A map of Dublin, Ireland, showing the proposed Metro North route. The route is indicated by a dotted line connecting various stations. The stations are labeled from north to south: Belinstown, Usherhall, Crusty, Seaview, Swords, Fonestown, Airport, Dardicross, Northwood, Ballymas, Dublin City University, Giffchavenue, Drumcondra, Mace, Parnell Square, O'Connell Bridge, and St. Stephen's Green. The map is overlaid with a dark blue gradient.

ENVIRONMENTAL IMPACT STATEMENT – METRO NORTH

BELINSTOWN TO ST. STEPHEN'S GREEN

ANNEXES

VOLUME 3 – BOOK 2 OF 2

ANNEX I part 3

6 2011, 2013 and 2028 Do-Minimum Traffic Conditions

6.1 Introduction

6.1.1 The concept of Do-minimum traffic conditions was introduced in Chapter 1. Primarily, the do-minimum scenario consists of the projected future year traffic conditions without the inclusion of Metro North. The purpose of preparing do-minimum traffic information is to provide a baseline for comparison in order to estimate the traffic impact of Metro North in future years.

6.1.2 Three future years have been analysed representing:

- 2011 – a representative year during Metro North construction;
- 2013 – the project year of opening of Metro North; and
- 2028 – fifteen years after the commencement of Metro North services.

Planned Transport Infrastructure and Future Development

6.1.3 Transport infrastructural schemes included in the do minimum scenario are those for which committed lines of funding have been established, or where the relevant local authority has indicated that the scheme will be completed at a certain point in the future.

6.2 Transport Infrastructure Developments

6.2.1 Dublin is a rapidly growing city and there are a number of transport infrastructure schemes planned to cater for the growing population and future developments.

Rail Based Public Transport

6.2.2 Transport 21, the capital investment framework through which the transport system in Ireland will be developed over the period 2006 to 2015, was announced by the then Minister for Transport, Martin Cullen, in November 2005. Apart from Metro North there are a number of significant public transport schemes planned under Transport 21 that will affect the area. A summary of the key schemes within Transport 21 that are assumed to be operational in the 2011, 2013 and 2028 scenarios as given in Table 6.1, Table 6.2 and Table 6.3 respectively.

Table 6.1 Additional Public Transport Projects planned in Transport 21 and estimated to be operation in 2011 do minimum scenario

Project	Description
Luas Line C1	This project extends the Luas Red Line for 1.5km from Connolly Station, through the Docklands to the Point, serving existing and planned high-density commercial and residential developments.
Luas Line B1	A 7.5 km extension to the Luas Green Line southwards from Sandyford to Cherrywood through lands which are at present undeveloped and are zoned for high-density residential and commercial development.

Table 6.2 Additional Public Transport Projects planned in Transport 21 and estimated to be operation in 2013 do minimum scenario

Project	Description
Kildare Route Project	Project involves quadrupling of critical section of track between Cherry Orchard and Hazlehatch on the Heuston-Kildare line. New or relocated stations will be constructed at Fonthill, Kishogue, Adamstown, and Park West. The project will allow separation of long distance and commuter services and improve speed and capacity for commuter, regional and intercity services.
Heavy Rail and Dart City Centre Resignalling Project	The project will provide for further capacity enhancement by upgrading signalling to accommodate an additional 4 train paths per direction per hour (up from 12 at present to 16) in the critical City Centre area.
Luas Line A1	A 4km spur from the Luas Red Line to City West serving the residential and commercial centre of the communities of west Tallaght and City West.
Luas Line BX	This project connects the existing Luas Green Line and Red Line and continues on, via Grangegorman, to meet the Maynooth suburban rail line at Liffey Junction.
Luas Line F	The Luas Line from Lucan to the City Centre scheduled for completion in 2013 will serve Ballyfermot, Liffey Valley and Lucan.
Metro West	Phases 1 and 2: An orbital metro linking the towns of Tallaght, Clondalkin and Lucan.

Table 6.3 Additional Public Transport Projects planned in Transport 21 and estimated to be operation in 2028 do minimum scenario

Project	Description
Metro West	Phases 3 and 4: Extension of the orbital metro from Lucan to Ballymun.
Interconnector	The Project provides for an Interconnector, largely in tunnel, to connect the existing Northern Line to the lines running out from Heuston Station. New stations will be constructed at Docklands, St. Stephens Green and High St. and these will link with Pearse and Heuston Stations.
Luas Line B2	a 6.75 km extension to the Luas Green Line from the terminus of Line B1 at Cherrywood to the planned high-density residential and commercial developments west of Bray.

Bus Priority

6.2.3 In addition to the proposed rail developments, there will be additional developments in bus public transport. The Quality Bus Network Office is developing plans for the expansion and enhancement of the Quality Bus Network in Dublin. The major schemes that are currently planned for each of the study areas are:

Area 1

- North of Swords QBC (R132) to Turvey Avenue;
- Swords to Malahide QBC (R106);
- Swords Pavilions Interchange; and
- Swords Main Street Approaches.

Areas 2 and 3

- No plans at present.

Area 4

- Howth Junction to Ballymun Orbital.

Area 5

- Swords Road to Finglas N2 Orbital QBC.

Area 6

- No plans at present.

Area 7

- Parnell St (East) to Fairview Strand QBC;
- Manor Street to O'Connell Street QBC; and
- Westmoreland Street / D'Olier Street / College Street bus gate and public transport only priority.

- 6.2.4 The introduction of additional bus priority will result in a reduction in capacity for general traffic where existing carriageway is converted to bus lane. It is assumed that the improvements in bus priority will support additional bus services and that there will be a transfer of trips from private car to bus along the corridors affected. It is assumed that there will be an increase in bus capacity in all future years.

Strand Street Bus Interchange

- 6.2.5 Planning permission was granted for the Strand Street Bus Interchange in 2007. The proposed bus interchange will include eight bus stands and will be able to facilitate up to 100 buses per hour. The interchange will provide vital additional capacity for bus passengers in the city centre. Strand Street Bus Interchange is adjacent to the Jervis Luas stop and provision will be made for passengers transferring between the two modes.

Road Schemes

- 6.2.6 There are a number of road schemes planned for the future. The most significant road scheme that will affect traffic within Dublin City is the M50 Upgrade which is currently under construction and is estimated to be completed by 2010. Once complete, the M50 Upgrade will provide considerable additional capacity on the orbital route.
- 6.2.7 In addition, there are a number of local road schemes that will affect the traffic within the study area. Details of the schemes that are included in the future year assessments are listed in Table 6.4. Dublin City Council has confirmed that the schemes listed within the City Council Area are likely to be developed within the given timeframes. Confirmation has not been received from Fingal County Council as yet, but many of the schemes listed are included in the County Development Plan and relevant Local Area Plans.

Table 6.4 Proposed Future Road Infrastructure Changes ²⁴

Area	Road Name	Construction Year	Opening Year	Horizon Year
		2011	2013	2028
Swords Area	M1-Swords North Interchange Upgrade	X	✓	✓
	Swords Western By-Pass (Dual 2 Lane)	X	X	✓
	Balheary Road	X	✓	✓
	Oldtown North South Link Road	X	✓	✓
	Rathbeale Road	X	✓	✓
	Brackenstown Road	X	✓	✓
	Hilltown East West Road	X	✓	✓
	Northern Relief Road	X	✓	✓
	Ward River Valley Link	X	✓	✓
	Broadmeadow Link	X	✓	✓
	Castlegrange Link	X	✓	✓

²⁴ Confirmation on future year do-minimum road schemes not received from Fingal Co. Co.

Area	Road Name	Construction Year	Opening Year	Horizon Year
		2011	2013	2028
Airport Area	M50 Upgrade	✓	✓	✓
	N32 Dual Traffic Capacity	X	✓	✓
	Dublin Port Tunnel	✓	✓	✓
	Inner Swords Western By-Pass	X	✓	✓
	Link to N2 Cherryhound Interchange Single 2-Lane	X	✓	X
	Forrest Road Junction Improvement	X	✓	✓
	Cloghran Roundabout Upgrade	X	✓	✓
	Bovale Development Link Road	X	✓	✓
	East West Distributor Dual 2-Lane	X	✓	✓
	Silloge Bridge Connection	X	✓	✓
	North Ballymun LAP Road Connection	X	✓	✓
	Ballymun to Harristown Link Road Dual 2-Lane	X	✓	✓
	Clonshaugh Road Improvement	X	✓	✓
	East West Distributor Single 2-Lane	X	✓	X
	Balgriffin By-Pass	X	✓	✓
	Baskin Lane Junction Improvement	X	✓	✓
	Dual 2-Lane South of Airport	X	X	✓
	Dual 2-Lane West of Airport	X	X	✓
Dual 2-Lane North of Airport	X	X	✓	
Dual 2-Lane Link from West of Airport to N2 Cherryhound Interchange	X	X	✓	
Dublin City Centre	Macken Street Bridge	✓	✓	✓
	Dublin City Councils City Centre HGV Management Strategy	✓	✓	✓
	Banned Left Hand Turn into Parliament Street from South Quays	✓	✓	✓
	Banned Right Hand Turn across O'Connell bridge at Bachelor's Walk	✓	✓	✓

Area	Road Name	Construction Year	Opening Year	Horizon Year
		2011	2013	2028
	General traffic ban passing between Trinity College and Bank of Ireland on College Green, i.e. public transport only between Westmoreland St / College St. and College Green. (assume reduced to 1 lane in the northbound direction and completely restricted southbound)	✓	✓	✓
	General traffic restrictions on O'Connell Street to the north of Abbey Street junction	✓	✓	✓

✓ = Assumed to apply

X = Assumed not to apply

6.3 Future Land Use Changes

- 6.3.1 From a land use perspective, the Regional Planning Guidelines provide population and employment forecasts on future year populations within the Greater Dublin Area as a whole, and the breakdown within this region. The Metro North Traffic Model (MNTM) uses the Regional Planning Guidelines population and employment forecasts as a basis for determining the do-minimum land use characteristics, and their associated trip demand.

6.4 Modelled Future Year Traffic Flows

- 6.4.1 The impact of the above infrastructure and land use developments was forecast by coding them into the MNTM model. Predicted traffic flows for the years 2011, 2013, and 2028, as extracted from MNTM are shown in Appendix A, as follows:

- Appendix A2: 2011 forecast traffic data;
- Appendix A3: 2013 forecast traffic data; and
- Appendix A4: 2028 forecast traffic data.

6.5 Modelled Future Year Traffic Speeds

- 6.5.1 Average AM peak hour (08:00 to 09:00hrs) network traffic speeds for each of the seven areas surrounding the Metro North alignment, as extracted from MNTM are contained in Appendix A5 for 2011, 2013 and 2028.

- 6.5.2 Average AM peak (08:00 to 09:00hrs) corridor speeds for a number of radial and orbital routes for 2011, 2013, and 2028 are contained in Appendix A6 for the following corridors:

- M1, from the Lissenhall Interchange to the North Circular Road;
- R132, from the M1/ Lissenhall Interchange to the N1/ Shantalla Road junction;

- R108, from north of the M50 interchange to the North Circular Road;
- Collins Avenue, from N2 to Howth Road; and
- Griffith Avenue, from N2 to Malahide Road.

6.6 Future Developments along the Alignment

6.6.1 In addition to the overall growth in population and the general development of land, there are a number of proposed developments that will be directly affected by Metro North. Consideration will need to be given to the impact of Metro North on the transport access to these developments during the construction and operational years for Metro North. Some of the developments have been granted planning permission, whilst others are in the early stages of planning or comprise a strategic objective of the current development plan.

6.6.2 A summary of significant planned developments along the Metro North Alignment are listed below, along with a brief description of their main impacts on the locality.

Areas 1 and 2

6.6.3 The Fingal County Development Plan recommends the continued development and enhancement of Swords as the County Town of Fingal. The aim is to provide for a much-expanded civic, cultural, retail, commercial and employment base at a level appropriate for a vibrant major County town.

6.6.4 The future development of Swords is to include the integration of major town centre lands east of the Swords By-Pass with the existing town centre through the creation of a transportation hub, retail and employment uses. The future development of Swords will be directed by the Swords Local Area Plan.

6.6.5 South of Swords is the Fosterstown/ Nevinstown/ Hilltown region, which is a growing residential area. The increase in residential population will see a need for additional social infrastructure. For example, a number of schools are planned for the area.

Area 3

6.6.6 The Dublin Airport Local Area Plan makes provision for the development of Terminal 2 by 2009. A series of comprehensive forecasting studies project an increase in passenger numbers to 38 million by 2025. By 2030, this figure is expected to reach between 42 and 44 million passengers per annum.

6.6.7 To promote public transport usage to access the airport a Ground Transportation Centre will be provided to accommodate bus and coach operations. These facilities will be integrated with the terminals with a high quality pedestrian environment provided and connections aligned to suit passenger desire lines.

6.6.8 The LAP document also outlines the aim to improve facilities for cyclists by introducing continuous cycle lanes, adequate parking, shower and changing facilities.

6.6.9 The provision of car parking will be linked to increases in air traffic volumes. The provision of additional short term, multi-storey car parking will be linked to the terminal developments. The provision of additional long term car parking will take place on displaced sites around the

perimeter of the airport. The car parks should be capable of phased delivery in line with the increased demand due to higher passenger numbers.

Area 4

- 6.6.10 The Santry Demense Parkland, to the located between the R108 and R132 and to the south of the M50 is currently being developed as a mixed use development. The area around the lake is being kept as a local amenity. The remainder of the land will hold apartments, a nursing home, hotels and conference centre, fitness centre, business centre and retail park. There are further proposals to develop significant volumes of office floor space in addition to planned science and technology type development as part of the Northwood Business campus.

Area 5

- 6.6.11 An Bord Pleanála and Fingal County Council have granted permission to Ikea to build an outlet on 12.6 hectares to the southwest of the M50 Ballymun interchange. The development will create a 31,000 sq. metre superstore, providing 500 jobs. 1,900 car parking spaces are to be provided as part of the development. The opening of the development has been linked to the completion of the M50 upgrade, currently scheduled for 2010. Ikea have been conditioned to fund improvement works to a number of roads in its vicinity, including the M50 BALLYmun Interchange and a number of junctions along the R108.
- 6.6.12 A fully wheelchair accessible shuttle bus service will operate between the store and Ballymun Town Centre linking with public transport services, in particular the Ballymun QBC. Given the location and size of this development, it will generate significant volumes of traffic, in particular in the off-peak, pm peak and at weekends.
- 6.6.13 Ballymun Town Centre is undergoing significant regeneration and in the future there will be new residential areas, retail, recreation and employment facilities. Clearly, when the Ballymun regeneration scheme is complete, there will be a considerable increase in the level of activity in the area.

Area 6

- 6.6.14 Several major developments within area 6 are currently being outlined in the proposed draft Phibsborough Local Area Plan, prepared by Dublin City Council in March/ April 2007. This covers the area served by the proposed Drumcondra and Mater Metro Stops.
- 6.6.15 The LAP details the following key sites for redevelopment:
- The former Smurfit printwork site which includes the protected printworks structure, and the landmark chimney. A mixed use is proposed with a majority of residential development, including affordable and social housing. A key design objective is to facilitate convenient pedestrian and cycle routes through the development.
 - The Dalymount Park site which is available for redevelopment after the relocation of Bohemian's Football Club. The LAP envisages linking two sites- Dalymount Park and the shopping centre to provide Phibsborough with a greatly enhanced village centre, and act as a catalyst for the overall regeneration of the Phibsborough/Mountjoy area. It is envisaged that the development will be mixed use- commercial, retail, cultural, social and residential- the development of these sites can provide Phibsborough with a

range of services, facilities and amenities compatible with its role as a Prime Urban Centre (PUC).

- The Old Mountjoy Prison site which is 7.9 hectares, and is considered an ideal location for a hotel as part of the overall development potential of the site. All plans will have to give due consideration to the historic context of the site.
- The Mater Hospital which will be the subject of major redevelopment following the government decision to locate the new Pediatric Hospital at the site. The Hospital will approximately double in size. It is envisaged that the main works will be complete by 2010, including a new 300 space car park.

Area 7

6.6.16 The expansion of the Arnotts store will stretch from Upper Liffey Street as far as Penneys on Middle Abbey Street and as far as the GPO arcade on Henry Street. Planning permission for this site has been granted by Dublin City Council, however, at the time of writing this report, an Bord Pleanala have not to made a decision on the application. The development proposal, as granted planning approval by Dublin city Council incorporates:

- an enhanced Arnott's Department Store (circa 30,076 square metres retail floorspace) from basement to sixth floor level;
- an enhanced and expanded Penney's Department Store (circa 14,518 square metres retail floorspace) from basement to fifth floor level;
- 48 retail units (circa 25,770 square metres combined);
- nine cafes/restaurants/foodhalls (circa 3,504 square metres combined);
- 189 residential units;
- a 152 bedroom hotel (10,110 square metres);
- a health and beauty spa including swimming pool (2,209 square metres);
- 683 car parking spaces over three levels of basement; and
- circa 200 bicycle parking spaces located in basement level -4.

6.6.17 The Carlton Cinema is a key city centre site that is due for redevelopment. The site is located between O'Connell Street, Parnell Street and Moore Street. Plans are at an early stage of development, however, given the location and size of the site, it is assumed that the development is likely to include significant volumes of retail floor space.

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Appendix A1 – Baseline AM Peak Traffic Flows in 2006

Table A1.1 Capacity of Key Links and Flows in Area 1 ¹

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 08:00 to 09:00hrs)				
				Cars and LGVs	Taxi	Bus	HGVs	Cyclists
R132, north of Estuary Roundabout	Regional	North	2 + hard shoulder	747	21	16	64	4
		South	2 + hard shoulder	1,685	16	14	69	2
Seatown West	Regional	East	1	830	0	9	43	0
		West	1	902	0	16	18	0
Estuary Road at Estuary Roundabout	Local	East	1	162	0	0	3	0
		West	1	209	0	1	3	1
R132, between Estuary and Seatown Roundabouts	Regional	North	2 + hard shoulder	791	21	20	49	3
		South	2 + hard shoulder	1,704	16	12	76	2
Seatown Road, west of Seatown Roundabout	Local	East	1	285	4	2	3	6
		West	1	309	2	1	6	1
Estuary Road at Seatown Roundabout	Local	East	1	471	1	4	15	8
		West	1	276	11	4	44	1
R132, between Seatown and Malahide Roundabouts	Regional	North	2 + hard shoulder	908	18	20	45	3
		South	2	1,602	25	13	89	0

¹ All data from RPA Manual Classified Counts (October 2006), unless otherwise indicated:

*** Metro North Traffic Model (MNTM) Output for 2006

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 08:00 to 09:00hrs)				
				Cars and LGVs	Taxi	Bus	HGVs	Cyclists
Malahide Road, west of Malahide Roundabout	Regional	East	2	189	7	18	7	1
		West	2	269	0	14	11	0
Malahide Road, east of Malahide Roundabout	Regional	East	1	132	2	2	6	1
		West	1	272	4	1	22	0
Drynam Road	Local	East	1	590	7	11	31	0
		West	1	215	0	10	12	0
R132, between Malahide and Pinnockhill Roundabouts	Regional	North	2 + 1 bus lane	1,135	24	29	54	3
		South	2 + 1 bus lane	1,514	33	24	91	0
*** M1, between Lisenhall and Drynam interchanges	Motorway	North	2	1237		0	272	-
		South	2	2936		0	225	-

Table A1.2 Capacity of Key Links and Flows in Area 2 ²

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 08:00 to 09:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
R132, between Malahide and Pinnockhill Roundabouts	Regional	North	2 + 1 bus lane	1,135	24	29	54	3
		South	2 + 1 bus lane	1,514	33	24	91	0
Dublin Road, north of Pinnockhill Roundabout	Regional	North	1	173	2	4	1	3
		South	1	463	3	7	9	0
M1 Link Road (to Drynam Interchange)	Local	North	1	307	11	3	11	1
		South	1	418	1	4	9	0
R132, between Pinnockhill Roundabout and Fosterstown Jn	Regional	North	1 + 1 bus lane	882	18	25	49	5
		South	2 + 1 bus lane	1386	38	29	93	0
Rathingle Road	Minor Local	East	1 + 1 bus lane	631	1	10	11	3
		West	1	222	1	3	11	0
Airside	Minor Local	East	1	208	3	1	10	1
		West	1	142	1	1	10	0
R132 between Fosterstown Jn and Cloghran Roundabout	Regional	North	2	668	20	21	48	4
		South	2 + 1 bus lane	1515	38	25	92	1
* Naul Road	Local	East	1	584		28		-
		West	1	458		30		-

² All data from RPA Manual Classified Counts (October 2006), unless otherwise indicated:

* Arups Automated Traffic Counter Data (March 2006)

** NRA Automated Traffic Counter Data (January 2006)

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 08:00 to 09:00hrs)					
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists	
* Clonshaugh Road	Local	East	1	476		9		-	
		West	1	431		9		-	
* R132, between Cloghran and Airport Roundabouts	Regional	North	2 + 1 bus lane	733		92		-	
		South	2	1431		78		-	
** M1, between Drynam and Airport Interchanges.	Motorway	North	2	1564		681		-	
		South	2	3211		697		-	

Table A1.3 Capacity of Key Links and Flows in Area 3 ³

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 08:00 to 09:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
R132, north of Airport Roundabout	Regional	North	2 + 1 bus lane	611		74		-
		South	2	1115		53		-
Corballis Road North	Local	East	2	609		19		-
		West	2	1227		30		-
M1 Link Road to Airport Interchange	Motorway	East	2	553		24		-
		West	3	1267		67		-
R132, between Airport Roundabout and Corballis Rd South	Regional	North	1 + 1 bus lane	332		44		-
		South	1 + 1 bus lane	932		55		-
Corballis Road South	Local	East	2	288		45		-
		West	2	491		58		-
R132, between Corballis Road South and Collinstown Cross	Regional	North	1 + 1 bus lane	775		75		-
		South	1 + 1 bus lane	1428		81		-
** M1, between Drynam and Airport Interchanges.	Motorway	North	2 + hard shoulder	1236		664		-
		South	2 + hard shoulder	3424		620		-
** M1, between Airport and M50 Interchanges.	Motorway	North	2 + hard shoulder	2481		794		-
		South	2 + hard shoulder	3107		817		-

³ All data from Arups Automated Traffic Counter Data (March 2006), unless otherwise indicated:

** NRA Automated Traffic Counter Data (January 2006)

Table A1.4 Capacity of Key Links and Flows in Area 4 ⁴

Link	Road Status	Direction	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 08:00 to 09:00hrs)					
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists	
* R132, between Corballis Road South and Collinstown Cross	Regional	North	1 + 1 bus lane	762		89		-	
		South	1 + 1 bus lane	1398		100		-	
* R132 south of Collinstown Cross	Regional	North	1 + 1 bus lane	411		93		-	
		South	1	1218		85		-	
Old Airport Road (along southern perimeter of Airport)	Local	East	1 + hard shoulder	810	68	5	55	0	
		West	1 + hard shoulder	359	11	9	41	0	
R108, between Old Airport Road and M50	Regional	North	1	741	57	7	51	1	
		South	1	352	11	19	52	1	
R108, between M50 and Santry Avenue	Regional	North	2 + hard shoulder	929	4	15	72	5	
		South	2 + hard shoulder	947	0	11	54	0	
** M50 between R108 and M1 Interchanges	Motorway	North/East	2 + hard shoulder	2971		866		-	
		South/West	2 + hard shoulder	2317		815		-	
** M1 between M50 and Airport Interchanges	Motorway	North	3 + hard shoulder	2481		794		-	
		South	3 + hard shoulder	3107		817		-	

⁴ All data from RPA Manual Classified Counts (October 2006), unless otherwise indicated:

* Arups Automated Traffic Counter Data (March 2006)

** NRA Automated Traffic Counter Data (January 2006)

Table A1.5 Capacity of Key Links and Flows in Area 5 ⁵

Link	Road Status	Direction Of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 08:00 to 09:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
R108 between M50 and Santry Avenue	Regional	North	2 + hard shoulder	929	4	15	72	5
		South	2 + hard shoulder	947	0	11	54	0
Balbutcher Lane	Regional	East	1	18	0	0	3	0
		West	1	8	0	0	3	0
Santry Avenue	Regional	East	1	467	1	6	27	2
		West	1	359	0	11	28	1
Main Street, Ballymun, between Santry Ave and Sillogue Road	Regional	North	2 +1 bus + 1 cycle lane	423	5	17	33	6
		South	2 +1 bus + 1 cycle lane	352	0	18	16	0
Main Street, Ballymun, between Sillogue Rd and Collins Avenue	Regional	North	2 + 1 bus lane	590	22	19	28	3
		South	2 + 1 bus lane	879	44	26	16	32
Glasnevin Avenue	Regional	East	1	491	23	10	17	40
		West	1	495	16	9	26	18
Collins Avenue Extension	Regional	East	1	684	32	3	13	46
		West	1	407	12	2	32	17
Ballymun Road, between Collins Ave and St. Pappins Road	Regional	North	2 + 1 bus lane	799	31	21	25	7
		South	2 + 1 bus lane	807	40	28	23	29

⁵ All data from RPA Manual Classified Counts (October 2006), unless otherwise indicated:

