh Avenue	1610	1554	96	96	85% - 100%	85% - 100%	Negligible	Not Significant
City Centre	PI.05	Philipsburgh Avenue	5	High	13183	Philipsburgh Avenue / Morrogh Terrace / Philipsburgh Avenue	575	672	26	31	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Philipsburgh Avenue	5	High	13524	Philipsburgh Avenue / Philipsburgh Avenue / St Joseph'S Terrace	760	857	26	32	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Philipsburgh Avenue	5	High	40532	Philipsburgh Avenue / Philipsburgh Avenue / Windsor Villas	694	791	25	31	≤85%	≤85%	Negligible	Not Significant

City Centre	PI.05	R105	2	Negligible	2262	Poplar Row / North Strand Road / R105 / East Wall Road	2148	2309	71	75	≤85%	≤85%	Negligible	Imperceptible
City Centre	PI.05	R105	2	Negligible	13168	R105 / Annesley Bridge Road / Addison Road	1965	2086	43	46	≤85%	≤85%	Negligible	Imperceptible
City Centre	PI.05	R105	2	Negligible	13169	Fairview / Fairview / Fairview Avenue Lower / Fairview	2656	2651	83	84	≤85%	≤85%	Negligible	Imperceptible
City Centre	PI.05	R105	2	Negligible	13171	Fairview Corner / R105 / R105 / R105	2294	2383	69	66	≤85%	≤85%	Negligible	Imperceptible
City Centre	PI.05	Ryder'S Row	4	Medium	2117	Parnell Street	801	931	19	22	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Ryder'S Row	4	Medium	2436	Ryder'S Row / Ryder'S Row	837	966	22	25	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	St Josephs Parade	5	High	2219	St Josephs Parade / Dorset Street Upper / Dorset Street Upper	1264	595	76	36	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	St Josephs Parade	5	High	3104	Nelson Street / Nelson Street / St Josephs Parade	122	224	7	13	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	St Josephs Parade	5	High	40817	St Josephs Parade	11	148	1	5	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Summerhill	3	Low	2177	Summerhill / Buckingham Street Upper / Summerhill	1407	1548	88	95	85% - 100%	85% - 100%	Negligible	Not Significant
City Centre	PI.05	Summerhill	3	Low	2275	Gardiner Street Lower / Summerhill / Summerhill / Gardiner Street Middle / Parnell Street	2276	2477	48	49	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Summerhill	3	Low	2356	Summerhill / Rutland Street Lower / Summerhill	780	951	11	14	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Summerhill Parade	3	Low	2231	Summerhill Parade / William Street North / Summerhill Parade	2110	2224	32	35	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Summerhill Parade	3	Low	2455	Summerhill Parade / Portland Row / North Circular Road / Summerhill	2714	2759	98	99	85% - 100%	85% - 100%	Negligible	Not Significant
City Centre	PI.05	Temple Street North	4	Medium	2271	Hardwicke Place / Hardwicke Place / Hardwicke Street	718	790	19	23	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Temple Street North	4	Medium	2272	Temple Street North / Nerneys Court / Temple Street North	677	800	23	26	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Temple Street North	4	Medium	2441	Temple Street North / Nerneys Court / Temple Street North	589	724	17	24	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Yarnhall Street	5	High	2123	Bolton Street / Yarnhall Street / Bolton Street	1823	1423	24	24	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Yarnhall Street	5	High	2146	Henrietta Place / Henrietta Place / Yarnhall Street	199	324	23	43	≤85%	≤85%	Negligible	Not Significant
Drumcondra	PI.04	Church Road	4	Medium	29553	Church Road / Church Road / Well Road	502	637	44	61	≤85%	≤85%	Negligible	Not Significant
Drumcondra	PI.04	Church Road	4	Medium	29574	Dublin Road / Church Road / Dublin Road	1587	1636	51	58	≤85%	≤85%	Negligible	Not Significant
Drumcondra	PI.04	Church Road	4	Medium	29859	Church Road	512	641	44	61	≤85%	≤85%	Negligible	Not Significant
Drumcondra	PI.04	Prospect Road	1	Negligible	3253	Prospect Road / Prospect Road / Whitworth Road	1880	1884	100	103	85% - 100%	>100%	Medium	Not Significant
Drumcondra	PI.04	Prospect Road	1	Negligible	3256	Phibsborough Road / Royal Canal Bank / Prospect Road	1660	1932	75	92	≤85%	85% - 100%	Low	Not Significant
Drumcondra	PI.04	Richmond Road	4	Medium	13469	Richmond Road / Richmond Road / Grace Park Road	1651	1719	92	88	85% - 100%	85% - 100%	Negligible	Not Significant
Drumcondra	PI.04	Richmond Road	4	Medium	13525	Richmond Road	736	808	23	25	≤85%	≤85%	Negligible	Not Significant
Kilmore	PI.03	Beaumont Road	4	Medium	13196	Grace Park Road / Beaumont Road / Collins Avenue / Collins Avenue	2327	2183	110	105	>100%	>100%	Negligible	Not Significant
Kilmore	PI.03	Beaumont Road	4	Medium	13205	Beaumont Road / Beaumont Road	1014	1166	59	66	≤85%	≤85%	Negligible	Not Significant
Kilmore	PI.03	Beaumont Road	4	Medium	13218	Coolatree Road / Beaumont Road / Beaumont Road	813	923	25	31	≤85%	≤85%	Negligible	Not Significant

