

The background is a vibrant yellow. It is decorated with several abstract geometric shapes in shades of blue, teal, and white. These shapes include circles, semi-circles, and rounded rectangles, some of which are partially cut off by the edges of the page. The overall aesthetic is modern and clean.

## Appendix A6.4 Impact Assessments

## Contents

<b>Appendix A6.4.1: Pedestrian Infrastructure Assessment .....</b>	<b>1</b>
1.1 Section 1 – Ballymun Road from St. Margaret’s Road to Griffith Avenue.....	3
1.2 Section 2 – St. Mobhi Road, Botanic Road and Diversionary Route from Griffith Avenue to Hart’s Corner.....	9
1.3 Section 3 – Botanic Road, Prospect Road and Phibsborough Road from Hart’s Corner to Western Way.....	14
1.4 Section 4 – Constitution Hill, Church Street Upper and Church Street from Western Way to Arran Quay .....	18
1.5 Section 5 – Finglas Road from St. Margaret’s Road to Wellmount Road .....	22
1.6 Section 6 – Finglas Road from Wellmount Road to Ballyboggan Road.....	23
1.7 Section 7 – Finglas Road from Ballyboggan Road to Hart’s Corner .....	25
<b>Appendix A6.4.2: Cycling Infrastructure Assessment.....</b>	<b>28</b>
1.8 Section 1 – Ballymun Road from St. Margaret’s Road to Griffith Avenue.....	30
1.9 Section 2 – St. Mobhi Road, Botanic Road and Diversionary Route from Griffith Avenue to Hart’s Corner.....	31
1.10 Section 3 – Botanic Road, Prospect Road and Phibsborough Road from Hart’s Corner to Western Way.....	32
1.11 Section 4 – Constitution Hill, Church Street Upper and Church Street from Western Way to Arran Quay .....	33
1.12 Section 5 – Finglas Road from St. Margaret’s Road to Wellmount Road .....	34
1.13 Section 6 – Finglas Road from Wellmount Road to Ballyboggan Road.....	35
1.14 Section 7 – Finglas Road from Ballyboggan Road to Hart’s Corner .....	36
<b>Appendix A6.4.3: Average Bus Journey Times .....</b>	<b>37</b>
<b>Appendix A6.4.4: General Traffic Assessment.....</b>	<b>42</b>

## **Appendix A6.4.1: Pedestrian Infrastructure Assessment**

**Table 1 Pedestrian Junction Assessment Criteria**

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

**Table 2 Pedestrian Junction Assessment LoS**

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

**Table 3 Description of Impact for Pedestrian Qualitative Assessment**

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

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

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

1.1 Section 1 – Ballymun Road from St. Margaret’s Road to Griffith Avenue

Table 5 Section 1 – Pedestrian Infrastructure Assessment

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
R108 Ballymun Road / St Margaret's Road	A0 – A50	Pedestrian Routing:	Signalised pedestrian crossings available on all arms	✓	Signalised pedestrian crossings available on all arms	✓	Low	Negligible	Not Significant
		Pedestrian Directness:	Staggered crossing arrangement on each arm	✗	Staggered crossing arrangement on each arm	✗			
		Vehicular Speeds:	Large corner radii on slip lanes encourages higher vehicular speeds.	✗	Removal of slip lanes provide tighter corner radii that decreases vehicular speeds	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings	✓	Adequate tactile paving, dropped kerbs and road markings	✓			
		Footpath and Crossing Widths:	Existing footpaths are in excess of 1.8m.	✓	Proposed footpaths are in excess of 1.8m and crossing widths are increased to 2.0m - 4.5m	✓			
		<b>Overall LoS</b>	<b>3 Indicators met:</b>	<b>C</b>	<b>4 Indicators met:</b>	<b>B</b>			
R108 Ballymun Road / Northwood Avenue	A150 – A200	Pedestrian Routing:	Signalised pedestrian crossings available on the eastern and southern arms only	✗	Signalised pedestrian crossings available on all arms	✓	Medium	Low	Positive Moderate
		Pedestrian Directness:	Staggered crossing arrangement on the eastern and southern arms	✗	Staggered crossing arrangement on some arms	✗			
		Vehicular Speeds:	Large corner radii on slip lanes encourages higher vehicular speeds.	✗	Removal of slip lanes provide tighter corner radii that decreases vehicular speeds	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings	✓	Adequate tactile paving, dropped kerbs and road markings	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>2 Indicators met:</b>	<b>D</b>	<b>4 Indicators met:</b>	<b>B</b>			
R108 Ballymun Road / Access to Service Station	A230 – A270	Pedestrian Routing:	Pedestrian crossing available on service station access and exits only	✗	Pedestrian crossing available on service station access and exits only	✗	Low	Low	Positive Slight
		Pedestrian Directness:	Direct crossing on entrance and exit	✓	Direct crossing on entrance and exit	✓			
		Vehicular Speeds:	Large corner radii encourage higher vehicular speeds	✗	Raised tables reduces vehicular speeds	✓			
		Accessibility:	Adequate tactile paving	✓	Raised table, tactile paving and road markings available.	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>3 Indicators met:</b>	<b>C</b>	<b>4 Indicators met:</b>	<b>B</b>			
R108 Ballymun Road / R104 Santry Avenue / R104 Balbutcher Lane	A450 – A550	Pedestrian Routing:	Signalised pedestrian crossings on the eastern, western, and southern arms only	✗	Signalised pedestrian crossings available on all arms	✓	Medium	Medium	Positive Significant
		Pedestrian Directness:	Staggered crossing arrangement on the western and southern arms	✗	Staggered crossing arrangement on the southern and northern arms	✗			
		Vehicular Speeds:	Large corner radii encourage higher vehicular speeds	✗	Reduction in lane widths and tighter corner radii at the northern and southern arms to decrease vehicular speeds.	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings	✓	Adequate tactile paving, dropped kerbs and road markings	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>2 Indicators met:</b>	<b>D</b>	<b>4 Indicators met:</b>	<b>B</b>			
Mid-link pedestrian crossing on R108 Ballymun Road	A650 – A700	Pedestrian Routing:	Signalised pedestrian crossing north of Coutry Road	✓	Signalised pedestrian crossing north of Coutry Road	✓	Low	High	Positive Moderate
		Pedestrian Directness:	Staggered crossing arrangement	✗	Staggered crossing arrangement	✗			
		Vehicular Speeds:	Raised mid-link crossing reduces vehicular speeds	✓	Raised mid-link crossing reduces vehicular speeds	✓			
		Accessibility:	Inadequate tactile paving arrangement	✗	Adequate tactile paving, dropped kerbs and raised table	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>3 indicators met:</b>	<b>C</b>	<b>4 indicators met:</b>	<b>B</b>			
R108 Ballymun Road / Coutry Road	A850 – A900	Pedestrian Routing:	Pedestrian crossing available on Coutry Rd arm only	✗	Pedestrian crossing available on Coutry Rd arm only	✗	Low	High	Positive Moderate

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
		Pedestrian Directness:	Direct crossing on eastern arm	✓	Direct crossing on eastern arm	✓			
		Vehicular Speeds:	Large corner radii encourage higher vehicular speeds	✗	Raised table reduces vehicular speeds	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs, road markings	✓	Adequate raised table, tactile paving and road markings	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>3 Indicators met:</b>	<b>C</b>	<b>4 Indicators met:</b>	<b>B</b>			
R108 Ballymun Road / Shangan Road / Balbutcher Lane	A950 – A1050	Pedestrian Routing:	Signalised pedestrian crossings available on all arms	✓	Signalised pedestrian crossings available on all arms	✓	Low	High	Positive Moderate
		Pedestrian Directness:	Staggered crossing arrangement on Ballymun Rd	✗	Direct crossing arrangement available on all arms.	✓			
		Vehicular Speeds:	Tight corner radii and raised table on Ballymun Rd decreases vehicular speeds	✓	Raised table and tighter corner radii decrease vehicular speeds.	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs, road markings	✓	Adequate tactile paving, dropped kerbs, road markings	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 2.0m wide	✓	Proposed footpath and crossing widths are in excess of 2.0m wide	✓			
		<b>Overall LoS</b>	<b>4 Indicators met:</b>	<b>B</b>	<b>5 Indicators met:</b>	<b>A</b>			
Mid-link pedestrian crossing on R108 Ballymun Road	A1100 – A1150	Pedestrian Routing:	Signalised pedestrian crossing north of Silogue Road	✓	Signalised pedestrian crossing north of Silogue Road	✓	Low	Low	Positive Slight
		Pedestrian Directness:	Staggered crossing arrangement	✗	Staggered crossing arrangement	✗			
		Vehicular Speeds:	Raised mid-link crossing reduces vehicular speeds	✓	Raised mid-link crossing reduces vehicular speeds	✓			
		Accessibility:	Inadequate tactile paving arrangement	✗	Adequate tactile paving, dropped kerbs and raised table	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>3 indicators met:</b>	<b>C</b>	<b>4 indicators met:</b>	<b>B</b>			
R108 Ballymun Road / Silogue Road	A1100 – A1170	Pedestrian Routing:	Pedestrian crossing available on Silogue Rd arm only	✗	Pedestrian crossing available on Silogue Rd arm only	✗	Low	Low	Positive Slight
		Pedestrian Directness:	Direct crossing on Silogue Rd arm	✓	Direct crossing on Silogue Rd arm	✓			
		Vehicular Speeds:	Large corner radii encourage higher vehicular speeds	✗	Raised tables and tight corner radii decrease vehicular speeds.	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs, road markings	✓	Raised table and adequate tactile paving and road markings	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>3 Indicators met:</b>	<b>C</b>	<b>4 Indicators met:</b>	<b>B</b>			
R108 Ballymun Road / Gateway Crescent	A1230 – A1280	Pedestrian Routing:	Signalised pedestrian crossings available on all arms	✓	Signalised pedestrian crossings available on all arms	✓	Low	Low	Positive Slight
		Pedestrian Directness:	Staggered crossing arrangement on Ballymun Rd	✗	Direct crossing arrangement on each arm	✓			
		Vehicular Speeds:	Raised table and tight corner radii decrease vehicular speeds.	✓	Raised table and tight corner radii decrease vehicular speeds.	✓			
		Accessibility:	Raised table, adequate tactile paving and road markings available	✓	Raised table, tactile paving and road markings available.	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>4 Indicators met:</b>	<b>B</b>	<b>5 Indicators met:</b>	<b>A</b>			
R108 Ballymun Road / Gateway Avenue	A1370 – A1430	Pedestrian Routing:	Pedestrian crossing on western arm only	✗	Pedestrian crossing on western arm only	✗	Low	Medium	Positive Moderate
		Pedestrian Directness:	Direct crossings on western arm	✓	Direct crossings on western arm	✓			
		Vehicular Speeds:	Raised table decreases vehicular speeds	✓	Raised table decreases vehicular speeds	✓			
		Accessibility:	No adequate tactile paving on the western arm	✗	Raised table, tactile paving and road markings available.	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>3 Indicators met:</b>	<b>C</b>	<b>4 Indicators met:</b>	<b>B</b>			

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
Mid-link crossing on R108 Ballymun Road	A1400 – A1425	Pedestrian Routing:	Signalised crossing available	✓	Signalised crossing available	✓	Low	Medium	Positive Moderate
		Pedestrian Directness:	Staggered crossing is provided	✗	Staggered crossing is provided	✗			
		Vehicular Speeds:	Signalised and raised mid-link crossing reduces vehicle speeds.	✓	Signalised and raised mid-link crossing reduces vehicle speeds.	✓			
		Accessibility:	Inadequate tactile paving arrangements	✗	Raised table, tactile paving and road markings available.	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>3 Indicators met:</b>	<b>C</b>	<b>4 Indicators met:</b>	<b>B</b>			
R108 Ballymun Road / Shanliss Road	A1520 – A1570	Pedestrian Routing:	Pedestrian crossing on eastern arm only	✗	Pedestrian crossing on eastern and northern arms only	✗	Medium	High	Positive Very Significant
		Pedestrian Directness:	Direct crossing on eastern arm	✓	Direct crossing on eastern and northern arms	✓			
		Vehicular Speeds:	Large corner radii encourages higher vehicular speeds.	✗	Raised table decreases vehicular speeds.	✓			
		Accessibility:	No adequate tactile paving or road markings available	✗	Raised table, tactile paving and road markings available.	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>2 Indicators met:</b>	<b>D</b>	<b>4 Indicators met:</b>	<b>B</b>			
R108 Ballymun Road / Setanta GAA Access Road	A1580 – A1630	Pedestrian Routing:	Pedestrian crossing on western arm only	✗	Pedestrian crossing on western arm only	✗	Medium	High	Positive Very Significant
		Pedestrian Directness:	Direct crossing on the western arm	✓	Direct crossing on the western arm.	✓			
		Vehicular Speeds:	Large corner radii encourages higher vehicular speeds.	✗	Tight corner radii decreases vehicular speeds.	✓			
		Accessibility:	No tactile paving or road markings available	✗	Raised table and adequate road markings available.	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>2 Indicators met:</b>	<b>D</b>	<b>4 Indicators met:</b>	<b>B</b>			
R108 Ballymun Road / R103 Glasnevin Avenue / R103 Collins Avenue Ext	A1800 – A1880	Pedestrian Routing:	Pedestrian crossings available on all arms	✓	Pedestrian crossings available on all arms	✓	Low	Medium	Positive Moderate
		Pedestrian Directness:	Direct crossing only available on Glasnevin Ave arm.	✗	Staggered crossing arrangement on Ballymun Road	✗			
		Vehicular Speeds:	Large corner radii and slip roads encourage higher vehicular speeds.	✗	Tight corner radii decrease vehicular speeds.	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings	✓	Adequate tactile paving, dropped kerbs and road markings	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>3 Indicators met:</b>	<b>C</b>	<b>4 Indicators met:</b>	<b>B</b>			
Mid-link crossing on R108 Ballymun Road	A1925 – A1975	Pedestrian Routing:	Signalised crossing available	✓	Signalised crossing available	✓	Low	Medium	Positive Moderate
		Pedestrian Directness:	Staggered crossing is provided	✗	Direct crossing is provided	✓			
		Vehicular Speeds:	Signalised and raised mid-link crossing reduces vehicle speeds.	✓	Signalised and raised mid-link crossing reduces vehicle speeds.	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings	✓	Adequate tactile paving, dropped kerbs and road markings	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>4 Indicators met:</b>	<b>B</b>	<b>5 Indicators met:</b>	<b>A</b>			
R108 Ballymun Road / Albert College Court	A2030 – A2080	Pedestrian Routing:	Pedestrian crossing on western arm only	✗	Pedestrian crossing on western arm only	✗	Medium	High	Positive Very Significant
		Pedestrian Directness:	Direct crossing on Albert College Court	✓	Direct crossing on Albert College Court	✓			
		Vehicular Speeds:	Wide lanes and average corner radii encourages higher vehicular speeds	✗	Raised table decreases vehicular speeds.	✓			
		Accessibility:	No adequate tactile paving and dropped kerbs available	✗	Raised table and adequate road markings available.	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
		<b>Overall LoS</b>	<b>2 Indicators met:</b>	<b>D</b>	<b>4 Indicators met:</b>	<b>B</b>			
R108 Ballymun Road / DCU Glasnevin Campus	A2300 – A2350	Pedestrian Routing:	Pedestrian crossings on eastern and northern arms only	✗	Pedestrian crossings on eastern and northern arms only	✗	Low	Medium	Positive Moderate
		Pedestrian Directness:	Staggered crossing arrangement on northern arm	✗	Staggered crossing arrangement on northern arm	✗			
		Vehicular Speeds:	Raised table decreases vehicular speeds.	✓	Raised table decreases vehicular speeds.	✓			
		Accessibility:	No adequate tactile paving and dropped kerbs available	✗	Adequate tactile paving, raised table and road markings available.	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>2 Indicators met:</b>	<b>D</b>	<b>3 Indicators met:</b>	<b>C</b>			
R108 Ballymun Road / St Canices Road	A2530 – A2580	Pedestrian Routing:	Pedestrian crossing on western arm only	✗	Pedestrian crossings on western and southern arms only	✗	Low	Medium	Positive Moderate
		Pedestrian Directness:	Direct crossing available on St Canices Rd	✓	Direct crossing available on St Canices Rd and southern arm	✓			
		Vehicular Speeds:	Tight corner radii decrease vehicular speeds.	✓	Tight corner radii and raised table decreases vehicular speeds.	✓			
		Accessibility:	No adequate tactile paving or road markings available	✗	Adequate raised tables, tactile paving, dropped kerbs and road markings	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>3 Indicators met:</b>	<b>C</b>	<b>4 Indicators met:</b>	<b>B</b>			
R108 Ballymun Road / Hampstead Avenue	A2660 – A2690	Pedestrian Routing:	Pedestrian crossing on Hampstead Avenue arm only	✗	Pedestrian crossing on Hampstead Avenue arm only	✗	Low	High	Positive Moderate
		Pedestrian Directness:	Direct crossing on Hampstead Avenue	✓	Direct crossing on Hampstead Avenue	✓			
		Vehicular Speeds:	Raised table decreases vehicular speeds	✓	Raised table decreases vehicular speeds	✓			
		Accessibility:	Raised table, and road markings available. Tactile paving arrangements inconsistent	✗	Raised table and adequate road markings available.	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>3 Indicators met:</b>	<b>C</b>	<b>4 Indicators met:</b>	<b>B</b>			
R108 Ballymun Road / R102 Ballymun Road / R102 St Mobhi Road	A2850 – A2920	Pedestrian Routing:	Pedestrian crossing available on all arms	✓	Pedestrian crossing available on all arms	✓	Low	High	Positive Moderate
		Pedestrian Directness:	Indirect crossings provided.	✗	Indirect crossings provided.	✗			
		Vehicular Speeds:	No traffic calming measures	✗	No traffic calming measures	✗			
		Accessibility:	Inadequate tactile paving, dropped kerbs and road markings	✗	Adequate tactile paving, dropped kerbs and road markings	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>2 Indicators met:</b>	<b>D</b>	<b>3 Indicators met:</b>	<b>C</b>			
R102 St Mobhi Road / R108 St Mobhi Road / R102 Griffith Avenue	A3000 – A3060	Pedestrian Routing:	No pedestrian crossing available on southern arm	✗	Pedestrian crossings available on all arms	✓	High	Medium	Positive Very Significant
		Pedestrian Directness:	Staggered crossings on northern and western arms with a slip lane between the arms	✗	Direct pedestrian crossings on all arms	✓			
		Vehicular Speeds:	Large corner radii on slip lane encourages higher vehicular speeds.	✗	Removal of slip lane and tighter corner radii decreases vehicular speeds	✓			
		Accessibility:	Inadequate tactile paving, dropped kerbs and road markings	✗	Adequate tactile paving, dropped kerbs and road markings	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>1 Indicator met:</b>	<b>E</b>	<b>5 Indicators met:</b>	<b>A</b>			
R102 Ballymun Road / R102 Griffith Avenue / Ballymun Road	C100 – D0	Pedestrian Routing:	Pedestrian crossing available on all arms.	✓	Pedestrian crossing available on all arms.	✓	Medium	High	Positive Very Significant
		Pedestrian Directness:	Staggered pedestrian crossing available on eastern arm	✗	Direct pedestrian crossing available on all arms.	✓			
		Vehicular Speeds:	Larger corner radii encourage higher vehicular speeds.	✗	Tight corner radii and removal of slip lane decrease vehicular speeds.	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings	✓	Adequate tactile paving, dropped kerbs and road markings	✓			