*** Metro North Traffic Model (MNTM) Output for 2006

Table A1.6 Capacity of Key Links and Flows in Area 6 ⁶

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 08:00 to 09:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
*** Ballymun Road between St Pappins Road and St Mobhi Rd	Regional	North	2 + 1 bus lane	774		17	40	-
		South	2 + 1 bus lane	1389		20	38	-
*** Griffith Avenue between St Mobhi Road and Ballymun Rd	Regional	West	4	1058		21	55	-
*** Ballymun Road between Griffith Ave and St Mobhi Road	Regional	North	2	847		22	42	-
*** St Mobhi Road between Ballymun Road and Griffith Ave	Regional	South	2	1462		25	40	-
*** St Mobhi Road between Griffith Ave and Home Farm Road	Regional	North	1	578		18	40	-
		South	1	902		21	27	-
† Griffith Avenue between St Mobhi Road and Bantry Road	Regional	East	1	660	7	8	2	33
		West	1	480	11	7	14	17
† Bantry Road	Minor Local	North	1	4	0	0	0	0
		South	1	273	0	0	0	0
† Griffith Avenue between Bantry Road and Drumcondra Rd	Regional	East	1	416	7	8	2	33
		West	1	505	11	7	14	17

⁶ All data from Swords QBC Traffic Surveys (September 2005), unless otherwise indicated:

† RPA Manual Classified Counts (October 2006)

*** Metro North Traffic Model (MNTM) Output for 2006

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 08:00 to 09:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
Swords Road between Collins Avenue and Griffith Ave	National Primary	North	1 + 1 bus + off road cycle lane	630	88	33	103	29
		South	1 + 1 bus + off road cycle lane	482	60	30	24	80
Drumcondra Road between Griffith Ave and Home Farm Road	National Primary	North	1 + 1 bus lane	684	93	35	53	34
		South	1 + 1 bus lane	423	54	36	21	82
Home Farm Road	Local	East	1	137	13	12	6	15
		West	1	59	4	5	3	0
Richmond Road	Local	East	1	414	12	0	5	17
		West	1	205	9	0	5	13
Botanic Avenue	Local	East	1	248	2	0	4	20
		West	1	130	4	0	1	7
Drumcondra Road between Botanic Ave and Clonliffe Road	National Primary	North	1 + 1 bus + off road cycle lane	912	104	47	57	40
		South	1 + 1 bus lane	1011	73	46	31	144
Clonliffe Road	Regional	East	1	524	8	1	31	37
		West	1	319	13	2	11	10
Drumcondra Road between Clonliffe Rd and Whitworth Road	National Primary	North	2 + 1 cycle lane	845	96	45	68	49
		South	2 + 1 bus lane	739	70	45	22	126
Whitworth Road	Local	East	1	546	27	32	16	54
		West	1	161	13	20	35	2

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 08:00 to 09:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
Dorset Street between Whitworth Rd and North Circular Road	National Primary	North	2 + 1 bus lane	738	119	60	58	30
		South	2 + 1 bus lane	1249	91	88	38	131
North Circular Road to the West	Regional	East	1	325	13	5	30	34
		West	1	277	19	13	39	15
North Circular Road to the East	Regional	East	1	416	14	2	37	32
		West	1	317	16	7	47	14
Dorset Street between North Circular Road and Gardiner Street	National Primary	North	3	861	127	68	67	32
		South	3	1321	95	93	48	134
Synnott Place	Minor Local	East	1	216	6	0	0	22
		West	1	136	5	0	1	8
Gardiner Street	Regional	East	2	617	10	6	16	63
		West	2	296	46	29	25	18
Dorset Street between Gardiner Street and Eccles Street	National Primary	North	2 + 1 bus lane	647	82	38	42	18
		South	2 + 1 bus lane	873	88	83	31	76
Eccles Street	Minor Local	East	1	312	21	6	2	20
		West	1	175	18	3	1	13
Temple Street	Minor Local	East	1	390	8	1	4	34
		West	1	163	15	0	4	7
Dorset Street between Eccles Street and Fredrick Street	National Primary	North	1 + 1 bus lane	599	73	41	40	26
		South	1 + 1 bus lane	735	89	88	30	64

Table A1.7 Capacity of Key Links and Flows in Area 7 ⁷

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 08:00 to 09:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
‡ North Frederick Street	National Primary	South	1 bus lane	19	103	159	2	78
‡ Dorset Street, between North Frederick Street and Granby Row	National Primary	North	1 + 1 bus lane	521	70	40	33	28
		South	1 + 1 cycle lane	790	38	3	26	52
‡ Granby Row	National Primary	North	2	144	47	93	11	7
*** Parnell Square West	National Primary	North	2	460		112	80	-
*** Parnell Square North	National Primary	East	2	381		3	50	-
*** Parnell Square East	National Primary	South	1 + 1 bus lane	485		127	10	-
*** Parnell Street, West of O'Connell Street	Regional	West	2	960		127	78	-
*** Parnell Street, East of O'Connell Street	Regional	East	1	133		0	4	-
		West	2	521		0	57	-
*** O'Connell Street, between Parnell Street and Cathal Brugha St	National Primary	North	1 + 1 bus lane	30		132	14	-
		South	2 bus lanes	0		138	0	-
O'Connell Street, between Abbey Street and O'Connell Bridge	National Primary	North	2	478	18	108	40	56
		South	2 + 1 cycle lane	411	77	133	16	55
Bachelors Walk	National Primary	East	2 + 1 bus lane	1048	66	100	113	99

⁷ All data from Abacus Traffic Surveys (February 2005), unless otherwise indicated:

‡ Swords QBC Traffic Surveys (September 2005)

*** Metro North Traffic Model (MNTM) Output for 2006

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 08:00 to 09:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
Eden Quay, between O'Connell St and Marlborough St	Regional	East	2 + 1 cycle lane	801	54	20	104	106
		West	1 bus lane (contra flow)	0	0	26	0	0
Marlborough Street, between Abbey Street and Eden Quay	Local	North	1	26	0	0	1	8
		South	1	99	2	16	4	4
Eden Quay, between Marlborough St and Beresford Pl	Regional	East	2 +1 bus + 1 cycle lane	879	56	36	107	102
		West	2 bus lanes (contra flow)	0	0	26	0	0
O'Connell Bridge	National Primary	North	3	643	27	109	43	89
		South	4	818	98	240	28	81
Aston Quay	National Primary	West	2	550	44	75	173	16
Westmoreland Street, between Fleet Street and O'Connell Bridge	National Primary	North	4	726	46	164	48	83
D'Olier Street	National Primary	South	3	1288	129	248	53	92
Burgh Quay	Regional	West	2 + 1 bus lane	937	56	28	193	33
Hawkins Street	Minor Local	South	2	2	0	10	0	0
Fleet Street, between Westmoreland St and D'Olier Street	Minor Local	East	2 bus lanes	120	46	70	6	26
Townsend Street, between D'Olier Street and Tara Street	Minor Local	East	2	423	64	76	15	65
Pearse Street, between Tara Street and D'Olier Street	Regional	West	1 bus lane	63	68	58	3	48

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 08:00 to 09:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
College Street, between D'Olier Street and Westmoreland St	National Primary	West	2	1172	187	329	41	150
Westmoreland Street, between College Street and Fleet Street	National Primary	North	4	903	109	237	55	165
College Green, between College Street and Grafton St	National Primary	North	2	787	102	191	47	153
		South	2	1056	180	283	33	138
College Green, between Grafton Street and Dame Street	National Primary	West	2	461	56	120	18	69
Grafton Street	Minor Local	South	2	595	124	163	15	69
Nassau Street, between Grafton Street and Dawson St	National Primary	East	1	595	124	163	15	63
		West	1 bus lane	41	39	81	21	11
Dawson Street, between Nassau St and Molesworth Street	National Primary	North	2 + 1 bus lane	651	86	92	47	32
Leinster Street South	National Primary	East	2	1207	171	174	41	52
Kildare Street, between Nassau St and Molesworth Street	National Primary	South	2	375	26	138	9	25
Kildare Street, between Molesworth Street and St. Stephens Green North	National Primary	South	2	845	37	141	35	25

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 08:00 to 09:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
St. Stephens Green North, between Kildare Street and Dawson Street	National Primary	West	3	1506	83	83	16	49
Dawson Street, between Molesworth Street and St. Stephens Green North	National Primary	North	2 + 1 bus lane	1367	59	83	38	57
St. Stephens Green North, between Dawson St and King Street South	Local	East	2	34	25	0	22	21
		West	1	173	49	0	0	13
St Stephens Green West	Local	North	1	2	0	0	0	22
		South	1	167	23	0	0	8
King Street South	Minor Local	West	1	7	2	0	1	24

Appendix A2 – Modelled Do-Minimum AM Peak Traffic Flows in 2011

Table A2.1 Capacity of Key Links and Flows for Area 1 ⁸

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 08:00 to 09:00hrs)				
				Cars and LGVs	Taxi	Bus	HGVs	Cyclists
R132, north of Estuary Roundabout	Regional	North	2 + hard shoulder	502	21	45	-	
		South	2 + hard shoulder	1339	18	41	-	
Seatown West	Regional	East	1	675	20	41	-	
		West	1	568	18	11	-	
Estuary Road at Estuary Roundabout	Local	East	1	206	0	8	-	
		West	1	149	0	10	-	
R132, between Estuary and Seatown Roundabouts	Regional	North	2 + hard shoulder	875	1	51	-	
		South	2 + hard shoulder	1686	0	76	-	
Seatown Road, west of Seatown Roundabout	Local	East	1	373	0	21	-	
		West	1	253	0	2	-	
Estuary Road at Seatown Roundabout	Local	East	1	474	0	46	-	
		West	1	385	0	50	-	
R132, between Seatown and Malahide Roundabouts	Regional	North	2 + hard shoulder	1023	2	56	-	
		South	2	2099	1	116	-	

⁸ All data from the Metro North Traffic Model (MNTM). Output for 2011

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 08:00 to 09:00hrs)				
				Cars and LGVs	Taxi	Bus	HGVs	Cyclists
Malahide Road, west of Malahide Roundabout	Regional	East	2	301	14	15	-	
		West	2	152	10	6	-	
Malahide Road, east of Malahide Roundabout	Regional	East	1	1021	6	38	-	
		West	1	234	6	14	-	
Drynam Road	Local	East	1	571	4	35	-	
		West	1	260	0	16	-	
R132, between Malahide and Pinnockhill Roundabouts	Regional	North	2 + 1 bus lane	1549	5	102	-	
		South	2 + 1 bus lane	1356	4	113	-	
M1, between Lisenhall and Drynam interchanges	Motorway	North	2	1538	0	262	-	
		South	2	3214	0	247	-	

Table A2.2 Capacity of Key Links and Flows in Area 2 ⁹

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 08:00 to 09:00hrs)					
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists	
R132, between Malahide and Pinnockhill Roundabouts	Regional	North	2 + 1 bus lane	1549	5	102	-		
		South	2 + 1 bus lane	1356	4	113	-		
Dublin Road, north of Pinnockhill Roundabout	Regional	North	1	448	14	9	-		
		South	1	555	15	19	-		
M1 Link Road (to Drynam Interchange)	Local	North	1	863	0	60	-		
		South	1	1010	0	119	-		
R132, between Pinnockhill Roundabout and Fosterstown Jn	Regional	North	1 + 1 bus lane	848	19	50	-		
		South	2 + 1 bus lane	762	19	26	-		
Rathingle Road	Minor Local	East	1 + 1 bus lane	513	0	15	-		
		West	1	172	0	11	-		
Airside	Minor Local	East	1	186	0	4	-		
		West	1	196	0	9	-		
R132 between Fosterstown Jn and Cloghran Roundabout	Regional	North	2	676	19	42	-		
		South	2 + 1 bus lane	935	19	29	-		
* Naul Road	Local	East	1	333	6	11	-		
		West	1	494	6	25	-		
* Clonsaugh Road	Local	East	1	226	0	10	-		
		West	1	337	0	7	-		

⁹ All data from the Metro North Traffic Model (MNTM). Output for 2011

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 08:00 to 09:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
R132, between Cloghran and Airport Roundabouts	Regional	North	2 + 1 bus lane	1137		25	81	-
		South	2	1206		25	33	-
M1, between Drynam and Airport Interchanges.	Motorway	North	2	2383		0	323	-
		South	2	4284		0	368	-

Table A2.3 Capacity of Key Links and Flows in Area 3 ¹⁰

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 08:00 to 09:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
R132, north of Airport Roundabout	Regional	North	2 + 1 bus lane	1137	25	81	-	
		South	2	1206	25	33	-	
Corballis Road North	Local	East	2	1597	46	52	-	
		West	2	1695	53	42	-	
M1 Link Road to Airport Interchange	Motorway	East	2	714	27	31	-	
		West	3	2109	37	88	-	
R132, between Airport Roundabout and Corballis Rd South	Regional	North	1 + 1 bus lane	132	3	33	-	
		South	1 + 1 bus lane	1568	6	52	-	
Corballis Road South	Local	East	2	63	16	2	-	
		West	2	1156	20	35	-	
R132, between Corballis Road South and Collinstown Cross	Regional	North	1 + 1 bus lane	912	17	88	-	
		South	1 + 1 bus lane	1132	16	71	-	
M1, between Drynam and Airport Interchanges.	Motorway	North	2 + hard shoulder	2383	0	323	-	
		South	2 + hard shoulder	4284	0	368	-	
M1, between Airport and M50 Interchanges.	Motorway	North	2 + hard shoulder	3469	37	390	-	
		South	2 + hard shoulder	4052	27	381	-	

¹⁰ All data from the Metro North Traffic Model (MNTM). Output for 2011

Table A2.4 Capacity of Key Links and Flows in Area 4 ¹¹

Link	Road Status	Direction	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 08:00 to 09:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
R132, between Corballis Road South and Collinstown Cross	Regional	North	1 + 1 bus lane	912	17	88	-	
		South	1 + 1 bus lane	1132	16	71	-	
R132 south of Collinstown Cross	Regional	North	1 + 1 bus lane	354	17	39	-	
		South	1	1032	16	68	-	
Old Airport Road (along southern perimeter of Airport)	Local	East	1 + hard shoulder	819	0	75	-	
		West	1 + hard shoulder	369	0	29	-	
R108, between Old Airport Road and M50	Regional	North	1	897	0	70	-	
		South	1	364	0	25	-	
R108, between M50 and Santry Avenue	Regional	North	2 + hard shoulder	554	0	89	-	
		South	2 + hard shoulder	1507	0	161	-	
M50 between R108 and M1 Interchanges	Motorway	North/East	2 + hard shoulder	3183	2	764	-	
		South/West	2 + hard shoulder	3925	2	754	-	
M1 between M50 and Airport Interchanges	Motorway	North	3 + hard shoulder	3469	37	390	-	
		South	3 + hard shoulder	4052	27	381	-	

¹¹ All data from the Metro North Traffic Model (MNTM). Output for 2011

Table A2.5 Capacity of Key Links and Flows in Area 5 ¹²

Link	Road Status	Direction Of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 08:00 to 09:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
R108 between M50 and Santry Avenue	Regional	North	2 + hard shoulder	554	0	89	-	
		South	2 + hard shoulder	1507	0	161	-	
Balbutcher Lane	Regional	East	1	90	0	3	-	
		West	1	125	0	2	-	
Santry Avenue	Regional	East	1	576	11	66	-	
		West	1	446	9	32	-	
Main Street, Ballymun, between Santry Ave and Sillogue Road	Regional	North	2 + 1 bus + 1 cycle lane	508	11	67	-	
		South	2 + 1 bus + 1 cycle lane	1181	9	25	-	
Main Street, Ballymun, between Sillogue Rd and Collins Avenue	Regional	North	2 + 1 bus lane	841	16	65	-	
		South	2 + 1 bus lane	1422	14	32	-	
Glasnevin Avenue	Regional	East	1	881	10	9	-	
		West	1	326	10	7	-	
Collins Avenue Extension	Regional	East	1	899	3	15	-	
		West	1	573	2	17	-	
Ballymun Road, between Collins Ave and St. Pappins Road	Regional	North	2 + 1 bus lane	747	13	57	-	
		South	2 + 1 bus lane	1546	19	29	-	

¹² All data from the Metro North Traffic Model (MNTM). Output for 2011

Table A2.6 Capacity of Key Links and Flows in Area 6 ¹³

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 08:00 to 09:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
Ballymun Road between St Pappins Road and St Mobhi Rd	Regional	North	2 + 1 bus lane	699	16	55	-	
		South	2 + 1 bus lane	1876	19	35	-	
Griffith Avenue between St Mobhi Road and Ballymun Rd	Regional	West	4	1147	21	72	-	
Ballymun Road between Griffith Ave and St Mobhi Road	Regional	North	2	760	20	66	-	
St Mobhi Road between Ballymun Road and Griffith Ave	Regional	South	2	1936	23	47	-	
St Mobhi Road between Griffith Ave and Home Farm Road	Regional	North	1	515	16	55	-	
		South	1	1088	20	4	-	
Griffith Avenue between St Mobhi Road and Bantry Road	Regional	East	1	530	3	34	-	
		West	1	529	5	9	-	
Bantry Road	Minor Local	North	1	0	0	0	-	
		South	1	92	0	0	-	
Griffith Avenue between Bantry Road and Drumcondra Rd	Regional	East	1	496	3	31	-	
		West	1	419	5	9	-	

¹³ All data from the Metro North Traffic Model (MNTM). Output for 2011

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 08:00 to 09:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
Swords Road between Collins Avenue and Griffith Ave	National Primary	North	1 + 1 bus + off road cycle lane	1160	56	60	-	
		South	1 + 1 bus + off road cycle lane	1085	47	10	-	
Drumcondra Road between Griffith Ave and Home Farm Road	National Primary	North	1 + 1 bus lane	894	62	55	-	
		South	1 + 1 bus lane	952	55	9	-	
Home Farm Road	Local	East	1	562	3	31	-	
		West	1	419	5	9	-	
Richmond Road	Local	East	1	492	0	5	-	
		West	1	298	0	0	-	
Botanic Avenue	Local	East	1	296	0	1	-	
		West	1	65	0	8	-	
Drumcondra Road between Botanic Ave and Clonliffe Road	National Primary	North	1 + 1 bus + off road cycle lane	959	65	59	-	
		South	1 + 1 bus lane	1432	64	4	-	
Clonliffe Road	Regional	East	1	682	1	0	-	
		West	1	308	1	23	-	
Drumcondra Road between Clonliffe Rd and Whitworth Road	National Primary	North	2 + 1 cycle lane	975	64	40	-	
		South	2 + 1 bus lane	1167	63	6	-	
Whitworth Road	Local	East	1	646	24	9	-	
		West	1	152	21	25	-	

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 08:00 to 09:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
Dorset Street between Whitworth Rd and North Circular Road	National Primary	North	2 + 1 bus lane	793	74	33	-	
		South	2 + 1 bus lane	1675	87	13	-	
North Circular Road to the West	Regional	East	1	290	5	20	-	
		West	1	206	4	28	-	
North Circular Road to the East	Regional	East	1	393	1	21	-	
		West	1	354	0	28	-	
Dorset Street between North Circular Road and Gardiner Street	National Primary	North	3	865	78	33	-	
		South	3	1015	91	0	-	
Synnott Place	Minor Local	East	1	297	0	0	-	
		West	1	153	0	4	-	
Gardiner Street	Regional	East	2	566	31	0	-	
		West	2	414	29	17	-	
Dorset Street between Gardiner Street and Eccles Street	National Primary	North	2 + 1 bus lane	669	49	20	-	
		South	2 + 1 bus lane	774	60	0	-	
Eccles Street	Minor Local	East	1	189	3	2	-	
		West	1	370	3	1	-	
Temple Street	Minor Local	East	1	630	0	1	-	
		West	1	131	0	12	-	
Dorset Street between Eccles Street and Fredrick Street	National Primary	North	1 + 1 bus lane	538	52	9	-	
		South	1 + 1 bus lane	524	63	0	-	

Table A2.7 Capacity of Key Links and Flows in Area 7 ¹⁴

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 08:00 to 09:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
North Frederick Street	National Primary	South	1 bus lane	0	124	0	-	
Dorset Street, between North Frederick Street and Granby Row	National Primary	North	1 + 1 bus lane	339	52	7	-	
		South	1 + 1 cycle lane	634	0	3	-	
Granby Row	National Primary	North	2	87	89	37	-	
Parnell Square West	National Primary	North	2	392	103	29	-	
Parnell Square North	National Primary	East	2	328	6	16	-	
Parnell Square East	National Primary	South	1 + 1 bus lane	529	124	7	-	
Parnell Street, West of O'Connell Street	Regional	West	2	1079	119	10	-	
Parnell Street, East of O'Connell Street	Regional	East	1	197	0	6	-	
		West	2	658	0	1	-	
O'Connell Street, between Parnell Street and Cathal Brugha St	National Primary	North	1 + 1 bus lane	139	115	8	-	
		South	2 bus lanes	0	124	0	-	
O'Connell Street, between Abbey Street and O'Connell Bridge	National Primary	North	2	352	112	104	-	
		South	2 + 1 cycle lane	578	106	26	-	
Bachelors Walk	National Primary	East	2 + 1 bus lane	1570	74	76	-	
Eden Quay, between O'Connell St and Marlborough St	Regional	East	2 + 1 cycle lane	960	41	33	-	
		West	1 bus lane (contra flow)	0	25	0	-	

¹⁴ All data from the Metro North Traffic Model (MNTM). Output for 2011

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 08:00 to 09:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
Marlborough Street, between Abbey Street and Eden Quay	Local	North	1	200	0	0	-	
		South	1	21	14	1	-	
Eden Quay, between Marlborough St and Beresford Pl	Regional	East	2 +1 bus + 1 cycle lane	773	52	35	-	
		West	2 bus lanes (contra flow)	0	58	0	-	
O'Connell Bridge	National Primary	North	3	349	132	103	-	
		South	4	1187	184	67	-	
Aston Quay	National Primary	West	2	474	34	78	-	
Westmoreland Street, between Fleet Street and O'Connell Bridge	National Primary	North	4	293	155	51	-	
D'Olier Street	National Primary	South	3	1136	177	167	-	
Burgh Quay	Regional	West	2 + 1 bus lane	530	37	215	-	
Hawkins Street	Minor Local	South	2	0	0	0	-	
Fleet Street, between Westmoreland St and D'Olier Street	Minor Local	East	2 bus lanes	121	50	7	-	
Fleet Street, between D'Olier Street and Tara Street	Minor Local	East	2	566	47	35	-	
Pearse Street, between Tara Street and D'Olier Street	Regional	West	1 bus lane	0	14	0	-	
College Street, between D'Olier Street and Westmoreland St	National Primary	West	2	693	186	141	-	

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 08:00 to 09:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
Westmoreland Street, between College Street and Fleet Street	National Primary	North	4	593	251	72	-	
College Green, between College Street and Grafton St	National Primary	North	2	544	221	63	-	
		South	2	682	212	136	-	
College Green, between Grafton Street and Dame Street	National Primary	West	2	518	221	62	-	
Grafton Street	Minor Local	South	2	484	133	78	-	
Nassau Street, between Grafton Street and Dawson St	National Primary	East	1	464	133	74	-	
		West	1 bus lane	0	112	0	-	
Dawson Street, between Nassau St and Molesworth Street	National Primary	North	2 + 1 bus lane	154	112	18	-	
Leinster Street South	National Primary	East	2	767	133	97	-	
Kildare Street, between Nassau St and Molesworth Street	National Primary	South	2	300	98	65	-	
Kildare Street, between Molesworth Street and St. Stephens Green North	National Primary	South	2	103	104	22	-	
St. Stephens Green North, between Kildare Street and Dawson Street	National Primary	West	3	1210	119	21	-	
Dawson Street, between Molesworth Street and St. Stephens Green North	National Primary	North	2 + 1 bus lane	625	119	20	-	

Appendix A3 – Modelled Do-Minimum AM Peak Traffic Flows in 2011

Table A3.1 Capacity of Key Links and Flows in Area 1 ¹⁵

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 08:00 to 09:00hrs)				
				Cars and LGVs	Taxi	Bus	HGVs	Cyclists
R132, north of Estuary Roundabout	Regional	North	2 + hard shoulder	851	21	56	-	
		South	2 + hard shoulder	1277	18	53	-	
Seatown West	Regional	East	1	815	20	48	-	
		West	1	595	18	9	-	
Estuary Road at Estuary Roundabout	Local	East	1	200	0	8	-	
		West	1	146	0	8	-	
R132, between Estuary and Seatown Roundabouts	Regional	North	2 + hard shoulder	1134	1	61	-	
		South	2 + hard shoulder	1636	0	91	-	
Seatown Road, west of Seatown Roundabout	Local	East	1	377	0	14	-	
		West	1	214	0	1	-	
Estuary Road at Seatown Roundabout	Local	East	1	509	0	49	-	
		West	1	390	0	58	-	
R132, between Seatown and Malahide Roundabouts	Regional	North	2 + hard shoulder	1302	2	66	-	
		South	2	2086	1	129	-	

¹⁵ All data from the Metro North Traffic Model (MNTM). Output for 2013

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 08:00 to 09:00hrs)				
				Cars and LGVs	Taxi	Bus	HGVs	Cyclists
Malahide Road, west of Malahide Roundabout	Regional	East	2	302	14	16	-	
		West	2	203	10	10	-	
Malahide Road, east of Malahide Roundabout	Regional	East	1	829	6	28	-	
		West	1	198	6	12	-	
Drynam Road	Local	East	1	319	4	22	-	
		West	1	181	0	13	-	
R132, between Malahide and Pinnockhill Roundabouts	Regional	North	2 + 1 bus lane	1650	5	83	-	
		South	2 + 1 bus lane	1477	4	123	-	
M1, between Lisenhall and Drynam interchanges	Motorway	North	2	1523	0	271	-	
		South	2	3129	0	243	-	