Kilmore	PI.03	Beaumont Road	4	Medium	13653	Beaumont Road / The Park / Beaumont Road	1182	1292	44	52	≤85%	≤85%	Negligible	Not Significant
Kilmore	PI.03	R104	3	Low	13466	R104 / Malahide Road / Tonlegee Road / Malahide Road	2466	2673	100	100	85% - 100%	85% - 100%	Negligible	Not Significant
Kilmore	PI.03	R139	2	Negligible	17117	R139 / R139 / R139	3463	3577	69	72	≤85%	≤85%	Negligible	Imperceptible
Kilmore	PI.03	R139	2	Negligible	17118	M50 / R139	2040	2071	104	101	>100%	>100%	Negligible	Imperceptible
Kilmore	PI.03	R139	2	Negligible	17120	M50 / R139	2117	2078	50	51	≤85%	≤85%	Negligible	Imperceptible
Santry	PI.02	Ballymun Road	3	Low	10168	St Pappin Road / Ballymun Road / Ballymun Road	2107	2191	61	66	≤85%	≤85%	Negligible	Not Significant
Santry	PI.02	Ballymun Road	3	Low	10173	St Canices Road / Ballymun Road / Ballymun Road	1162	1243	59	65	≤85%	≤85%	Negligible	Not Significant
Santry	PI.02	Ballymun Road	3	Low	10203	Ballymun Road / Ballymun Road / Glasnevin Avenue	2802	2899	102	102	>100%	>100%	Negligible	Not Significant
Santry	PI.02	Ballymun Road	3	Low	18201	Ballymun Road / Ballymun Road	1141	1338	53	81	≤85%	≤85%	Negligible	Not Significant
Santry	PI.02	Ballymun Road	3	Low	18202	Ballymun Road / Ballymun Road	1099	1298	59	71	≤85%	≤85%	Negligible	Not Significant
Santry	PI.02	Ballymun Road	3	Low	18222	Ballymun Road / Balbutcher Lane / Ballymun Road / Shangan Road	2085	2166	97	94	85% - 100%	85% - 100%	Negligible	Not Significant
Santry	PI.02	Northwood	5	High	17223	Northwood	586	900	29	38	≤85%	≤85%	Negligible	Not Significant
Santry	PI.02	Northwood Avenue	5	High	17195	Northwood Avenue / Northwood Avenue	708	705	25	32	≤85%	≤85%	Negligible	Not Significant
Santry	PI.02	Northwood Avenue	5	High	17196	Northwood Avenue / Temple Court / Northwood Avenue	720	991	25	39	≤85%	≤85%	Negligible	Not Significant
Santry	PI.02	Northwood Avenue	5	High	17203	Northwood Avenue / Northwood Avenue	573	924	24	41	≤85%	≤85%	Negligible	Not Significant
Swords	PI.01	North Street	3	Low	29547	Carnegie Court Avenue / North Street	719	836	20	27	≤85%	≤85%	Negligible	Not Significant
Swords	PI.01	North Street	3	Low	29548	Seatown Villas	678	806	24	33	≤85%	≤85%	Negligible	Not Significant
Swords	PI.01	North Street	3	Low	29550	North Street / Balheary Road	782	906	34	36	≤85%	≤85%	Negligible	Not Significant
Swords	PI.01	North Street	3	Low	29557	Seatown Road	792	906	64	84	≤85%	≤85%	Negligible	Not Significant
Swords	PI.01	R132	3	Low	29335	Lissenhall Little / Lissenhall Little / R132 / R132	2308	2308	78	70	≤85%	≤85%	Negligible	Not Significant
Swords	PI.01	R132	3	Low	30437	R132 / R132	812	912	69	55	≤85%	≤85%	Negligible	Not Significant
Whiteha II	PI.03	Ellenfield Road	5	High	13203	Shantalla Road / Ellenfield Road	889	958	32	37	≤85%	≤85%	Negligible	Not Significant
Whiteha II	PI.03	Ellenfield Road	5	High	13219	Glencorp Road / Glenshesk Road / The Thatch Road / The Thatch Road	342	387	18	25	≤85%	≤85%	Negligible	Not Significant
Whiteha II	PI.03	Griffith Avenue	2	Negligible	10145	Rathlin Road / Griffith Avenue / Griffith Avenue / The Rise	692	815	19	24	≤85%	≤85%	Negligible	Imperceptible
Whiteha II	PI.03	Griffith Avenue	2	Negligible	10150	Griffith Avenue / Griffith Avenue / Lambay Road	671	802	20	23	≤85%	≤85%	Negligible	Imperceptible
Whiteha II	PI.03	Griffith Avenue	2	Negligible	10149	Griffith Avenue / Griffith Avenue / Bantry Road	680	805	20	23	≤85%	≤85%	Negligible	Imperceptible
Whiteha II	PI.03	Griffith Avenue	2	Negligible	10171	Ballymun Road / Griffith Avenue / Griffith Avenue / Ballymun Road	1568	1667	101	101	>100%	>100%	Negligible	Imperceptible
Whiteha II	PI.03	Griffith Avenue	2	Negligible	10204	Griffith Avenue / Griffith Avenue / Walnut Rise	738	829	20	23	≤85%	≤85%	Negligible	Imperceptible
Whiteha II	PI.03	Griffith Avenue	2	Negligible	10210	Griffith Avenue / St Mobhi Road / Griffith Avenue / St Mobhi Road	2036	2132	100	97	85% - 100%	85% - 100%	Negligible	Imperceptible
Whiteha II	PI.03	Griffith Avenue	2	Negligible	13193	Griffith Avenue / Griffith Walk / Calderwood Road / Griffith Avenue	1189	1337	68	92	≤85%	85% - 100%	Low	Not Significant
Whiteha II	PI.03	Griffith Avenue	2	Negligible	13194	Griffith Avenue / Grace Park Road / Griffith Avenue / Grace Park Road	1953	1947	96	93	85% - 100%	85% - 100%	Negligible	Imperceptible