Junction	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>3 Indicators met:</b>	<b>C</b>	<b>5 Indicators met:</b>	<b>A</b>			

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

- R108 Ballymun Road / Shangan Road (Chainage: A1275 – A1325);
- R108 Ballymun Road / Ballymun Library (Chainage: A1730 - A1770);
- R108 Ballymun Road / St Pappin Rd (Chainage: A2180 - A2240);
- R108 Ballymun Road / DCU Sportsground (Chainage: A2700 - A2750); and
- R108 Ballymun Road / The Rise (Chainage: A2775 – A2825).

1.2 Section 2 – St. Mobhi Road, Botanic Road and Diversionary Route from Griffith Avenue to Hart’s Corner

Table 6 Section 2 – Pedestrian Infrastructure Assessment

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
R108 St Mobhi Road / Stella Avenue / St Mobhi Boithrin	A3180 – A3230	Pedestrian Routing:	Pedestrian crossings on the eastern, southern and western arms	x	Pedestrian crossings on the eastern, southern and western arms	x	Low	Medium	Positive Moderate
		Pedestrian Directness:	Direct crossings available on the eastern, southern and western arms	✓	Direct crossings available on the eastern, southern and western arms	✓			
		Vehicular Speeds:	Tight corner radii and narrow lanes decrease vehicular speeds	✓	Tight corner radii and narrow lanes decrease vehicular speeds	✓			
		Accessibility:	No tactile paving on the eastern arm	x	Raised table with adequate tactile paving, dropped kerbs and road markings	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>3 Indicators met:</b>	<b>C</b>	<b>4 Indicators met:</b>	<b>B</b>			
Mid-link pedestrian crossing on R108 St Mobhi Road	A3350 – A3400	Pedestrian Routing:	Signalised pedestrian crossing available	✓	Signalised pedestrian crossing available	✓	Low	Medium	Positive Moderate
		Pedestrian Directness:	Direct signalised pedestrian crossing	✓	Direct signalised pedestrian crossing	✓			
		Vehicular Speeds:	Signalised mid-link crossing reduces vehicular speeds	✓	Signalised mid-link crossing reduces vehicular speeds	✓			
		Accessibility:	Inadequate tactile paving arrangement	x	Adequate tactile paving, dropped kerbs and road markings available	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>4 Indicators met:</b>	<b>B</b>	<b>5 Indicators met:</b>	<b>A</b>			
R108 St Mobhi Road / St Mobhi Drive	A3660 – A3730	Pedestrian Routing:	Pedestrian crossings on the eastern, northern and western arms	x	Pedestrian crossings available on all arms	✓	Low	Medium	Positive Moderate
		Pedestrian Directness:	Direct crossings available on the eastern, northern and southern arms	✓	Direct crossings available on all arms	✓			
		Vehicular Speeds:	Tight corner radii and raised table on western arm decreases vehicular speeds	✓	Tight corner radii and raised table on western arm decreases vehicular speeds	✓			
		Accessibility:	Adequate raised table, tactile paving, dropped kerbs and road markings	✓	Adequate raised table, tactile paving, dropped kerbs and road markings	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>4 Indicators met:</b>	<b>B</b>	<b>5 Indicators met:</b>	<b>A</b>			
R108 St Mobhi Road / St Mobhi Grove	A3840 – A3880	Pedestrian Routing:	Uncontrolled pedestrian crossings on St Mobhi Grove arm only	x	Uncontrolled pedestrian crossings on St Mobhi Grove arm only	x	Low	Negligible	Not Significant
		Pedestrian Directness:	Direct crossing on St. Mobhi Grove arm	✓	Direct crossing on St. Mobhi Grove arm	✓			
		Vehicular Speeds:	Tight corner radii decrease vehicular speeds.	✓	Raised table and tight corner radii decreases vehicular speeds.	✓			
		Accessibility:	No adequate tactile paving or road markings available	x	Raised table, tactile paving and road markings available.	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>3 Indicators met:</b>	<b>C</b>	<b>4 Indicators met:</b>	<b>B</b>			
R108 St Mobhi Road / Fairfield Road / R108 Botanic Road / Bóthar Gharraithe Na Lus	A3970 – A4050	Pedestrian Routing:	Pedestrian crossings on northern and western arms only	x	Pedestrian crossings available on all arms	✓	Medium	High	Positive Very Significant
		Pedestrian Directness:	Staggered crossing on the western arm	x	Direct crossings on all arms	✓			
		Vehicular Speeds:	Larger corner radii encourages higher vehicular speeds.	x	Tight corner radii decreases vehicular speeds.	✓			

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings	✓	Adequate tactile paving, dropped kerbs and road markings	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>2 Indicators met:</b>	<b>D</b>	<b>5 Indicators met:</b>	<b>A</b>			
R108 Botanic Road / Daneswell Place	A4350- A4360	Pedestrian Routing:	Pedestrian crossings on eastern arm only	✗	Pedestrian crossings on eastern and western arms only	✗	Low	Medium	Positive Moderate
		Pedestrian Directness:	Direct crossing on Daneswell Place arm	✓	Direct crossing on Daneswell Place arm	✓			
		Vehicular Speeds:	Tight corner radii decrease vehicular speeds.	✓	Tight corner radii and raised table decrease vehicular speeds.	✓			
		Accessibility:	Inadequate tactile paving, dropped kerbs and road markings	✗	Raised table and adequate tactile paving and road markings	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>3 Indicators met:</b>	<b>C</b>	<b>4 Indicators met:</b>	<b>B</b>			
R108 Botanic Road / R108 & R135 Prospect Way / R108 & R135 Botanic Road	A4360 – A4440	Pedestrian Routing:	Signalised pedestrian crossings available on all arms	✓	Signalised pedestrian crossings available on all arms	✓	Low	Medium	Positive Moderate
		Pedestrian Directness:	Staggered crossing arrangement in each direction	✗	Direct signalised crossings on each arm	✓			
		Vehicular Speeds:	Larger corner radii encourage higher vehicular speeds.	✗	Larger corner radii encourage higher vehicular speeds.	✗			
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings	✓	Adequate tactile paving, dropped kerbs and road markings	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>3 Indicators met:</b>	<b>C</b>	<b>4 Indicators met:</b>	<b>B</b>			
Ballymun Road / Claremont Avenue	D170 – D200	Pedestrian Routing:	Uncontrolled crossing available on the western arm only	✗	Uncontrolled crossing available on the western arm only	✗	Low	Negligible	Not Significant
		Pedestrian Directness:	Direct crossing on the western arm only	✓	Direct crossing on the western arm only	✓			
		Vehicular Speeds:	Tight corner radii reduce vehicle speeds.	✓	Raised table to decrease vehicular speeds	✓			
		Accessibility:	Inadequate tactile paving, dropped kerbs and road markings	✗	Raised table and adequate tactile paving and road markings	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>3 Indicators met:</b>	<b>C</b>	<b>4 Indicators met:</b>	<b>B</b>			
Glasnevin Hill / St David's Terrace	D425 – D475	Pedestrian Routing:	Pedestrian crossing available on St David's Terrace arm only	✗	Pedestrian crossing available on St David's Terrace arm only	✗	Medium	Low	Positive Moderate
		Pedestrian Directness:	Direct crossing on St David's Terrace arm only	✓	Direct crossing on St David's Terrace arm only	✓			
		Vehicular Speeds:	Minimal measures to reduce vehicular speeds	✗	Raised table to decrease vehicular speeds	✓			
		Accessibility:	Inadequate tactile paving, dropped kerbs and road markings	✗	Adequate raise table, tactile paving, dropped kerbs and road markings	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>2 Indicators met:</b>	<b>D</b>	<b>4 Indicators met:</b>	<b>B</b>			
Glasnevin Hill / Beechmount Court	D500 – D550	Pedestrian Routing:	Pedestrian crossing available on Beechmount Court arm only	✗	Pedestrian crossing available on Beechmount Court arm only	✗	Medium	Low	Positive Moderate
		Pedestrian Directness:	Direct crossing on Beechmount Court arm only	✓	Direct crossing on Beechmount Court arm only	✓			

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
		Vehicular Speeds:	Minimal measures to reduce vehicular speeds	×	Raised table to decrease vehicular speeds	✓			
		Accessibility:	Inadequate tactile paving, dropped kerbs and road markings	×	Adequate raise table, tactile paving, dropped kerbs and road markings	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>2 Indicators met:</b>	<b>D</b>	<b>4 Indicators met:</b>	<b>B</b>			
Glasnevin Hill / Bon Secours Hospital Dublin	D525 – D575	Pedestrian Routing:	Pedestrian crossing available on eastern arm only	×	Pedestrian crossing available on eastern arm only	×	Medium	Medium	Positive Significant
		Pedestrian Directness:	Staggered crossing on eastern arm	×	Staggered crossing on eastern arm	×			
		Vehicular Speeds:	Minimal measures to reduce vehicular speeds	×	Raised table to decrease vehicular speeds	✓			
		Accessibility:	Inadequate tactile paving, dropped kerbs and road markings	×	Adequate raise table, tactile paving, dropped kerbs and road markings	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>1 Indicators met:</b>	<b>E</b>	<b>3 Indicators met:</b>	<b>C</b>			
Glasnevin Hill / River Gardens	D575 – D625	Pedestrian Routing:	Pedestrian crossing available on the eastern arm.	×	Direct pedestrian crossing on eastern arm	×	Low	Low	Positive Slight
		Pedestrian Directness:	Direct pedestrian crossing available on the eastern arm.	✓	Direct pedestrian crossings available	✓			
		Vehicular Speeds:	Tight corner radii on the eastern arm	✓	Raised tables on the minor and major roads to reduce vehicle speeds	✓			
		Accessibility:	Inadequate tactile paving, dropped kerbs and road markings	×	Raised table and adequate tactile paving and road markings	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>3 Indicators met:</b>	<b>C</b>	<b>4 Indicators met:</b>	<b>B</b>			
Glasnevin Hill / St Mobhi Drive	D675 – D725	Pedestrian Routing:	Pedestrian crossings available on eastern and southern arms only	×	Pedestrian crossings available on eastern and southern arms only	×	Medium	Low	Positive Moderate
		Pedestrian Directness:	Direct pedestrian crossings available on both arms	✓	Direct pedestrian crossings available on both arms	✓			
		Vehicular Speeds:	Minimal measures to reduce vehicular speeds	×	Raised table to decrease vehicular speeds	✓			
		Accessibility:	Inadequate tactile paving, dropped kerbs and road markings	×	Raised table and adequate tactile paving, dropped kerbs and road markings	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>2 Indicators met:</b>	<b>D</b>	<b>4 Indicators met:</b>	<b>B</b>			
Glasnevin Hill / Botanic Avenue / Bóthar Gharraithe Na Lus	D750 – D800	Pedestrian Routing:	No pedestrian crossing facilities available.	×	Courtesy crossing provided on Botanic Avenue	×	Medium	Medium	Positive Significant
		Pedestrian Directness:	No pedestrian crossing facilities available.	×	Direct courtesy crossing across Botanic Avenue	✓			
		Vehicular Speeds:	Wide corner radii maintain higher vehicular speeds.	×	Raised table on Botanic Avenue to reduce vehicular speeds	✓			
		Accessibility:	Inadequate tactile paving, dropped kerbs and road markings	×	Raised table and adequate tactile paving and road markings	✓			
		Footpath and Crossing Widths:	Existing footpath widths are in excess of 1.8m wide	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>1 Indicator met:</b>	<b>E</b>	<b>4 Indicators met:</b>	<b>B</b>			
Bóthar Gharraithe Na Lus / Botanic Lane	D900 – D950	Pedestrian Routing:	Pedestrian crossing available on the western arm.	×	Pedestrian crossing available on the western arm.	×	Medium	Medium	Positive Significant

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
		Pedestrian Directness:	Direct pedestrian crossing available on the western arm.	✓	Direct pedestrian crossing available on the western arm.	✓			
		Vehicular Speeds:	Wide corner radii maintain higher vehicular speeds.	✗	Raised table to decrease vehicular speeds	✓			
		Accessibility:	Inadequate tactile paving, dropped kerbs and road markings	✗	Raised table and adequate tactile paving and road markings	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>2 Indicators met:</b>	<b>D</b>	<b>4 Indicators met:</b>	<b>B</b>			

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

- R108 St Mobhi Road / Home Farm Rd (Chainage: A3290 - A3330);
- R108 St Mobhi Road / Botanic Avenue (Chainage: A3780 - A3830);
- R108 Botanic Road / Cliftonville Rd (Chainage: A4100 - A4150);
- Mid-link crossing on R108 Botanic Road (Chainage: A4185 – A4215);
- R108 Botanic Road / Marguerite Road / St Teresa's Road (Chainage: A4190 – A4230);
- Ballymun Road / Old Finglas Road / Glasnevin Hill (Chainage: D350 - D450); and
- Glasnevin Hill / Botanic Villas (Chainage: D1000 - D1050).