Table A3.2 Capacity of Key Links and Flows in Area 2 ¹⁶

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 08:00 to 09:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
R132, between Malahide and Pinnockhill Roundabouts	Regional	North	2 + 1 bus lane	1650	5	83	-	
		South	2 + 1 bus lane	1477	4	123	-	
Dublin Road, north of Pinnockhill Roundabout	Regional	North	1	429	14	12	-	
		South	1	578	15	15	-	
M1 Link Road (to Drynam Interchange)	Local	North	1	935	0	124	-	
		South	1	704	0	54	-	
R132, between Pinnockhill Roundabout and Fosterstown Jn	Regional	North	1 + 1 bus lane	1029	19	39	-	
		South	2 + 1 bus lane	910	19	26	-	
Rathingle Road	Minor Local	East	1 + 1 bus lane	414	0	21	-	
		West	1	339	0	10	-	
Airside	Minor Local	East	1	239	0	4	-	
		West	1	152	0	6	-	
R132 between Fosterstown Jn and Cloghran Roundabout	Regional	North	2	1032	19	41	-	
		South	2 + 1 bus lane	904	19	39	-	
Naul Road	Local	East	1	657	6	15	-	
		West	1	724	6	30	-	
Clonshaugh Road	Local	East	1	497	0	19	-	
		West	1	943	0	23	-	

¹⁶ All data from the Metro North Traffic Model (MNTM). Output for 2013

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 08:00 to 09:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
R132, between Cloghran and Airport Roundabouts	Regional	North	2 + 1 bus lane	857		25	46	-
		South	2	1086		25	30	-
M1, between Drynam and Airport Interchanges.	Motorway	North	2	2161		0	325	-
		South	2	4258		0	369	-

Table A3.3 Capacity of Key Links and Flows in Area 3 ¹⁷

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 08:00 to 09:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
R132, north of Airport Roundabout	Regional	North	2 + 1 bus lane	857	25	46	-	
		South	2	1086	25	30	-	
Corballis Road North	Local	East	2	1743	46	38	-	
		West	2	2176	53	24	-	
M1 Link Road to Airport Interchange	Motorway	East	2	780	27	24	-	
		West	3	1874	37	45	-	
R132, between Airport Roundabout and Corballis Rd South	Regional	North	1 + 1 bus lane	104	3	29	-	
		South	1 + 1 bus lane	1063	6	39	-	
Corballis Road South	Local	East	2	46	16	1	-	
		West	2	769	20	15	-	
R132, between Corballis Road South and Collinstown Cross	Regional	North	1 + 1 bus lane	874	17	59	-	
		South	1 + 1 bus lane	975	16	65	-	
M1, between Drynam and Airport Interchanges.	Motorway	North	2 + hard shoulder	2161	0	325	-	
		South	2 + hard shoulder	4258	0	369	-	
M1, between Airport and M50 Interchanges.	Motorway	North	2 + hard shoulder	3007	37	358	-	
		South	2 + hard shoulder	4295	27	403	-	

¹⁷ All data from the Metro North Traffic Model (MNTM). Output for 2013

Table A3.4 Capacity of Key Links and Flows in Area 4 ¹⁸

Link	Road Status	Direction	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 08:00 to 09:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
R132, between Corballis Road South and Collinstown Cross	Regional	North	1 + 1 bus lane	874	17	59	-	
		South	1 + 1 bus lane	975	16	65	-	
R132 south of Collinstown Cross	Regional	North	1 + 1 bus lane	221	17	50	-	
		South	1	919	16	49	-	
Old Airport Road (along southern perimeter of Airport)	Local	East	1 + hard shoulder	1030	0	85	-	
		West	1 + hard shoulder	480	0	38	-	
R108, between Old Airport Road and M50	Regional	North	1	995	0	56	-	
		South	1	439	0	18	-	
R108, between M50 and Santry Avenue	Regional	North	2 + hard shoulder	569	0	108	-	
		South	2 + hard shoulder	1463	0	153	-	
M50 between R108 and M1 Interchanges	Motorway	North/East	2 + hard shoulder	3362	2	818	-	
		South/West	2 + hard shoulder	4042	2	832	-	
M1 between M50 and Airport Interchanges	Motorway	North	3 + hard shoulder	3007	37	358	-	
		South	3 + hard shoulder	4295	27	403	-	

¹⁸ All data from the Metro North Traffic Model (MNTM). Output for 2013

Table A3.5 Capacity of Key Links and Flows in Area 5 ¹⁹

Link	Road Status	Direction Of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 08:00 to 09:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
R108 between M50 and Santry Avenue	Regional	North	2 + hard shoulder	569	0	108	-	
		South	2 + hard shoulder	1463	0	153	-	
Balbutcher Lane	Regional	East	1	92	0	2	-	
		West	1	44	0	3	-	
Santry Avenue	Regional	East	1	550	11	68	-	
		West	1	329	9	37	-	
Main Street, Ballymun, between Santry Ave and Sillogue Road	Regional	North	2 +1 bus + 1 cycle lane	566	11	82	-	
		South	2 +1 bus + 1 cycle lane	1210	9	21	-	
Main Street, Ballymun, between Sillogue Rd and Collins Avenue	Regional	North	2 + 1 bus lane	845	16	73	-	
		South	2 + 1 bus lane	1398	14	24	-	
Glasnevin Avenue	Regional	East	1	894	10	10	-	
		West	1	336	10	7	-	
Collins Avenue Extension	Regional	East	1	902	3	15	-	
		West	1	616	2	19	-	
Ballymun Road, between Collins Ave and St. Pappins Road	Regional	North	2 + 1 bus lane	783	13	65	-	
		South	2 + 1 bus lane	1596	19	24	-	

¹⁹ All data from the Metro North Traffic Model (MNTM). Output for 2013

Table A3.6 Capacity of Key Links and Flows in Area 6 ²⁰

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 08:00 to 09:00hrs)					
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists	
Ballymun Road between St Pappins Road and St Mobhi Rd	Regional	North	2 + 1 bus lane	720		16	62	-	
		South	2 + 1 bus lane	1933		19	25	-	
Griffith Avenue between St Mobhi Road and Ballymun Rd	Regional	West	4	1270		21	77	-	
Ballymun Road between Griffith Ave and St Mobhi Road	Regional	North	2	786		20	72	-	
St Mobhi Road between Ballymun Road and Griffith Ave	Regional	South	2	1983		23	35	-	
St Mobhi Road between Griffith Ave and Home Farm Road	Regional	North	1	522		16	57	-	
		South	1	1089		20	6	-	
Griffith Avenue between St Mobhi Road and Bantry Road	Regional	East	1	505		3	16	-	
		West	1	540		5	8	-	
Bantry Road	Minor Local	North	1	0		0	0	-	
		South	1	115		0	0	-	
Griffith Avenue between Bantry Road and Drumcondra Rd	Regional	East	1	458		3	13	-	
		West	1	453		5	8	-	

²⁰ All data from the Metro North Traffic Model (MNTM). Output for 2013

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 08:00 to 09:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
Swords Road between Collins Avenue and Griffith Ave	National Primary	North	1 + 1 bus + off road cycle lane	1134	56	70	-	
		South	1 + 1 bus + off road cycle lane	1107	47	5	-	
Drumcondra Road between Griffith Ave and Home Farm Road	National Primary	North	1 + 1 bus lane	835	62	61	-	
		South	1 + 1 bus lane	1002	55	9	-	
Home Farm Road	Local	East	1	502	3	13	-	
		West	1	453	5	8	-	
Richmond Road	Local	East	1	475	0	6	-	
		West	1	272	0	0	-	
Botanic Avenue	Local	East	1	329	0	2	-	
		West	1	11	0	5	-	
Drumcondra Road between Botanic Ave and Clonliffe Road	National Primary	North	1 + 1 bus + off road cycle lane	898	65	56	-	
		South	1 + 1 bus lane	1466	64	4	-	
Clonliffe Road	Regional	East	1	614	1	0	-	
		West	1	319	1	15	-	
Drumcondra Road between Clonliffe Rd and Whitworth Road	National Primary	North	2 + 1 cycle lane	955	64	45	-	
		South	2 + 1 bus lane	1284	63	5	-	
Whitworth Road	Local	East	1	554	24	8	-	
		West	1	161	21	25	-	

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 08:00 to 09:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
Dorset Street between Whitworth Rd and North Circular Road	National Primary	North	2 + 1 bus lane	780	74	37	-	
		South	2 + 1 bus lane	1710	87	13	-	
North Circular Road to the West	Regional	East	1	335	5	21	-	
		West	1	176	4	39	-	
North Circular Road to the East	Regional	East	1	458	1	21	-	
		West	1	287	0	38	-	
Dorset Street between North Circular Road and Gardiner Street	National Primary	North	3	895	78	37	-	
		South	3	1005	91	0	-	
Synnott Place	Minor Local	East	1	217	0	0	-	
		West	1	161	0	4	-	
Gardiner Street	Regional	East	2	534	31	0	-	
		West	2	405	29	23	-	
Dorset Street between Gardiner Street and Eccles Street	National Primary	North	2 + 1 bus lane	690	49	19	-	
		South	2 + 1 bus lane	902	60	0	-	
Eccles Street	Minor Local	East	1	180	3	1	-	
		West	1	393	3	2	-	
Temple Street	Minor Local	East	1	626	0	1	-	
		West	1	207	0	8	-	
Dorset Street between Eccles Street and Fredrick Street	National Primary	North	1 + 1 bus lane	545	52	12	-	
		South	1 + 1 bus lane	550	63	0	-	

Table A3.7 Capacity of Key Links and Flows in Area 7 ²¹

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 08:00 to 09:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
North Frederick Street	National Primary	South	1 bus lane	0	124	0	-	
Dorset Street, between North Frederick Street and Granby Row	National Primary	North	1 + 1 bus lane	302	52	10	-	
		South	1 + 1 cycle lane	604	0	2	-	
Granby Row	National Primary	North	2	52	89	45	-	
Parnell Square West	National Primary	North	2	444	103	30	-	
Parnell Square North	National Primary	East	2	414	6	13	-	
Parnell Square East	National Primary	South	1 + 1 bus lane	533	124	5	-	
Parnell Street, West of O'Connell Street	Regional	West	2	1066	119	17	-	
Parnell Street, East of O'Connell Street	Regional	East	1	145	0	4	-	
		West	2	628	0	1	-	
O'Connell Street, between Parnell Street and Cathal Brugha St	National Primary	North	1 + 1 bus lane	105	115	14	-	
		South	2 bus lanes	0	124	0	-	
O'Connell Street, between Abbey Street and O'Connell Bridge	National Primary	North	2	454	112	91	-	
		South	2 + 1 cycle lane	558	106	30	-	
Bachelors Walk	National Primary	East	2 + 1 bus lane	1596	74	72	-	
Eden Quay, between O'Connell St and Marlborough St	Regional	East	2 + 1 cycle lane	964	41	39	-	
		West	1 bus lane (contra flow)	0	25	0	-	

²¹ All data from the Metro North Traffic Model (MNTM). Output for 2013

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 08:00 to 09:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
Marlborough Street, between Abbey Street and Eden Quay	Local	North	1	201	0	0	-	
		South	1	28	14	2	-	
Eden Quay, between Marlborough St and Beresford Pl	Regional	East	2 +1 bus + 1 cycle lane	784	52	40	-	
		West	2 bus lanes (contra flow)	0	58	0	-	
O'Connell Bridge	National Primary	North	3	417	132	100	-	
		South	4	1178	184	72	-	
Aston Quay	National Primary	West	2	453	34	75	-	
Westmoreland Street, between Fleet Street and O'Connell Bridge	National Primary	North	4	326	155	48	-	
D'Olier Street	National Primary	South	3	1123	177	172	-	
Burgh Quay	Regional	West	2 + 1 bus lane	540	37	215	-	
Hawkins Street	Minor Local	South	2	0	0	0	-	
Fleet Street, between Westmoreland St and D'Olier Street	Minor Local	East	2 bus lanes	133	50	7	-	
Fleet Street, between D'Olier Street and Tara Street	Minor Local	East	2	630	47	37	-	
Pearse Street, between Tara Street and D'Olier Street	Regional	West	1 bus lane	0	14	0	-	
College Street, between D'Olier Street and Westmoreland St	National Primary	West	2	630	186	145	-	

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 08:00 to 09:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
Westmoreland Street, between College Street and Fleet Street	National Primary	North	4	625	251	64	-	
College Green, between College St and Grafton Street	National Primary	North	2	595	221	63	-	
		South	2	637	212	149	-	
College Green, between Grafton Street and Dame Street	National Primary	West	2	565	221	62	-	
Grafton Street	Minor Local	South	2	477	133	82	-	
Nassau Street, between Grafton St and Dawson Street	National Primary	East	1	458	133	79	-	
		West	1 bus lane	0	112	0	-	
Dawson Street, between Nassau St and Molesworth Street	National Primary	North	2 + 1 bus lane	147	112	21	-	
Leinster Street South	National Primary	East	2	760	133	104	-	
Kildare Street, between Nassau St and Molesworth Street	National Primary	South	2	294	98	68	-	
Kildare Street, between Molesworth Street and St. Stephens Green North	National Primary	South	2	102	104	26	-	
St. Stephens Green North, between Kildare Street and Dawson Street	National Primary	West	3	1204	119	24	-	
Dawson Street, between Molesworth Street and St. Stephens Green North	National Primary	North	2 + 1 bus lane	616	119	23	-	

Appendix A4 – Modelled Do-Minimum AM Peak Traffic Flows in 2028

Table A4.1 Capacity of Key Links and Flows in Area 1 ²²

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 08:00 to 09:00hrs)				
				Cars and LGVs	Taxi	Bus	HGVs	Cyclists
R132, north of Estuary Roundabout	Regional	North	2 + hard shoulder	874	21	73	-	
		South	2 + hard shoulder	1172	18	18	-	
Seatown West	Regional	East	1	839	20	91	-	
		West	1	754	18	20	-	
Estuary Road at Estuary Roundabout	Local	East	1	207	0	13	-	
		West	1	250	0	14	-	
R132, between Estuary and Seatown Roundabouts	Regional	North	2 + hard shoulder	1212	1	86	-	
		South	2 + hard shoulder	1601	0	95	-	
Seatown Road, west of Seatown Roundabout	Local	East	1	586	0	9	-	
		West	1	137	0	1	-	
Estuary Road at Seatown Roundabout	Local	East	1	587	0	71	-	
		West	1	393	0	86	-	
R132, between Seatown and Malahide Roundabouts	Regional	North	2 + hard shoulder	1243	2	82	-	
		South	2	2134	1	126	-	
Malahide Road, west of Malahide	Regional	East	2	374	14	20	-	

²² All data from the Metro North Traffic Model (MNTM). Output for 2028

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 08:00 to 09:00hrs)				
				Cars and LGVs	Taxi	Bus	HGVs	Cyclists
Roundabout		West	2	206	10	10	-	
Malahide Road, east of Malahide Roundabout	Regional	East	1	922	6	44	-	
		West	1	196	6	13	-	
Drynam Road	Local	East	1	320	4	22	-	
		West	1	162	0	17	-	
R132, between Malahide and Pinnockhill Roundabouts	Regional	North	2 + 1 bus lane	1612	5	96	-	
		South	2 + 1 bus lane	1466	4	113	-	
M1, between Lisenhall and Drynam interchanges	Motorway	North	2	1246	0	309	-	
		South	2	2821	0	313	-	

Table A4.2 Capacity of Key Links and Flows in Area 2 ²³

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 08:00 to 09:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
R132, between Malahide and Pinnockhill Roundabouts	Regional	North	2 + 1 bus lane	1612	5	96	-	
		South	2 + 1 bus lane	1466	4	113	-	
Dublin Road, north of Pinnockhill Roundabout	Regional	North	1	376	14	14	-	
		South	1	619	15	28	-	
M1 Link Road (to Drynam Interchange)	Local	North	1	966	0	131	-	
		South	1	593	0	53	-	
R132, between Pinnockhill Roundabout and Fosterstown Jn	Regional	North	1 + 1 bus lane	1057	19	53	-	
		South	2 + 1 bus lane	992	19	29	-	
Rathingle Road	Minor Local	East	1 + 1 bus lane	468	0	33	-	
		West	1	343	0	14	-	
Airside	Minor Local	East	1	283	0	9	-	
		West	1	146	0	7	-	
R132 between Fosterstown Jn and Cloghran Roundabout	Regional	North	2	1052	19	54	-	
		South	2 + 1 bus lane	980	19	44	-	
Naul Road	Local	East	1	828	6	80	-	
		West	1	1154	6	38	-	
Clonshaugh Road	Local	East	1	806	0	42	-	
		West	1	1002	0	32	-	

²³ All data from the Metro North Traffic Model (MNTM). Output for 2028

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 08:00 to 09:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
R132, between Cloghran and Airport Roundabouts	Regional	North	2 + 1 bus lane	1337		25	77	-
		South	2	1135		25	71	-
M1, between Drynam and Airport Interchanges.	Motorway	North	2	1767		0	362	-
		South	2	3972		0	447	-

Table A4.3 Capacity of Key Links and Flows in Area 3 ²⁴

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 08:00 to 09:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
R132, north of Airport Roundabout	Regional	North	2 + 1 bus lane	1337	25	77	-	
		South	2	1135	25	71	-	
Corballis Road North	Local	East	2	2259	46	71	-	
		West	2	2193	53	43	-	
M1 Link Road to Airport Interchange	Motorway	East	2	892	27	67	-	
		West	3	1845	37	73	-	
R132, between Airport Roundabout and Corballis Rd South	Regional	North	1 + 1 bus lane	99	3	33	-	
		South	1 + 1 bus lane	1017	6	56	-	
Corballis Road South	Local	East	2	45	16	1	-	
		West	2	645	20	21	-	
R132, between Corballis Road South and Collinstown Cross	Regional	North	1 + 1 bus lane	748	17	69	-	
		South	1 + 1 bus lane	911	16	91	-	
M1, between Drynam and Airport Interchanges.	Motorway	North	2 + hard shoulder	1767	0	362	-	
		South	2 + hard shoulder	3972	0	447	-	
M1, between Airport and M50 Interchanges.	Motorway	North	2 + hard shoulder	2695	37	402	-	
		South	2 + hard shoulder	4121	27	505	-	

²⁴ All data from the Metro North Traffic Model (MNTM). Output for 2028

Table A4.4 Capacity of Key Links and Flows in Area 4 ²⁵

Link	Road Status	Direction	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 08:00 to 09:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
R132, between Corballis Road South and Collinstown Cross	Regional	North	1 + 1 bus lane	748	17	69	-	
		South	1 + 1 bus lane	911	16	91	-	
R132 south of Collinstown Cross	Regional	North	1 + 1 bus lane	344	17	73	-	
		South	1	853	16	68	-	
Old Airport Road (along southern perimeter of Airport)	Local	East	1 + hard shoulder	847	0	104	-	
		West	1 + hard shoulder	520	0	43	-	
R108, between Old Airport Road and M50	Regional	North	1	835	0	67	-	
		South	1	462	0	36	-	
R108, between M50 and Santry Avenue	Regional	North	2 + hard shoulder	874	0	161	-	
		South	2 + hard shoulder	1681	0	202	-	
M50 between R108 and M1 Interchanges	Motorway	North/East	2 + hard shoulder	2985	2	913	-	
		South/West	2 + hard shoulder	3436	2	977	-	
M1 between M50 and Airport Interchanges	Motorway	North	3 + hard shoulder	2695	37	402	-	
		South	3 + hard shoulder	4121	27	505	-	

²⁵ All data from the Metro North Traffic Model (MNTM). Output for 2028

Table A4.5 Capacity of Key Links and Flows in Area 5 ²⁶

Link	Road Status	Direction Of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 08:00 to 09:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
R108 between M50 and Santry Avenue	Regional	North	2 + hard shoulder	874	0	161	-	
		South	2 + hard shoulder	1681	0	202	-	
Balbutcher Lane	Regional	East	1	123	0	6	-	
		West	1	155	0	17	-	
Santry Avenue	Regional	East	1	536	11	90	-	
		West	1	524	9	63	-	
Main Street, Ballymun, between Santry Ave and Sillogue Road	Regional	North	2 +1 bus + 1 cycle lane	776	11	126	-	
		South	2 +1 bus + 1 cycle lane	1279	9	38	-	
Main Street, Ballymun, between Sillogue Rd and Collins Avenue	Regional	North	2 + 1 bus lane	1106	16	113	-	
		South	2 + 1 bus lane	1493	14	42	-	
Glasnevin Avenue	Regional	East	1	927	10	15	-	
		West	1	451	10	8	-	
Collins Avenue Extension	Regional	East	1	929	3	21	-	
		West	1	734	2	28	-	
Ballymun Road, between Collins Ave and St. Pappins Road	Regional	North	2 + 1 bus lane	1023	13	95	-	
		South	2 + 1 bus lane	1608	19	38	-	

²⁶ All data from the Metro North Traffic Model (MNTM). Output for 2028

Table A4.6 Capacity of Key Links and Flows in Area 6 ²⁷

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 08:00 to 09:00hrs)					
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists	
Ballymun Road between St Pappins Road and St Mobhi Rd	Regional	North	2 + 1 bus lane	943		16	90	-	
		South	2 + 1 bus lane	2013		19	42	-	
Griffith Avenue between St Mobhi Road and Ballymun Rd	Regional	West	4	1407		21	91	-	
Ballymun Road between Griffith Ave and St Mobhi Road	Regional	North	2	1036		20	102	-	
St Mobhi Road between Ballymun Road and Griffith Ave	Regional	South	2	1981		23	50	-	
St Mobhi Road between Griffith Ave and Home Farm Road	Regional	North	1	495		16	62	-	
		South	1	1075		20	13	-	
Griffith Avenue between St Mobhi Road and Bantry Road	Regional	East	1	538		3	22	-	
		West	1	634		5	18	-	
Bantry Road	Minor Local	North	1	0		0	0	-	
		South	1	107		0	0	-	
Griffith Avenue between Bantry Road and Drumcondra Rd	Regional	East	1	454		3	20	-	
		West	1	531		5	17	-	

²⁷ All data from the Metro North Traffic Model (MNTM). Output for 2028

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 08:00 to 09:00hrs)					
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists	
Swords Road between Collins Avenue and Griffith Ave	National Primary	North	1 + 1 bus + off road cycle lane	1200	56	101	-		
		South	1 + 1 bus + off road cycle lane	1091	47	8	-		
Drumcondra Road between Griffith Ave and Home Farm Road	National Primary	North	1 + 1 bus lane	856	62	94	-		
		South	1 + 1 bus lane	979	55	13	-		
Home Farm Road	Local	East	1	502	3	20	-		
		West	1	531	5	17	-		
Richmond Road	Local	East	1	435	0	6	-		
		West	1	282	0	1	-		
Botanic Avenue	Local	East	1	274	0	3	-		
		West	1	20	0	11	-		
Drumcondra Road between Botanic Ave and Clonliffe Road	National Primary	North	1 + 1 bus + off road cycle lane	914	65	91	-		
		South	1 + 1 bus lane	1488	64	7	-		
Clonliffe Road	Regional	East	1	703	1	1	-		
		West	1	335	1	25	-		
Drumcondra Road between Clonliffe Rd and Whitworth Road	National Primary	North	2 + 1 cycle lane	996	64	87	-		
		South	2 + 1 bus lane	1264	63	9	-		
Whitworth Road	Local	East	1	601	24	17	-		
		West	1	144	21	23	-		

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 08:00 to 09:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
Dorset Street between Whitworth Rd and North Circular Road	National Primary	North	2 + 1 bus lane	764	74	70	-	
		South	2 + 1 bus lane	1710	87	24	-	
North Circular Road to the West	Regional	East	1	338	5	32	-	
		West	1	188	4	63	-	
North Circular Road to the East	Regional	East	1	507	1	34	-	
		West	1	324	0	63	-	
Dorset Street between North Circular Road and Gardiner Street	National Primary	North	3	907	78	70	-	
		South	3	871	91	0	-	
Synnott Place	Minor Local	East	1	182	0	0	-	
		West	1	195	0	5	-	
Gardiner Street	Regional	East	2	482	31	0	-	
		West	2	417	29	43	-	
Dorset Street between Gardiner Street and Eccles Street	National Primary	North	2 + 1 bus lane	713	49	33	-	
		South	2 + 1 bus lane	860	60	0	-	
Eccles Street	Minor Local	East	1	222	3	3	-	
		West	1	425	3	5	-	
Temple Street	Minor Local	East	1	615	0	2	-	
		West	1	266	0	8	-	
Dorset Street between Eccles Street and Fredrick Street	National Primary	North	1 + 1 bus lane	559	52	25	-	
		South	1 + 1 bus lane	555	63	0	-	