Table 24: 2043 PM Junction Analysis

Location							Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Ranges		Description of Impact	Significance of Effects
Orientation	Map ID	Road Name	NavTeq Functional Class	Road Sensitivity	Junction ID	Junction Name	DoMinimum Flow	DoSomething Flow	DoMinimum VoC	DoSomething VoC	DoMinimum VoC	DoSomething VoC		
Charleston	PI.02	R108	2	Negligible	17168	Northwood	1340	1695	60	74	≤85%	≤85%	Negligible	Imperceptible
Charleston	PI.02	R108	2	Negligible	17189	R108 / R108	1433	1618	64	80	≤85%	≤85%	Negligible	Imperceptible
Charleston	PI.02	R108	2	Negligible	17222	R108 / R108	2528	2930	71	79	≤85%	≤85%	Negligible	Imperceptible
Charleston	PI.02	R108	2	Negligible	18220	R108 / R108	868	1014	42	51	≤85%	≤85%	Negligible	Imperceptible
Charleston	PI.02	R108	2	Negligible	18224	R108 / R108	1809	1969	96	94	85% - 100%	85% - 100%	Negligible	Imperceptible
Charleston	PI.02	R108	2	Negligible	18276	R108 / R108	1185	1473	52	84	≤85%	≤85%	Negligible	Imperceptible
Charleston	PI.02	R108	2	Negligible	27115	R108	1594	1712	69	77	≤85%	≤85%	Negligible	Imperceptible
Charleston	PI.02	R108	2	Negligible	27125	R108	2261	2234	99	95	85% - 100%	85% - 100%	Negligible	Imperceptible
Charleston	PI.02	R108	2	Negligible	35658	R108 / R108	1199	1235	43	42	≤85%	≤85%	Negligible	Imperceptible
Charleston	PI.02	R108	2	Negligible	35659	R108 / R108	897	950	34	34	≤85%	≤85%	Negligible	Imperceptible
Charleston	PI.02	R108	2	Negligible	36446	R108	1132	1221	35	40	≤85%	≤85%	Negligible	Imperceptible
City Centre	PI.05	Amiens Street	3	Low	2175	Preston Street / Amiens Street / Amiens Street	1537	1534	47	48	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Amiens Street	3	Low	2264	Store Street / Georges Dock / Amiens Street / Amiens Street	1789	1863	32	33	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Amiens Street	3	Low	2315	Amiens Street / Sheriff Street Lower / Amiens Street	1624	1703	52	54	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Amiens Street	3	Low	2365	Amiens Street / Amiens Street / Talbot Street	1600	1676	68	69	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Amiens Street	3	Low	2449	Buckingham Street Lower / Foley Street / Amiens Street / Amiens Street	1666	1667	47	48	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Amiens Street	3	Low	2457	Amiens Street / Amiens Street / Amiens Street	1831	1905	26	27	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Ballybough Road	3	Low	2184	Ballybough Road / Ballybough Road / Spring Garden Street	1812	1967	24	26	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Ballybough Road	3	Low	2185	Ballybough Road / Clonliffe Avenue / Ballybough Road	1820	1965	24	26	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Ballybough Road	3	Low	2225	Clonliffe Road / Ballybough Road / Ballybough Road / Poplar Row	2590	2441	97	43	85% - 100%	≤85%	Low Positive	Low Positive
City Centre	PI.05	Ballybough Road	3	Low	2371	Foster Terrace / Charleville Avenue / Ballybough Road / Ballybough Road	1837	1996	26	28	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Ballybough Road	3	Low	2607	Bayview Avenue / Ballybough Road / Clonliffe Avenue / Ballybough Road	1817	1971	49	53	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Belvedere Place	5	High	2348	Belvidere Court / Belvedere Place / Belvedere Place	153	348	15	19	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Belvedere Road	1	Negligible	2188	Sherrard Street Upper / Sherrard Street Lower / North Circular Road / Belvedere Place / Belvedere Road / North Circular Road	958	1076	47	46	≤85%	≤85%	Negligible	Imperceptible
City Centre	PI.05	Belvedere Road	1	Negligible	2313	Dorset Street Lower	2816	1636	101	94	>100%	85% - 100%	Low Positive	Low Positive
City Centre	PI.05	Berkeley Road	3	Low	3131	Berkeley Road / Sarsfield Street / Berkeley Road	361	445	11	12	≤85%	≤85%	Negligible	Not Significant