### 1.3 Section 3 – Botanic Road, Prospect Road and Phibsborough Road from Hart’s Corner to Western Way

Table 7 Section 3 – Pedestrian Infrastructure Assessment

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
R108 & R135 Botanic Rd / R108 & R135 Finglas Rd / Lindsay Rd	A4530 – A4600	Pedestrian Routing:	Uncontrolled pedestrian crossing on Lindsay Rd and signalised pedestrian crossing to the south	✗	Uncontrolled pedestrian crossing on Lindsay Rd and signalised pedestrian crossing to the north and south	✓	Low	High	Positive Moderate
		Pedestrian Directness:	Staggered crossing arrangement to the south	✗	Staggered crossing arrangements to the north and south	✗			
		Vehicular Speeds:	Tight corner radii at Lindsay Rd reduces vehicular speeds	✓	Tight corner radii at Lindsay Rd reduces vehicular speeds	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings	✓	Adequate raised table, tactile paving, dropped kerbs and road markings	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>3 Indicators met:</b>	<b>C</b>	<b>4 Indicators met:</b>	<b>B</b>			
R108 & R135 Prospect Road / Lindsay Grove	A4620 – A4670	Pedestrian Routing:	Uncontrolled pedestrian crossing on Lindsay Grove arm only	✗	Uncontrolled pedestrian crossing on Lindsay Grove arm only	✗	Low	High	Positive Moderate
		Pedestrian Directness:	Direct crossing on Lindsay Grove	✓	Direct crossing on Lindsay Grove	✓			
		Vehicular Speeds:	Tight corner radii decrease vehicular speeds.	✓	Tight corner radii decrease vehicular speeds.	✓			
		Accessibility:	No adequate tactile paving, dropped kerbs or road markings available	✗	Raised table and adequate tactile paving and road markings	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>3 Indicators met:</b>	<b>C</b>	<b>4 Indicators met:</b>	<b>B</b>			
R108 & R135 Prospect Road / Whitworth Road	A4670 – A4760	Pedestrian Routing:	Pedestrian crossing not available on the northern arm	✗	Pedestrian crossings available on all arms.	✓	Low	High	Positive Moderate
		Pedestrian Directness:	Direct crossing available on both the southern and eastern arms	✓	Direct crossing available on all arms	✓			
		Vehicular Speeds:	Tight corner radii decrease vehicular speeds.	✓	Tight corner radii decrease vehicular speeds.	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings	✓	Adequate tactile paving, dropped kerbs and road markings	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>4 Indicators met:</b>	<b>B</b>	<b>5 Indicators met:</b>	<b>A</b>			
R108 & R135 Phibsborough Rd / Connaught Street	A4900 – A4980	Pedestrian Routing:	Signalised crossings available on the eastern and southern arms. Pedestrian crossing not available on the northern arm.	✗	Signalised pedestrian crossings available on all arms.	✓	Medium	High	Positive Very Significant
		Pedestrian Directness:	Crossings on southern and eastern arms are staggered.	✗	Direct crossings available on all arms.	✓			
		Vehicular Speeds:	Wide corner radii from Phibsborough Rd into Connaught St.	✗	Kerb lines remain largely unchanged	✗			
		Accessibility:	Adequate tactile paving and road markings available	✓	Adequate tactile paving and road markings available	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are under 1.8m wide on the western arm.	✗	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>1 Indicator met:</b>	<b>E</b>	<b>4 Indicators met:</b>	<b>B</b>			
R108 & R135 Phibsborough Rd / Phibsborough Shopping Centre / St Peter’s Square	A5050 – A5075	Pedestrian Routing:	Uncontrolled pedestrian crossings on eastern and western arms only	✗	Uncontrolled pedestrian crossings on eastern and western arms and signalised pedestrian crossing to the south	✗	Medium	High	Positive Very Significant
		Pedestrian Directness:	Direct crossing arrangement on eastern and western arms	✓	Direct crossing arrangement on eastern, southern and western arms	✓			
		Vehicular Speeds:	Large corner radii at access to St. Peter’s Sq. encourages higher vehicular speeds	✗	Tight corner radii decrease vehicular speeds.	✓			
		Accessibility:	No adequate dropped kerbs, tactile paving or road markings available	✗	Raised table, tactile paving and road markings available.	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>2 Indicators met:</b>	<b>D</b>	<b>4 Indicators met:</b>	<b>B</b>			
Mid-link crossing along R108 & R135 Phibsborough Rd	A5075 – A5100	Pedestrian Routing:	No pedestrian crossing facilities	✗	Signalised crossing available	✓	High	High	Positive Profound
		Pedestrian Directness:	No pedestrian crossing facilities	✗	Direct crossing is provided	✓			
		Vehicular Speeds:	No pedestrian crossing facilities	✗	Signalised mid-link crossing reduces vehicle speeds.	✓			
		Accessibility:	No pedestrian crossing facilities	✗	Adequate tactile paving, dropped kerbs and road markings available	✓			



Junction	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
		Footpath and Crossing Widths:	No pedestrian crossing facilities	x	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>0 Indicators met:</b>	<b>F</b>	<b>5 Indicators met:</b>	<b>A</b>			
R108 & R135 Phibsborough Rd / R101 North Circular Rd	A5100 – A5170	Pedestrian Routing:	Signalised pedestrian crossings available on all arms	✓	Signalised pedestrian crossings available on all arms	✓	Low	High	Positive Moderate
		Pedestrian Directness:	Direct crossing arrangement on all arms	✓	Direct crossing arrangement on all arms	✓			
		Vehicular Speeds:	Tight corner radii decrease vehicular speeds.	✓	Tight corner radii decrease vehicular speeds.	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings	✓	Adequate tactile paving, dropped kerbs and road markings	✓			
		Footpath and Crossing Widths:	Crossing widths are narrower than 2.4m wide	x	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>4 Indicators met:</b>	<b>B</b>	<b>5 Indicators met:</b>	<b>A</b>			
Mid-link crossing along R108 & R135 Phibsborough Rd	A5250 – A5270	Pedestrian Routing:	No pedestrian crossing facilities	x	Signalised crossing available	✓	High	High	Positive Profound
		Pedestrian Directness:	No pedestrian crossing facilities	x	Direct crossing is provided	✓			
		Vehicular Speeds:	No pedestrian crossing facilities	x	Signalised mid-link crossing reduces vehicle speeds.	✓			
		Accessibility:	No pedestrian crossing facilities	x	Adequate tactile paving, dropped kerbs and road markings available	✓			
		Footpath and Crossing Widths:	No pedestrian crossing facilities	x	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>0 Indicators met:</b>	<b>F</b>	<b>5 Indicators met:</b>	<b>A</b>			
R108 & R135 Phibsborough Rd / Phibsborough	A5270 – A5310	Pedestrian Routing:	Uncontrolled pedestrian crossing on western arm only	x	Uncontrolled pedestrian crossing on western arm only and signalised pedestrian crossing to the north of the junction	x	Low	High	Positive Moderate
		Pedestrian Directness:	Direct crossing arrangement on western arm	✓	Direct crossing arrangement on western arm and at the signalised crossing to the north	✓			
		Vehicular Speeds:	Tight corner radii decrease vehicular speeds.	✓	Tight corner radii decrease vehicular speeds.	✓			
		Accessibility:	No adequate tactile paving or road markings available	x	Adequate raised table, tactile paving, dropped kerbs and road markings available	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>3 Indicators met:</b>	<b>C</b>	<b>4 Indicators met:</b>	<b>B</b>			
R108 & R135 Phibsborough Rd / King's Inns Street	A5400 – A5430	Pedestrian Routing:	Uncontrolled pedestrian crossing on King's Inns Street arm only	x	Uncontrolled pedestrian crossing on King's Inns Street arm only	x	Low	High	Positive Moderate
		Pedestrian Directness:	Direct crossing available on King's Inns St .	✓	Direct crossing available on King's Inns St .	✓			
		Vehicular Speeds:	Tight corner radii and raised table decrease vehicular speeds.	✓	Tight corner radii and raised table decrease vehicular speeds.	✓			
		Accessibility:	No adequate tactile paving or road markings available	x	Raised table, tactile paving and road markings available on King's Inns St .	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>3 Indicators met:</b>	<b>C</b>	<b>4 Indicators met:</b>	<b>B</b>			
R108 & R135 Phibsborough Rd / Kelly's Row	A5450 – A5500	Pedestrian Routing:	Uncontrolled raised pedestrian crossing on Kelly's Row only	x	Uncontrolled raised pedestrian crossing on Kelly's Row and signalised pedestrian crossing on northern arm	x	Low	High	Positive Moderate
		Pedestrian Directness:	Direct crossing available on Kelly's Row	✓	Direct crossings on both Kelly's Row and the northern arm	✓			
		Vehicular Speeds:	Tight corner radii decrease vehicular speeds.	✓	Tight corner radii and raised table decrease vehicular speeds.	✓			
		Accessibility:	No adequate tactile paving or road markings available	x	Raised table, tactile paving and adequate road markings available.	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>3 Indicators met:</b>	<b>C</b>	<b>4 Indicators met:</b>	<b>B</b>			
R108 & R135 Phibsborough Rd / King's Inns Court	A5550 – A5580	Pedestrian Routing:	Uncontrolled pedestrian crossing on King's Inns Court	x	Uncontrolled pedestrian crossing on King's Inns Court	x	Low	High	Positive Moderate
		Pedestrian Directness:	Direct crossing arrangement on King's Inns Court	✓	Direct crossing arrangement on King's Inns Court	✓			
		Vehicular Speeds:	Tight corner radii decrease vehicular speeds.	✓	Tight corner radii and raised table decrease vehicular speeds.	✓			
		Accessibility:	No adequate tactile paving or road markings available	x	Raised table, tactile paving and adequate road markings available.	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>3 Indicators met:</b>	<b>C</b>	<b>4 Indicators met:</b>	<b>B</b>			

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
		<b>Overall LoS</b>	<b>3 indicators met:</b>	<b>C</b>	<b>4 Indicators met:</b>	<b>B</b>			
Mid-link crossing along R108 & R135 Phibsborough Rd	A5600 – A5625	Pedestrian Routing:	No pedestrian crossing facilities	✗	Signalised crossing available	✓	High	Medium	Positive Very Significant
		Pedestrian Directness:	No pedestrian crossing facilities	✗	Direct crossing is provided	✓			
		Vehicular Speeds:	No pedestrian crossing facilities	✗	Signalised mid-link crossing reduces vehicle speeds.	✓			
		Accessibility:	No pedestrian crossing facilities	✗	Adequate tactile paving and road markings available	✓			
		Footpath and Crossing Widths:	No pedestrian crossing facilities	✗	Proposed footpath and crossing widths are in excess of 1.8m wide	✓			
		<b>Overall LoS</b>	<b>0 Indicator met:</b>	<b>F</b>	<b>5 Indicators met:</b>	<b>A</b>			
R108 & R135 Phibsborough Rd / Royal Canal Terrace	A5590 - A5650	Pedestrian Routing:	Uncontrolled raised pedestrian crossing on Royal Canal Terrace only	✗	Uncontrolled raised pedestrian crossing on Royal Canal Terrace only	✗	Low	Medium	Positive Moderate
		Pedestrian Directness:	Direct crossing available on Royal Canal Terrace.	✓	Direct crossing available on Royal Canal Terrace.	✓			
		Vehicular Speeds:	Tight corner radii and raised table decrease vehicular speeds.	✓	Tight corner radii and raised table decrease vehicular speeds.	✓			
		Accessibility:	No adequate tactile paving available	✗	Raised table, tactile paving and road markings available.	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>3 Indicators met:</b>	<b>C</b>	<b>4 Indicators met:</b>	<b>B</b>			
R108 & R135 Phibsborough Rd / White's Lane	A5680 – A5730	Pedestrian Routing:	Pedestrian crossing available on White's Lane North only	✗	Pedestrian crossing available on White's Lane North only	✗	Low	Medium	Positive Moderate
		Pedestrian Directness:	Direct crossing available on White's Lane North.	✓	Direct crossing available on White's Lane North.	✓			
		Vehicular Speeds:	Tight corner radii and raised table decrease vehicular speeds.	✓	Tight corner radii and raised table decrease vehicular speeds.	✓			
		Accessibility:	No adequate tactile paving available	✗	Raised table, tactile paving and road markings available.	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>3 Indicators met:</b>	<b>C</b>	<b>4 Indicators met:</b>	<b>B</b>			

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

- R108 & R135 Botanic Road / Iona Road (Chainage: A4440 – A4460);
- R108 & R135 Phibsborough Rd / Leinster Street North / Enniskerry Rd (Chainage: A4760 – A4840);
- R108 & R135 Phibsborough Rd / Munster Street / Royse Road (Chainage: A4840 – A4900);
- Mid-link crossing along R108 & R135 Phibsborough Rd, south of Connaught Street (Chainage: A4960 – A5000);
- R108 & R135 Phibsborough Rd / Monck Place (Chainage: A5360 – A5400); and
- R108 & R135 Phibsborough Rd / R135 Western Way / R108 Constitution Hill (Chainage: A5820 - A5930).