Table A4.7 Capacity of Key Links and Flows in Area 7 ²⁸

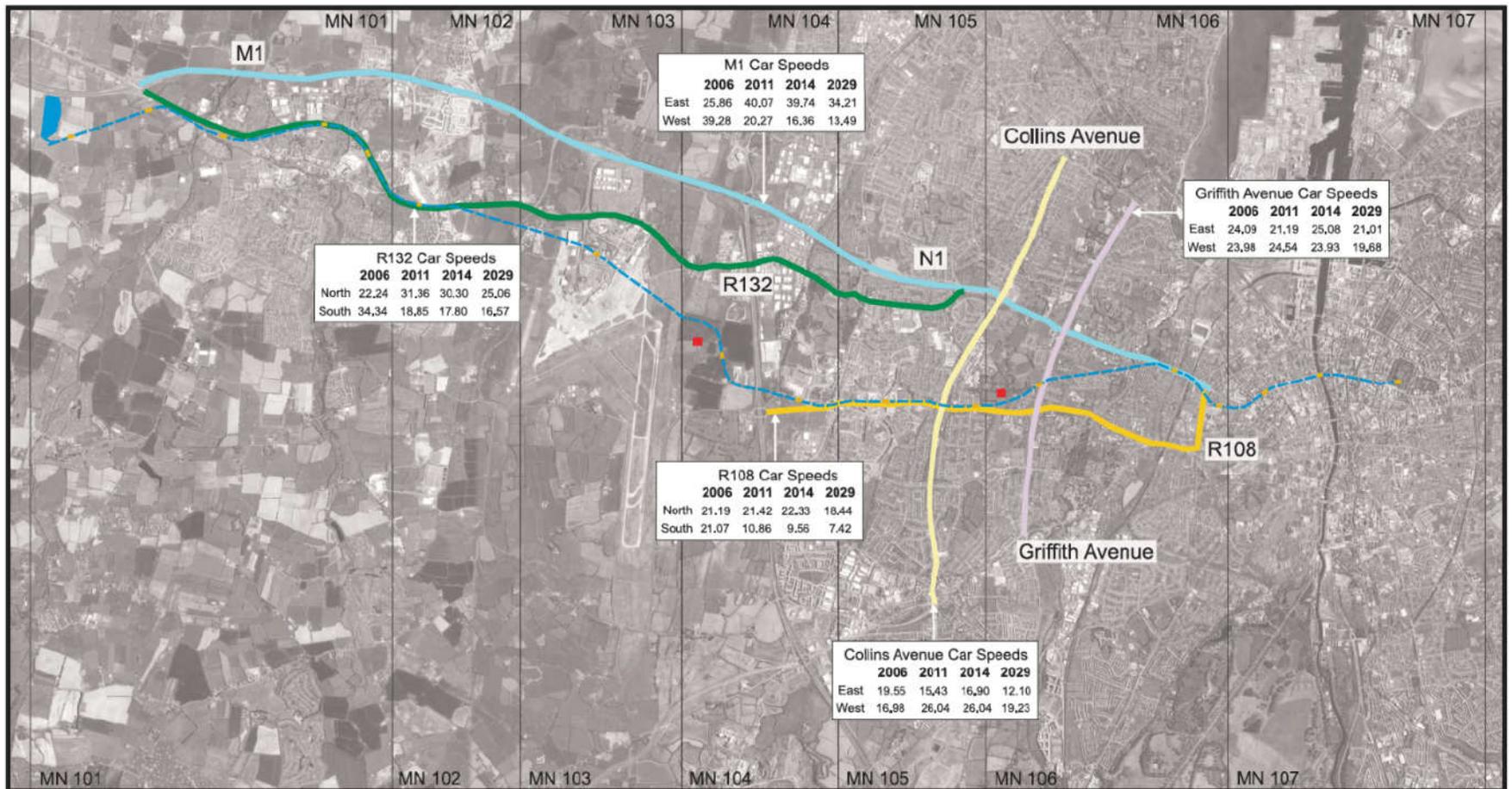
Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 08:00 to 09:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
North Frederick Street	National Primary	South	1 bus lane	0	124	0	-	
Dorset Street, between North Frederick Street and Granby Row	National Primary	North	1 + 1 bus lane	273	52	23	-	
		South	1 + 1 cycle lane	607	0	5	-	
Granby Row	National Primary	North	2	95	89	63	-	
Parnell Square West	National Primary	North	2	430	103	52	-	
Parnell Square North	National Primary	East	2	371	6	28	-	
Parnell Square East	National Primary	South	1 + 1 bus lane	510	124	15	-	
Parnell Street, West of O'Connell Street	Regional	West	2	1087	119	14	-	
Parnell Street, East of O'Connell Street	Regional	East	1	108	0	12	-	
		West	2	642	0	1	-	
O'Connell Street, between Parnell Street and Cathal Brugha St	National Primary	North	1 + 1 bus lane	125	115	8	-	
		South	2 bus lanes	0	124	0	-	
O'Connell Street, between Abbey Street and O'Connell Bridge	National Primary	North	2	435	112	123	-	
		South	2 + 1 cycle lane	613	106	40	-	
Bachelors Walk	National Primary	East	2 + 1 bus lane	1498	74	117	-	
Eden Quay, between O'Connell St and Marlborough St	Regional	East	2 + 1 cycle lane	977	41	40	-	
		West	1 bus lane (contra flow)	0	25	0	-	

²⁸ All data from the Metro North Traffic Model (MNTM). Output for 2028

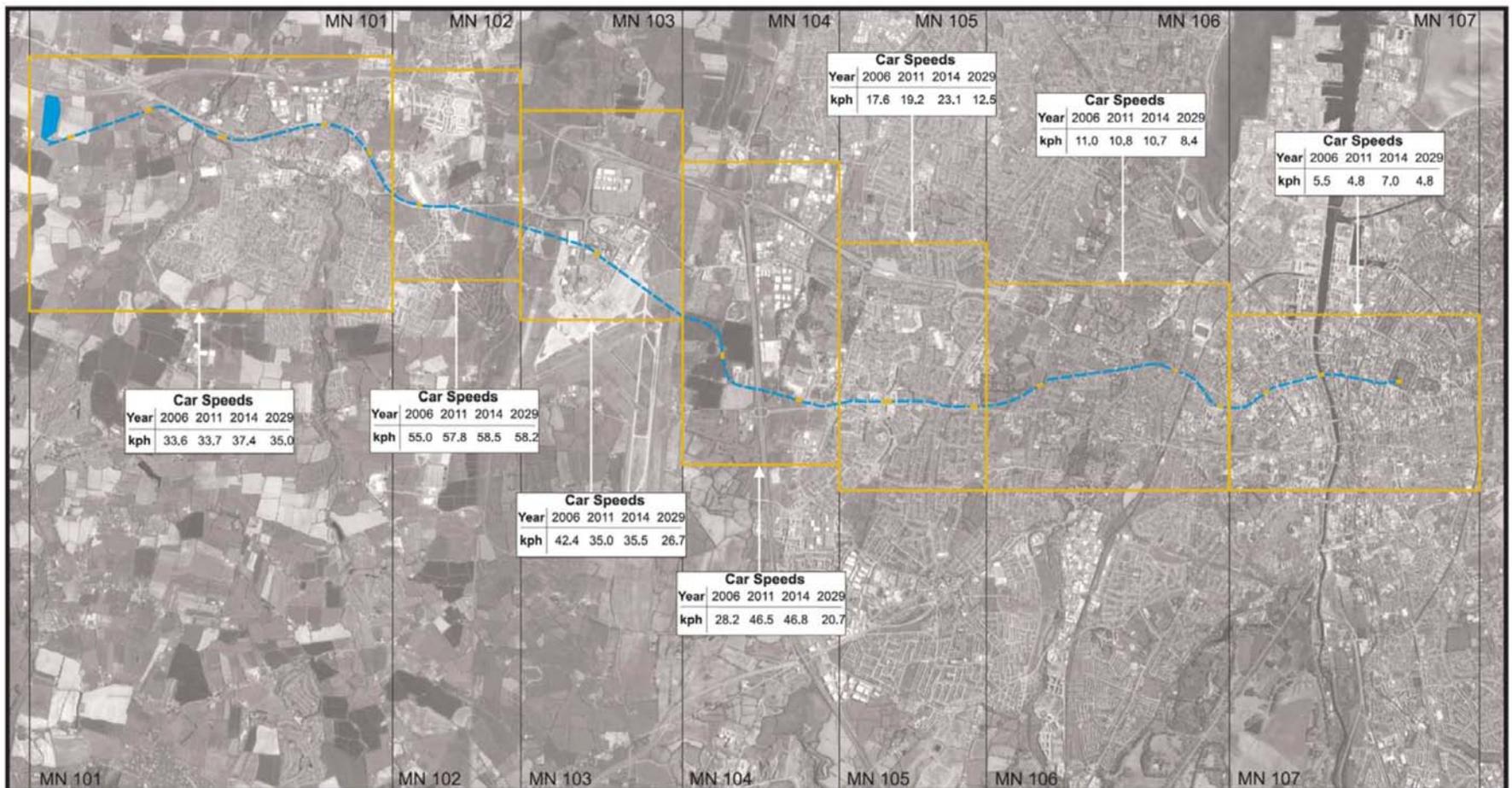
Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 08:00 to 09:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
Marlborough Street, between Abbey Street and Eden Quay	Local	North	1	182	0	0	-	
		South	1	31	14	2	-	
Eden Quay, between Marlborough St and Beresford Pl	Regional	East	2 +1 bus + 1 cycle lane	821	52	43	-	
		West	2 bus lanes (contra flow)	0	58	0	-	
O'Connell Bridge	National Primary	North	3	452	132	120	-	
		South	4	1161	184	120	-	
Aston Quay	National Primary	West	2	414	34	73	-	
Westmoreland Street, between Fleet Street and O'Connell Bridge	National Primary	North	4	364	155	70	-	
D'Olier Street	National Primary	South	3	1097	177	226	-	
Burgh Quay	Regional	West	2 + 1 bus lane	504	37	217	-	
Hawkins Street	Minor Local	South	2	0	0	0	-	
Fleet Street, between Westmoreland St and D'Olier Street	Minor Local	East	2 bus lanes	185	50	9	-	
Fleet Street, between D'Olier Street and Tara Street	Minor Local	East	2	639	47	45	-	
Pearse Street, between Tara Street and D'Olier Street	Regional	West	1 bus lane	0	14	0	-	
College Street, between D'Olier Street and Westmoreland St	National Primary	West	2	642	186	192	-	

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 08:00 to 09:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
Westmoreland Street, between College Street and Fleet Street	National Primary	North	4	681	251	88	-	
College Green, between College Street and Grafton St	National Primary	North	2	653	221	86	-	
		South	2	630	212	196	-	
College Green, between Grafton Street and Dame Street	National Primary	West	2	656	221	88	-	
Grafton Street	Minor Local	South	2	442	133	106	-	
Nassau Street, between Grafton Street and Dawson St	National Primary	East	1	423	133	102	-	
		West	1 bus lane	0	112	0	-	
Dawson Street, between Nassau St and Molesworth Street	National Primary	North	2 + 1 bus lane	148	112	27	-	
Leinster Street South	National Primary	East	2	736	133	136	-	
Kildare Street, between Nassau St and Molesworth Street	National Primary	South	2	259	98	90	-	
Kildare Street, between Molesworth Street and St. Stephens Green North	National Primary	South	2	91	104	38	-	
St. Stephens Green North, between Kildare Street and Dawson Street	National Primary	West	3	1218	119	31	-	
Dawson Street, between Molesworth Street and St. Stephens Green North	National Primary	North	2 + 1 bus lane	619	119	30	-	

Appendix A5 – Modelled Do-Minimum AM Peak Average Speeds Along Selected Corridors



Appendix A6 – Modelled Do-Minimum AM Peak Average Network Speed by Area



Appendix B1 – Baseline Off-Peak Traffic Flows in 2006

Table B1.1 Capacity of Key Links and Flows in Area 1 ¹

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 14:00 to 15:00hrs)				
				Cars and LGVs	Taxi	Bus	HGVs	Cyclists
R132, north of Estuary Roundabout	Regional	North	2 + hard shoulder	1053	17	6	58	4
		South	2 + hard shoulder	872	3	13	80	0
Seatown West	Regional	East	1	621	4	9	30	0
		West	1	624	0	13	35	0
Estuary Road at Estuary Roundabout	Local	East	1	101	0	1	4	0
		West	1	150	0	1	8	0
R132, between Estuary and Seatown Roundabouts	Regional	North	2 + hard shoulder	1038	16	10	57	4
		South	2 + hard shoulder	905	7	13	78	1
Seatown Road, west of Seatown Roundabout	Local	East	1	250	1	0	8	0
		West	1	236	1	0	7	0
Estuary Road at Seatown Roundabout	Local	East	1	256	0	2	27	0
		West	1	260	4	1	31	0
R132, between Seatown and Malahide Roundabouts	Regional	North	2 + hard shoulder	1076	16	10	56	4
		South	2	961	11	12	82	1

¹ All data from RPA Manual Classified Counts (October 2006), unless otherwise indicated:

*** Metro North Traffic Model (MNTM) Output for 2006

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 14:00 to 15:00hrs)				
				Cars and LGVs	Taxi	Bus	HGVs	Cyclists
Malahide Road, west of Malahide Roundabout	Regional	East	2	427	17	8	5	1
		West	2	345	0	12	7	0
Malahide Road, east of Malahide Roundabout	Regional	East	1	541	16	4	49	0
		West	1	27	0	0	1	1
Drynam Road	Local	East	1	228	6	4	14	1
		West	1	397	0	3	30	0
R132, between Malahide and Pinnockhill Roundabouts	Regional	North	2 + 1 bus lane	1250	27	22	59	4
		South	2 + 1 bus lane	872	17	15	51	2
*** M1, between Lisenhall and Drynam interchanges	Motorway	North	2	1897	0	0	368	-
		South	2	2152	0	0	217	-

Table B1.2 Capacity of Key Links and Flows in Area 2 ²

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 14:00 to 15:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
R132, between Malahide and Pinnockhill Roundabouts	Regional	North	2 + 1 bus lane	1250	27	22	59	4
		South	2 + 1 bus lane	872	17	15	51	2
Dublin Road, north of Pinnockhill Roundabout	Regional	North	1	199	4	0	4	0
		South	1	294	2	10	9	0
M1 Link Road (to Drynam Interchange)	Local	North	1	393	9	2	16	0
		South	1	279	0	3	10	1
R132, between Pinnockhill Roundabout and Fosterstown Jn	Regional	North	1 + 1 bus lane	941	31	13	48	4
		South	2 + 1 bus lane	777	19	15	51	1
Rathingle Road	Minor Local	East	1 + 1 bus lane	354	0	3	12	0
		West	1	312	3	7	11	0
Airside	Minor Local	East	1	281	0	0	5	0
		West	1	309	1	1	9	1
R132 between Fosterstown Jn and Cloghran Roundabout	Regional	North	2	946	31	16	46	3
		South	2 + 1 bus lane	852	17	15	54	1
* Naul Road	Local	East	1	270		33		-
		West	1	307		40		-

² All data from RPA Manual Classified Counts (October 2006), unless otherwise indicated:

* Arups Automated Traffic Counter Data (March 2006)

** NRA Automated Traffic Counter Data (January 2006)

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 14:00 to 15:00hrs)					
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists	
* Clonshaugh Road	Local	East	1	225		9		-	
		West	1	247		13		-	
* R132, between Cloghran and Airport Roundabouts	Regional	North	2 + 1 bus lane	1054		67		-	
		South	2	1013		71		-	
** M1, between Drynam and Airport Interchanges.	Motorway	North	2	1970		894		-	
		South	2	1543		823		-	

Table B1.3 Capacity of Key Links and Flows in Area 3 ³

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 14:00 to 15:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
R132, north of Airport Roundabout	Regional	North	2 + 1 bus lane	885		53		-
		South	2	618		43		-
Corballis Road North	Local	East	2	838		33		-
		West	2	804		33		-
M1 Link Road to Airport Interchange	Motorway	East	2	978		47		-
		West	3	984		61		-
R132, between Airport Roundabout and Corballis Rd South	Regional	North	1 + 1 bus lane	805		46		-
		South	1 + 1 bus lane	762		55		-
Corballis Road South	Local	East	2	486		38		-
		West	2	444		53		-
R132, between Corballis Road South and Collinstown Cross	Regional	North	1 + 1 bus lane	885		67		-
		South	1 + 1 bus lane	985		64		-
** M1, between Drynam and Airport Interchanges.	Motorway	North	2 + hard shoulder	1970		894		-
		South	2 + hard shoulder	1543		823		-
** M1, between Airport and M50 Interchanges.	Motorway	North	2 + hard shoulder	2701		1028		-
		South	2 + hard shoulder	2364		948		-

³ All data from Arups Automated Traffic Counter Data (March 2006), unless otherwise indicated:

** NRA Automated Traffic Counter Data (January 2006)

Table B1.4 Capacity of Key Links and Flows in Area 4 ⁴

Link	Road Status	Direction	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 14:00 to 15:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
* R132, between Corballis Road South and Collinstown Cross	Regional	North	1 + 1 bus lane	860		86		-
		South	1 + 1 bus lane	974		83		-
* R132 south of Collinstown Cross	Regional	North	1 + 1 bus lane	628		74		-
		South	1	720		107		-
Old Airport Road (along southern perimeter of Airport)	Local	East	1 + hard shoulder	495	42	17	53	0
		West	1 + hard shoulder	513	7	15	77	1
R108, between Old Airport Road and M50	Regional	North	1	558	40	29	57	0
		South	1	496	6	39	76	0
R108, between M50 and Santry Avenue	Regional	North	2 + hard shoulder	990	16	19	80	4
		South	2 + hard shoulder	784	3	14	88	2
** M50 between R108 and M1 Interchanges	Motorway	North/East	2 + hard shoulder	2615		1229		-
		South/West	2 + hard shoulder	2564		1104		-
** M1 between M50 and Airport Interchanges	Motorway	North	3 + hard shoulder	2701		1028		-
		South	3 + hard shoulder	2364		948		-

⁴ All data from RPA Manual Classified Counts (October 2006), unless otherwise indicated:

* Arups Automated Traffic Counter Data (March 2006)

** NRA Automated Traffic Counter Data (January 2006)

Table B1.5 Capacity of Key Links and Flows in Area 5 ⁵

Link	Road Status	Direction Of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 14:00 to 15:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
R108 between M50 and Santry Avenue	Regional	North	2 + hard shoulder	990	16	19	80	4
		South	2 + hard shoulder	784	3	14	88	2
Balbutcher Lane	Regional	East	1	23	0	0	5	0
		West	1	16	0	0	5	0
Santry Avenue	Regional	East	1	430	5	9	44	0
		West	1	347	1	4	31	1
Main Street, Ballymun, between Santry Ave and Sillogue Road	Regional	North	2 +1 bus + 1 cycle lane	697	18	21	41	2
		South	2 +1 bus + 1 cycle lane	415	1	11	36	1
Main Street, Ballymun, between Sillogue Rd and Collins Avenue	Regional	North	2 + 1 bus lane	759	14	23	33	5
		South	2 + 1 bus lane	574	42	22	39	7
Glasnevin Avenue	Regional	East	1	491	33	6	18	4
		West	1	458	14	9	22	4
Collins Avenue Extension	Regional	East	1	539	23	2	20	7
		West	1	507	11	10	20	5
Ballymun Road, between Collins Ave and St. Pappins Road	Regional	North	2 + 1 bus lane	821	14	24	34	5
		South	2 + 1 bus lane	637	49	28	36	5

⁵ All data from RPA Manual Classified Counts (October 2006), unless otherwise indicated:

*** Metro North Traffic Model (MNTM) Output for 2006

Table B1.6 Capacity of Key Links and Flows in Area 6 ⁶

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 14:00 to 15:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
*** Ballymun Road between St Pappins Road and St Mobhi Rd	Regional	North	2 + 1 bus lane	988		14	133	-
		South	2 + 1 bus lane	1375		13	54	-
*** Griffith Avenue between St Mobhi Road and Ballymun Rd	Regional	West	4	899		17	138	-
*** Ballymun Road between Griffith Ave and St Mobhi Road	Regional	North	2	1257		16	139	-
*** St Mobhi Road between Ballymun Road and Griffith Ave	Regional	South	2	1643		15	59	-
*** St Mobhi Road between Griffith Ave and Home Farm Road	Regional	North	1	570		14	47	-
		South	1	1011		12	32	-
† Griffith Avenue between St Mobhi Road and Bantry Road	Regional	East	1	301	7	3	20	3
		West	1	372	19	6	14	4
† Bantry Road	Minor Local	North	1	21	0	0	0	0
		South	1	29	0	0	0	0
† Griffith Avenue between Bantry Road and Drumcondra Rd	Regional	East	1	293	7	3	20	3
		West	1	372	19	6	14	4

⁶ All data from Swords QBC Traffic Surveys (September 2005), unless otherwise indicated:

† RPA Manual Classified Counts (October 2006)

*** Metro North Traffic Model (MNTM) Output for 2006

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 14:00 to 15:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
Swords Road between Collins Avenue and Griffith Ave	National Primary	North	1 + 1 bus + off road cycle lane	776	109	33	119	12
		South	1 + 1 bus + off road cycle lane	758	59	45	133	11
Drumcondra Road between Griffith Ave and Home Farm Road	National Primary	North	1 + 1 bus lane	758	72	39	132	13
		South	1 + 1 bus lane	688	55	48	129	11
Home Farm Road	Local	East	1	78	1	5	12	2
		West	1	79	0	6	6	1
Richmond Road	Local	East	1	276	7	0	24	1
		West	1	232	9	0	16	3
Botanic Avenue	Local	East	1	254	5	0	11	3
		West	1	198	6	0	4	1
Drumcondra Road between Botanic Ave and Clonliffe Road	National Primary	North	1 + 1 bus + off road cycle lane	890	62	52	151	18
		South	1 + 1 bus lane	1014	77	45	143	22
Clonliffe Road	Regional	East	1	305	35	2	23	3
		West	1	329	17	1	9	10
Drumcondra Road between Clonliffe Rd and Whitworth Road	National Primary	North	2 + 1 cycle lane	939	81	44	200	35
		South	2 + 1 bus lane	758	50	50	116	30
Whitworth Road	Local	East	1	279	42	22	24	13
		West	1	239	43	14	32	2

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 14:00 to 15:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
Dorset Street between Whitworth Rd and North Circular Road	National Primary	North	2 + 1 bus lane	1124	112	58	232	37
		South	2 + 1 bus lane	976	80	72	140	43
North Circular Road to the West	Regional	East	1	274	27	6	17	11
		West	1	307	39	14	25	3
North Circular Road to the East	Regional	East	1	367	41	1	26	11
		West	1	320	35	7	26	6
Dorset Street between North Circular Road and Gardiner Street	National Primary	North	3	988	83	58	204	18
		South	3	806	52	64	109	34
Synnott Place	Minor Local	East	1	156	1	0	12	7
		West	1	196	2	0	24	7
Gardiner Street	Regional	East	2	340	20	7	22	17
		West	2	376	35	22	86	12
Dorset Street between Gardiner Street and Eccles Street	National Primary	North	2 + 1 bus lane	768	36	40	118	8
		South	2 + 1 bus lane	554	36	62	98	15
Eccles Street	Minor Local	East	1	227	9	3	22	6
		West	1	249	4	2	35	4
Temple Street	Minor Local	East	1	196	8	0	7	3
		West	1	193	7	0	20	4
Dorset Street between Eccles Street and Fredrick Street	National Primary	North	1 + 1 bus lane	722	41	44	115	14
		South	1 + 1 bus lane	480	37	64	111	22

Table B1.7 Capacity of Key Links and Flows in Area 7 ⁷

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 14:00 to 15:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
‡ North Frederick Street	National Primary	South	1 bus lane	34	5	122	131	21
‡ Dorset Street, between North Frederick Street and Granby Row	National Primary	North	1 + 1 bus lane	582	35	42	111	12
		South	1 + 1 cycle lane	580	37	2	59	13
‡ Granby Row	National Primary	North	2	293	11	80	89	9
*** Parnell Square West	National Primary	North	2		701	75	83	-
*** Parnell Square North	National Primary	East	2		484	3	80	-
*** Parnell Square East	National Primary	South	1 + 1 bus lane		360	81	7	-
*** Parnell Street, West of O'Connell Street	Regional	West	2		828	90	36	-
*** Parnell Street, East of O'Connell Street	Regional	East	1		194	0	7	-
		West	2		347	0	0	-
*** O'Connell Street, between Parnell Street and Cathal Brugha St	National Primary	North	1 + 1 bus lane		334	87	33	-
		South	2 bus lanes		0	81	0	-
O'Connell Street, between Abbey Street and O'Connell Bridge	National Primary	North	2	478	18	108	40	56
		South	2 + 1 cycle lane	411	77	133	16	55
Bachelors Walk	National Primary	East	2 + 1 bus lane	1048	66	100	113	99

⁷ All data from Abacus Traffic Surveys (February 2005), unless otherwise indicated:

‡ Swords QBC Traffic Surveys (September 2005)

*** Metro North Traffic Model (MNTM) Output for 2006

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 14:00 to 15:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
Eden Quay, between O'Connell St and Marlborough St	Regional	East	2 + 1 cycle lane	801	54	20	104	106
		West	1 bus lane (contra flow)	0	0	26	0	0
Marlborough Street, between Abbey Street and Eden Quay	Local	North	1	49	3	0	2	11
		South	1	87	5	25	4	7
Eden Quay, between Marlborough St and Beresford Pl	Regional	East	2 +1 bus + 1 cycle lane	718	106	40	188	18
		West	2 bus lanes (contra flow)	0	0	26	0	0
O'Connell Bridge	National Primary	North	3	766	67	92	36	53
		South	4	602	161	138	14	38
Aston Quay	National Primary	West	2	638	65	65	163	9
Westmoreland Street, between Fleet Street and O'Connell Bridge	National Primary	North	4	769	102	133	42	49
D'Olier Street	National Primary	South	3	1047	211	143	45	41
Burgh Quay	Regional	West	2 + 1 bus lane	1080	80	29	188	16
Hawkins Street	Minor Local	South	2	4	0	4	0	1
Fleet Street, between Westmoreland St and D'Olier Street	Minor Local	East	2 bus lanes	98	51	49	11	7
Townsend Street, between D'Olier Street and Tara Street	Minor Local	East	2	353	66	55	24	27
Pearse Street, between Tara Street and D'Olier Street	Regional	West	1 bus lane	231	86	53	1	36