City Centre	PI.05	Berkeley Street	3	Low	3105	Berkeley Road / Geraldine Street / Berkeley Road	361	445	13	14	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Berkeley Street	3	Low	3268	Nelson Street / Berkeley Street / Berkeley Street	448	513	13	12	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Denmark Street Great	4	Medium	2399	North Great Georges Street / Denmark Street Great / Denmark Street Great	153	442	6	18	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Dublin Port Tunnel	5	High	13474	R132 / M50 / M50	2877	2544	38	42	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Eccles Street	4	Medium	3132	Eccles Street / Berkeley Road	825	899	65	55	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Eccles Street	4	Medium	3133	Berkeley Road / St Vincent Street North / Berkeley Road	739	827	25	22	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Gardiner Row	4	Medium	2189	Frederick Street North / Frederick Street North / Parnell Square North / Gardiner Row	742	873	72	85	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Gardiner Row	4	Medium	2344	Rutland Place / Gardiner Row / Denmark Street Great	144	434	5	18	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Gardiner Street Middle	3	Low	2352	Gardiner Street Middle / Gardiner Street Middle / Foster Place North	1505	1530	42	68	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Hill Street	4	Medium	2108	Hill Street / Grenville Street / Hill Street	318	513	17	29	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Hill Street	4	Medium	2273	Bath Lane / Hill Street / Hill Street	333	551	12	23	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Hill Street	4	Medium	2423	Gardiner Place / Denmark Street Great / Hill Street / Temple Street North	505	857	34	41	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Hill Street	4	Medium	2425	Hill Street / Foster Place North / Hill Street	134	255	3	13	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Iona Road	5	High	3213	Botanic Road / Botanic Road / Iona Road	1251	1320	59	69	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Iona Road	5	High	3219	Iona Park / Iona Road / Iona Road	299	513	27	37	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Iona Road	5	High	3234	Iona Road / Crawford Avenue	300	507	11	14	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Kings Inns Street	4	Medium	2249	Kings Inns Street / Loftus Lane	235	360	12	18	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Kings Inns Street	4	Medium	2450	Bolton Street / Bolton Street / Kings Inns Street	1582	1073	26	37	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Mountjoy Square North	4	Medium	2428	Belvedere Place / Mountjoy Square East / Mountjoy Square East / Mountjoy Square North	65	341	5	22	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Mountjoy Square South	4	Medium	2427	Gardiner Street Middle / Mountjoy Square South / Gardiner Street Middle	1594	1560	43	61	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Mountjoy Square South	4	Medium	2431	Mountjoy Square East / Charles Street Great / Mountjoy Square East	222	499	14	36	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	North Circular Road	1	Negligible	3130	Goldsmith Street / North Circular Road / North Circular Road / North Circular Road	1685	1700	50	51	≤85%	≤85%	Negligible	Imperceptible
City Centre	PI.05	North Circular Road	1	Negligible	3230	North Circular Road / Royal Canal Bank / North Circular Road	1687	1698	51	51	≤85%	≤85%	Negligible	Imperceptible
City Centre	PI.05	North Circular Road	1	Negligible	3269	North Circular Road / Berkeley Road / North Circular Road	1642	1671	78	90	≤85%	85% - 100%	Low	Not Significant
City Centre	PI.05	North Strand Road	3	Low	2101	North Strand Road / North Strand Road / Ossory Road	1626	1646	67	65	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	North Strand Road	3	Low	2196	North Strand Road / North Strand Road	1456	1463	44	46	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	North Strand Road	3	Low	2216	North Strand Road / North Strand Road / Strandville Avenue	1596	1620	47	47	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	North Strand Road	3	Low	2224	Charleville Avenue / North Strand Road / North Strand Road	1545	1567	47	46	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	North Strand Road	3	Low	2233	North Strand Road / Seville Place / Portland Row / Amiens Street	2447	2439	84	83	≤85%	≤85%	Negligible	Not Significant