### 1.4 Section 4 – Constitution Hill, Church Street Upper and Church Street from Western Way to Arran Quay

Table 8 Section 4 – Pedestrian Infrastructure Assessment

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
R108 Constitution Hill / Temple Cottages	A5880 – A5920	Pedestrian Routing:	Uncontrolled pedestrian crossings on the eastern arm only.	✗	Signalised pedestrian crossings on all arms	✓	Low	Medium	Positive Moderate
		Pedestrian Directness:	Direct crossings available on the eastern arm.	✓	Staggered crossing arrangements on southern and eastern arms	✗			
		Vehicular Speeds:	Wider corner radii encourages higher vehicular speeds.	✗	Tighter corner radii decreases vehicular speeds	✓			
		Accessibility:	Adequate tactile paving and dropped kerbs	✓	Adequate tactile paving and dropped kerbs	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>3 Indicators met:</b>	<b>C</b>	<b>4 Indicators met:</b>	<b>B</b>			
R108 Church Street Upper / Catherine Lane North	A6150 – A6200	Pedestrian Routing:	Uncontrolled pedestrian crossing on Catherine Lane North arm only	✗	Uncontrolled pedestrian crossing on Catherine Lane North arm only	✗	Medium	High	Positive Very Significant
		Pedestrian Directness:	Direct crossing on Catherine Lane North arm	✓	Direct crossing on Catherine Lane North arm	✓			
		Vehicular Speeds:	Large radius from Catherine Lane North arm encourages higher vehicular speeds	✗	Raised table decrease vehicular speeds on Catherine Lane North.	✓			
		Accessibility:	No adequate tactile paving and dropped kerbs	✗	Raised table, tactile paving and road markings available.	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>2 Indicators met:</b>	<b>D</b>	<b>4 Indicators met:</b>	<b>B</b>			
R108 Church Street Upper / Linehall Terrace	A6190 – A6220	Pedestrian Routing:	Uncontrolled pedestrian crossing on the Linehall Terrace arm	✗	Uncontrolled pedestrian crossing on the Linehall Terrace arm	✗	Low	Medium	Positive Moderate
		Pedestrian Directness:	Direct crossing on Linehall Terrace arm	✓	Direct crossing on Linehall Terrace arm	✓			
		Vehicular Speeds:	Tight corner radii decrease vehicular speeds	✓	Tight corner radii and raised table reduces vehicular speeds.	✓			
		Accessibility:	No adequate tactile paving or dropped kerbs	✗	Raised table and adequate tactile paving and road markings	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>3 Indicators met:</b>	<b>C</b>	<b>4 Indicators met:</b>	<b>B</b>			
R108 Church Street Upper / Brunswick Street North	A6250 – A6300	Pedestrian Routing:	Pedestrian crossings available on northern and western arms only.	✗	Pedestrian crossings available on northern and western arms only.	✗	Low	Medium	Positive Moderate
		Pedestrian Directness:	Staggered crossing arrangement on the northern arms	✗	Staggered crossing arrangement on the northern arms	✗			
		Vehicular Speeds:	Large radius from western arm encourages higher vehicular speed	✗	Tighter corner radii decreases vehicular speeds	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings	✓	Adequate tactile paving, dropped kerbs and road markings	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>2 Indicators met:</b>	<b>D</b>	<b>3 Indicators met:</b>	<b>C</b>			
R108 Church Street / R804 King Street North	A6300 – A6400	Pedestrian Routing:	Signalised pedestrian crossings on all arms	✓	Signalised pedestrian crossings on all arms	✓	Medium	Medium	Positive Significant
		Pedestrian Directness:	Staggered crossing arrangement on the northern and eastern arms	✗	Direct crossing arrangement on all arms	✓			
		Vehicular Speeds:	Large radius on northern arm slip lane encourages higher vehicular speeds	✗	Tight corner radii reduce vehicular speeds.	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings	✓	Adequate tactile paving, dropped kerbs and road markings	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>3 Indicators met:</b>	<b>C</b>	<b>5 Indicators met:</b>	<b>A</b>			
R108 Church Street / Stirrup Lane	A6365 – A6400	Pedestrian Routing:	Uncontrolled and signalised pedestrian crossings on eastern and northern arms respectively	✗	Uncontrolled and signalised pedestrian crossings on eastern and northern arms respectively	✗	Low	High	Positive Moderate
		Pedestrian Directness:	Direct crossings on both the eastern and northern arms	✓	Direct crossings on both the eastern and northern arms	✓			
		Vehicular Speeds:	Tight corner radii reduce vehicular speeds.	✓	Tight corner radii and raised table reduces vehicular speeds.	✓			

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
		Accessibility:	No adequate tactile paving	x	Adequate raised table, tactile paving, dropped kerbs and road markings available	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>3 Indicators met:</b>	<b>C</b>	<b>4 Indicators met:</b>	<b>B</b>			
R108 Church Street / Nicholas Avenue / New Street North	A6400 – A6450	Pedestrian Routing:	Uncontrolled pedestrian crossings on both the western and eastern arms only	x	Uncontrolled pedestrian crossings on both the western and eastern arms only	x	Low	Medium	Positive Moderate
		Pedestrian Directness:	Direct crossings on both the eastern and western arms	✓	Direct crossings on both the eastern and western arms	✓			
		Vehicular Speeds:	Tight corner radii reduces vehicular speeds.	✓	Tight corner radii and raised table reduces vehicular speeds.	✓			
		Accessibility:	No adequate tactile paving, dropped kerbs or road markings available	x	Adequate tactile paving, dropped kerbs and road markings available	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>3 Indicators met:</b>	<b>C</b>	<b>4 Indicators met:</b>	<b>B</b>			
R108 Church Street / Church Terrace	A6435 – A6465	Pedestrian Routing:	Uncontrolled pedestrian crossings on the eastern arm only	x	Uncontrolled pedestrian crossings on the eastern arm only	x	Low	High	Positive Moderate
		Pedestrian Directness:	Direct crossing on the eastern arm	✓	Direct crossing on the eastern arm	✓			
		Vehicular Speeds:	Tight corner radii reduces vehicular speeds.	✓	Tight corner radii reduces vehicular speeds.	✓			
		Accessibility:	No adequate tactile paving, dropped kerbs or road markings available	x	Raised table and adequate tactile paving and road markings	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>3 Indicators met:</b>	<b>C</b>	<b>4 Indicators met:</b>	<b>B</b>			
R108 Church Street / Church Avenue	A6540 - A6570	Pedestrian Routing:	Uncontrolled pedestrian crossings on the eastern arm only	x	Uncontrolled pedestrian crossings on the eastern arm only	x	Low	High	Positive Moderate
		Pedestrian Directness:	Direct crossings on the eastern arm	✓	Direct crossings on the eastern arm	✓			
		Vehicular Speeds:	Tight corner radii reduces vehicular speeds.	✓	Tight corner radii reduces vehicular speeds.	✓			
		Accessibility:	No adequate tactile paving, dropped kerbs or road markings available	x	Raised table and adequate tactile paving and road markings	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>3 Indicators met:</b>	<b>C</b>	<b>4 Indicators met:</b>	<b>B</b>			
R108 Church Street / May Lane / Mary's Lane	A6570 – A6630	Pedestrian Routing:	No pedestrian crossings on the northern and eastern arms	x	No pedestrian crossing on the northern arm.	x	Low	Medium	Positive Moderate
		Pedestrian Directness:	Existing crossings have a direct arrangement	✓	Existing crossings have a direct arrangement	✓			
		Vehicular Speeds:	Tight corner radii and raised table reduces vehicular speeds.	✓	Tight corner radii and raised table reduces vehicular speeds.	✓			
		Accessibility:	No adequate tactile paving or road markings available	x	Adequate raised table, tactile paving, dropped kerbs and road markings available	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>3 Indicators met:</b>	<b>C</b>	<b>4 Indicators met:</b>	<b>B</b>			
R108 Church Street / Chancery Street	A6670 – A6700	Pedestrian Routing:	Pedestrian crossings available on northern, eastern and western arms only	x	Pedestrian crossings available on all arms	✓	Medium	High	Positive Very Significant
		Pedestrian Directness:	All crossings are direct	✓	All crossings are direct	✓			
		Vehicular Speeds:	Tight corner radii reduces vehicular speeds.	✓	Tight corner radii and raised table reduces vehicular speeds.	✓			
		Accessibility:	Limited tactile paving or road markings available	x	Adequate raised table, tactile paving, dropped kerbs and road markings available	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓	Proposed footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively.	✓			
		<b>Overall LoS</b>	<b>3 Indicators met:</b>	<b>C</b>	<b>5 Indicators met:</b>	<b>A</b>			
R108 Church Street / Hammond Lane		Pedestrian Routing:	Pedestrian crossing on western arm only	x	Pedestrian crossing on western arm only	x	Low	High	Positive Moderate

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
	A6750 – A6775	Pedestrian Directness:	Pedestrian crossing is direct	✓	Pedestrian crossing is direct	✓			
		Vehicular Speeds:	Tight corner radii reduces vehicular speeds.	✓	Tight corner radii reduces vehicular speeds.	✓			
		Accessibility:	No adequate tactile paving or road markings available	✗	Adequate tactile paving, dropped kerbs and road markings available	✓			
		Footpath and Crossing Widths:	Existing footpath and crossing widths are in excess of 1.8m wide	✓	Proposed footpath and crossing widths are in excess of 1.8m wide	✓			
		<b>Overall LoS</b>	<b>3 Indicators met:</b>	<b>C</b>	<b>4 Indicators met:</b>	<b>B</b>			

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

- R108 Constitution Hill / Broadstone (Chainage: A5930 - A6000); and
- Mid-link crossing along R108 Church Street adjacent to Father Matthew Square (Chainage: A6500 – A6530).

1.5 Section 5 – Finglas Road from St. Margaret’s Road to Wellmount Road

Table 9 Section 5 – Pedestrian Infrastructure Assessment

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
Casement Road / R135 North Rd / R104 St. Margaret’s Rd / R135 Finglas Rd Roundabout	B0 – B50	Pedestrian Routing:	Uncontrolled pedestrian crossing on St Margaret’s Road	×	Signalised pedestrian crossings on each arm	✓	Medium	High	Positive Very Significant
		Pedestrian Directness:	Direct crossing arrangement on St Margaret’s Road arm	✓	Direct crossing arrangement on all four arms	✓			
		Vehicular Speeds:	Large corner radii of the roundabout can encourage high vehicular speeds	×	Large corner radii of the roundabout can encourage high vehicular speeds	×			
		Accessibility:	No adequate tactile paving and dropped kerbs	×	Adequate tactile paving, dropped kerbs and road markings available.	✓			
		Footpath and Crossing Widths:	Existing footpaths are in excess of 1.8m and crossing widths are in excess of 2.4m.	✓	Proposed footpaths are in excess of 1.8m and crossing widths are in excess of 2.7m	✓			
		<b>Overall LoS</b>	<b>2 Indicators met:</b>	<b>D</b>	<b>4 Indicators met:</b>	<b>B</b>			
R135 Finglas Road / Church Street	B1000 – B1050	Pedestrian Routing:	No formal pedestrian crossing on any of the arms	×	Toucan crossing provided on the southern arm of Finglas Road	×	Medium	High	Positive Very Significant
		Pedestrian Directness:	No formal pedestrian crossing on any of the arms	×	Direct Toucan crossing arrangement on southern arm of Finglas Road	✓			
		Vehicular Speeds:	Tight corner radii decreases vehicular speeds	✓	Tight corner radii decreases vehicular speeds	✓			
		Accessibility:	No adequate tactile paving and dropped kerbs available	×	Adequate tactile paving, dropped kerbs and road markings available.	✓			
		Footpath and Crossing Widths:	Existing footpath widths are in excess of 1.8m wide and crossing width is approximately 2.4m	✓	Proposed footpath widths are in excess of 1.8m wide and crossing widths are in excess of 2.4m	✓			
		<b>Overall LoS</b>	<b>2 Indicators met:</b>	<b>D</b>	<b>4 Indicators met:</b>	<b>B</b>			



### 1.6 Section 6 – Finglas Road from Wellmount Road to Ballyboggan Road

Table 10 Section 6 – Walking Infrastructure Assessment

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
R135 Finglas Road / Wellmount Road	B1100 – B1200	Pedestrian Routing:	Signalised pedestrian crossing available on south-eastern arm only.	x	Signalised pedestrian crossing available on the western and south-eastern arms only	x	Medium	Medium	Positive Significant
		Pedestrian Directness:	Staggered crossing arrangement on the south-eastern arm	x	Direct crossing arrangement on both arms	✓			
		Vehicular Speeds:	Larger corner radii encourages higher vehicular speeds	x	Reduced corner radii encourages lower vehicular speeds	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings available.	✓	Adequate tactile paving, dropped kerbs and road markings available.	✓			
		Footpath and Crossing Widths:	Existing footpath widths are in excess of 1.8m wide and crossing width is approximately 2.4m	✓	Proposed footpath widths are in excess of 1.8m wide and crossing widths are in excess of 2.4m	✓			
		<b>Overall LoS</b>	<b>2 Indicators met:</b>	<b>D</b>	<b>4 Indicators met:</b>	<b>B</b>			
R135 Finglas Road / Finglas Road	B1170 – B1250	Pedestrian Routing:	Staggered signalised pedestrian crossing available on the north-western arm only	x	Signalised pedestrian crossings on the south-eastern and eastern arms only	x	Medium	Medium	Positive Significant
		Pedestrian Directness:	Staggered crossing arrangement on the north-western arm	x	Direct crossing arrangement on both arms	✓			
		Vehicular Speeds:	Larger corner radii encourages higher vehicular speeds	x	Tighter corner radii encourages lower vehicular speeds	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings available.	✓	Adequate tactile paving, dropped kerbs and road markings available.	✓			
		Footpath and Crossing Widths:	Existing footpath widths are in excess of 1.8m wide and crossing width is approximately 2.4m	✓	Proposed footpath widths are in excess of 1.8m and crossing widths is approximately 2.4m	✓			
		<b>Overall LoS</b>	<b>2 Indicators met:</b>	<b>D</b>	<b>4 Indicators met:</b>	<b>B</b>			
R135 Finglas Road / Finglas Place	B1350 – B1500	Pedestrian Routing:	Uncontrolled pedestrian crossing on Finglas Place arm only	x	Signalised pedestrian crossings on all three arms	✓	Medium	High	Positive Very Significant
		Pedestrian Directness:	Direct crossing arrangement across Finglas Place arm	✓	Direct crossing arrangement on all three arms	✓			
		Vehicular Speeds:	Large corner radii at filter lane for left turns encourages higher vehicular speeds.	x	Tighter corner radii due to removal of filter lane, encourages lower vehicular speeds	✓			
		Accessibility:	No adequate tactile paving	x	Adequate tactile paving, dropped kerbs and road markings available.	✓			
		Footpath and Crossing Widths:	Existing footpath widths are in excess of 1.8m wide	✓	Proposed footpath widths are in excess of 1.8m and crossing widths are in excess of 2.8m wide	✓			
		<b>Overall LoS</b>	<b>2 Indicators met:</b>	<b>D</b>	<b>5 Indicators met:</b>	<b>A</b>			
R135 Finglas Road / Glenhill Road / Access to Clearwater Shopping Centre	B1550 – B1650	Pedestrian Routing:	Signalised and uncontrolled pedestrian crossings available on all arms except the southern arm	x	Signalised pedestrian crossings on all four arms	✓	High	High	Positive Profound
		Pedestrian Directness:	Staggered crossing arrangement on both the western and northern arms	x	Direct crossing arrangement on all four arms	✓			
		Vehicular Speeds:	Large radii on existing slip lanes at western arm encourages higher vehicular speeds	x	Removal of western arm slip lanes and tighter corner radii, decreases vehicular speeds	✓			
		Accessibility:	Inadequate tactile paving, dropped kerbs and road markings across the eastern arm	x	Adequate tactile paving, dropped kerbs and road markings available.	✓			
		Footpath and Crossing Widths:	Existing footpath widths are less than 1.8m and crossing widths are less than 2.4m	x	Proposed footpath widths are in excess of 2.8m and crossing widths are in excess of 3.0m wide	✓			
		<b>Overall LoS</b>	<b>0 Indicator met:</b>	<b>F</b>	<b>5 Indicators met:</b>	<b>A</b>			
R135 Finglas Road / The Griffith	B1850 – B1950	Pedestrian Routing:	Pedestrian crossings available on the southern arm (signalised) and eastern arm (uncontrolled)	x	Signalised pedestrian crossings on the eastern, southern and western arms	x	Medium	High	Positive Very Significant
		Pedestrian Directness:	Staggered crossing arrangement on the southern arm	x	Direct crossing arrangement on all three arms	✓			
		Vehicular Speeds:	Large corner radii encourages higher vehicular speeds	x	Raised table and tighter corner radii decreases vehicular speeds	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings available.	✓	Adequate tactile paving, dropped kerbs and road markings available.	✓			
		Footpath and Crossing Widths:	Existing footpath is less than 1.8m and crossing widths are in excess of 2.4m	x	Proposed footpath is in excess of 2m and crossing widths are in excess of 3m wide	✓			
		<b>Overall LoS</b>	<b>1 Indicator met:</b>	<b>E</b>	<b>4 Indicators met:</b>	<b>B</b>			