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 14:00 to 15:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
College Street, between D'Olier Street and Westmoreland St	National Primary	West	2	1108	357	197	40	85
Westmoreland Street, between College Street and Fleet Street	National Primary	North	4	962	175	183	53	80
College Green, between College Street and Grafton St	National Primary	North	2	700	108	137	48	78
		South	2	846	290	151	35	83
College Green, between Grafton Street and Dame Street	National Primary	West	2	476	98	65	25	44
Grafton Street	Minor Local	South	2	370	192	86	10	39
Nassau Street, between Grafton Street and Dawson St	National Primary	East	1	370	192	86	10	39
		West	1 bus lane	35	108	60	5	12
Dawson Street, between Nassau St and Molesworth Street	National Primary	North	2 + 1 bus lane	537	205	72	28	27
Leinster Street South	National Primary	East	2	880	290	94	33	67
Kildare Street, between Nassau St and Molesworth Street	National Primary	South	2	353	67	47	2	31
Kildare Street, between Molesworth Street and St. Stephens Green North	National Primary	South	2	857	118	46	14	43

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 14:00 to 15:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
St. Stephens Green North, between Kildare Street and Dawson Street	National Primary	West	3	1009	260	69	32	32
Dawson Street, between Molesworth Street and St. Stephens Green North	National Primary	North	2 + 1 bus lane	809	232	69	31	33
St. Stephens Green North, between Dawson St and King Street South	Local	East	2	9	59	0	0	18
		West	1	209	87	0	1	17
St Stephens Green West	Local	North	1	0	0	0	0	17
		South	1	200	28	0	1	7
King Street South	Minor Local	West	1	2	0	0	0	21

Appendix B2 – Modelled Do-Minimum Off-Peak Traffic Flows in 2011

Table B2.1 Capacity of Key Links and Flows for Area 1 ⁸

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 14:00 to 15:00hrs)				
				Cars and LGVs	Taxi	Bus	HGVs	Cyclists
R132, north of Estuary Roundabout	Regional	North	2 + hard shoulder	996	12	50	-	
		South	2 + hard shoulder	1192	12	133	-	
Seatown West	Regional	East	1	537	11	3	-	
		West	1	443	12	3	-	
Estuary Road at Estuary Roundabout	Local	East	1	102	0	1	-	
		West	1	53	0	3	-	
R132, between Estuary and Seatown Roundabouts	Regional	North	2 + hard shoulder	1037	1	46	-	
		South	2 + hard shoulder	1282	0	130	-	
Seatown Road, west of Seatown Roundabout	Local	East	1	279	0	5	-	
		West	1	209	0	0	-	
Estuary Road at Seatown Roundabout	Local	East	1	244	0	6	-	
		West	1	271	0	0	-	
R132, between Seatown and Malahide Roundabouts	Regional	North	2 + hard shoulder	1129	3	48	-	
		South	2	1602	2	133	-	

⁸ All data from the Metro North Traffic Model (MNTM). Output for 2011

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 14:00 to 15:00hrs)				
				Cars and LGVs	Taxi	Bus	HGVs	Cyclists
Malahide Road, west of Malahide Roundabout	Regional	East	2	574	10	12	-	
		West	2	317	9	1	-	
Malahide Road, east of Malahide Roundabout	Regional	East	1	833	3	105	-	
		West	1	235	3	50	-	
Drynam Road	Local	East	1	632	3	62	-	
		West	1	385	0	8	-	
R132, between Malahide and Pinnockhill Roundabouts	Regional	North	2 + 1 bus lane	1494	7	89	-	
		South	2 + 1 bus lane	1121	4	66	-	
M1, between Lisenhall and Drynam interchanges	Motorway	North	2	1897	0	368	-	
		South	2	2152	0	217	-	

Table B2.2 Capacity of Key Links and Flows in Area 2 ⁹

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 14:00 to 15:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
R132, between Malahide and Pinnockhill Roundabouts	Regional	North	2 + 1 bus lane	1494	7	89	-	
		South	2 + 1 bus lane	1121	4	66	-	
Dublin Road, north of Pinnockhill Roundabout	Regional	North	1	276	8	2	-	
		South	1	507	9	10	-	
M1 Link Road (to Drynam Interchange)	Local	North	1	641	0	58	-	
		South	1	905	0	64	-	
R132, between Pinnockhill Roundabout and Fosterstown Jn	Regional	North	1 + 1 bus lane	896	15	3	-	
		South	2 + 1 bus lane	679	13	9	-	
Rathingle Road	Minor Local	East	1 + 1 bus lane	385	0	7	-	
		West	1	145	0	0	-	
Airside	Minor Local	East	1	282	0	0	-	
		West	1	84	0	0	-	
R132 between Fosterstown Jn and Cloghran Roundabout	Regional	North	2	833	15	2	-	
		South	2 + 1 bus lane	658	13	15	-	
* Naul Road	Local	East	1	194	4	10	-	
		West	1	533	3	34	-	
* Clonsaugh Road	Local	East	1	130	0	9	-	
		West	1	297	0	17	-	

⁹ All data from the Metro North Traffic Model (MNTM). Output for 2011

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 14:00 to 15:00hrs)					
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists	
R132, between Cloghran and Airport Roundabouts	Regional	North	2 + 1 bus lane	1513		18	54	-	
		South	2	1061		17	46	-	
M1, between Drynam and Airport Interchanges.	Motorway	North	2	2598		0	426	-	
		South	2	3030		0	281	-	

Table B2.3 Capacity of Key Links and Flows in Area 3 ¹⁰

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 14:00 to 15:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
R132, north of Airport Roundabout	Regional	North	2 + 1 bus lane	1513	18	54	-	
		South	2	1061	17	46	-	
Corballis Road North	Local	East	2	1514	33	82	-	
		West	2	1032	40	51	-	
M1 Link Road to Airport Interchange	Motorway	East	2	918	22	71	-	
		West	3	1440	28	61	-	
R132, between Airport Roundabout and Corballis Rd South	Regional	North	1 + 1 bus lane	382	7	13	-	
		South	1 + 1 bus lane	1015	5	36	-	
Corballis Road South	Local	East	2	90	13	4	-	
		West	2	662	15	25	-	
R132, between Corballis Road South and Collinstown Cross	Regional	North	1 + 1 bus lane	1063	16	38	-	
		South	1 + 1 bus lane	1024	12	34	-	
M1, between Drynam and Airport Interchanges.	Motorway	North	2 + hard shoulder	2598	0	426	-	
		South	2 + hard shoulder	3030	0	281	-	
M1, between Airport and M50 Interchanges.	Motorway	North	2 + hard shoulder	3618	28	420	-	
		South	2 + hard shoulder	3543	22	277	-	

¹⁰ All data from the Metro North Traffic Model (MNTM). Output for 2011

Table B2.4 Capacity of Key Links and Flows in Area 4 ¹¹

Link	Road Status	Direction	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 14:00 to 15:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
R132, between Corballis Road South and Collinstown Cross	Regional	North	1 + 1 bus lane	1063	16	38	-	
		South	1 + 1 bus lane	1024	12	34	-	
R132 south of Collinstown Cross	Regional	North	1 + 1 bus lane	498	16	31	-	
		South	1	1022	12	51	-	
Old Airport Road (along southern perimeter of Airport)	Local	East	1 + hard shoulder	883	0	46	-	
		West	1 + hard shoulder	314	0	22	-	
R108, between Old Airport Road and M50	Regional	North	1	910	0	13	-	
		South	1	316	0	26	-	
R108, between M50 and Santry Avenue	Regional	North	2 + hard shoulder	1143	0	184	-	
		South	2 + hard shoulder	1197	0	136	-	
M50 between R108 and M1 Interchanges	Motorway	North/East	2 + hard shoulder	4341	3	490	-	
		South/West	2 + hard shoulder	4473	3	529	-	
M1 between M50 and Airport Interchanges	Motorway	North	3 + hard shoulder	3618	28	420	-	
		South	3 + hard shoulder	3543	22	277	-	

¹¹ All data from the Metro North Traffic Model (MNTM). Output for 2011

Table B2.5 Capacity of Key Links and Flows in Area 5 ¹²

Link	Road Status	Direction Of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 14:00 to 15:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
R108 between M50 and Santry Avenue	Regional	North	2 + hard shoulder	1143	0	184	-	
		South	2 + hard shoulder	1197	0	136	-	
Balbutcher Lane	Regional	East	1	82	0	2	-	
		West	1	111	0	7	-	
Santry Avenue	Regional	East	1	356	7	54	-	
		West	1	495	6	30	-	
Main Street, Ballymun, between Santry Ave and Sillogue Road	Regional	North	2 +1 bus + 1 cycle lane	978	7	163	-	
		South	2 +1 bus + 1 cycle lane	1035	6	54	-	
Main Street, Ballymun, between Sillogue Rd and Collins Avenue	Regional	North	2 + 1 bus lane	1064	10	151	-	
		South	2 + 1 bus lane	1349	11	55	-	
Glasnevin Avenue	Regional	East	1	738	6	0	-	
		West	1	333	6	10	-	
Collins Avenue Extension	Regional	East	1	936	2	4	-	
		West	1	693	1	29	-	
Ballymun Road, between Collins Ave and St. Pappins Road	Regional	North	2 + 1 bus lane	819	9	133	-	
		South	2 + 1 bus lane	1262	13	54	-	

¹² All data from the Metro North Traffic Model (MNTM). Output for 2011

Table B2.6 Capacity of Key Links and Flows in Area 6 ¹³

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 14:00 to 15:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
Ballymun Road between St Pappins Road and St Mobhi Rd	Regional	North	2 + 1 bus lane	988	14	133	-	
		South	2 + 1 bus lane	1375	13	54	-	
Griffith Avenue between St Mobhi Road and Ballymun Rd	Regional	West	4	899	17	138	-	
Ballymun Road between Griffith Ave and St Mobhi Road	Regional	North	2	1257	16	139	-	
St Mobhi Road between Ballymun Road and Griffith Ave	Regional	South	2	1643	15	59	-	
St Mobhi Road between Griffith Ave and Home Farm Road	Regional	North	1	570	14	47	-	
		South	1	1011	12	32	-	
Griffith Avenue between St Mobhi Road and Bantry Road	Regional	East	1	597	3	28	-	
		West	1	322	3	90	-	
Bantry Road	Minor Local	North	1	79	0	0	-	
		South	1	15	0	0	-	
Griffith Avenue between Bantry Road and Drumcondra Rd	Regional	East	1	546	3	25	-	
		West	1	162	3	86	-	

¹³ All data from the Metro North Traffic Model (MNTM). Output for 2011

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 14:00 to 15:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
Swords Road between Collins Avenue and Griffith Ave	National Primary	North	1 + 1 bus + off road cycle lane	1270	43	80	-	
		South	1 + 1 bus + off road cycle lane	1146	31	10	-	
Drumcondra Road between Griffith Ave and Home Farm Road	National Primary	North	1 + 1 bus lane	1177	48	31	-	
		South	1 + 1 bus lane	956	37	2	-	
Home Farm Road	Local	East	1	571	3	25	-	
		West	1	162	3	86	-	
Richmond Road	Local	East	1	453	0	3	-	
		West	1	519	0	4	-	
Botanic Avenue	Local	East	1	281	0	2	-	
		West	1	290	0	7	-	
Drumcondra Road between Botanic Ave and Clonliffe Road	National Primary	North	1 + 1 bus + off road cycle lane	1455	53	36	-	
		South	1 + 1 bus lane	1192	41	2	-	
Clonliffe Road	Regional	East	1	525	1	0	-	
		West	1	391	2	16	-	
Drumcondra Road between Clonliffe Rd and Whitworth Road	National Primary	North	2 + 1 cycle lane	1552	51	44	-	
		South	2 + 1 bus lane	1011	40	18	-	
Whitworth Road	Local	East	1	504	14	36	-	
		West	1	95	13	1	-	

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 14:00 to 15:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
Dorset Street between Whitworth Rd and North Circular Road	National Primary	North	2 + 1 bus lane	1203	56	42	-	
		South	2 + 1 bus lane	1274	54	39	-	
North Circular Road to the West	Regional	East	1	400	3	9	-	
		West	1	364	3	33	-	
North Circular Road to the East	Regional	East	1	422	0	8	-	
		West	1	475	0	33	-	
Dorset Street between North Circular Road and Gardiner Street	National Primary	North	3	1202	59	41	-	
		South	3	988	57	0	-	
Synnott Place	Minor Local	East	1	252	0	0	-	
		West	1	382	0	0	-	
Gardiner Street	Regional	East	2	425	21	7	-	
		West	2	593	20	0	-	
Dorset Street between Gardiner Street and Eccles Street	National Primary	North	2 + 1 bus lane	802	39	47	-	
		South	2 + 1 bus lane	624	36	0	-	
Eccles Street	Minor Local	East	1	189	3	0	-	
		West	1	476	3	34	-	
Temple Street	Minor Local	East	1	351	0	13	-	
		West	1	220	0	0	-	
Dorset Street between Eccles Street and Fredrick Street	National Primary	North	1 + 1 bus lane	576	42	28	-	
		South	1 + 1 bus lane	529	39	0	-	

Table B2.7 Capacity of Key Links and Flows in Area 7 ¹⁴

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 14:00 to 15:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
North Frederick Street	National Primary	South	1 bus lane	0	69	0	-	
Dorset Street, between North Frederick Street and Granby Row	National Primary	North	1 + 1 bus lane	569	42	28	-	
		South	1 + 1 cycle lane	544	0	0	-	
Granby Row	National Primary	North	2	360	68	4	-	
Parnell Square West	National Primary	North	2	701	75	83	-	
Parnell Square North	National Primary	East	2	484	3	80	-	
Parnell Square East	National Primary	South	1 + 1 bus lane	360	81	7	-	
Parnell Street, West of O'Connell Street	Regional	West	2	828	90	36	-	
Parnell Street, East of O'Connell Street	Regional	East	1	194	0	7	-	
		West	2	347	0	0	-	
O'Connell Street, between Parnell Street and Cathal Brugha St	National Primary	North	1 + 1 bus lane	334	87	33	-	
		South	2 bus lanes	0	81	0	-	
O'Connell Street, between Abbey Street and O'Connell Bridge	National Primary	North	2	712	81	37	-	
		South	2 + 1 cycle lane	642	63	1	-	
Bachelors Walk	National Primary	East	2 + 1 bus lane	1006	33	215	-	
Eden Quay, between O'Connell St and Marlborough St	Regional	East	2 + 1 cycle lane	733	39	97	-	
		West	1 bus lane (contra flow)	0	20	0	-	

¹⁴ All data from the Metro North Traffic Model (MNTM). Output for 2011

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 14:00 to 15:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
Marlborough Street, between Abbey Street and Eden Quay	Local	North	1	16	0	0	-	
		South	1	87	9	1	-	
Eden Quay, between Marlborough St and Beresford Pl	Regional	East	2 +1 bus + 1 cycle lane	803	48	100	-	
		West	2 bus lanes (contra flow)	0	37	0	-	
O'Connell Bridge	National Primary	North	3	689	107	69	-	
		South	4	862	102	163	-	
Aston Quay	National Primary	West	2	740	29	2	-	
Westmoreland Street, between Fleet Street and O'Connell Bridge	National Primary	North	4	472	121	32	-	
D'Olier Street	National Primary	South	3	896	117	221	-	
Burgh Quay	Regional	West	2 + 1 bus lane	1036	51	109	-	
Hawkins Street	Minor Local	South	2	0	0	0	-	
Fleet Street, between Westmoreland St and D'Olier Street	Minor Local	East	2 bus lanes	215	42	2	-	
Fleet Street, between D'Olier Street and Tara Street	Minor Local	East	2	227	29	13	-	
Pearse Street, between Tara Street and D'Olier Street	Regional	West	1 bus lane	0	13	0	-	
College Street, between D'Olier Street and Westmoreland St	National Primary	West	2	897	125	207	-	

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 14:00 to 15:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
Westmoreland Street, between College Street and Fleet Street	National Primary	North	4	728	193	37	-	
College Green, between College Street and Grafton St	National Primary	North	2	719	170	36	-	
		South	2	877	145	208	-	
College Green, between Grafton Street and Dame Street	National Primary	West	2	741	170	37	-	
Grafton Street	Minor Local	South	2	280	90	83	-	
Nassau Street, between Grafton Street and Dawson St	National Primary	East	1	280	90	83	-	
		West	1 bus lane	0	83	0	-	
Dawson Street, between Nassau St and Molesworth Street	National Primary	North	2 + 1 bus lane	363	83	9	-	
Leinster Street South	National Primary	East	2	707	90	93	-	
Kildare Street, between Nassau St and Molesworth Street	National Primary	South	2	91	70	40	-	
Kildare Street, between Molesworth Street and St. Stephens Green North	National Primary	South	2	338	72	36	-	
St. Stephens Green North, between Kildare Street and Dawson Street	National Primary	West	3	887	86	15	-	
Dawson Street, between Molesworth Street and St. Stephens Green North	National Primary	North	2 + 1 bus lane	765	86	15	-	

Appendix B3 – Modelled Do-Minimum Off-Peak Traffic Flows in 2013

Table B3.1 Capacity of Key Links and Flows in Area 1 ¹⁵

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 14:00 to 15:00hrs)				
				Cars and LGVs	Taxi	Bus	HGVs	Cyclists
R132, north of Estuary Roundabout	Regional	North	2 + hard shoulder	1268	12	75	-	
		South	2 + hard shoulder	1217	12	115	-	
Seatown West	Regional	East	1	566	11	3	-	
		West	1	479	12	4	-	
Estuary Road at Estuary Roundabout	Local	East	1	108	0	1	-	
		West	1	54	0	3	-	
R132, between Estuary and Seatown Roundabouts	Regional	North	2 + hard shoulder	1279	1	70	-	
		South	2 + hard shoulder	1265	0	112	-	
Seatown Road, west of Seatown Roundabout	Local	East	1	311	0	6	-	
		West	1	214	0	0	-	
Estuary Road at Seatown Roundabout	Local	East	1	249	0	6	-	
		West	1	273	0	0	-	
R132, between Seatown and Malahide Roundabouts	Regional	North	2 + hard shoulder	1369	3	72	-	
		South	2	1612	2	116	-	

¹⁵ All data from the Metro North Traffic Model (MNTM). Output for 2013

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 14:00 to 15:00hrs)				
				Cars and LGVs	Taxi	Bus	HGVs	Cyclists
Malahide Road, west of Malahide Roundabout	Regional	East	2	619	10	7	-	
		West	2	285	9	1	-	
Malahide Road, east of Malahide Roundabout	Regional	East	1	774	3	64	-	
		West	1	215	3	54	-	
Drynam Road	Local	East	1	498	3	70	-	
		West	1	352	0	9	-	
R132, between Malahide and Pinnockhill Roundabouts	Regional	North	2 + 1 bus lane	1662	7	108	-	
		South	2 + 1 bus lane	1240	4	76	-	
M1, between Lisenhall and Drynam interchanges	Motorway	North	2	1806	0	367	-	
		South	2	2569	0	257	-	

Table B3.2 Capacity of Key Links and Flows in Area 2 ¹⁶

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 14:00 to 15:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
R132, between Malahide and Pinnockhill Roundabouts	Regional	North	2 + 1 bus lane	1662	7	108	-	
		South	2 + 1 bus lane	1240	4	76	-	
Dublin Road, north of Pinnockhill Roundabout	Regional	North	1	283	8	3	-	
		South	1	548	9	15	-	
M1 Link Road (to Drynam Interchange)	Local	North	1	1140	0	67	-	
		South	1	513	0	53	-	
R132, between Pinnockhill Roundabout and Fosterstown Jn	Regional	North	1 + 1 bus lane	1186	15	22	-	
		South	2 + 1 bus lane	658	13	22	-	
Rathingle Road	Minor Local	East	1 + 1 bus lane	416	0	7	-	
		West	1	254	0	0	-	
Airside	Minor Local	East	1	315	0	1	-	
		West	1	39	0	0	-	
R132 between Fosterstown Jn and Cloghran Roundabout	Regional	North	2	1320	15	23	-	
		South	2 + 1 bus lane	678	13	28	-	
Naul Road	Local	East	1	304	4	9	-	
		West	1	732	3	62	-	
Clonshaugh Road	Local	East	1	304	0	11	-	
		West	1	619	0	37	-	

¹⁶ All data from the Metro North Traffic Model (MNTM). Output for 2013

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 14:00 to 15:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
R132, between Cloghran and Airport Roundabouts	Regional	North	2 + 1 bus lane	1491	18	71	-	
		South	2	739	17	44	-	
M1, between Drynam and Airport Interchanges.	Motorway	North	2	2356	0	420	-	
		South	2	3706	0	323	-	

Table B3.3 Capacity of Key Links and Flows in Area 3 ¹⁷

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 14:00 to 15:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
R132, north of Airport Roundabout	Regional	North	2 + 1 bus lane	1491	18	71	-	
		South	2	739	17	44	-	
Corballis Road North	Local	East	2	1732	33	99	-	
		West	2	1206	40	45	-	
M1 Link Road to Airport Interchange	Motorway	East	2	759	22	69	-	
		West	3	1307	28	56	-	
R132, between Airport Roundabout and Corballis Rd South	Regional	North	1 + 1 bus lane	308	7	15	-	
		South	1 + 1 bus lane	657	5	37	-	
Corballis Road South	Local	East	2	200	13	9	-	
		West	2	519	15	34	-	
R132, between Corballis Road South and Collinstown Cross	Regional	North	1 + 1 bus lane	831	16	49	-	
		South	1 + 1 bus lane	736	12	39	-	
M1, between Drynam and Airport Interchanges.	Motorway	North	2 + hard shoulder	2356	0	420	-	
		South	2 + hard shoulder	3706	0	323	-	
M1, between Airport and M50 Interchanges.	Motorway	North	2 + hard shoulder	3378	28	404	-	
		South	2 + hard shoulder	4214	22	307	-	

¹⁷ All data from the Metro North Traffic Model (MNTM). Output for 2013

Table B3.4 Capacity of Key Links and Flows in Area 4 ¹⁸

Link	Road Status	Direction	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 14:00 to 15:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
R132, between Corballis Road South and Collinstown Cross	Regional	North	1 + 1 bus lane	831	16	49	-	
		South	1 + 1 bus lane	736	12	39	-	
R132 south of Collinstown Cross	Regional	North	1 + 1 bus lane	518	16	22	-	
		South	1	911	12	51	-	
Old Airport Road (along southern perimeter of Airport)	Local	East	1 + hard shoulder	1134	0	83	-	
		West	1 + hard shoulder	468	0	22	-	
R108, between Old Airport Road and M50	Regional	North	1	823	0	13	-	
		South	1	360	0	24	-	
R108, between M50 and Santry Avenue	Regional	North	2 + hard shoulder	1199	0	166	-	
		South	2 + hard shoulder	1338	0	145	-	
M50 between R108 and M1 Interchanges	Motorway	North/East	2 + hard shoulder	4344	3	465	-	
		South/West	2 + hard shoulder	4667	3	538	-	
M1 between M50 and Airport Interchanges	Motorway	North	3 + hard shoulder	3378	28	404	-	
		South	3 + hard shoulder	4214	22	307	-	

¹⁸ All data from the Metro North Traffic Model (MNTM). Output for 2013

Table B3.5 Capacity of Key Links and Flows in Area 5 ¹⁹

Link	Road Status	Direction Of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 14:00 to 15:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
R108 between M50 and Santry Avenue	Regional	North	2 + hard shoulder	1199	0	166	-	
		South	2 + hard shoulder	1338	0	145	-	
Balbutcher Lane	Regional	East	1	90	0	2	-	
		West	1	95	0	6	-	
Santry Avenue	Regional	East	1	404	7	53	-	
		West	1	475	6	29	-	
Main Street, Ballymun, between Santry Ave and Sillogue Road	Regional	North	2 +1 bus + 1 cycle lane	1049	7	142	-	
		South	2 +1 bus + 1 cycle lane	1028	6	61	-	
Main Street, Ballymun, between Sillogue Rd and Collins Avenue	Regional	North	2 + 1 bus lane	1102	10	150	-	
		South	2 + 1 bus lane	1356	11	61	-	
Glasnevin Avenue	Regional	East	1	728	6	1	-	
		West	1	333	6	7	-	
Collins Avenue Extension	Regional	East	1	947	2	3	-	
		West	1	763	1	18	-	
Ballymun Road, between Collins Ave and St. Pappins Road	Regional	North	2 + 1 bus lane	885	9	140	-	
		South	2 + 1 bus lane	1346	13	61	-	

¹⁹ All data from the Metro North Traffic Model (MNTM). Output for 2013

Table B3.6 Capacity of Key Links and Flows in Area 6 ²⁰

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 14:00 to 15:00hrs)					
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists	
Ballymun Road between St Pappins Road and St Mobhi Rd	Regional	North	2 + 1 bus lane	1071		14	140	-	
		South	2 + 1 bus lane	1482		13	61	-	
Griffith Avenue between St Mobhi Road and Ballymun Rd	Regional	West	4	936		17	141	-	
Ballymun Road between Griffith Ave and St Mobhi Road	Regional	North	2	1330		16	144	-	
St Mobhi Road between Ballymun Road and Griffith Ave	Regional	South	2	1741		15	65	-	
St Mobhi Road between Griffith Ave and Home Farm Road	Regional	North	1	589		14	53	-	
		South	1	1040		12	37	-	
Griffith Avenue between St Mobhi Road and Bantry Road	Regional	East	1	664		3	28	-	
		West	1	342		3	89	-	
Bantry Road	Minor Local	North	1	80		0	0	-	
		South	1	42		0	0	-	
Griffith Avenue between Bantry Road and Drumcondra Rd	Regional	East	1	553		3	25	-	
		West	1	179		3	86	-	