City Centre	PI.05	North Strand Road	3	Low	2376	North Strand Road / North Strand Road	1625	1643	47	49	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	North Strand Road	3	Low	2466	North Strand Road / North Strand Road / North Strand Road	1621	1640	53	52	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	North Strand Road	3	Low	2591	North Strand Road / North Strand Road / Shamrock Place	1581	1593	58	59	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	North Strand Road	3	Low	2605	Leinster Avenue / North Strand Road / North Strand Road	1529	1553	47	47	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	North Strand Road	3	Low	2608	North Strand Road / North Strand Road / Bayview Avenue	1529	1554	47	47	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	North Strand Road	3	Low	40504	Bessborough Avenue / North Strand Road / North Strand Road	1540	1564	47	47	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	North Strand Road	3	Low	40574	North Strand Road / North Strand Road / St Brigids Avenue	1628	1647	49	49	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Parnell Square North	4	Medium	2111	Parnell Square West / Parnell Square North / Granby Row	683	495	18	36	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Parnell Square North	4	Medium	2270	Parnell Square North / Parnell Square North / Parnell Square North	425	526	20	21	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Parnell Square West	3	Low	2413	Parnell Square West / Granby Place / Parnell Square West	712	525	19	27	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Parnell Square West	3	Low	2461	Parnell Street / Parnell Street	707	808	34	34	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Parnell Street	5	High	2118	Parnell Street / Wolfe Tone Street / Parnell Street	748	789	75	75	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Parnell Street	5	High	2120	Moore Street / Moore Street / Parnell Street / Parnell Street	375	411	16	17	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Parnell Street	5	High	2289	Parnell Street	185	295	13	20	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Parnell Street	5	High	2292	Parnell Street / Jervis Street / Parnell Street	330	384	14	15	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Parnell Street	5	High	2297	Moore Street / Parnell Street / Parnell Street	271	383	15	17	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Parnell Street	5	High	2357	Parnell Street / Parnell Street	750	769	41	40	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Parnell Street	5	High	2434	Cavendish Row / Parnell Street / O'Connell Street Upper / Parnell Street	775	649	91	91	85% - 100%	85% - 100%	Negligible	Not Significant
City Centre	PI.05	Parnell Street	5	High	2435	R132 / Parnell Street / Parnell Street / O'Connell Street Upper	420	692	61	95	≤85%	85% - 100%	Low	Moderate
City Centre	PI.05	Parnell Street	5	High	2451	Kings Inns Street / Parnell Street	655	813	39	80	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Phibsborough Road	3	Low	3102	North Circular Road / Phibsborough Road / Phibsborough Road / North Circular Road	2760	2891	64	65	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Phibsborough Road	3	Low	3283	Phibsborough Road	1241	1488	57	69	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Phibsborough Road	3	Low	12274	Deverys Lane / Phibsborough Road / Phibsborough Road / Connaught Street	1191	1409	60	72	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Phibsborough Road	3	Low	30802	Phibsborough Road	1154	1344	73	84	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Phibsborough Road	3	Low	40509	St Peters Court / Phibsborough Road / Bective Square / Phibsborough Road	1106	1202	60	63	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Phibsborough Road	3	Low	40819	Phibsborough / Phibsborough Road / Phibsborough Road	1105	1191	64	71	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Philipsburgh Avenue	5	High	13104	Fairview Strand / Fairview Strand / Philipsburgh Avenue	1289	1217	95	94	85% - 100%	85% - 100%	Negligible	Not Significant
City Centre	PI.05	Philipsburgh Avenue	5	High	13183	Philipsburgh Avenue / Morrogh Terrace / Philipsburgh Avenue	453	236	18	9	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Philipsburgh Avenue	5	High	13524	Philipsburgh Avenue / Philipsburgh Avenue / St Joseph'S Terrace	600	376	19	13	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Philipsburgh Avenue	5	High	40532	Philipsburgh Avenue / Philipsburgh Avenue / Windsor Villas	549	324	19	11	≤85%	≤85%	Negligible	Not Significant