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
R135 Finglas Road / Premier Square	B2000 – B2100	Pedestrian Routing:	Pedestrian crossing available on Premier Square entrance only	x	Pedestrian crossing available on Premier Square entrance only	x	Medium	Medium	Positive Significant
		Pedestrian Directness:	Direct crossing available on Premier Square entrance.	✓	Direct crossing available on Premier Square entrance.	✓			
		Vehicular Speeds:	Tight corner radii decrease vehicular speeds.	✓	Tight corner radii and proposed raised table decreases vehicular speeds	✓			
		Accessibility:	No adequate tactile paving on the Premier Square entrance	x	Adequate raised table, tactile paving and road markings available	✓			
		Footpath and Crossing Widths:	Existing footpath is below the 1.8m width required and crossing is in excess of 2.4m	x	Proposed footpath width is in excess of 2.45m and crossing is approximately 3m wide	✓			
		<b>Overall LoS</b>	<b>2 Indicators met:</b>	<b>D</b>	<b>4 Indicators met:</b>	<b>B</b>			
R135 Finglas Road / R102 Tolka Valley Road	B2150 – B2300	Pedestrian Routing:	Signalised pedestrian crossings on the northern and western arms, with an uncontrolled pedestrian crossing on the eastern arm	x	Signalised pedestrian crossings on northern, western and southern arms, with an uncontrolled arm on the eastern arm	✓	High	Medium	Positive Very Significant
		Pedestrian Directness:	Staggered crossing arrangements on both the northern and western arms	x	Direct crossing arrangements on all four arms	✓			
		Vehicular Speeds:	Large radii on existing slip lanes at western arm encourages higher vehicular speed	x	Removal of western arm slip lanes and tighter corner radii decrease vehicular speeds	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings available.	✓	Adequate tactile paving, dropped kerbs and road markings available.	✓			
		Footpath and Crossing Widths:	Existing footpath widths are less than 1.8m and crossing widths are in excess of 2.4m wide	x	Proposed footpath is of 2.1m and crossing widths is approximately 3m	✓			
		<b>Overall LoS</b>	<b>1 Indicator met:</b>	<b>E</b>	<b>5 Indicators met:</b>	<b>A</b>			
R135 Finglas Road / R102 Old Finglas Road	B2410 – B2540	Pedestrian Routing:	Signalised pedestrian crossing on the northern arm and uncontrolled crossing on western arm	x	Signalised or uncontrolled pedestrian crossings provided on each arm	✓	High	Low	Positive Moderate
		Pedestrian Directness:	Staggered crossing arrangement on northern arm	x	Direct crossing available on all arms.	✓			
		Vehicular Speeds:	Larger corner radii encourages higher vehicular speeds	x	Tighter corner radii. Relocation of western access road to Tolka Vale Apartments, with raised crossing, encourages slower vehicular speeds	✓			
		Accessibility:	No adequate tactile paving	x	Adequate raised table, tactile paving, dropped kerbs and road markings available	✓			
		Footpath and Crossing Widths:	Existing footpath width is less than 1.8m and crossing widths are less than 2.4m wide	x	Proposed footpath widths in excess of 2.0m and crossing widths are in excess of 2.4m wide	✓			
		<b>Overall LoS</b>	<b>0 Indicator met:</b>	<b>F</b>	<b>5 Indicators met:</b>	<b>A</b>			
Mid-link crossing on R135 Finglas Road	B2500 – B2550	Pedestrian Routing:	No existing pedestrian crossing	x	Signalised crossing available	✓	High	Low	Positive Moderate
		Pedestrian Directness:	No existing pedestrian crossing	x	Direct crossing arrangement	✓			
		Vehicular Speeds:	Minimal measures to decrease vehicular speeds	x	Signalised and raised mid-link crossing reduces vehicle speeds.	✓			
		Accessibility:	No existing pedestrian crossing	x	Adequate tactile paving, dropped kerbs and road markings	✓			
		Footpath and Crossing Widths:	No pedestrian crossing facilities	x	Existing footpath and crossing widths are in excess of 1.8m wide	✓			
		<b>Overall LoS</b>	<b>0 Indicator met:</b>	<b>F</b>	<b>5 Indicators met:</b>	<b>A</b>			
R135 Finglas Road / Ballyboggan Road	B2610 – B2740	Pedestrian Routing:	Signalised pedestrian crossings available on the southern and western arms only	x	Signalised pedestrian crossings available on the southern and western arms only	x	Medium	Low	Positive Moderate
		Pedestrian Directness:	Staggered crossing arrangement on the southern and western arms	x	Staggered crossing arrangement on the southern arm	x			
		Vehicular Speeds:	Existing slip lanes with larger corner radii encourages higher vehicular speeds	x	Proposed removal of existing slip lanes will reduce corner radii and encourage lower vehicular speeds	✓			
		Accessibility:	No adequate tactile paving in areas	x	Adequate tactile paving, dropped kerbs and road markings available.	✓			
		Footpath and Crossing Widths:	Existing footpath width in excess of 1.8m and crossing widths are less than 2.4m wide	✓	Proposed footpath widths are in excess of 2.3m and crossing widths are in excess of 3.0m wide	✓			
		<b>Overall LoS</b>	<b>1 Indicator met:</b>	<b>E</b>	<b>3 Indicators met:</b>	<b>C</b>			

1.7 Section 7 – Finglas Road from Ballyboggan Road to Hart’s Corner

Table 11 Section 7 – Pedestrian Infrastructure Assessment

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
R135 Finglas Road / Slaney Road	B3050 – B3160	Pedestrian Routing:	Signalised pedestrian crossings available on southern and western arms only	✘	Signalised pedestrian crossings available on southern and western arms only	✘	Medium	Low	Positive Moderate
		Pedestrian Directness:	Staggered crossing arrangement on southern and western arms	✘	Direct crossing arrangement available on both the southern and western arms	✓			
		Vehicular Speeds:	Larger corner radii encourages higher vehicular speeds	✘	Tighter corner radii encourages lower vehicular speeds	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings available	✓	Adequate tactile paving, dropped kerbs and road markings available	✓			
		Footpath and Crossing Widths:	Existing footpath widths are in excess of 1.8m wide and crossing widths are less than 2.4m	✘	Proposed footpath widths are in excess of 2.0m and crossing widths are in excess of 3.0m wide	✓			
		<b>Overall LoS</b>	<b>1 Indicator met:</b>	<b>E</b>	<b>4 Indicators met:</b>	<b>B</b>			
R135 Finglas Road / The Willows	B3150 – B3250	Pedestrian Routing:	Uncontrolled pedestrian crossing on The Willows	✘	Uncontrolled pedestrian crossing on The Willows and signalised crossing on the southern arm.	✘	Medium	Low	Positive Moderate
		Pedestrian Directness:	Direct crossing available on The Willows.	✓	Direct crossing available on The Willows and the southern arm	✓			
		Vehicular Speeds:	Raised table on The Willows reduces vehicular speeds	✓	Tight corner radii and raised table decrease vehicular speeds.	✓			
		Accessibility:	No adequate tactile paving	✘	Adequate raised table, tactile paving, dropped kerbs and road markings available.	✓			
		Footpath and Crossing Widths:	Existing footpath width is less than 1.8m and crossing width is approximately 3.0m wide	✘	Proposed footpath widths are in excess of 1.8m and crossing widths is approximately 3.0m wide	✓			
		<b>Overall LoS</b>	<b>2 Indicators met:</b>	<b>D</b>	<b>4 Indicators met:</b>	<b>B</b>			
R135 Finglas Road / Claremont Court	B3350 – B3450	Pedestrian Routing:	Uncontrolled and signalised pedestrian crossings on the western and southern arms respectively	✘	Uncontrolled and signalised pedestrian crossings on the western and southern arms respectively	✘	High	Medium	Positive Very Significant
		Pedestrian Directness:	Staggered crossing arrangement on the southern arm	✘	Direct crossing arrangement on both western and southern arms	✓			
		Vehicular Speeds:	Larger corner radii encourages higher vehicular speeds	✘	Tight corner radii encourages lower vehicular speeds	✓			
		Accessibility:	No adequate tactile paving or road markings available	✘	Adequate raised table, tactile paving, dropped kerbs and road markings available	✓			
		Footpath and Crossing Widths:	Existing footpaths are in excess of 1.8m wide and crossings are less than 2.4m wide.	✘	Proposed footpaths are in excess of 1.8m width and crossing widths are approximately 4.0m wide	✓			
		<b>Overall LoS</b>	<b>0 Indicator met:</b>	<b>F</b>	<b>4 Indicators met:</b>	<b>B</b>			
R135 Finglas Road / Claremont Lawns	B3500 – B3570	Pedestrian Routing:	Uncontrolled pedestrian crossing on the western arm	✘	Uncontrolled and signalised pedestrian crossings on the western and southern arms respectively	✘	Low	High	Positive Moderate
		Pedestrian Directness:	Direct crossing arrangement on the western arm	✓	Direct crossing arrangement on the western and southern arms	✓			
		Vehicular Speeds:	Raised table reduces vehicular speeds	✓	Tight corner radii and raised table decrease vehicular speeds.	✓			
		Accessibility:	No adequate tactile paving or road markings available	✘	Adequate raised table, tactile paving, dropped kerbs and road markings available.	✓			
		Footpath and Crossing Widths:	Existing footpath has width excess of 2.0m and crossing widths are in excess of 3.0m wide	✓	Proposed footpaths are in excess of 2.5m and crossing widths are in excess of 2.4m wide	✓			
		<b>Overall LoS</b>	<b>3 Indicators met:</b>	<b>C</b>	<b>4 Indicators met:</b>	<b>B</b>			
R135 Finglas Road / Tower View Cottages	B3750 – B3770	Pedestrian Routing:	Uncontrolled pedestrian crossing on the western arm only	✘	Uncontrolled pedestrian crossing on the western arm only	✘	Medium	High	Positive Very Significant
		Pedestrian Directness:	Direct crossing arrangement on the western arm	✓	Direct crossing arrangement on the western arm	✓			
		Vehicular Speeds:	Tight corner radii decreases vehicular speeds.	✓	Tight corner radii decrease vehicular speeds.	✓			
		Accessibility:	No tactile paving available.	✘	Raised table, tactile paving and road markings available.	✓			
		Footpath and Crossing Widths:	Existing footpath widths are less than 1.8m wide	✘	Proposed footpath widths are in excess of 1.8m wide	✓			
		<b>Overall LoS</b>	<b>2 Indicators met:</b>	<b>D</b>	<b>4 Indicators met:</b>	<b>B</b>			

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
Mid-link crossing on R135 Finglas Road	B3875 – B3925	Pedestrian Routing:	No existing pedestrian crossing	✘	Signalised crossing available	✓	High	Medium	Positive Very Significant
		Pedestrian Directness:	No existing pedestrian crossing	✘	Direct crossing arrangement	✓			
		Vehicular Speeds:	Minimal measures to decrease vehicular speeds	✘	Signalised and raised mid-link crossing reduces vehicle speeds.	✓			
		Accessibility:	No existing pedestrian crossing	✘	Adequate tactile paving, dropped kerbs and road markings	✓			
		Footpath and Crossing Widths:	No pedestrian crossing facilities	✘	Existing footpath and crossing widths are in excess of 1.8m and 2.4m wide respectively	✓			
		<b>Overall LoS</b>	<b>0 Indicators met:</b>	<b>F</b>	<b>5 Indicators met:</b>	<b>A</b>			
R135 Finglas Road / St Philomena's Road	B3970 – B4010	Pedestrian Routing:	Uncontrolled pedestrian crossing on St Philomena's arm	✘	Uncontrolled pedestrian crossing on St Philomena's arm	✘	Low	Medium	Positive Moderate
		Pedestrian Directness:	Direct crossing available on St. Philomena's Road only	✓	Direct crossing available on St. Philomena's Road only	✓			
		Vehicular Speeds:	Tight corner radii decrease vehicular speeds.	✓	Tight corner radii and raised table decrease vehicular speeds.	✓			
		Accessibility:	No tactile paving and road markings available.	✘	Raised table, tactile paving and road markings available.	✓			
		Footpath and Crossing Widths:	Existing footpath widths are in excess of 2.6m wide	✓	Proposed footpath widths are in excess of 1.8m wide and crossings is approximately 3.0m	✓			
		<b>Overall LoS</b>	<b>3 Indicators met:</b>	<b>C</b>	<b>4 Indicators met:</b>	<b>B</b>			
R108 & R135 Prospect Way / Prospect Avenue	B4090 – B4121	Pedestrian Routing:	Uncontrolled pedestrian crossing on the northern arm	✘	Uncontrolled or signalised pedestrian crossings on each arm	✓	Medium	Medium	Positive Significant
		Pedestrian Directness:	Direct crossing arrangement on the northern arm	✓	Direct crossing arrangement on each arm	✓			
		Vehicular Speeds:	Tight corner radii decrease vehicular speeds. Raised table present on northern arm.	✓	Raised tables on southern and northern arms decrease vehicular speeds.	✓			
		Accessibility:	No adequate tactile paving available	✘	Adequate raised table, tactile paving, dropped kerbs and road markings available.	✓			
		Footpath and Crossing Widths:	Existing footpath widths are in excess of 1.8m wide and crossing width is approximately 3.0m	✓	Proposed footpath widths are in excess of 1.8m wide ad crossings width are above 3.0m	✓			
		<b>Overall LoS</b>	<b>3 Indicators met:</b>	<b>C</b>	<b>5 Indicators met:</b>	<b>A</b>			
R108 & R135 Finglas Road / Dalcassian Downs	B4127	Pedestrian Routing:	Uncontrolled pedestrian crossing on Dalcassian Downs arm only	✘	Uncontrolled pedestrian crossing on Dalcassian Downs arm only	✘	Low	Low	Positive Slight
		Pedestrian Directness:	Direct crossing available on the Dalcassian Downs arm	✓	Direct crossing available on the Dalcassian Downs arm	✓			
		Vehicular Speeds:	Raised table on Dalcassian Downs decrease traffic speeds.	✓	Raised table on Dalcassian Downs decrease traffic speeds.	✓			
		Accessibility:	No adequate tactile paving and road markings available	✘	Adequate raised table, tactile paving, dropped kerbs and road markings available.	✓			
		Footpath and Crossing Widths:	Existing footpath width are in excess of 1.8m and crossing width is approximately 3.0m	✓	Proposed footpath width are in excess of 1.8m and crossing widths are in excess of 3.0m wide	✓			
		<b>Overall LoS</b>	<b>3 Indicators met:</b>	<b>C</b>	<b>4 Indicators met:</b>	<b>B</b>			

Negligible impacts to the quality in walking infrastructure are noted at the following junctions along Section 7 of the Proposed Scheme:

- Mid-link crossing along Finglas Road adjacent to Glasnevin Cemetery (B3575 – B3625); and
- Finglas Road / Prospect Way (Chainage: B4000 - B4060)

## **Appendix A6.4.2: Cycling Infrastructure Assessment**

**Table 12 Cycling Assessment LoS**

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

**Table 13 Description of Impact for Cycling Qualitative Assessment**

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

**Table 14 Significance of Effect Matrix**

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

### 1.8 Section 1 – Ballymun Road from St. Margaret’s Road to Griffith Avenue

**Table 15 Section 1 – Cycling Infrastructure Assessment**

Location	Chainage	Cyclist Impact	Do Minimum	LoS Rating	DoSomething	LoS Rating	Impact	Sensitivity of Environment	Significance of Effect
R108 Ballymun Road: St Margaret’s Road to R104 Santry Avenue	A0 - A520	Segregation	Well-separated at mid-link with some conflict at intersections	A	Well separated at mid-link with some conflict at intersections	A	Medium	Medium	Positive Significant
		Number of Adjacent Cyclists / Width	Cycle tracks have capacity for one cyclist only (1.25m, 1+0)	C	Cycle tracks have capacity for cycling two abreast and / or overtaking (2.0m, 1+1)	A			
		Junction Treatment	Specific bicycle facilities aren't provided at all junctions	D	Cyclists get green signal priority at signalised junctions and has priority across uncontrolled junctions	A+			
		<b>Overall</b>		<b>C</b>		<b>A</b>			
R108 Ballymun Road: R104 Santry Avenue to R103 Collins Avenue	A520 - A1840	Segregation	A combination of advisory and mandatory on-road cycle lanes	B	Well separated at mid-link with some conflict at intersections	A	Medium	Medium	Positive Significant
		Number of Adjacent Cyclists / Width	Cycle lanes have capacity for one cyclist only (1.25m, 1+0)	C	Cycle tracks have capacity for cycling two abreast and / or overtaking (2.0m / 1+1)	A			
		Junction Treatment	Cyclists share green time with general traffic with cycle facilities available up to junction but don't continue through	C	Protected junctions without green signal priority for cyclists	A			
		<b>Overall</b>		<b>C</b>		<b>A</b>			
R108 Ballymun Road: R103 Collins Avenue Extension to R102 Griffith Avenue	A1840 - A2900	Segregation	A combination of on-road cycle lanes and combined use bus lanes	C	Well separated at mid-link with some conflict at intersections	A	Medium	Medium	Positive Significant
		Number of Adjacent Cyclists / Width	Cycle lanes have capacity for one cyclist only (1.25m, 1+0)	C	Cycle tracks have capacity for cycling two abreast and / or overtaking (1.75m, 1+1)	B			
		Junction Treatment	Cyclists share green time with general traffic with cycle facilities available up to junction but don't continue through	C	Protected junctions without green signal priority for cyclists	A			
		<b>Overall</b>		<b>C</b>		<b>A</b>			
One-way Road System: St. Mobhi Road, Griffith Avenue and Ballymun Road (R102 regional road)	A2900 - A3050 & C0 - C200	Segregation	No specific bicycle facilities provided throughout	D	Well separated at mid-link with some conflict at intersections	A	Medium	Medium	Positive Significant
		Number of Adjacent Cyclists / Width	No specific bicycle facilities along sections of the route	D	Cycle tracks have capacity for one cyclists only (1.25m, 1+0)	C			
		Junction Treatment	Specific bicycle facilities aren't provided at all junctions	D	Cyclists get green signal priority at signalised junctions and has priority across uncontrolled junctions	A+			
		<b>Overall</b>		<b>D</b>		<b>B</b>			