²⁰ All data from the Metro North Traffic Model (MNTM). Output for 2013

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 14:00 to 15:00hrs)					
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists	
Swords Road between Collins Avenue and Griffith Ave	National Primary	North	1 + 1 bus + off road cycle lane	1320	43	82	-		
		South	1 + 1 bus + off road cycle lane	1165	31	8	-		
Drumcondra Road between Griffith Ave and Home Farm Road	National Primary	North	1 + 1 bus lane	1205	48	32	-		
		South	1 + 1 bus lane	970	37	2	-		
Home Farm Road	Local	East	1	581	3	25	-		
		West	1	179	3	86	-		
Richmond Road	Local	East	1	440	0	3	-		
		West	1	539	0	0	-		
Botanic Avenue	Local	East	1	356	0	3	-		
		West	1	272	0	7	-		
Drumcondra Road between Botanic Ave and Clonliffe Road	National Primary	North	1 + 1 bus + off road cycle lane	1456	53	38	-		
		South	1 + 1 bus lane	1293	41	3	-		
Clonliffe Road	Regional	East	1	538	1	0	-		
		West	1	403	2	15	-		
Drumcondra Road between Clonliffe Rd and Whitworth Road	National Primary	North	2 + 1 cycle lane	1594	51	50	-		
		South	2 + 1 bus lane	1083	40	17	-		
Whitworth Road	Local	East	1	502	14	39	-		
		West	1	69	13	1	-		

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 14:00 to 15:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
Dorset Street between Whitworth Rd and North Circular Road	National Primary	North	2 + 1 bus lane	1190	56	48	-	
		South	2 + 1 bus lane	1340	54	40	-	
North Circular Road to the West	Regional	East	1	408	3	8	-	
		West	1	344	3	36	-	
North Circular Road to the East	Regional	East	1	427	0	7	-	
		West	1	456	0	36	-	
Dorset Street between North Circular Road and Gardiner Street	National Primary	North	3	1187	59	47	-	
		South	3	1026	57	0	-	
Synnott Place	Minor Local	East	1	204	0	0	-	
		West	1	363	0	0	-	
Gardiner Street	Regional	East	2	459	21	2	-	
		West	2	604	20	0	-	
Dorset Street between Gardiner Street and Eccles Street	National Primary	North	2 + 1 bus lane	806	39	49	-	
		South	2 + 1 bus lane	628	36	0	-	
Eccles Street	Minor Local	East	1	237	3	0	-	
		West	1	504	3	29	-	
Temple Street	Minor Local	East	1	374	0	6	-	
		West	1	265	0	0	-	
Dorset Street between Eccles Street and Fredrick Street	National Primary	North	1 + 1 bus lane	583	42	28	-	
		South	1 + 1 bus lane	538	39	0	-	

Table B3.7 Capacity of Key Links and Flows in Area 7 ²¹

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 14:00 to 15:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
North Frederick Street	National Primary	South	1 bus lane	0	69	0	-	
Dorset Street, between North Frederick Street and Granby Row	National Primary	North	1 + 1 bus lane	558	42	27	-	
		South	1 + 1 cycle lane	558	0	0	-	
Granby Row	National Primary	North	2	378	68	4	-	
Parnell Square West	National Primary	North	2	699	75	90	-	
Parnell Square North	National Primary	East	2	478	3	88	-	
Parnell Square East	National Primary	South	1 + 1 bus lane	393	81	7	-	
Parnell Street, West of O'Connell Street	Regional	West	2	962	90	25	-	
Parnell Street, East of O'Connell Street	Regional	East	1	194	0	7	-	
		West	2	522	0	0	-	
O'Connell Street, between Parnell Street and Cathal Brugha St	National Primary	North	1 + 1 bus lane	247	87	25	-	
		South	2 bus lanes	0	81	0	-	
O'Connell Street, between Abbey Street and O'Connell Bridge	National Primary	North	2	647	81	44	-	
		South	2 + 1 cycle lane	642	63	2	-	
Bachelors Walk	National Primary	East	2 + 1 bus lane	1066	33	193	-	
Eden Quay, between O'Connell St and Marlborough St	Regional	East	2 + 1 cycle lane	789	39	95	-	
		West	1 bus lane (contra flow)	0	20	0	-	

²¹ All data from the Metro North Traffic Model (MNTM). Output for 2013

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 14:00 to 15:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
Marlborough Street, between Abbey Street and Eden Quay	Local	North	1	21	0	0	-	
		South	1	138	9	6	-	
Eden Quay, between Marlborough St and Beresford Pl	Regional	East	2 +1 bus + 1 cycle lane	903	48	103	-	
		West	2 bus lanes (contra flow)	0	37	0	-	
O'Connell Bridge	National Primary	North	3	579	107	86	-	
		South	4	832	102	154	-	
Aston Quay	National Primary	West	2	695	29	1	-	
Westmoreland Street, between Fleet Street and O'Connell Bridge	National Primary	North	4	378	121	42	-	
D'Olier Street	National Primary	South	3	897	117	206	-	
Burgh Quay	Regional	West	2 + 1 bus lane	986	51	106	-	
Hawkins Street	Minor Local	South	2	0	0	0	-	
Fleet Street, between Westmoreland St and D'Olier Street	Minor Local	East	2 bus lanes	190	42	1	-	
Fleet Street, between D'Olier Street and Tara Street	Minor Local	East	2	180	29	12	-	
Pearse Street, between Tara Street and D'Olier Street	Regional	West	1 bus lane	0	13	0	-	
College Street, between D'Olier Street and Westmoreland St	National Primary	West	2	909	125	197	-	

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 14:00 to 15:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
Westmoreland Street, between College Street and Fleet Street	National Primary	North	4	578	193	43	-	
College Green, between College St and Grafton Street	National Primary	North	2	564	170	42	-	
		South	2	907	145	199	-	
College Green, between Grafton Street and Dame Street	National Primary	West	2	569	170	43	-	
Grafton Street	Minor Local	South	2	291	90	83	-	
Nassau Street, between Grafton St and Dawson Street	National Primary	East	1	291	90	83	-	
		West	1 bus lane	0	83	0	-	
Dawson Street, between Nassau St and Molesworth Street	National Primary	North	2 + 1 bus lane	373	83	7	-	
Leinster Street South	National Primary	East	2	731	90	92	-	
Kildare Street, between Nassau St and Molesworth Street	National Primary	South	2	102	70	45	-	
Kildare Street, between Molesworth Street and St. Stephens Green North	National Primary	South	2	346	72	41	-	
St. Stephens Green North, between Kildare Street and Dawson Street	National Primary	West	3	904	86	13	-	
Dawson Street, between Molesworth Street and St. Stephens Green North	National Primary	North	2 + 1 bus lane	776	86	13	-	

Appendix B4 – Modelled Do-Minimum Off-Peak Traffic Flows in 2028

Table B4.1 Capacity of Key Links and Flows in Area 1 ²²

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 14:00 to 15:00hrs)				
				Cars and LGVs	Taxi	Bus	HGVs	Cyclists
R132, north of Estuary Roundabout	Regional	North	2 + hard shoulder	1387	12	72	-	
		South	2 + hard shoulder	1322	12	113	-	
Seatown West	Regional	East	1	678	11	1	-	
		West	1	430	12	0	-	
Estuary Road at Estuary Roundabout	Local	East	1	116	0	1	-	
		West	1	112	0	4	-	
R132, between Estuary and Seatown Roundabouts	Regional	North	2 + hard shoulder	1267	1	65	-	
		South	2 + hard shoulder	1433	0	115	-	
Seatown Road, west of Seatown Roundabout	Local	East	1	458	0	3	-	
		West	1	148	0	0	-	
Estuary Road at Seatown Roundabout	Local	East	1	216	0	7	-	
		West	1	289	0	0	-	
R132, between Seatown and Malahide Roundabouts	Regional	North	2 + hard shoulder	1242	3	66	-	
		South	2	1885	2	124	-	

²² All data from the Metro North Traffic Model (MNTM). Output for 2028

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 14:00 to 15:00hrs)				
				Cars and LGVs	Taxi	Bus	HGVs	Cyclists
Malahide Road, west of Malahide Roundabout	Regional	East	2	766	10	14	-	
		West	2	371	9	9	-	
Malahide Road, east of Malahide Roundabout	Regional	East	1	909	3	92	-	
		West	1	142	3	41	-	
Drynam Road	Local	East	1	671	3	69	-	
		West	1	317	0	19	-	
R132, between Malahide and Pinnockhill Roundabouts	Regional	North	2 + 1 bus lane	1747	7	125	-	
		South	2 + 1 bus lane	1287	4	79	-	
M1, between Lisenhall and Drynam interchanges	Motorway	North	2	1744	0	346	-	
		South	2	3360	0	242	-	

Table B4.2 Capacity of Key Links and Flows in Area 2 ²³

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 14:00 to 15:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
R132, between Malahide and Pinnockhill Roundabouts	Regional	North	2 + 1 bus lane	1747	7	125	-	
		South	2 + 1 bus lane	1287	4	79	-	
Dublin Road, north of Pinnockhill Roundabout	Regional	North	1	263	8	4	-	
		South	1	722	9	15	-	
M1 Link Road (to Drynam Interchange)	Local	North	1	1246	0	84	-	
		South	1	441	0	50	-	
R132, between Pinnockhill Roundabout and Fosterstown Jn	Regional	North	1 + 1 bus lane	1533	15	38	-	
		South	2 + 1 bus lane	1042	13	17	-	
Rathingle Road	Minor Local	East	1 + 1 bus lane	662	0	0	-	
		West	1	224	0	0	-	
Airside	Minor Local	East	1	386	0	3	-	
		West	1	84	0	0	-	
R132 between Fosterstown Jn and Cloghran Roundabout	Regional	North	2	1493	15	39	-	
		South	2 + 1 bus lane	1129	13	18	-	
Naul Road	Local	East	1	530	4	74	-	
		West	1	981	3	84	-	
Clonshaugh Road	Local	East	1	750	0	36	-	
		West	1	804	0	64	-	

²³ All data from the Metro North Traffic Model (MNTM). Output for 2028

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 14:00 to 15:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
R132, between Cloghran and Airport Roundabouts	Regional	North	2 + 1 bus lane	1878		18	74	-
		South	2	1117		17	66	-
M1, between Drynam and Airport Interchanges.	Motorway	North	2	2211		0	396	-
		South	2	4559		0	326	-

Table B4.3 Capacity of Key Links and Flows in Area 3 ²⁴

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 14:00 to 15:00hrs)					
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists	
R132, north of Airport Roundabout	Regional	North	2 + 1 bus lane	1878	18	74	-		
		South	2	1117	17	66	-		
Corballis Road North	Local	East	2	2735	33	115	-		
		West	2	1831	40	49	-		
M1 Link Road to Airport Interchange	Motorway	East	2	824	22	69	-		
		West	3	1593	28	51	-		
R132, between Airport Roundabout and Corballis Rd South	Regional	North	1 + 1 bus lane	138	7	16	-		
		South	1 + 1 bus lane	1011	5	65	-		
Corballis Road South	Local	East	2	95	13	3	-		
		West	2	418	15	39	-		
R132, between Corballis Road South and Collinstown Cross	Regional	North	1 + 1 bus lane	600	16	55	-		
		South	1 + 1 bus lane	841	12	60	-		
M1, between Drynam and Airport Interchanges.	Motorway	North	2 + hard shoulder	2211	0	396	-		
		South	2 + hard shoulder	4559	0	326	-		
M1, between Airport and M50 Interchanges.	Motorway	North	2 + hard shoulder	3429	28	375	-		
		South	2 + hard shoulder	4788	22	287	-		

²⁴ All data from the Metro North Traffic Model (MNTM). Output for 2028

Table B4.4 Capacity of Key Links and Flows in Area 4 ²⁵

Link	Road Status	Direction	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 14:00 to 15:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
R132, between Corballis Road South and Collinstown Cross	Regional	North	1 + 1 bus lane	600	16	55	-	
		South	1 + 1 bus lane	841	12	60	-	
R132 south of Collinstown Cross	Regional	North	1 + 1 bus lane	364	16	26	-	
		South	1	939	12	48	-	
Old Airport Road (along southern perimeter of Airport)	Local	East	1 + hard shoulder	1173	0	75	-	
		West	1 + hard shoulder	530	0	23	-	
R108, between Old Airport Road and M50	Regional	North	1	656	0	13	-	
		South	1	439	0	42	-	
R108, between M50 and Santry Avenue	Regional	North	2 + hard shoulder	1171	0	184	-	
		South	2 + hard shoulder	1784	0	170	-	
M50 between R108 and M1 Interchanges	Motorway	North/East	2 + hard shoulder	4396	3	424	-	
		South/West	2 + hard shoulder	5099	3	513	-	
M1 between M50 and Airport Interchanges	Motorway	North	3 + hard shoulder	3429	28	375	-	
		South	3 + hard shoulder	4788	22	287	-	

²⁵ All data from the Metro North Traffic Model (MNTM). Output for 2028

Table B4.5 Capacity of Key Links and Flows in Area 5 ²⁶

Link	Road Status	Direction Of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 14:00 to 15:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
R108 between M50 and Santry Avenue	Regional	North	2 + hard shoulder	1171	0	184	-	
		South	2 + hard shoulder	1784	0	170	-	
Balbutcher Lane	Regional	East	1	137	0	1	-	
		West	1	114	0	23	-	
Santry Avenue	Regional	East	1	605	7	68	-	
		West	1	463	6	64	-	
Main Street, Ballymun, between Santry Ave and Sillogue Road	Regional	North	2 +1 bus + 1 cycle lane	1081	7	144	-	
		South	2 +1 bus + 1 cycle lane	1176	6	67	-	
Main Street, Ballymun, between Sillogue Rd and Collins Avenue	Regional	North	2 + 1 bus lane	1219	10	168	-	
		South	2 + 1 bus lane	1433	11	69	-	
Glasnevin Avenue	Regional	East	1	918	6	5	-	
		West	1	318	6	11	-	
Collins Avenue Extension	Regional	East	1	1008	2	16	-	
		West	1	660	1	40	-	
Ballymun Road, between Collins Ave and St. Pappins Road	Regional	North	2 + 1 bus lane	1153	9	150	-	
		South	2 + 1 bus lane	1492	13	65	-	

²⁶ All data from the Metro North Traffic Model (MNTM). Output for 2028

Table B4.6 Capacity of Key Links and Flows in Area 6 ²⁷

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 14:00 to 15:00hrs)					
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists	
Ballymun Road between St Pappins Road and St Mobhi Rd	Regional	North	2 + 1 bus lane	1282	14	149	-		
		South	2 + 1 bus lane	1761	13	68	-		
Griffith Avenue between St Mobhi Road and Ballymun Rd	Regional	West	4	1036	17	136	-		
Ballymun Road between Griffith Ave and St Mobhi Road	Regional	North	2	1518	16	152	-		
St Mobhi Road between Ballymun Road and Griffith Ave	Regional	South	2	1996	15	73	-		
St Mobhi Road between Griffith Ave and Home Farm Road	Regional	North	1	657	14	42	-		
		South	1	1084	12	54	-		
Griffith Avenue between St Mobhi Road and Bantry Road	Regional	East	1	846	3	18	-		
		West	1	363	3	91	-		
Bantry Road	Minor Local	North	1	85	0	0	-		
		South	1	28	0	0	-		
Griffith Avenue between Bantry Road and Drumcondra Rd	Regional	East	1	715	3	15	-		
		West	1	202	3	80	-		

²⁷ All data from the Metro North Traffic Model (MNTM). Output for 2028

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 14:00 to 15:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
Swords Road between Collins Avenue and Griffith Ave	National Primary	North	1 + 1 bus + off road cycle lane	1387	43	125	-	
		South	1 + 1 bus + off road cycle lane	1150	31	11	-	
Drumcondra Road between Griffith Ave and Home Farm Road	National Primary	North	1 + 1 bus lane	1322	48	55	-	
		South	1 + 1 bus lane	969	37	7	-	
Home Farm Road	Local	East	1	726	3	16	-	
		West	1	202	3	80	-	
Richmond Road	Local	East	1	437	0	3	-	
		West	1	519	0	21	-	
Botanic Avenue	Local	East	1	394	0	2	-	
		West	1	220	0	7	-	
Drumcondra Road between Botanic Ave and Clonliffe Road	National Primary	North	1 + 1 bus + off road cycle lane	1473	53	43	-	
		South	1 + 1 bus lane	1473	41	2	-	
Clonliffe Road	Regional	East	1	675	1	0	-	
		West	1	418	2	20	-	
Drumcondra Road between Clonliffe Rd and Whitworth Road	National Primary	North	2 + 1 cycle lane	1529	51	61	-	
		South	2 + 1 bus lane	1174	40	17	-	
Whitworth Road	Local	East	1	532	14	57	-	
		West	1	143	13	0	-	

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 14:00 to 15:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
Dorset Street between Whitworth Rd and North Circular Road	National Primary	North	2 + 1 bus lane	1203	56	52	-	
		South	2 + 1 bus lane	1420	54	55	-	
North Circular Road to the West	Regional	East	1	418	3	10	-	
		West	1	339	3	55	-	
North Circular Road to the East	Regional	East	1	466	0	9	-	
		West	1	497	0	56	-	
Dorset Street between North Circular Road and Gardiner Street	National Primary	North	3	1184	59	51	-	
		South	3	1093	57	0	-	
Synnott Place	Minor Local	East	1	272	0	0	-	
		West	1	432	0	0	-	
Gardiner Street	Regional	East	2	516	21	12	-	
		West	2	651	20	0	-	
Dorset Street between Gardiner Street and Eccles Street	National Primary	North	2 + 1 bus lane	796	39	62	-	
		South	2 + 1 bus lane	669	36	0	-	
Eccles Street	Minor Local	East	1	275	3	0	-	
		West	1	518	3	41	-	
Temple Street	Minor Local	East	1	411	0	5	-	
		West	1	308	0	0	-	
Dorset Street between Eccles Street and Fredrick Street	National Primary	North	1 + 1 bus lane	622	42	33	-	
		South	1 + 1 bus lane	582	39	0	-	

Table B4.7 Capacity of Key Links and Flows in Area 7 ²⁸

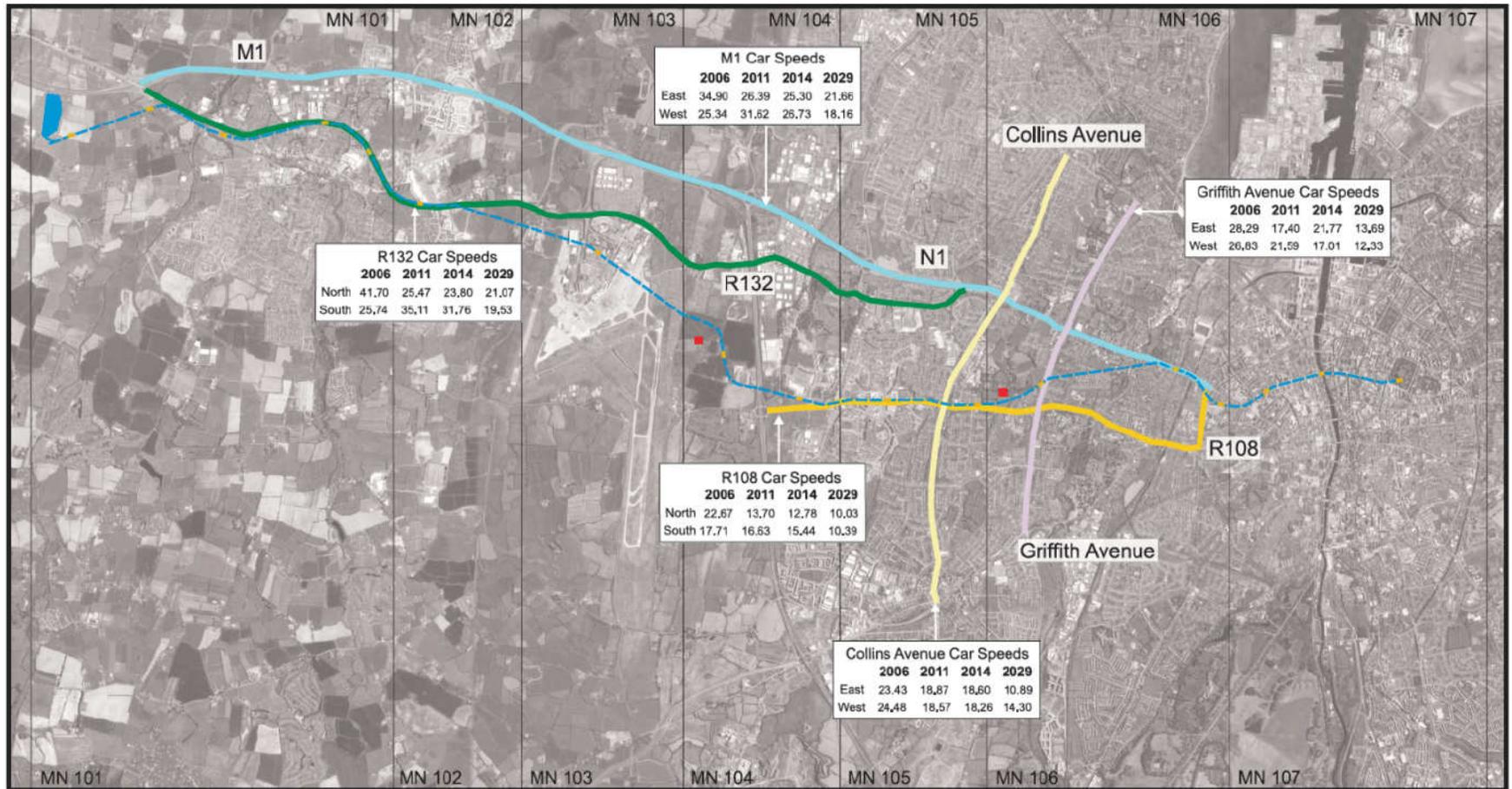
Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 14:00 to 15:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
North Frederick Street	National Primary	South	1 bus lane	0	69	0	-	
Dorset Street, between North Frederick Street and Granby Row	National Primary	North	1 + 1 bus lane	566	42	28	-	
		South	1 + 1 cycle lane	623	0	0	-	
Granby Row	National Primary	North	2	431	68	9	-	
Parnell Square West	National Primary	North	2	708	75	103	-	
Parnell Square North	National Primary	East	2	483	3	100	-	
Parnell Square East	National Primary	South	1 + 1 bus lane	457	81	5	-	
Parnell Street, West of O'Connell Street	Regional	West	2	1173	90	35	-	
Parnell Street, East of O'Connell Street	Regional	East	1	208	0	5	-	
		West	2	689	0	0	-	
O'Connell Street, between Parnell Street and Cathal Brugha St	National Primary	North	1 + 1 bus lane	244	87	33	-	
		South	2 bus lanes	0	81	0	-	
O'Connell Street, between Abbey Street and O'Connell Bridge	National Primary	North	2	669	81	41	-	
		South	2 + 1 cycle lane	927	63	3	-	
Bachelors Walk	National Primary	East	2 + 1 bus lane	1009	33	196	-	
Eden Quay, between O'Connell St and Marlborough St	Regional	East	2 + 1 cycle lane	804	39	99	-	
		West	1 bus lane (contra flow)	0	20	0	-	

²⁸ All data from the Metro North Traffic Model (MNTM). Output for 2028

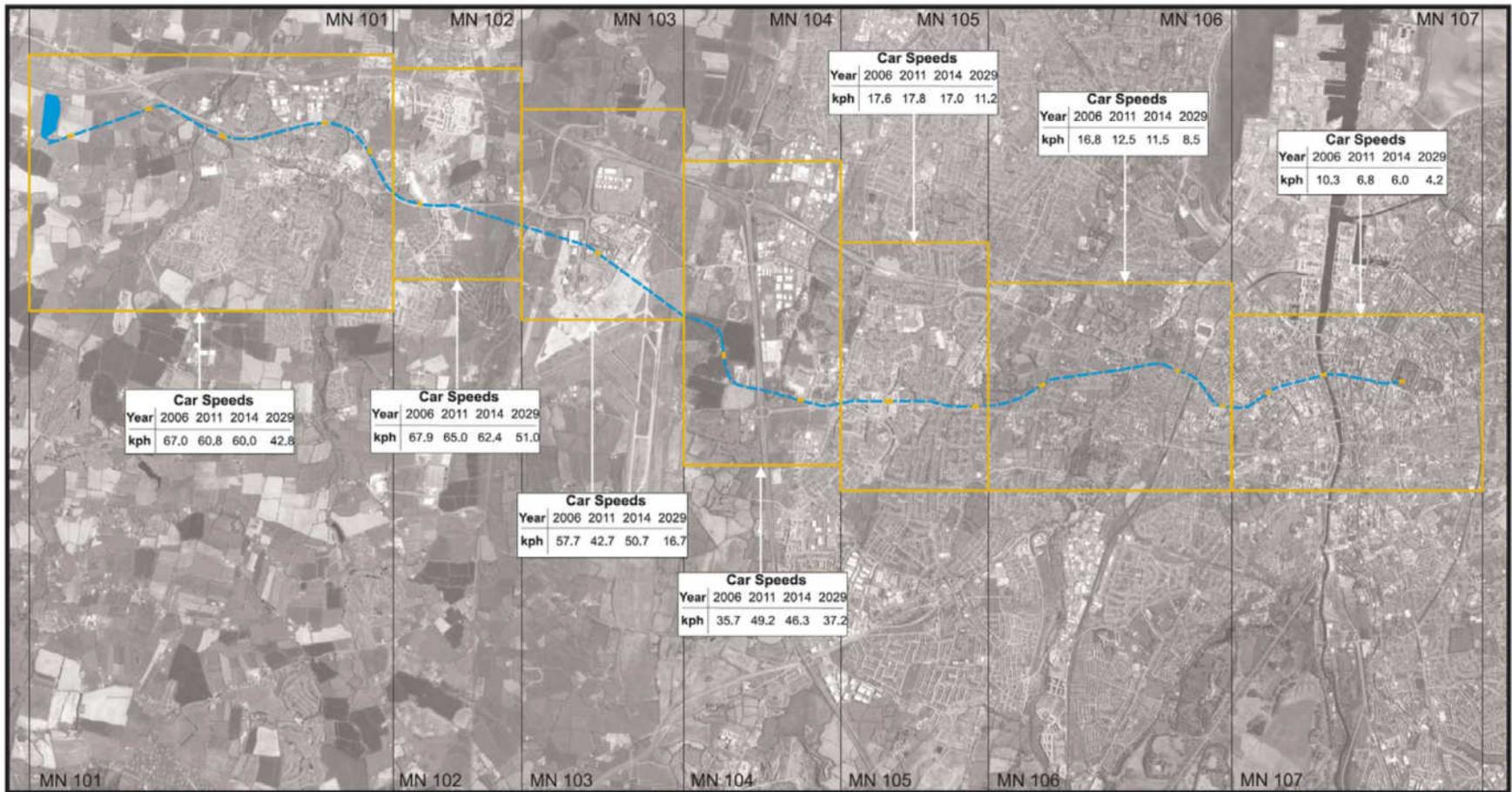
Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 14:00 to 15:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
Marlborough Street, between Abbey Street and Eden Quay	Local	North	1	40	0	0	-	
		South	1	97	9	4	-	
Eden Quay, between Marlborough St and Beresford Pl	Regional	East	2 +1 bus + 1 cycle lane	859	48	104	-	
		West	2 bus lanes (contra flow)	0	37	0	-	
O'Connell Bridge	National Primary	North	3	664	107	89	-	
		South	4	1087	102	173	-	
Aston Quay	National Primary	West	2	749	29	1	-	
Westmoreland Street, between Fleet Street and O'Connell Bridge	National Primary	North	4	460	121	46	-	
D'Olier Street	National Primary	South	3	1168	117	224	-	
Burgh Quay	Regional	West	2 + 1 bus lane	1076	51	104	-	
Hawkins Street	Minor Local	South	2	0	0	0	-	
Fleet Street, between Westmoreland St and D'Olier Street	Minor Local	East	2 bus lanes	234	42	2	-	
Fleet Street, between D'Olier Street and Tara Street	Minor Local	East	2	253	29	12	-	
Pearse Street, between Tara Street and D'Olier Street	Regional	West	1 bus lane	0	13	0	-	
College Street, between D'Olier Street and Westmoreland St	National Primary	West	2	1160	125	215	-	