City Centre	PI.05	R105	2	Negligible	2262	Poplar Row / North Strand Road / R105 / East Wall Road	2107	2148	76	79	≤85%	≤85%	Negligible	Imperceptible
City Centre	PI.05	R105	2	Negligible	13168	R105 / Annesley Bridge Road / Addison Road	1855	1937	46	48	≤85%	≤85%	Negligible	Imperceptible
City Centre	PI.05	R105	2	Negligible	13169	Fairview / Fairview / Fairview Avenue Lower / Fairview	2556	2602	87	92	85% - 100%	85% - 100%	Negligible	Imperceptible
City Centre	PI.05	R105	2	Negligible	13171	Fairview Corner / R105 / R105 / R105	2178	2300	61	71	≤85%	≤85%	Negligible	Imperceptible
City Centre	PI.05	Ryder'S Row	4	Medium	2117	Parnell Street	802	830	19	20	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Ryder'S Row	4	Medium	2436	Ryder'S Row / Ryder'S Row	827	854	22	23	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	St Josephs Parade	5	High	2219	St Josephs Parade / Dorset Street Upper / Dorset Street Upper	1284	595	77	35	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	St Josephs Parade	5	High	3104	Nelson Street / Nelson Street / St Josephs Parade	95	98	5	7	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	St Josephs Parade	5	High	40817	St Josephs Parade	8	79	0	3	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Summerhill	3	Low	2177	Summerhill / Buckingham Street Upper / Summerhill	1120	1265	59	63	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Summerhill	3	Low	2275	Gardiner Street Lower / Summerhill / Summerhill / Gardiner Street Middle / Parnell Street	2066	2133	43	39	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Summerhill	3	Low	2356	Summerhill / Rutland Street Lower / Summerhill	667	841	12	14	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Summerhill Parade	3	Low	2231	Summerhill Parade / William Street North / Summerhill Parade	1816	1976	24	26	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Summerhill Parade	3	Low	2455	Summerhill Parade / Portland Row / North Circular Road / Summerhill	2341	2523	96	96	85% - 100%	85% - 100%	Negligible	Not Significant
City Centre	PI.05	Temple Street North	4	Medium	2271	Hardwicke Place / Hardwicke Place / Hardwicke Street	529	654	13	18	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Temple Street North	4	Medium	2272	Temple Street North / Nerneys Court / Temple Street North	486	663	14	20	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Temple Street North	4	Medium	2441	Temple Street North / Nerneys Court / Temple Street North	425	588	13	19	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Yarnhall Street	5	High	2123	Bolton Street / Yarnhall Street / Bolton Street	1755	1311	25	20	≤85%	≤85%	Negligible	Not Significant
City Centre	PI.05	Yarnhall Street	5	High	2146	Henrietta Place / Henrietta Place / Yarnhall Street	182	247	23	34	≤85%	≤85%	Negligible	Not Significant
Drumcondra	PI.04	Church Road	4	Medium	29553	Church Road / Church Road / Well Road	684	798	58	73	≤85%	≤85%	Negligible	Not Significant
Drumcondra	PI.04	Church Road	4	Medium	29574	Dublin Road / Church Road / Dublin Road	1722	1728	62	67	≤85%	≤85%	Negligible	Not Significant
Drumcondra	PI.04	Church Road	4	Medium	29859	Church Road	692	802	58	73	≤85%	≤85%	Negligible	Not Significant
Drumcondra	PI.04	Prospect Road	1	Negligible	3253	Prospect Road / Prospect Road / Whitworth Road	1816	1856	100	100	85% - 100%	85% - 100%	Negligible	Imperceptible
Drumcondra	PI.04	Prospect Road	1	Negligible	3256	Phibsborough Road / Royal Canal Bank / Prospect Road	1318	1565	65	78	≤85%	≤85%	Negligible	Imperceptible
Drumcondra	PI.04	Richmond Road	4	Medium	13469	Richmond Road / Richmond Road / Grace Park Road	1399	1586	95	84	85% - 100%	≤85%	Low Positive	Low Positive
Drumcondra	PI.04	Richmond Road	4	Medium	13525	Richmond Road	370	580	12	16	≤85%	≤85%	Negligible	Not Significant
Kilmore	PI.03	Beaumont Road	4	Medium	13196	Grace Park Road / Beaumont Road / Collins Avenue / Collins Avenue	2063	1767	99	75	85% - 100%	≤85%	Low Positive	Low Positive
Kilmore	PI.03	Beaumont Road	4	Medium	13205	Beaumont Road / Beaumont Road	711	748	38	44	≤85%	≤85%	Negligible	Not Significant
Kilmore	PI.03	Beaumont Road	4	Medium	13218	Coolatree Road / Beaumont Road / Beaumont Road	579	606	18	21	≤85%	≤85%	Negligible	Not Significant
Kilmore	PI.03	Beaumont Road	4	Medium	13653	Beaumont Road / The Park / Beaumont Road	847	856	34	37	≤85%	≤85%	Negligible	Not Significant