**1.9 Section 2 – St. Mobhi Road, Botanic Road and Diversionary Route from Griffith Avenue to Hart’s Corner**

**Table 16 Section 2 – Cycling Infrastructure Assessment**

Location	Chainage	Cyclist Impact	Do Minimum	LoS Rating	DoSomething	LoS Rating	Impact	Sensitivity of Environment	Significance of Effect
R108 St. Mobhi Road: R102 Griffith Avenue to Fairfield Road	A3050 - A4020	Segregation	No specific bicycle facilities provided throughout	D	Well separated at mid-link with some conflict at intersections	A	Medium	Medium	Positive Significant
		Number of Adjacent Cyclists / Width	No specific bicycle facilities along sections of the route	D	Cycle tracks have capacity for one cyclist only (1.25m, 1+0)	C			
		Junction Treatment	Specific bicycle facilities aren't provided at all junctions	D	Protected junctions without green signal priority for cyclists	A			
		<b>Overall</b>		<b>D</b>		<b>B</b>			
R108 Botanic Road: Fairfield Road to R135 Prospect Way (Hart's Corner)	A4020 - A4400	Segregation	A combination of on-road cycle lanes and combined use bus lanes	C	Well separated at mid-link with some conflict at intersections	A	Low	Medium	Positive Moderate
		Number of Adjacent Cyclists / Width	Cycle lanes have capacity for one cyclist only (1.25m, 1+0)	C	Cycle tracks have capacity for one cyclist only (1.25m, 1+0)	C			
		Junction Treatment	Cyclists share green time with general traffic and cycle lanes continue through the signalised junctions.	B	Cyclists get green signal priority at signalised junctions and has priority across uncontrolled junctions	A+			
		<b>Overall</b>		<b>C</b>		<b>B</b>			
Diversionary Route: R102 Griffith Avenue to R108 Botanic Road	D0 - D1050	Segregation	No specific bicycle facilities provided throughout	D	While some sections of the route benefit from improved cycle facilities some lengths do not have additional provision	C	Low	Low	Positive Slight
		Number of Adjacent Cyclists / Width	No specific bicycle facilities along sections of the route	D	While some sections of the route benefit from improved cycle facilities some lengths do not have additional provision	C			
		Junction Treatment	Specific bicycle facilities aren't provided at all junctions	D	Specific bicycle facilities aren't provided at all junctions although new off highway two-way cycle path adjacent to St Mobhi Drive provides improved linkage to the corridor	C			
		<b>Overall</b>		<b>D</b>		<b>C</b>			

**1.10 Section 3 – Botanic Road, Prospect Road and Phibsborough Road from Hart’s Corner to Western Way**

**Table 17 Section 3 – Cycling Infrastructure Assessment**

Location: Existing Route	Location: Proposed Route	Chainage	Cyclist Impact	Do Minimum	LoS Rating	DoSomething	LoS Rating	Impact	Sensitivity of Environment	Significance of Effect
R108 / R135 Botanic Road & R108 / R135 Prospect Road: R108 / R135 Prospect Way to Royal Canal Bank		A4400 - A4750	Segregation	No specific bicycle facilities provided throughout	D	Well separated at mid-link with some conflict at intersections	A	High	High	Positive Profound
			Number of Adjacent Cyclists / Width	No specific bicycle facilities along sections of the route	D	Cycle tracks have capacity for cycling two abreast and / or overtaking (2.5m, 2+1)	A+			
			Junction Treatment	Specific bicycle facilities aren't provided at all junctions	D	Toucan crossings at signalised junctions for cyclists along CBC	A			
			<b>Overall</b>		<b>D</b>		<b>A</b>			
R108 / R135 Phibsborough Road: Royal Canal Bank to R101 North Circular Road	Royal Canal Bank Cycle Route: Royal Canal Bank to R101 North Circular Road	A4750 - A5125	Segregation	No specific bicycle facilities provided throughout	D	Cyclists share priority with vehicular traffic along the existing carriageway that's now part of the primary cycle route	B	Medium	High	Positive Very Significant
			Number of Adjacent Cyclists / Width	No specific bicycle facilities along sections of the route	D	The primary cycle route is assessed to provide capacity for one abreast cyclist and one overtaking (1.75m, 1+1)	B			
			Junction Treatment	Specific bicycle facilities aren't provided at all junctions	D	Cyclists get green signal priority at signalised junction and has priority across uncontrolled junction	A+			
			<b>Overall</b>		<b>D</b>		<b>B</b>			
R108 / R135 Phibsborough Road: R101 North Circular Road to R135 Western Way	Royal Canal Bank Cycle Route: R101 North Circular Road to R135 Western Way	A5125 - A5900	Segregation	No specific bicycle facilities provided throughout	D	Cyclists share priority with vehicular traffic along the existing carriageway that's now part of the primary cycle route	B	Medium	Medium	Positive Significant
			Number of Adjacent Cyclists / Width	No specific bicycle facilities along sections of the route	D	The primary cycle route is assessed to provide capacity for one abreast cyclist and one overtaking (1.75m, 1+1)	B			
			Junction Treatment	Specific bicycle facilities aren't provided at all junctions	D	Toucan crossings at signalised junctions for cyclists along CBC	A			
			<b>Overall</b>		<b>D</b>		<b>B</b>			

1.11 Section 4 – Constitution Hill, Church Street Upper and Church Street from Western Way to Arran Quay

Table 18 Section 4– Cycling Infrastructure Assessment

Location	Chainage	Cyclist impact	Do Minimum	LoS Rating	Do Something	LoS Rating	Impact	Sensitivity of Environment	Significance of Effect
R108 Constitution Hill & R108 Church Street: R135 Western Way to R804 King Street North	A5900 - A6350	Segregation	On-road cycle lanes	B	Well separated at mid-link with some conflict at intersections	A	Low	Medium	Positive Moderate
		Number of Adjacent Cyclists / Width	Cycle lanes have capacity for one cyclist only (1.25m, 1+0)	C	Cycle tracks have capacity for one cyclist only (1.25m, 1+0)	C			
		Junction Treatment	Cyclists share green time with general traffic with cycle facilities available up to the junction but don't continue through junction	C	Cyclists share green time with general traffic and cycle lanes continue through the junction	B			
		<b>Overall</b>		<b>C</b>		<b>B</b>			
R108 Church Street: R804 King Street North to Mary's Lane	A6350 - A6600	Segregation	On-road cycle lanes	B	A combination of on-road cycle lanes and combined use bus lanes	C	Low	Medium	Positive Moderate
		Number of Adjacent Cyclists / Width	Cycle lanes have capacity for one cyclist only (1.25m, 1+0)	C	Cycle lanes have capacity for one cyclist only (1.25m, 1+0)	C			
		Junction Treatment	Cyclists share green time with general traffic with cycle facilities available up to the junction but don't continue through junction	C	Cyclists get green signal priority at signalised junction and has priority across uncontrolled junction	A+			
		<b>Overall</b>		<b>C</b>		<b>B</b>			
R108 Church Street: Mary's Lane to R148 Arran Quay	A6600 - A6830	Segregation	No specific bicycle facilities provided throughout	D	A combination of on-road cycle lanes and combined use bus lanes	C	Low	Medium	Positive Moderate
		Number of Adjacent Cyclists / Width	No specific bicycle facilities along sections of the route	D	Cycle lanes have capacity for one cyclist only (1.25m, 1+0)	C			
		Junction Treatment	Specific bicycle facilities aren't provided at all junctions	D	Cyclists share green time with general traffic and cycle lanes continue through the junction	B			
		<b>Overall</b>		<b>D</b>		<b>C</b>			
Quiet Primary Cycle Route: R108 Constitution Hill to R148 Ormond Quay Upper	A6150 - A6830	Segregation	No specific bicycle facilities provided throughout	D	Cyclists share priority with vehicular traffic along the existing carriageway that's now part of the primary cycle route	B	Low	Low	Positive Slight
		Number of Adjacent Cyclists / Width	No specific bicycle facilities along sections of the route	D	The primary cycle route is assessed to provide capacity for one abreast cyclist and one overtaking (1.75m, 1+1)	B			
		Junction Treatment	Specific bicycle facilities aren't provided at all junctions	D	Specific bicycle facilities aren't provided at all junctions	D			
		<b>Overall</b>		<b>D</b>		<b>C</b>			

### 1.12 Section 5 – Finglas Road from St. Margaret’s Road to Wellmount Road

**Table 19 Section 5 - Cycling Infrastructure Assessment**

Location	Chainage	Cyclist Impact	Do Minimum	LoS Rating	Do Something	LoS Rating	Impact	Sensitivity of Environment	Significance of Effect
R135 Finglas Road: R104 St. Margaret's Road to approximate 20m Southeast of Church St	B0 - B1040	Segregation	No specific bicycle facilities provided throughout	D	No specific bicycle facilities provided throughout	D	Negligible	Medium	Not Significant
		Number of Adjacent Cyclists / Width	No specific bicycle facilities along sections of the route	D	No specific bicycle facilities along sections of the route	D			
		Junction Treatment	Specific bicycle facilities aren't provided at all junctions	D	Specific bicycle facilities aren't provided at all junctions	D			
		<b>Overall</b>		<b>D</b>		<b>D</b>			
R135 Finglas Road: Approximately 20m Southeast of Church St to Wellmount Road	B1040 - B1170	Segregation	No specific bicycle facilities provided throughout	D	Well separated at mid-link with some conflict at intersections	A	Medium	Medium	Positive Significant
		Number of Adjacent Cyclists / Width	No specific bicycle facilities along sections of the route	D	Each cycle lane has capacity for one cyclist only (1.25m, 1+0)	C			
		Junction Treatment	Specific bicycle facilities aren't provided at all junctions	D	Cyclists get green signal priority at signalised junctions	A+			
		<b>Overall</b>		<b>D</b>		<b>B</b>			

### 1.13 Section 6 – Finglas Road from Wellmount Road to Ballyboggan Road

**Table 20 Section 6 - Cycling Infrastructure Assessment**

Location	Chainage	Cyclist Impact	Do Minimum	LoS Rating	Do Something	LoS Rating	Impact	Sensitivity of Environment	Significance of Effect
R135 Finglas Road: Wellmount Road to Finglas Place	B1170 - B1450	Segregation	No specific bicycle facilities provided throughout	D	Well separated at mid-link with some conflict at intersections	A	Medium	Medium	Positive Significant
		Number of Adjacent Cyclists / Width	No specific bicycle facilities along sections of the route	D	Cycle tracks have capacity for one cyclist only (1.25m, 1+0)	C			
		Junction Treatment	Specific bicycle facilities aren't provided at all junctions	D	Cyclists get green signal priority at signalised junctions	A+			
		<b>Overall</b>		<b>D</b>		<b>B</b>			
R135 Finglas Road: Finglas Place to Ballyboggan Road	B1450 - B2700	Segregation	Well separated at mid-link with some conflict at intersections	A	Well separated at mid-link with some conflict at intersections	A	Negligible	Medium	Not Significant
		Number of Adjacent Cyclists / Width	Cycle tracks have capacity for one cyclist only (1.25m, 1+0)	C	Cycle tracks have capacity for one cyclist only (1.25m, 1+0)	C			
		Junction Treatment	Cyclists share green time with general traffic and cycle lanes continue through signalised junctions	B	Protected junctions without green signal priority for cyclists	A			
		<b>Overall</b>		<b>B</b>		<b>B</b>			

**1.14 Section 7 – Finglas Road from Ballyboggan Road to Hart’s Corner**

**Table 21 Section 7 - Cycling Infrastructure Assessment**

Location	Chainage	Cyclist Impact	Do Minimum	LoS Rating	Do Something	LoS Rating	Impact	Sensitivity of Environment	Significance of Effect
R135 Finglas Road: Ballyboggan Road to Claremont Court	B2700 - B3400	Segregation	Well separated at mid-link with some conflict at intersections	A	Well separated at mid-link with some conflict at intersections	A	Negligible	Medium	Not Significant
		Number of Adjacent Cyclists / Width	Cycle tracks have capacity for one cyclist only (1.25m, 1+0)	C	Cycle tracks have capacity for one cyclist only (1.25m, 1+0)	C			
		Junction Treatment	Cyclists share green time with general traffic and cycle lanes continue through signalised junctions	B	Cyclists get green signal priority at signalised junctions	A+			
		<b>Overall</b>		<b>B</b>		<b>B</b>			
R135 Finglas Road: Claremont Court to Hart’s Corner	B3400 – B4000	Segregation	A combination of cycle lanes and cycle tracks	B	Well separated at mid-link with some conflict at intersections	A	Negligible	Medium	Not Significant
		Number of Adjacent Cyclists / Width	Cycle tracks have capacity for one cyclist only (1.25m, 1+0)	C	Cycle tracks have capacity for one cyclist only (1.25m, 1+0)	C			
		Junction Treatment	Cyclists share green time with general traffic and cycle lanes continue through signalised junctions	B	Cyclists get green signal priority at signalised junctions	A+			
		<b>Overall</b>		<b>B</b>		<b>B</b>			
R108 / R135 Hart’s Corner (Western Portion): Finglas Road & Prospect Way	B4000 – B4127	Segregation	A combination of cycle lanes and combined use bus lanes	C	Well separated at mid-link with some conflict at intersections	A	High	High	Positive Profound
		Number of Adjacent Cyclists / Width	Cycle tracks have capacity for one cyclist only (1.25m, 1+0)	C	Each cycle lane has capacity for cycling two abreast and / or overtaking (2.5m, 1+1)	A+			
		Junction Treatment	No specific bicycle facilities at junction	D	Cyclists get green signal priority at signalised junctions	A+			
		<b>Overall</b>		<b>C</b>		<b>A+</b>			