Link	Road Status	Direction of Traffic Flow	Capacity (number of lanes)	Traffic Flow by user class (Vehicle numbers between 14:00 to 15:00hrs)				
				Cars and LGVs	Taxis	Bus	HGVs	Cyclists
Westmoreland Street, between College Street and Fleet Street	National Primary	North	4	738	193	50	-	
College Green, between College Street and Grafton St	National Primary	North	2	713	170	51	-	
		South	2	1130	145	219	-	
College Green, between Grafton Street and Dame Street	National Primary	West	2	735	170	53	-	
Grafton Street	Minor Local	South	2	352	90	92	-	
Nassau Street, between Grafton Street and Dawson St	National Primary	East	1	352	90	92	-	
		West	1 bus lane	0	83	0	-	
Dawson Street, between Nassau St and Molesworth Street	National Primary	North	2 + 1 bus lane	521	83	14	-	
Leinster Street South	National Primary	East	2	879	90	105	-	
Kildare Street, between Nassau St and Molesworth Street	National Primary	South	2	323	70	74	-	
Kildare Street, between Molesworth Street and St. Stephens Green North	National Primary	South	2	410	72	71	-	
St. Stephens Green North, between Kildare Street and Dawson Street	National Primary	West	3	897	86	24	-	
Dawson Street, between Molesworth Street and St. Stephens Green North	National Primary	North	2 + 1 bus lane	759	86	19	-	

Appendix B5 – Modelled Do-Minimum Off-Peak Average Speeds Along Selected Corridors



Appendix B6 – Modelled Do-Minimum Off-Peak Average Network Speed by Area



Appendix C1 – Guidelines for Pedestrian Pavements and Details of Level of Service Measurement

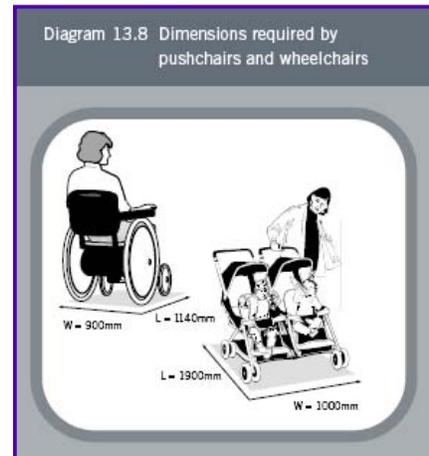
1 Issues Impacting Safety and the Mobility Impaired

People carrying luggage or shopping, pushing prams or buggys, with guide dogs or wheelchair bound are classed as reduced mobility pedestrians. They require good environmental design to facilitate their movement. The following is a summary of the National Disability Authority (NDA) and the Dublin Transportation Office (DTO) recommendations which have provided the basis for our assessment of facilities for the mobility impaired in Dublin City Centre.

Pavements

DTO Guidelines detail design dimensions in relation to reduced mobility pedestrians:

- A wheelchair requires a length of 1140mm - 1500mm and has a passage width of 900mm.
- A wheelchair plus a person pushing requires a length of 1750mm and has a passage width of 900mm.
- An adult plus a guide dog requires a length of 1500mm and has a passage width of 1100mm.
- A pushchair plus a person pushing requires a length of 1900mm and requires a passage width of 670mm-1100mm.



Both the DTO and NDA agree that footpaths should be at least 1800mm wide.

The minimum clearance between a building and a bollard or lamp standard on any footpath should be 1200mm.

Tactile paving should be laid across the full width of a dropped kerb (but not taper kerbs). This should be a minimum of 2.4m wide and should be 800mm (2 slabs) deep.

Cross falls should be 1:50 maximum. Steeper gradients can misdirect buggies and wheelchairs.

Drainage channels or the gaps between boards on a walkway should not be greater than 12mm and should cross perpendicular to the direction of movement.

Street Furniture

Street furniture should be placed out of the pedestrian line of movement.

The line of furniture should ideally allow a clear circulation corridor of 1800mm (absolute minimum 1200mm) wide.

Fixtures such as lights and bollards should be placed in a straight line.

Bollards should be a minimum 800mm high and 200mm wide.

A minimum 1200mm passage width should be maintained from the kerb edge to the adjacent bollard, in both directions.

Seats should be placed 600mm back from the line of movement so that they do not block the path.

Traffic Islands & Crossings

Crossing points should be dished.

At locations where a traffic island is provided to allow pedestrians to cross a road in two (or more) parts then tactile paving should be provided.

If the island is 2m wide or less, then the tactile surface should continue all the way across it. If the island is greater than 2 wide, then a gap should be left between adjacent strips of tactile paving.

At uncontrolled crossings the layout and colour of the tactile paving should be different to those for controlled crossing facilities.

Grey or buff tactile paving should be used but with no "stems" at the following locations:

- raised entry treatments;
- speed tables;
- traffic islands;
- dished crossings; and
- dished crossings at traffic signals without a pedestrian stage.

2 Method of Survey Data Analysis

The survey data taken at the pedestrian survey sites was analysed according to the guidelines in The Highways Capacity Manual (HCM), which includes analysis of the capacity of pedestrian facilities in terms of Level of Service (LOS).

The LOS is based on the pedestrian flow rate, which is calculated as the number of people per minute per meter.

Brief descriptions of pedestrian capacity are listed below:

- LOS A: Pedestrians do not alter their movements in response to other pedestrian, conflicts between pedestrians are unlikely;
- LOS B: Sufficient area for pedestrians to select walking speeds freely and to bypass other pedestrians, pedestrians are aware of other pedestrians;
- LOS C: Space is sufficient for normal walking speeds, crossing movements can cause minor conflicts, and speeds and flows are somewhat lower;
- LOS D: Freedom to select individual walking speed and to bypass other pedestrians is restricted, provides reasonable fluid flow, but friction and interaction between pedestrians is likely;
- LOS E: Virtually all pedestrians restrict their normal walking speed, space is not sufficient for passing slower pedestrians, cross-flow movements are possible only with extreme difficulties; and
- LOS F: All walking speeds are severely restricted, and forward progress is made only by shuffling, frequent, unavoidable contact with other pedestrians, cross-flow is virtually impossible. Space is more characteristic of queued pedestrians than of moving pedestrian streams.

The LOS analysis of the survey data presented in Appendix A3 shows the existing pedestrian capacity in the region of the proposed station sites. It also provides a baseline for comparison to the estimated LOS during construction.

Appendix C2 – Results of City Centre Pedestrian Flow Analysis

Due to the vast numbers of pedestrians in the city centre area, and the multiple destinations possible, the nature of the local pedestrian movements can be quite complex. To achieve a better understanding of pedestrian behaviour in the region, a detailed survey was commissioned. The information provided formed the basis for our detailed analysis of the existing pedestrian environment in the City Centre area.

Pedestrian movement surveys were undertaken at the following junctions:

- St. Stephens Green West, Stephens Green North, Grafton Street, South King Street
- O'Connell Bridge South, Burgh Quay, D'Olier Street, Westmoreland Street, Aston Quay
- O'Connell Bridge North, Bachelors Walk, O'Connell Street South, Eden Quay
- O'Connell Street North, Parnell Street West, Parnell Square East, Parnell Street East
- Parnell Square East, Parnell Square North, North Fredrick Street, Denmark Street

Pedestrian movement surveys were performed on the following dates:

- Thursday, 20th September, between 8.00-9.00, 13.00-14.00, and 17.00-19.00; and
- Saturday, 22nd September, during the hours of 13.00-17.00.

The data was analysed, and the pedestrian flows and the corresponding levels of service are presented for:

- The Thursday AM peak period (8:00-9:00 hours)
- The Thursday off-peak period (13:00-14:00 hours)
- The Saturday off-peak period (13:00-14:00 hours)
- The Saturday PM peak period (usually 16:00-17:00 hours)

The off-peak period is normally considered to be mid-afternoon; however, the period between 13:00-14:00 hours contains less tidal movements than the AM peak, and so is an appropriate representation of off-peak pedestrian movements.

St. Stephen's Green

The survey data for the pedestrian movements was analysed in terms of LOS using the corresponding surveyed footpath widths for each flow, which are shown in Figure C2.1.

The findings are summarised in Table C2.1 below, and illustrated in Figure C2.2 to Figure C2.5.

It can be seen that on weekday mornings, the pavements on St. Stephen's Green West have a reduced Level of Service compared to the rest of the site. This corresponds to increased congestion, and is due to the high numbers of passengers alighting at the terminus of the Luas Green line.

On Saturdays, however, the greatest congestion occurs on Grafton Street, which is almost at capacity. The connected footpath on St. Stephen's Green North is also heavily congested due to its narrow 2.8m width.

Table C2.1 Existing Pedestrian Level of Service at St. Stephen's Green

	SSG West	Front of SSG Centre	King Street South	Grafton-King St junction	Grafton Street	SSG North	SSG North	SSG West
Pavement*	1	2	3	4	5	6	7	8
LOS Thursday AM Peak	C	B	B	B	B	B	B	B
LOS Thursday Off-peak	D	C	B	B	B	C	B	B
LOS Saturday Off-peak	B	B	B	B	C	C	B	B
LOS Saturday Peak	B	B	B	C	D	D	B	B

*Figure C2.1

O'Connell Bridge

The survey data for the pedestrian movements was analysed in terms of LOS using the corresponding surveyed footpath widths for each flow, which are shown in Figure C2.6. The findings are illustrated in Figure C2.7 for the Thursday AM peak and Figure C2.10 for the Saturday PM peak respectively.

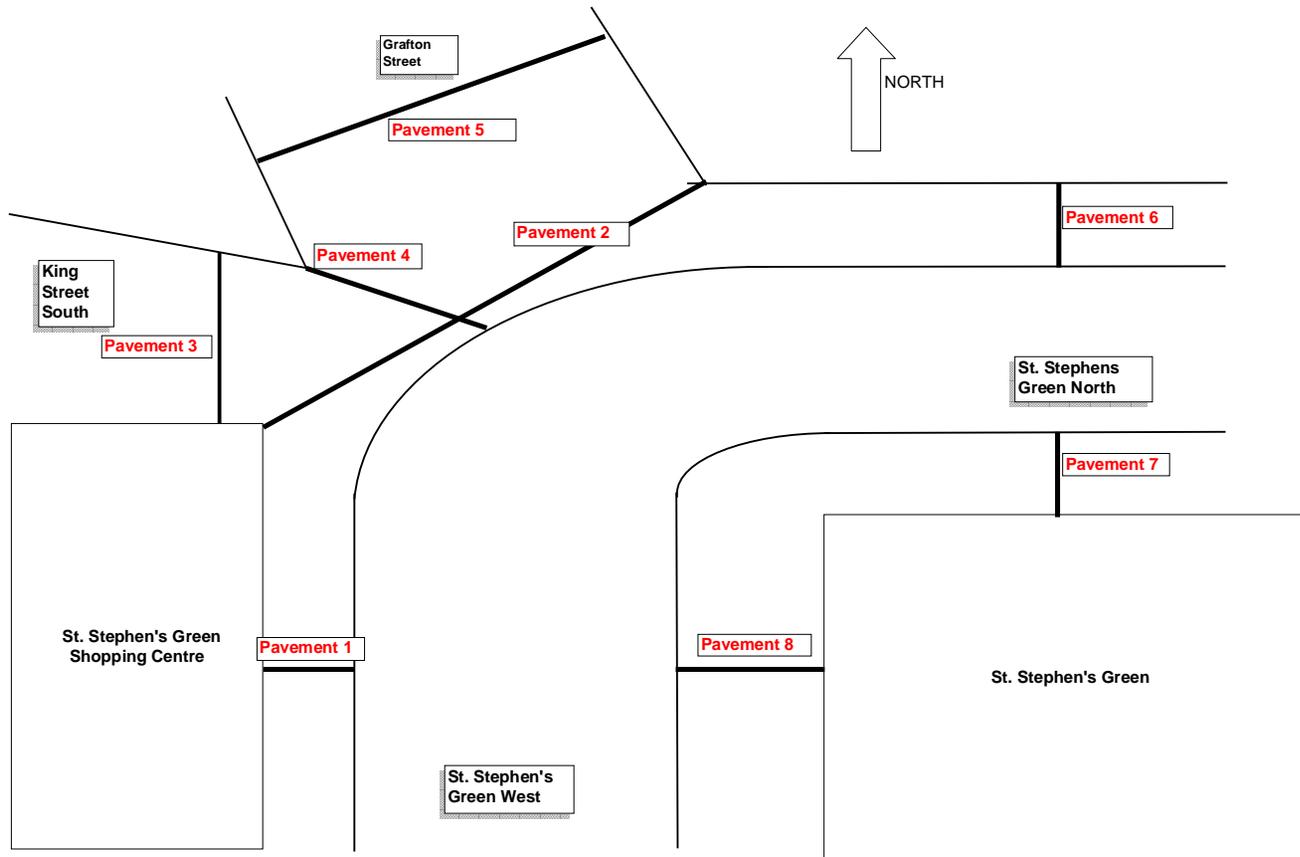
The LOS along the footpaths is generally level A or B, due to the generous widths of the pavements. Even in peak times, the LOS only drops to level C. The exception to this is the western footpath on Westmoreland Street, which experiences a LOS of D on Saturday afternoon. The increased congestion is due to the relatively narrow 4.4m wide pavement.

Parnell Square

The survey data for the pedestrian movements was analysed in terms of LOS using the corresponding surveyed footpath widths for each flow. The findings are summarised in Table C2.2, and illustrated in Figure C2.11 and Figure C2.12 below.

The footpaths along Parnell Square East are not congested. The eastern footpath is more heavily used than the western on both Thursday and Saturdays. This is probably due to the presence of a school, crèche, café, and numerous offices, as well as several bus stops along the eastern side of the square. During visiting hours at the Rotunda hospital, however, the western footpath becomes equally busy, as pedestrians use the entrance to the hospital grounds located there.

Figure C2.1 Pavement Key for the St. Stephen's Green Site



Pavement	1	2	3	4	5	6	7	8
Existing Width	4m	20m	13.5m	15m	15m	2.8m	4.5m	4.5m
Thursday 8:00-9:00	2391	5072	996	2966	3986	841	967	1534
Thursday 13:00-14:00	5933	10397	2886	6080	7977	3501	1123	1717
Saturday 13:00-14:00	1415	5758	1648	7558	20895	2563	1289	884
Saturday 16:00-17:00	1406	8004	2680	10506	20676	3342	1760	1438