Kilmore	PI.03	R104	3	Low	13466	R104 / Malahide Road / Tonlegee Road / Malahide Road	2284	2311	99	100	85% - 100%	85% - 100%	Negligible	Not Significant
Kilmore	PI.03	R139	2	Negligible	17117	R139 / R139 / R139	3610	3651	73	74	≤85%	≤85%	Negligible	Imperceptible
Kilmore	PI.03	R139	2	Negligible	17118	M50 / R139	2060	2001	99	95	85% - 100%	85% - 100%	Negligible	Imperceptible
Kilmore	PI.03	R139	2	Negligible	17120	M50 / R139	2085	2068	52	53	≤85%	≤85%	Negligible	Imperceptible
Santry	PI.02	Ballymun Road	3	Low	10168	St Pappin Road / Ballymun Road / Ballymun Road	1763	1884	50	57	≤85%	≤85%	Negligible	Not Significant
Santry	PI.02	Ballymun Road	3	Low	10173	St Canices Road / Ballymun Road / Ballymun Road	932	1032	49	55	≤85%	≤85%	Negligible	Not Significant
Santry	PI.02	Ballymun Road	3	Low	10203	Ballymun Road / Ballymun Road / Glasnevin Avenue	2284	2416	101	101	>100%	>100%	Negligible	Not Significant
Santry	PI.02	Ballymun Road	3	Low	18201	Ballymun Road / Ballymun Road	873	1060	41	50	≤85%	≤85%	Negligible	Not Significant
Santry	PI.02	Ballymun Road	3	Low	18202	Ballymun Road / Ballymun Road	829	1020	45	55	≤85%	≤85%	Negligible	Not Significant
Santry	PI.02	Ballymun Road	3	Low	18222	Ballymun Road / Balbutcher Lane / Ballymun Road / Shangan Road	1630	1772	90	87	85% - 100%	85% - 100%	Negligible	Not Significant
Santry	PI.02	Northwood	5	High	17223	Northwood	465	723	18	25	≤85%	≤85%	Negligible	Not Significant
Santry	PI.02	Northwood Avenue	5	High	17195	Northwood Avenue / Northwood Avenue	573	506	20	20	≤85%	≤85%	Negligible	Not Significant
Santry	PI.02	Northwood Avenue	5	High	17196	Northwood Avenue / Temple Court / Northwood Avenue	588	721	21	27	≤85%	≤85%	Negligible	Not Significant
Santry	PI.02	Northwood Avenue	5	High	17203	Northwood Avenue / Northwood Avenue	449	653	16	31	≤85%	≤85%	Negligible	Not Significant
Swords	PI.01	North Street	3	Low	29547	Carnegie Court Avenue / North Street	842	916	29	32	≤85%	≤85%	Negligible	Not Significant
Swords	PI.01	North Street	3	Low	29548	Seatown Villas	749	852	25	30	≤85%	≤85%	Negligible	Not Significant
Swords	PI.01	North Street	3	Low	29550	North Street / Balheary Road	878	1001	52	64	≤85%	≤85%	Negligible	Not Significant
Swords	PI.01	North Street	3	Low	29557	Seatown Road	915	975	53	62	≤85%	≤85%	Negligible	Not Significant
Swords	PI.01	R132	3	Low	29335	Lissenhall Little / Lissenhall Little / R132 / R132	2373	2266	102	100	>100%	85% - 100%	Low Positive	Low Positive
Swords	PI.01	R132	3	Low	30437	R132 / R132	659	823	60	50	≤85%	≤85%	Negligible	Not Significant
Whiteha II	PI.03	Ellenfield Road	5	High	13203	Shantalla Road / Ellenfield Road	544	512	20	22	≤85%	≤85%	Negligible	Not Significant
Whiteha II	PI.03	Ellenfield Road	5	High	13219	Glencorp Road / Glenshesk Road / The Thatch Road / The Thatch Road	155	184	7	12	≤85%	≤85%	Negligible	Not Significant
Whiteha II	PI.03	Griffith Avenue	2	Negligible	10145	Rathlin Road / Griffith Avenue / Griffith Avenue / The Rise	690	710	20	21	≤85%	≤85%	Negligible	Imperceptible
Whiteha II	PI.03	Griffith Avenue	2	Negligible	10149	Griffith Avenue / Griffith Avenue / Bantry Road	693	708	20	21	≤85%	≤85%	Negligible	Imperceptible
Whiteha II	PI.03	Griffith Avenue	2	Negligible	10150	Griffith Avenue / Griffith Avenue / Lambay Road	685	705	20	21	≤85%	≤85%	Negligible	Imperceptible
Whiteha II	PI.03	Griffith Avenue	2	Negligible	10171	Ballymun Road / Griffith Avenue / Griffith Avenue / Ballymun Road	1292	1399	52	79	≤85%	≤85%	Negligible	Imperceptible
Whiteha II	PI.03	Griffith Avenue	2	Negligible	10204	Griffith Avenue / Griffith Avenue / Walnut Rise	737	722	23	21	≤85%	≤85%	Negligible	Imperceptible
Whiteha II	PI.03	Griffith Avenue	2	Negligible	10210	Griffith Avenue / St Mobhi Road / Griffith Avenue / St Mobhi Road	1896	1925	92	93	85% - 100%	85% - 100%	Negligible	Imperceptible
Whiteha II	PI.03	Griffith Avenue	2	Negligible	13193	Griffith Avenue / Griffith Walk / Calderwood Road / Griffith Avenue	1095	813	68	28	≤85%	≤85%	Negligible	Imperceptible
Whiteha II	PI.03	Griffith Avenue	2	Negligible	13194	Griffith Avenue / Grace Park Road / Griffith Avenue / Grace Park Road	2050	1686	100	98	85% - 100%	85% - 100%	Negligible	Imperceptible