## **Appendix A6.4.3: Average Bus Journey Times**

**Table 22 2028 AM and PM Peak Hour Journey Times**

PT Line	Direction	Peak Period	Do Minimum	Do Something	Abs Diff	% Diff
4043	E1: Ballymun_ Ballymun Road to Balywaltrim	AM Peak Hour	29.36	22.67	-6.68	-23%
		PM Peak Hour	26.84	22.05	-4.78	-18%
4044	E1: Bray_ Springfield Cemetery to Ballymun_ Santry Cross	AM Peak Hour	26.42	22.40	-4.01	-15%
		PM Peak Hour	29.16	22.46	-6.70	-23%
4045	E2: Charlestown_ Charlestown Shopping Centre to Dun Laoghaire_ Outside Train Station	AM Peak Hour	26.98	21.85	-5.13	-19%
		PM Peak Hour	23.84	21.24	-2.60	-11%
4046	E2: Dun Laoghaire_ Crofton Avenue to Charlestown_ Charlestown Centre	AM Peak Hour	24.27	21.17	-3.10	-13%
		PM Peak Hour	26.99	21.31	-5.69	-21%
4049	F1: Charlestown_ Charlestown Shopping Centre to Tallaght_ The Square Shopping Centre	AM Peak Hour	15.68	14.31	-1.37	-9%
		PM Peak Hour	14.71	15.29	0.58	4%
4050	F1: Tallaght_ The Square Shopping Centre to Charlestown_ Charlestown Shopping Centre	AM Peak Hour	12.60	13.49	0.89	7%
		PM Peak Hour	14.24	14.15	-0.09	-1%
4051	F2: Charlestown_ Charlestown Shopping Centre to Wellington Lane	AM Peak Hour	14.69	12.78	-1.92	-13%
		PM Peak Hour	13.39	13.12	-0.27	-2%
4052	F2: Wellington Lane to Charlestown_ Charlestown Shopping Centre	AM Peak Hour	11.03	11.52	0.48	4%
		PM Peak Hour	10.74	12.45	1.72	16%
4053	F3: Charlestown_ Charlestown Shopping Centre to Greenhills_ Greenhills College	AM Peak Hour	8.95	7.97	-0.98	-11%
		PM Peak Hour	9.88	8.86	-1.02	-10%
4054	F3: Greenhills_ Greenhills College to Charlestown_ Charlestown Shopping Centre	AM Peak Hour	7.06	7.06	0.00	0%
		PM Peak Hour	7.20	7.40	0.20	3%
4065	N2: Clontarf Train Station to Heuston Station	AM Peak Hour	1.46	1.28	-0.18	-13%
		PM Peak Hour	1.90	1.24	-0.66	-35%
4066	N2: Saint John's Road West to Clontarf Train Station	AM Peak Hour	4.25	1.60	-2.65	-62%
		PM Peak Hour	3.24	1.38	-1.86	-57%
4069	N6: Bayside_ Dublin Road (Kilbarrack Road) to Seamus Ennis Road	AM Peak Hour	2.60	1.58	-1.02	-39%
		PM Peak Hour	2.23	1.55	-0.68	-30%
4070	N6: Seamus Ennis Road to Dublin Road (James Larkin Road)	AM Peak Hour	2.66	1.50	-1.15	-43%
		PM Peak Hour	2.44	1.53	-0.91	-37%
4219	23: Charlestown_ Charlestown Shopping Centre to Merrion Square_ Holles Street	AM Peak Hour	23.96	13.29	-10.67	-45%
		PM Peak Hour	18.43	12.82	-5.60	-30%
4220	23: Merrion Square_ Holles Street to Charlestown_ Charlestown Shopping Centre	AM Peak Hour	17.27	14.32	-2.95	-17%
		PM Peak Hour	18.03	14.77	-3.26	-18%
4225	24: Dublin Airport to Merrion Square_ Holles Street	AM Peak Hour	24.31	13.80	-10.51	-43%
		PM Peak Hour	18.53	13.01	-5.52	-30%
4226	24: Merrion Square_ Holles Street to Dublin Airport	AM Peak Hour	18.21	14.82	-3.39	-19%
		PM Peak Hour	18.05	14.70	-3.35	-19%
4227	58: Community School to Tolka Quay_ Irish Ferries Terminal	AM Peak Hour	-	-	-	-
		PM Peak Hour	-	-	-	-



PT Line	Direction	Peak Period	Do Minimum	Do Something	Abs Diff	% Diff
4229	19-: Corballis Road North to Parnell Square East	AM Peak Hour	7.92	7.26	-0.66	-8%
		PM Peak Hour	7.21	7.13	-0.08	-1%
4230	19-: Parnell Square West to Dublin Airport_ Airport Terminal 2	AM Peak Hour	8.17	6.48	-1.69	-21%
		PM Peak Hour	9.64	6.52	-3.12	-32%
4232	60: Monastery Road to Irish Rail Building North Wall Quay	AM Peak Hour	-	-	-	-
		PM Peak Hour	-	-	-	-
4235	48: Cabra_ Ashington Gardens to Dublin_ Gaelscoil Cholaiste Mhuire	AM Peak Hour	-	-	-	-
		PM Peak Hour	-	-	-	-
4236	48: Dublin_ Gaelscoil Cholaiste Mhuire to Cabra_ Ashington Gardens	AM Peak Hour	-	-	-	-
		PM Peak Hour	-	-	-	-
4258	37: Blanchardstown_ Shopping Centre to Dublin City South_ Saint Martins House	AM Peak Hour	-	-	-	-
		PM Peak Hour	-	-	-	-
4259	52: Easton Road (Outbound at Beechpark) to Grand Canal Dock_ Ringsend Bus Depot	AM Peak Hour	-	-	-	-
		PM Peak Hour	-	-	-	-
4269	F9: Stephen's Green_ Stephens Court to Charlestown_ Charlestown Shopping Centre	AM Peak Hour	12.79	13.43	0.64	5%
		PM Peak Hour	13.71	13.99	0.28	2%
4270	F9: Charlestown_ Charlestown Shopping Centre to Stephen's Green_ Stephens Court	AM Peak Hour	15.62	14.42	-1.21	-8%
		PM Peak Hour	15.80	14.54	-1.26	-8%

**Table 23 2043 AM and PM Peak Hour Journey Times**

PT Line	Direction	Peak Period	Do Minimum	Do Something	Abs Diff	% Diff
4043	E1: Ballymun_ Ballymun Road to Balywaltrim	AM Peak Hour	31.04	24.16	-6.88	-22%
		PM Peak Hour	25.25	21.59	-3.67	-15%
4044	E1: Bray_ Springfield Cemetery to Ballymun_ Santry Cross	AM Peak Hour	26.25	22.36	-3.89	-15%
		PM Peak Hour	29.85	22.84	-7.01	-23%
4045	E2: Charlestown_ Charlestown Shopping Centre to Dun Laoghaire_ Outside Train Station	AM Peak Hour	29.19	22.46	-6.73	-23%
		PM Peak Hour	23.74	20.73	-3.02	-13%
4046	E2: Dun Laoghaire_ Crofton Avenue to Charlestown_ Charlestown Centre	AM Peak Hour	24.10	21.33	-2.77	-11%
		PM Peak Hour	27.76	22.19	-5.57	-20%
4049	F1: Charlestown_ Charlestown Shopping Centre to Tallaght_ The Square Shopping Centre	AM Peak Hour	15.87	15.74	-0.13	-1%
		PM Peak Hour	14.78	15.30	0.53	4%
4050	F1: Tallaght_ The Square Shopping Centre to Charlestown_ Charlestown Shopping Centre	AM Peak Hour	12.65	13.20	0.55	4%
		PM Peak Hour	13.73	14.05	0.32	2%
4051	F2-: Charlestown_ Charlestown Shopping Centre to Wellington Lane	AM Peak Hour	14.93	13.62	-1.30	-9%
		PM Peak Hour	13.59	13.61	0.02	0%
4052	F2-: Wellington Lane to Charlestown_ Charlestown Shopping Centre	AM Peak Hour	11.63	12.00	0.37	3%
		PM Peak Hour	11.47	12.42	0.96	8%
4053	F3: Charlestown_ Charlestown Shopping Centre to Greenhills_ Greenhills College	AM Peak Hour	9.88	9.47	-0.41	-4%
		PM Peak Hour	9.41	8.39	-1.02	-11%
4054	F3: Greenhills_ Greenhills College to Charlestown_ Charlestown Shopping Centre	AM Peak Hour	7.10	7.10	0.01	0%
		PM Peak Hour	7.08	7.67	0.59	8%
4065	N2: Clontarf Train Station to Heuston Station	AM Peak Hour	1.54	1.27	-0.28	-18%
		PM Peak Hour	1.60	1.28	-0.32	-20%
4066	N2: Saint John's Road West to Clontarf Train Station	AM Peak Hour	3.92	1.66	-2.26	-58%
		PM Peak Hour	3.11	1.39	-1.71	-55%
4069	N6: Bayside_ Dublin Road (Kilbarrack Road) to Seamus Ennis Road	AM Peak Hour	2.08	1.53	-0.56	-27%
		PM Peak Hour	2.09	1.38	-0.71	-34%
4070	N6: Seamus Ennis Road to Dublin Road (James Larkin Road)	AM Peak Hour	2.25	1.48	-0.76	-34%
		PM Peak Hour	2.36	1.49	-0.87	-37%
4215	X58: Rathcoole_ Rathlawns (Green Lane) to Grand Canal Dock_ Ringsend Bus Depot	AM Peak Hour	-	-	-	-
		PM Peak Hour	-	-	-	-
4219	23: Charlestown_ Charlestown Shopping Centre to Merrion Square_ Holles Street	AM Peak Hour	26.72	14.68	-12.04	-45%
		PM Peak Hour	18.15	12.78	-5.37	-30%
4220	23: Merrion Square_ Holles Street to Charlestown_ Charlestown Shopping Centre	AM Peak Hour	17.41	15.24	-2.17	-12%
		PM Peak Hour	18.27	15.19	-3.08	-17%
4225	24: Dublin Airport to Merrion Square_ Holles Street	AM Peak Hour	24.33	14.73	-9.60	-39%
		PM Peak Hour	17.86	12.47	-5.39	-30%
4226	24: Merrion Square_ Holles Street to Dublin Airport	AM Peak Hour	17.10	14.63	-2.46	-14%

PT Line	Direction	Peak Period	Do Minimum	Do Something	Abs Diff	% Diff
		PM Peak Hour	18.51	14.46	-4.04	-22%
4229	19-: Corballis Road North to Parnell Square East	AM Peak Hour	8.45	7.52	-0.93	-11%
		PM Peak Hour	8.21	7.63	-0.58	-7%
4230	19-: Parnell Square West to Dublin Airport_ Airport Terminal 2	AM Peak Hour	8.09	6.78	-1.30	-16%
		PM Peak Hour	10.07	6.66	-3.41	-34%
4269	F9: Stephen's Green_ Stephens Court to Charlestown_ Charlestown Shopping Centre	AM Peak Hour	12.48	13.38	0.91	7%
		PM Peak Hour	14.00	14.52	0.52	4%
4270	F9: Charlestown_ Charlestown Shopping Centre to Stephen's Green_ Stephens Court	AM Peak Hour	15.23	16.32	1.10	7%
		PM Peak Hour	15.02	14.50	-0.53	-4%

## **Appendix A6.4.4: General Traffic Assessment**

**Table 24 2028 AM Peak Hour Junction Analysis**

Location							Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Description of Impact	Significance of Effects
Orientation	Map ID	Road Name	NavTeq	Road Sensitivity	Junction ID	Junction Name	DoMinimum Flow	DoSomething Flow	DoMinimum VoC	DoSomething VoC		
North-East of proposed scheme	A.1	M1 / M50	1	Negligible	8514	M1 J1 / M50 J3	1197	1204	63	63	Negligible	Imperceptible
	A.1	M1 / M50	1	Negligible	8515	M1 J1 / M50 J3	5232	5214	71	70	Negligible	Imperceptible
	A.1	M50 J3 / M1 J1	5	High	17109	M1 J1 / M50 J3	1459	1463	63	63	Negligible	Not Significant
	A.1	Swords Road	5	High	17218	Swords Road / Swords Road	1599	1604	90	90	Negligible	Not Significant
	A.1	Swords Road	5	High	40093	Dublin Road / Dublin Road / Dublin Road	1422	1426	46	46	Negligible	Not Significant
	A.1	Swords Road	5	High	17193	Northwood Avenue / Swords Road / Swords Road	1848	1852	99	100	Negligible	Not Significant
	A.1	M50 J3 / M1 J1	5	High	17231	M50 J3 / M1 J1	4026	4046	77	78	Negligible	Not Significant
North of proposed scheme	A.2	M50	1	Negligible	13181	M50 / J2	3731	3738	63	63	Negligible	Imperceptible
	A.2	Northwood Avenue	5	High	17195	Northwood Avenue / Northwood Avenue	891	890	32	32	Negligible	Not Significant
	A.2	Northwood Avenue	5	High	17196	Northwood Avenue / Temple Court / Northwood Avenue	1004	1005	64	64	Negligible	Not Significant
	A.2	Northwood Avenue	5	High	17203	Northwood Road / Northwood Avenue / Santry Demesne	849	849	42	42	Negligible	Not Significant
	A.2	M50	1	Negligible	13523	M50 / M50 J2	3681	3703	73	74	Negligible	Imperceptible
	A.2	Balbutcher Lane	4	Medium	18245	Balbutcher Way / Balbutcher Lane / Balbutcher Lane	491	490	28	27	Negligible	Not Significant
North-West of proposed scheme	A.3	Charlestown Place	3	Low	15165	R135 / North Road / Charlestown place	4367	4374	100	100	Negligible	Not Significant
	A.3	Charlestown Place	3	Low	18417	Charlestown Place / Charlestown Place	1653	1667	61	61	Negligible	Not Significant
	A.3	Sycamore Road	4	Medium	18127	Sycamore Road / Mckee Road / Sycamore Road	185	185	6	6	Negligible	Not Significant
	A.3	Sycamore Road	4	Medium	18131	Grove Road / Sycamore Road / Sycamore Road	169	169	5	5	Negligible	Not Significant
	A.3	Sycamore Road	4	Medium	18133	Sycamore Park / Sycamore Road / Sycamore Road	218	220	9	9	Negligible	Not Significant
	A.3	Sycamore Road	4	Medium	18149	Jamestown Road / Sycamore Road / Jamestown Road	564	565	41	41	Negligible	Not Significant
	A.3	St Margarets Road	5	High	18228	St Margarets Road / St Margarets Road	2082	2092	96	95	Negligible	Not Significant
	A.3	St Margarets Road	5	High	18230	Melville Road / Business Park	845	857	22	22	Negligible	Not Significant
	A.3	Charlestown Place	3	Low	18287	Melville Road/Charlestown Place/St. Margaret's Road	1284	1297	26	26	Negligible	Not Significant
	A.3	Carton Terrace	5	High	18236	St Margarets Road / Carton Terrace	482	483	28	28	Negligible	Not Significant
	A.3	Carton Terrace	5	High	18244	Balbutcher Lane / Carton Drive / Balbutcher Lane	487	486	25	25	Negligible	Not Significant
	A.3	St Margarets Road	5	High	18272	St Margarets Road / St Margarets Road	684	685	53	53	Negligible	Not Significant
	A.3	Jamestown Road	4	Medium	18247	Jamestown Road / Creston Avenue / St Margarets Road / St Margarets Road	649	654	51	51	Negligible	Not Significant
	A.3	Jamestown Road	4	Medium	18249	Hampton Wood Road / Jamestown Road / Jamestown Road	277	279	11	11	Negligible	Not Significant
	A.3	Jamestown Road	4	Medium	18261	Melville Road/Jamestown Road/Poppintree Park Lane	1117	1129	43	43	Negligible	Not Significant
	A.3	Melville Court	5	High	18302	Melville Way / Melville Road	569	580	16	16	Negligible	Not Significant
	A.3	M50	1	Negligible	18293	M50 / 4 / M50	6521	6552	91	92	Negligible	Imperceptible
A.3	M50	1	Negligible	17188	M50 / Junction 4	5318	5343	89	90	Negligible	Imperceptible	
West of proposed scheme	A.4	R103 / Glasnevin Avenue	3	Low	10123	Glasnevin Avenue / Willow Park Road / Beneavin Drive	1021	1021	43	43	Negligible	Not Significant
	A.4	Beneavin Drive	4	Medium	10187	Beneavin Road / Beneavin Drive / Ballygall Road East	204	203	7	7	Negligible	Not Significant
	A.4	Glasnevin Avenue	3	Low	10208	Glasnevin Drive / Glasnevin Avenue / Glasnevin Avenue	891	892	30	30	Negligible	Not Significant
	A.4	Glasnevin Avenue	3	Low	10125	Glasnevin Avenue / Grove Park Road / Glasnevin Avenue	1025	1026	36	35	Negligible	Not Significant
	A.4	Grove Park Road	5	High	10126	Grove Park Road / Grove Park Road / Grove Park Avenue	195	194	8	8	Negligible	Not Significant
	A.4	Grove Park Road	5	High	18142	Sycamore Road / Grove Park Road / Willow Park Crescent	320	319	12	12	Negligible	Not Significant
	A.4	St Pappin Road	5	High	10153	St Pappin Road / St Pappin Road / Maolbuille Road	210	209	13	13	Negligible	Not Significant
	A.4	St Pappin Road	5	High	10154	Dean Swift Road / St Pappin Road / St Pappin Road	160	161	6	6	Negligible	Not Significant
	A.4	St Pappin Road	5	High	10168	St Pappin Road / Ballymun Road	2309	2308	64	65	Negligible	Not Significant
	A.4	St Pappin Road	5	High	10155	St Pappin Road / Stormanstown Road / St Pappin Road	266	268	13	12	Negligible	Not Significant
A.4	St Pappin Road	5	High	10160	Delville Road / St Pappin Road / St Pappin Road	304	292	11	12	Negligible	Not Significant	