Figure C2.3 St. Stephen's Green Existing LOS at Thursday Off-Peak

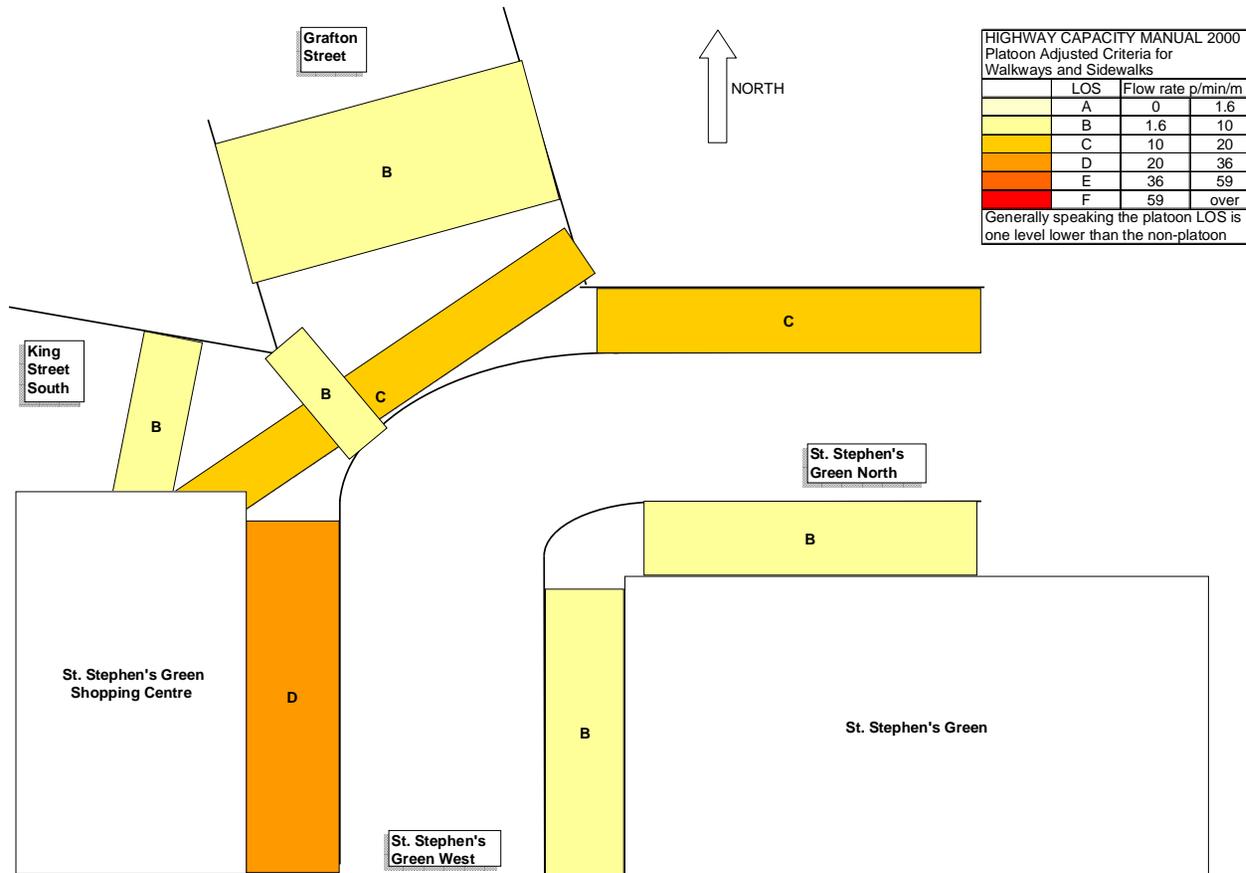


Figure C2.4 St. Stephen's Green Existing LOS at Saturday Off-Peak

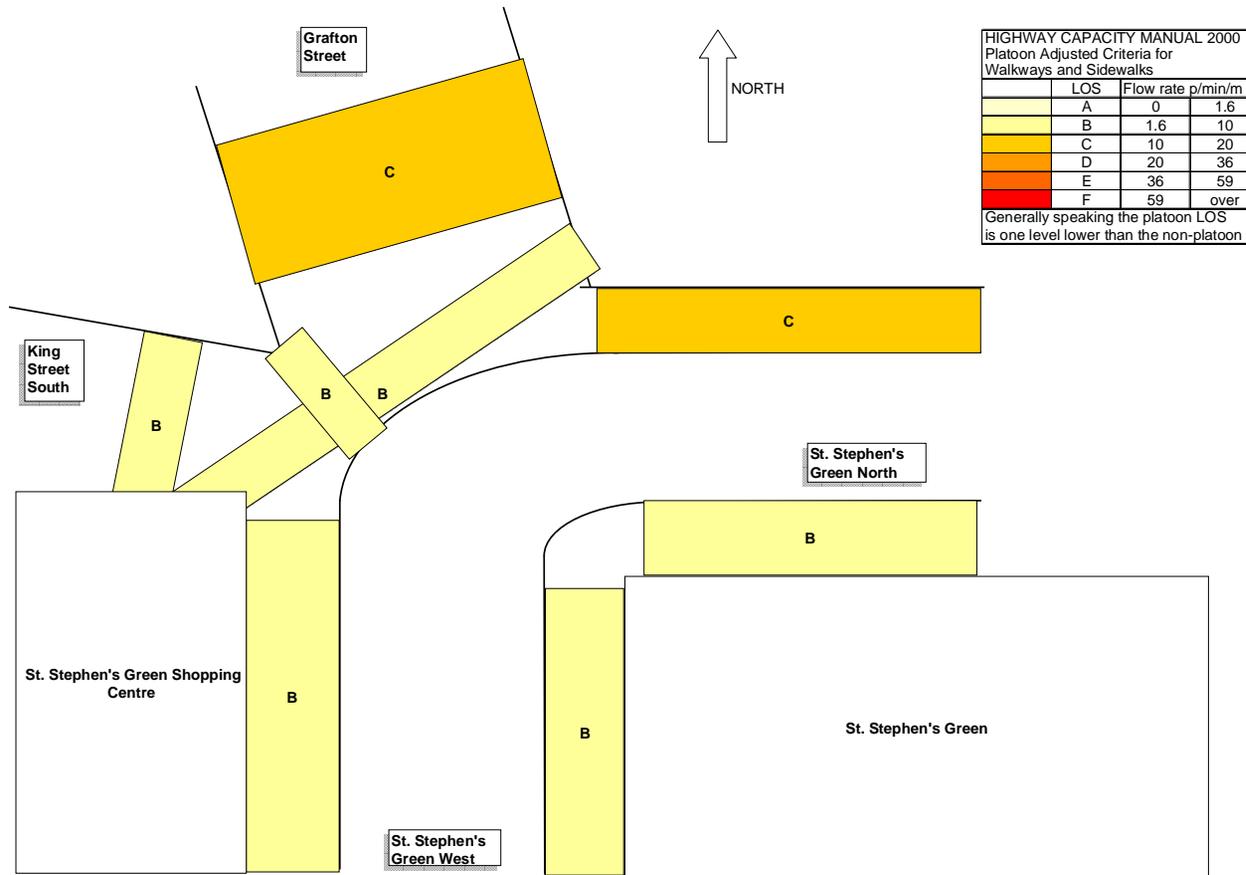


Figure C2.5 St. Stephen's Green Existing LOS at Saturday PM Peak

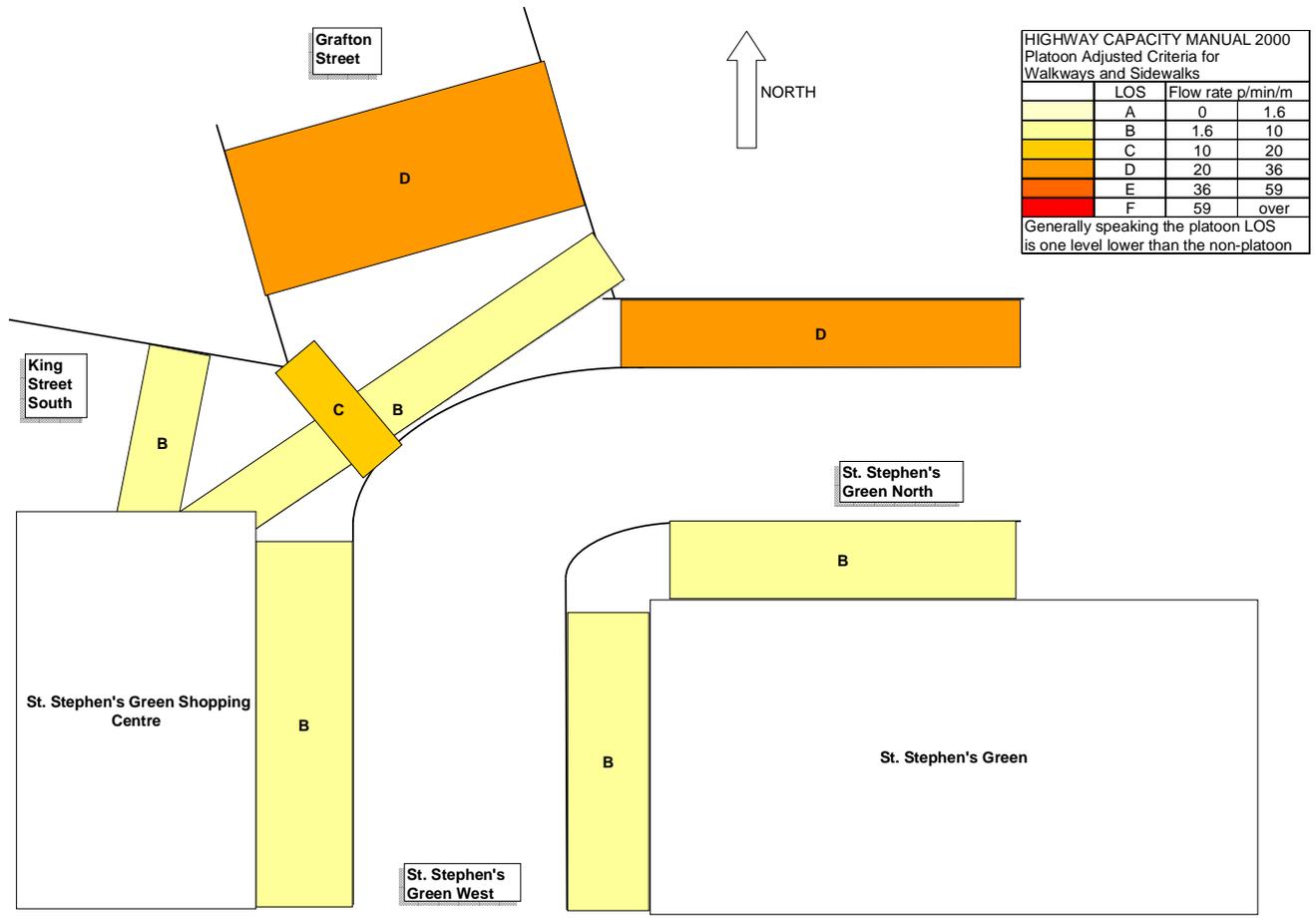
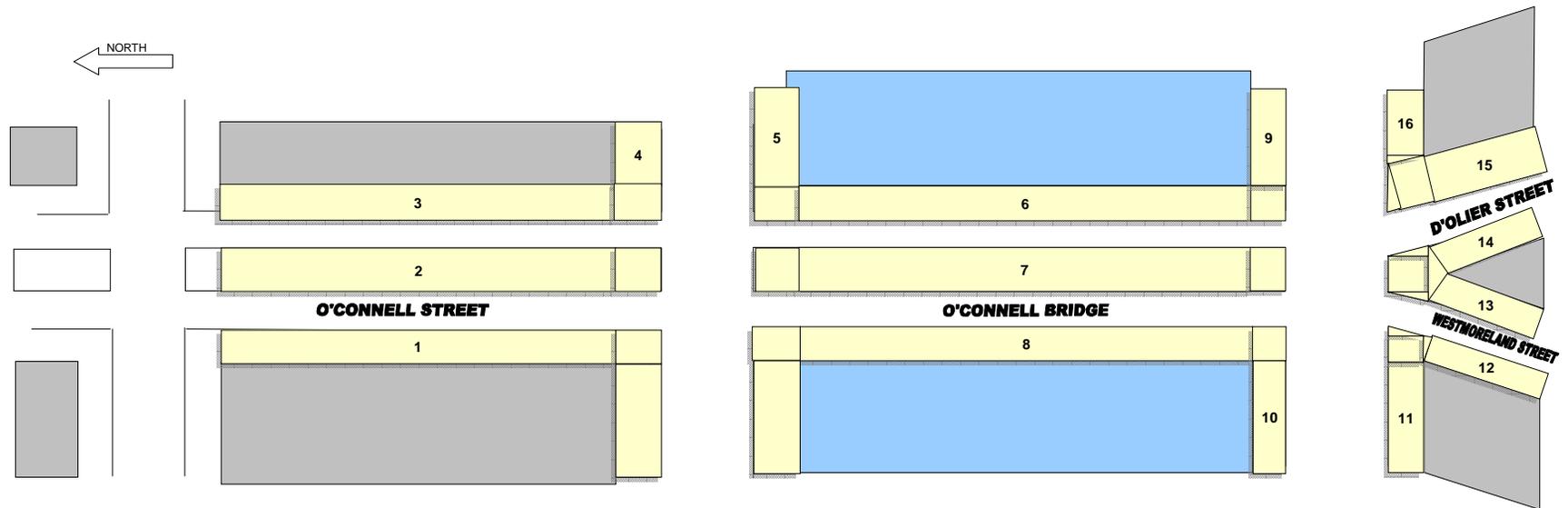
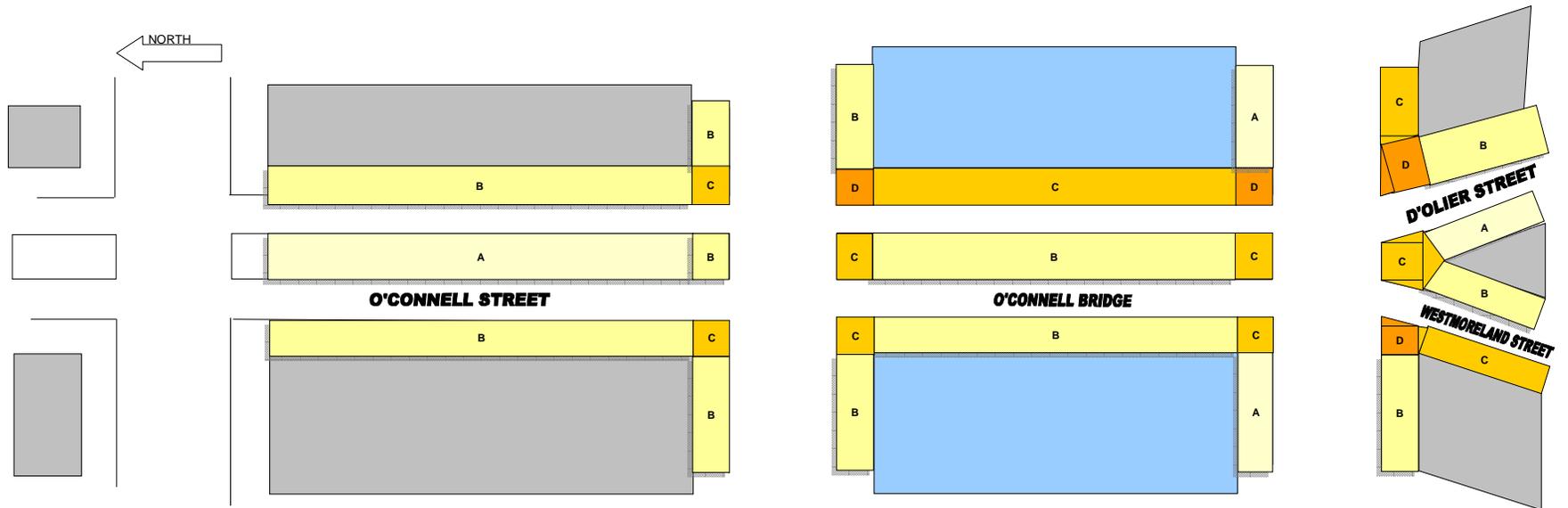


Figure C2.6 Pavement Key at the O'Connell Bridge Site



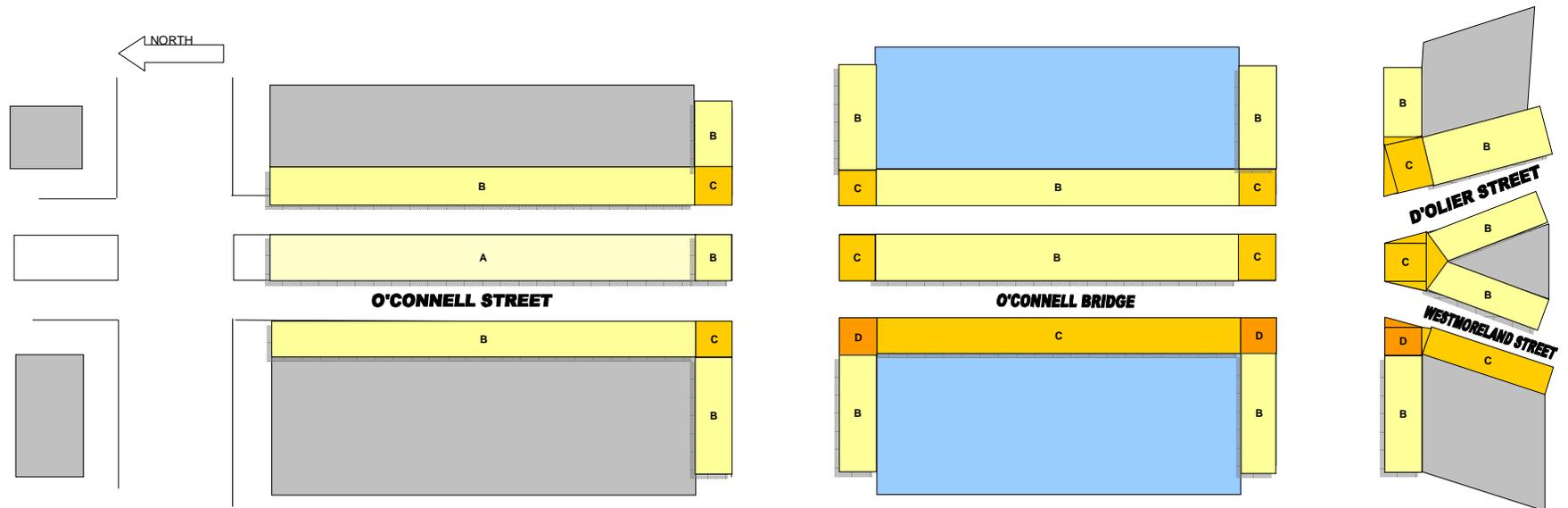
Pavement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Existing Width	9.9m	10.4m	7.1m	2.8m	2.5m	5.4m	5.1m	5.8m	2.5m	2.9m	4.4m	4.4m	4.1m	3.1m	4.1m	3.5m
Thursday 8:00-9:00	2309	311	3029	950	858	2427	400	2035	208	118	1057	2516	960	174	1488	1949
Thursday 13:00-14:00	4747	467	3633	1213	777	2933	625	3573	286	300	1277	4316	1201	304	1485	1879
Saturday 13:00-14:00	6641	592	3511	904	677	2252	652	5755	401	868	1823	5957	1438	215	1398	1207
Saturday 16:00-17:00	7295	807	3696	1094	739	2412	663	6636	346	1009	2019	7433	1792	253	1243	1421

Figure C2.7 O'Connell Bridge Existing LOS at Thursday AM Peak



HIGHWAY CAPACITY MANUAL 2000			
Platoon Adjusted Criteria for			
Walkways and Sidewalks			
LOS	Flow rate p/min/m		
A	0	1.6	
B	1.6	10	
C	10	20	
D	20	36	
E	36	59	
F	59	over	

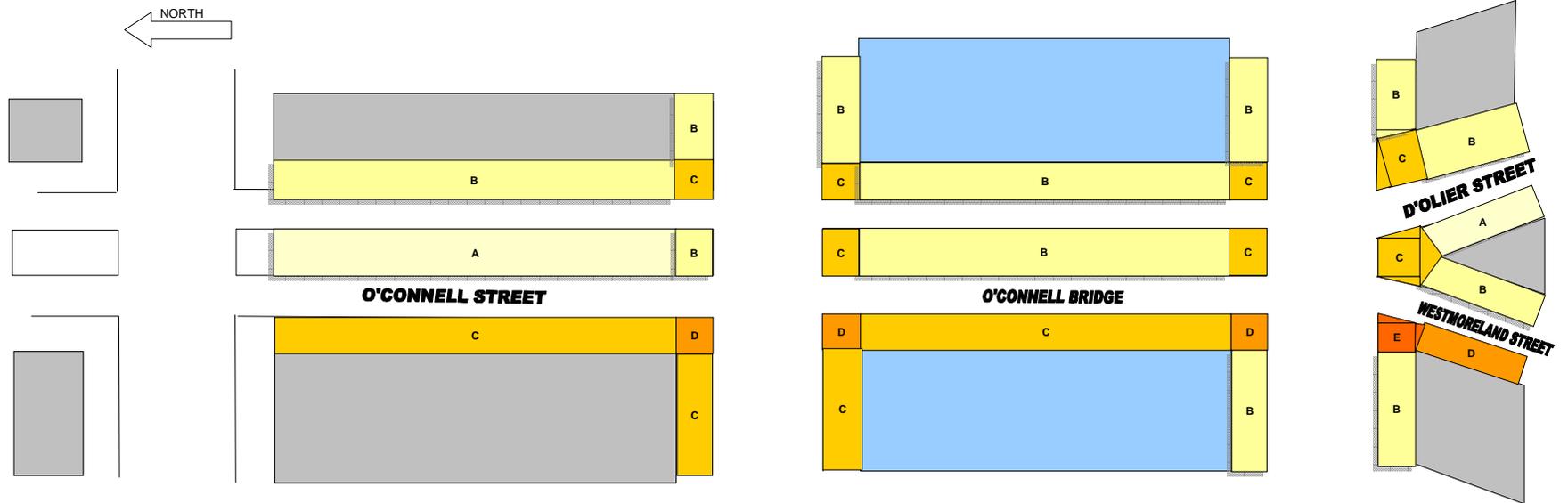
Figure C2.8 O'Connell Bridge Existing LOS at Thursday Off-Peak



HIGHWAY CAPACITY MANUAL 2000
Platoon Adjusted Criteria for
Walkways and Sidewalks

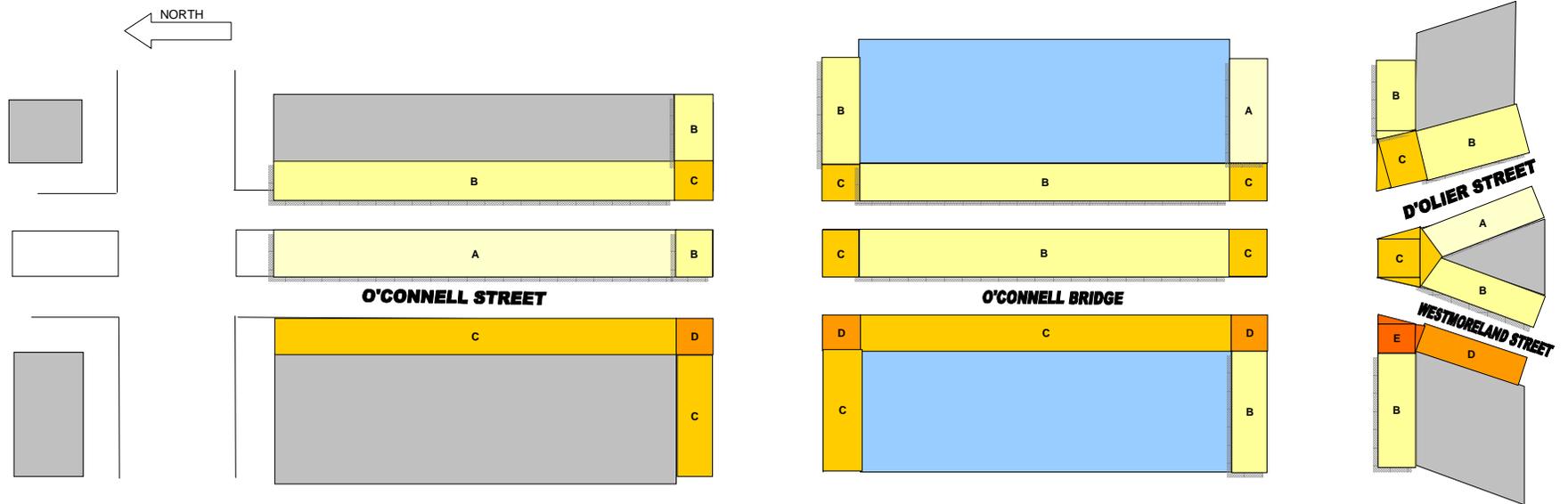
LOS	Flow rate p/min/m
A	0 1.6
B	1.6 10
C	10 20
D	20 36
E	36 59
F	59 over

Figure C2.9 O'Connell Bridge Existing LOS at Saturday Off-Peak



HIGHWAY CAPACITY MANUAL 2000 Platoon Adjusted Criteria for Walkways and Sidewalks			
	LOS	Flow rate p/min/m	
	A	0	1.6
	B	1.6	10
	C	10	20
	D	20	36
	E	36	59
	F	59	over

Figure C2.10 O'Connell Bridge Existing LOS at Saturday PM Peak



HIGHWAY CAPACITY MANUAL 2000 Platoon Adjusted Criteria for Walkways and Sidewalks			
	LOS	Flow rate p/min/m	
	A	0	1.6
	B	1.6	10
	C	10	20
	D	20	36
	E	36	59
	F	59	over

Table C2.2 Pedestrian Survey Data and Analysis for Parnell Square East

	Parnell Sq East East Footpath	Parnell Sq East West Footpath
Pavement Width	2.6m	2.6m
Existing Pedestrian Flows		
Thursday 8:00-9:00	1,487	333
Thursday 13:00-14:00	1,546	495
Saturday 13:00-14:00	1,690	758
Saturday 16:00-17:00	1,510	1,039
Existing Pedestrian Level Of Service		
Thursday AM Peak	C	B
Thursday Off-peak	C	B
Saturday Off-peak	C	B
Saturday PM Peak	C	C

Figure C2.11 Parnell Square East Existing LOS at Thursday AM Peak

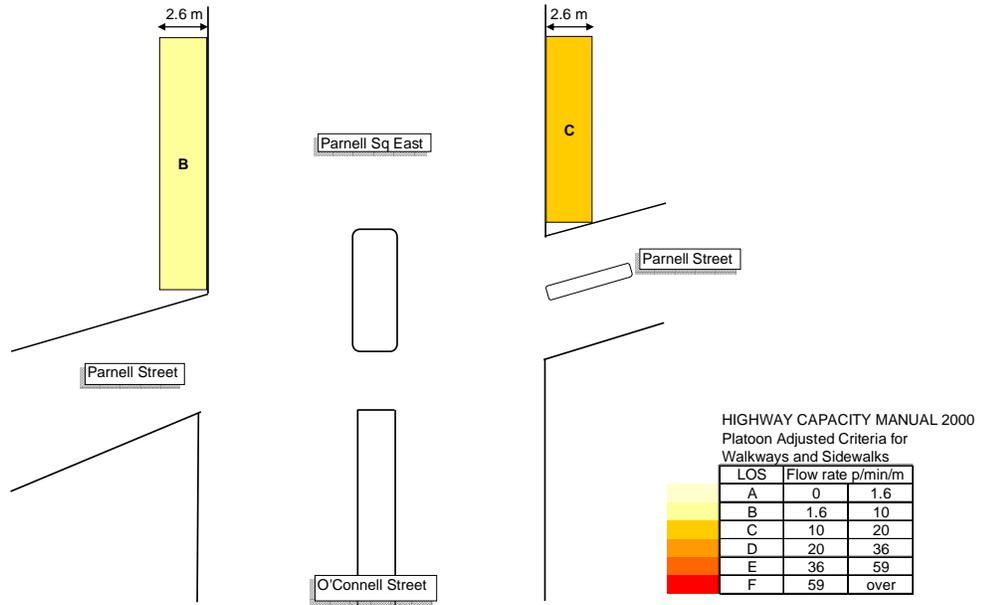
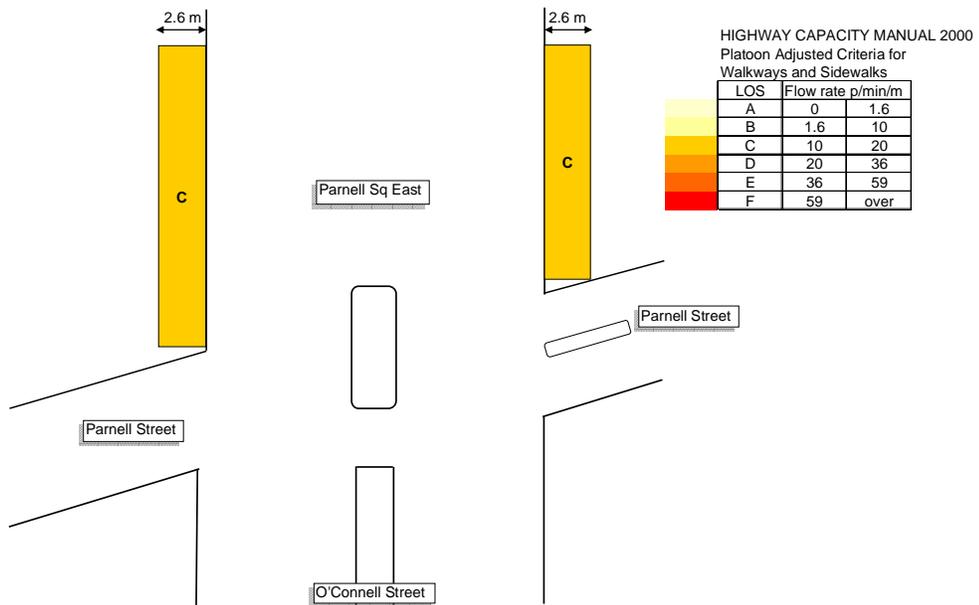
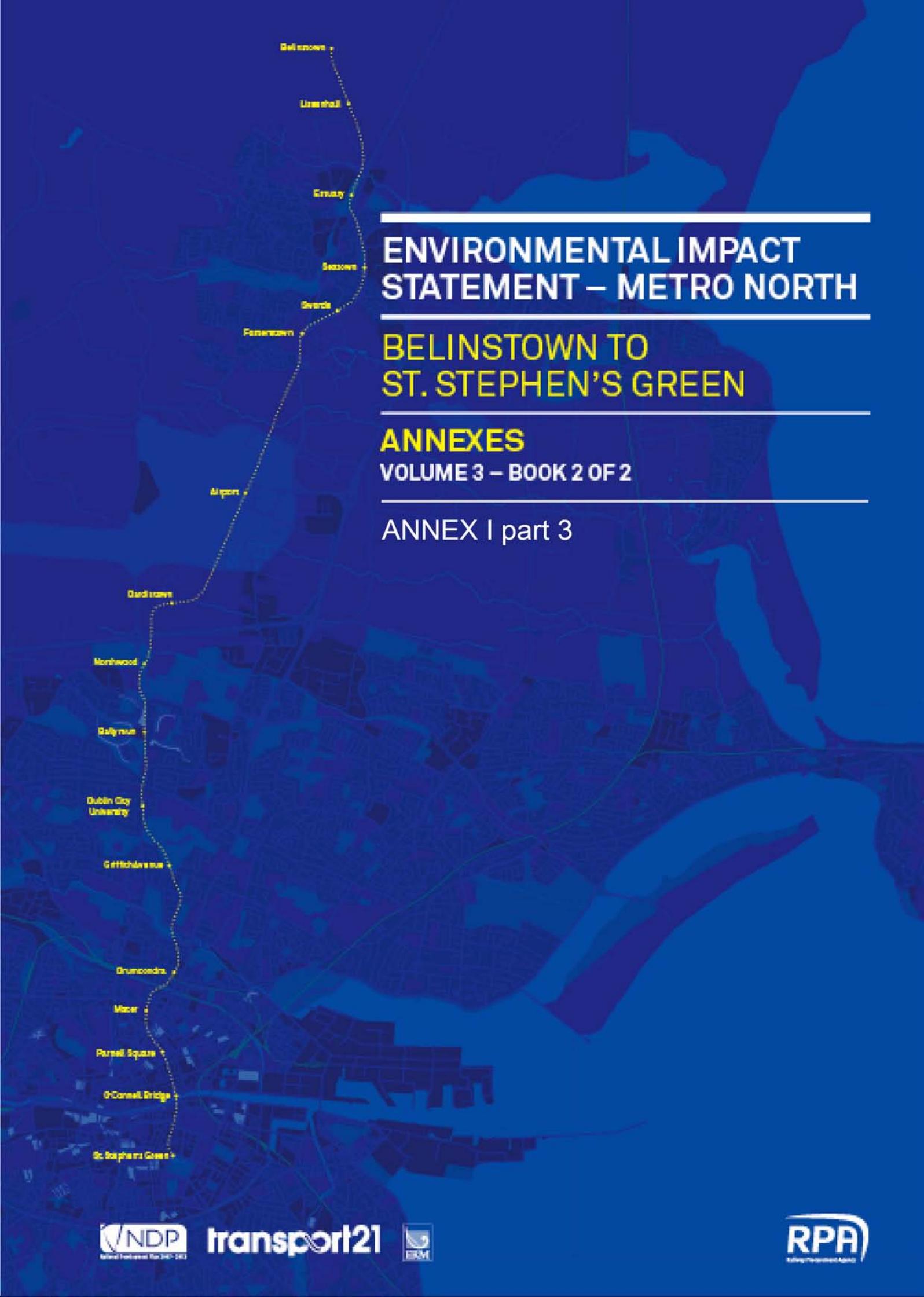


Figure C2.12 Parnell Square East Existing LOS at Saturday PM Peak



A map of Dublin, Ireland, showing the proposed Metro North route. The route is indicated by a dotted line connecting various stations. The stations are labeled from north to south: Belinstown, Usherhall, Crumay, Seaview, Swords, Fonestown, Airport, Dardicross, Northwood, Ballynua, Dublin City University, Giffchavenue, Drumcondra, Mace, Parnell Square, O'Connell Bridge, and St. Stephen's Green. The map is overlaid with a blue and purple color scheme.

ENVIRONMENTAL IMPACT STATEMENT – METRO NORTH

BELINSTOWN TO ST. STEPHEN'S GREEN

ANNEXES

VOLUME 3 – BOOK 2 OF 2

ANNEX I part 3