Appendix A6.4.6: People Movement Assessment

Table 25: Significance of Quantitative People Movement Assessment

Significance of Impact		Description of Impact / Proposed Changes
Profound	Positive	Significant increases in people movement by sustainable modes, where DoSomething proposals obliterate all major obstacles for people movement in the DoMinimum
	Negative	Significant reductions in people movement by sustainable modes, where DoSomething proposals obliterates all major people movement benefits in the DoMinimum.
Very Significant	Positive	Significant increases in people movement by sustainable modes where DoSomething proposals removes nearly all major obstacles for people movement in the DoMinimum
	Negative	Significant reductions in people movement by sustainable modes, where DoSomething proposals removes nearly all major people movement benefits in the DoMinimum.
Significant	Positive	Significant increases in people movement by sustainable modes, where DoSomething proposals removes most obstacles for people movement in the DoMinimum
	Negative	Significant reductions in people movement by sustainable modes, where DoSomething proposals removes most people movement benefits in the DoMinimum.
Moderate	Positive	Notable people movement increases outweighing any minor disbenefits.
	Negative	Notable people movement reductions, with disbenefits outweighing any minor benefits.
Slight	Positive	Notable people movement increases, with benefits slightly outweighing any disbenefits.
	Negative	Notable people movement reductions, with disbenefits slightly outweighing any benefits.
Not Significant	Positive	Notable increases in people movement, but with no significant consequences.
	Negative	Notable reductions in people movement, but with no significant consequences.
Imperceptible	Positive	Negligible increases in people movement, with no significant consequences.
	Negative	Negligible reductions in people movement, with no significant consequences.

Chapter 1 (Introduction & Environmental Impact Assessment Process)

Chapter 2 (Need for the Proposed Project)

Chapter 3 (Consideration of Reasonable Alternatives)

Chapter 4 (Proposed Project Description)

Chapter 5 (Construction)

Chapter 6 (Traffic & Transport)

Chapter 7 (Air Quality)

Chapter 8 (Climate)

Chapter 9 (Noise & Vibration)

Chapter 10 (Population)

Chapter 11 (Human Health)

Chapter 12 (Biodiversity)

Chapter 13 (Water)

Chapter 14 (Land, Soils, Geology & Hydrogeology)

Chapter 15 (Archaeological & Cultural Heritage)

Chapter 16 (Architectural Heritage)

Chapter 17 (Landscape (Townscape) & Visual)

Chapter 18 (Waste & Resources)

Chapter 19 (Material Assets)

Chapter 20 (Risk of Major Accidents and / or Disasters)

Chapter 21 (Cumulative Impacts & Environmental Interactions)

Chapter 22 (Summary of Mitigation & Monitoring Measures)

Chapter 23 (Summary of Significant Residual Impacts)