Location							Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Description of Impact	Significance of Effects
Orientation	Map ID	Road Name	NavTeq	Road Sensitivity	Junction ID	Junction Name	DoMinimum Flow	DoSomething Flow	DoMinimum VoC	DoSomething VoC		
	A.4	Collins Avenue West	3	Low	10157	Collins Avenue West / Larkhill Road / Iveragh Road / Collins Avenue West	989	991	29	30	Negligible	Not Significant
	A.4	Collins Avenue West	3	Low	10158	Larkhill Road / Collins Avenue West / Collins Avenue Extension / Falcarragh Road	1119	1119	31	31	Negligible	Not Significant
	A.4	Glasnevin Drive	5	High	10207	Glasnevin Park / Glasnevin Drive / Glasnevin Drive	188	191	9	9	Negligible	Not Significant
	A.4	Glasnevin Hill	4	Medium	10174	St Mobhi Drive / Glasnevin Hill / Glasnevin Hill	287	290	8	8	Negligible	Not Significant
	A.4	Glasnevin Hill	4	Medium	10177	Glasnevin Hill / Botanic Avenue / Botanic Road	281	284	9	10	Negligible	Not Significant
	A.4	Glasanaon Road	4	Medium	10178	Ballygall Crescent / Glasanaon Road / Glasanaon Road	270	272	17	17	Negligible	Not Significant
	A.4	Glasanaon Road	4	Medium	10179	Ferndale Avenue / Glasanaon Road / Glasanaon Road	106	106	4	4	Negligible	Not Significant
	A.4	Glasanaon Road	4	Medium	10197	Griffith Road / Glasanaon Road / Glasanaon Road	247	249	19	19	Negligible	Not Significant
	A.4	Ballygall Road East	4	Medium	10182	Fitzmaurice Road / Ballygall Road East / Ballygall Road East	294	295	15	15	Negligible	Not Significant
	A.4	Ballygall Road East	4	Medium	10183	Ballygall Road East / Ballygall Road East / Cremore Heights	282	282	14	14	Negligible	Not Significant
	A.4	Ballygall Road East	4	Medium	10185	Addison Avenue / Old Finglas Road	437	442	31	31	Negligible	Not Significant
	A.4	Ballygall Road East	4	Medium	10220	Griffith Avenue / Ballygall Road East / Griffith Avenue / Ballygall Road East	917	917	65	66	Negligible	Not Significant
	A.4	Ballygall Road East	4	Medium	10194	Hillcrest Park / Ballygall Road East / Ballygall Road East	173	173	8	8	Negligible	Not Significant
	A.4	Ballyboggan Road	3	Low	10192	Finglas Road / / Ballyboggan Road / Finglas Road	2086	2069	55	55	Negligible	Not Significant
	A.4	Ballyboggan Road	3	Low	10260	Ballyboggan Road / Ballyboggan Road	875	857	30	29	Negligible	Not Significant
	A.4	Ballygall Road East	4	Medium	10193	Ferndale Avenue / Ballygall Road East / Ballygall Road East	90	89	4	3	Negligible	Not Significant
	A.4	Griffith Road	5	High	18174	Griffith Road / Griffith Drive / Griffith Road	173	174	5	5	Negligible	Not Significant
	A.4	Glasnevin Avenue	3	Low	10206	Willow Park Avenue / Glasnevin Avenue / Glasnevin Avenue	903	902	28	28	Negligible	Not Significant
	A.4	Ballygall Road East	4	Medium	10215	Westpark Drive / Ballygall Road East / Ballygall Road East	315	314	9	9	Negligible	Not Significant
	A.4	Glasnevin Hill	4	Medium	10221	Glasnevin Hill / Ballymun Road / Old Finglas Road	477	478	67	68	Negligible	Not Significant
	A.4	Ballyboggan Road	3	Low	12266	Ballyboggan Road / Broombridge Road	888	869	53	51	Negligible	Not Significant
	A.4	Ratoath Road	3	Low	12267	Ratoath Road / Ratoath Road / River Road	2184	2169	82	83	Negligible	Not Significant
	A.4	Ratoath Road	3	Low	12214	Ballyboggan Road / Ratoath Road	2476	2473	97	96	Negligible	Not Significant
	A.4	R805 / Ratoath Road	5	High	12219	Ballyboggan Road / Ballyboggan Road	831	818	25	24	Negligible	Not Significant
	A.4	Ratoath Road	3	Low	18100	Ratoath Road / Tolka Valley Road	1961	1940	59	57	Negligible	Not Significant
	A.4	Tolka Valley Road	3	Low	18310	Cardiffsbridge Road / Tolka Valley Road / Tolka Valley Road	646	632	61	61	Negligible	Not Significant
	A.4	R103	3	Low	18103	Mellowes Road / R103 / R135	739	734	21	21	Negligible	Not Significant
	A.4	R103	3	Low	18151	R103 / Seamus Ennis Road	827	823	33	33	Negligible	Not Significant
	A.4	Mellowes Road	4	Medium	18265	Mellowes Road / Mellowes Road	1012	995	43	42	Negligible	Not Significant
	A.4	Cardiffsbridge Road	4	Medium	18117	Kildonan Road / Mellowes Road / Mellowes Road	1088	1079	34	34	Negligible	Not Significant
	A.4	Cardiffsbridge Road	4	Medium	18257	Cappagh Road / Cardiffsbridge Road / Cardiffsbridge Road / Cappagh Road	1064	1061	65	65	Negligible	Not Significant
	A.4	Griffith Road	5	High	18419	Griffith Road / Griffith Parade / Griffith Road	173	174	5	5	Negligible	Not Significant
	A.4	Cardiffsbridge Road	4	Medium	18177	Wellmount Road / Cardiffsbridge Road / Cardiffsbridge Road	547	536	48	46	Negligible	Not Significant
	A.4	Cardiffsbridge Road	4	Medium	18178	Cardiffsbridge Road / Cardiffsbridge Road / Deanstown Avenue	690	684	35	35	Negligible	Not Significant
	A.4	Cardiffsbridge Road	4	Medium	18256	Cardiffsbridge Road / Cardiffsbridge Road / St Helenas Road	533	519	19	19	Negligible	Not Significant
	A.4	Cardiffsbridge Road	4	Medium	18179	Cardiffsbridge Road / Wellmount Avenue / Cardiffsbridge Road	718	715	21	22	Negligible	Not Significant
	A.4	Cardiffsbridge Road	4	Medium	18180	Cardiffsbridge Road / Ratoath Avenue / Cardiffsbridge Road	695	691	19	20	Negligible	Not Significant
	A.4	Mellowes Road	4	Medium	18211	Finglaswood Road / Mellowes Road	1433	1426	95	95	Negligible	Not Significant
	A.5	Griffith Avenue	2	Negligible	10171	Ballymun Road / Griffith Avenue / Griffith Avenue / Ballymun Road	1679	1673	77	77	Negligible	Imperceptible
East of proposed scheme	A.5	Griffith Avenue	2	Negligible	10210	Griffith Avenue / St Mobhi Road / Griffith Avenue / St Mobhi Road	2477	2474	91	91	Negligible	Imperceptible
	A.5	Ballymun Road	4	Medium	10213	Claremont Avenue / Ballymun Road / Ballymun Road	239	238	8	8	Negligible	Not Significant
	A.5	Swords Road	5	High	10217	Collins Avenue West / Collins Avenue / Swords Road / Swords Road	3562	3563	109	109	Low	Moderate
	A.5	Swords Road	5	High	10226	Iveragh Road / Swords Road / Swords Road	1612	1616	93	93	Negligible	Not Significant
	A.5	Dublin Port Tunnel	1	Negligible	13504	Swords Road / R132 / Dublin Port Tunnel / R132	2824	2832	86	86	Negligible	Imperceptible
	A.5	Dublin Port Tunnel	1	Negligible	13479	M50 / 2 / R132	1438	1437	86	86	Negligible	Imperceptible

Location							Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Description of Impact	Significance of Effects
Orientation	Map ID	Road Name	NavTeq	Road Sensitivity	Junction ID	Junction Name	DoMinimum Flow	DoSomething Flow	DoMinimum VoC	DoSomething VoC		
	A.5	Dublin Port Tunnel	1	Negligible	13522	Dublin Port Tunnel / Swords Road	2963	2958	76	76	Negligible	Imperceptible
	A.5	Coolock Lane	3	Low	17103	Oakpark / Coolock Lane / Coolock Lane	1729	1731	39	39	Negligible	Not Significant
	A.5	Swords Road	5	High	17166	Swords Road / Santry Villas / Santry Avenue / Swords Road	2398	2401	75	75	Negligible	Not Significant
	A.5	R104 / Swords Road	3	Low	17104	Swords Road / Coolock Lane	2398	2402	97	96	Negligible	Not Significant
South-East of proposed scheme	A.6	Whitworth Road	5	High	3210	Whitworth Road / Whitworth Road / St Columbas Road Lower	464	477	14	14	Negligible	Not Significant
	A.6	Whitworth Road	5	High	3267	Whitworth Road / Whitworth Road / St Patricks Road	1062	1056	70	70	Negligible	Not Significant
	A.6	Whitworth Road	5	High	3212	Whitworth Road / Whitworth Road / Wigan Road	424	439	13	14	Negligible	Not Significant
	A.6	Whitworth Road	5	High	3253	Prospect Road / Prospect Road / Whitworth Road	1808	1802	102	102	Low	Moderate
	A.6	Connaught Street	4	Medium	12170	Connaught Street / St Peters Road / Connaught Street	699	702	51	49	Negligible	Not Significant
	A.6	Connaught Street	4	Medium	12274	Deverys Lane / Phibsborough Road / Phibsborough Road / Connaught Street	1276	1262	54	53	Negligible	Not Significant
South of proposed scheme	A.7	Anglesea Row	5	High	2122	Capel Street / Little Britain Street / Capel Street	683	695	39	40	Negligible	Not Significant
	A.7	Anglesea Row	5	High	2316	Green Street / Little Britain Street / Little Green Street / Little Britain Street	390	396	19	19	Negligible	Not Significant
	A.7	Beresford Street	5	High	2143	King Street North / Beresford Street / King Street North	1719	1551	54	65	Negligible	Not Significant
	A.7	Beresford Street	5	High	2426	Beresford Street / Marys Lane / Greek Street / Marys Lane	390	417	19	26	Negligible	Not Significant
	A.7	Marys Lane	5	High	2200	May Lane / Church Street / Marys Lane / Church Street	1519	1341	56	53	Negligible	Not Significant
	A.7	Usher'S Quay	3	Low	2303	Father Mathew Bridge / Merchant'S Quay / Bridge Street Lower / Usher'S Quay	3272	2845	94	82	Negligible	Not Significant
	A.7	Usher'S Quay	3	Low	2411	Usher'S Quay / Usher'S Quay / St Augustine Street	976	908	26	24	Negligible	Not Significant
	A.7	Blackhall Place	3	Low	3139	Ellis Quay / Blackhall Place / Ellis Quay / Blackhall Bridge	2080	1989	87	94	Negligible	Not Significant
	A.7	Blackhall Place	3	Low	3158	Benburb Street / Benburb Street / Blackhall Place / Blackhall Place	1114	943	28	31	Negligible	Not Significant
	A.7	Blackhall Bridge	3	Low	3259	Usher'S Island / Usher'S Island / Blackhall Bridge	1590	1578	48	43	Negligible	Not Significant
	A.7	Stoneybatter	3	Low	3183	Stoneybatter / Stoneybatter / Brunswick Street North	1758	1603	92	93	Negligible	Not Significant
	A.7	Stoneybatter	3	Low	3272	Blackhall Place / King Street North / Stoneybatter	1427	1251	94	94	Negligible	Not Significant
	A.7	Queen Street	3	Low	3247	Queen Street / Queen Street / Queen Street	1365	1383	47	48	Negligible	Not Significant
A.7	Queen Street	3	Low	3146	Queen Street / Queen Street / Blackhall Street	1365	1383	55	54	Negligible	Not Significant	

Table 25 2043 AM Junction Analysis

Location							Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Description of Impact	Significance of Effects
Orientation	Map ID	Road Name	NavTeq	Road Sensitivity	Junction ID	Junction Name	DoMinimum Flow	DoSomething Flow	DoMinimum VoC	DoSomething VoC		
North-East of proposed scheme	A.1	M1 / M50	1	Negligible	8514	M1 J1 / M50 J3	1197	1204	63	63	Negligible	Imperceptible
	A.1	M1 / M50	1	Negligible	8515	M1 J1 / M50 J3	5232	5214	71	70	Negligible	Imperceptible
	A.1	M50 J3 / M1 J1	5	High	17109	M1 J1 / M50 J3	1459	1463	63	63	Negligible	Not Significant
	A.1	Swords Road	5	High	17218	Swords Road / Swords Road	1599	1604	90	90	Negligible	Not Significant
	A.1	Swords Road	5	High	40093	Dublin Road / Dublin Road / Dublin Road	1422	1426	46	46	Negligible	Not Significant
	A.1	Swords Road	5	High	17193	Northwood Avenue / Swords Road / Swords Road	1848	1852	99	100	Negligible	Not Significant
	A.1	M50 J3 / M1 J1	5	High	17231	M50 J3 / M1 J1	4026	4046	77	78	Negligible	Not Significant
North of proposed scheme	A.2	M50	1	Negligible	13181	M50 / J2	3731	3738	63	63	Negligible	Imperceptible
	A.2	Northwood Avenue	5	High	17195	Northwood Avenue / Northwood Avenue	891	890	32	32	Negligible	Not Significant
	A.2	Northwood Avenue	5	High	17196	Northwood Avenue / Temple Court / Northwood Avenue	1004	1005	64	64	Negligible	Not Significant
	A.2	Northwood Avenue	5	High	17203	Northwood Road / Northwood Avenue / Santry Demesne	849	849	42	42	Negligible	Not Significant
	A.2	M50	1	Negligible	13523	M50 / M50 J2	3681	3703	73	74	Negligible	Imperceptible
	A.2	Balbutcher Lane	4	Medium	18245	Balbutcher Way / Balbutcher Lane / Balbutcher Lane	491	490	28	27	Negligible	Not Significant
North-West of proposed scheme	A.3	Charlestown Place	3	Low	15165	R135 / North Road / Charlestown place	4367	4374	100	100	Negligible	Not Significant
	A.3	Charlestown Place	3	Low	18417	Charlestown Place / Charlestown Place	1653	1667	61	61	Negligible	Not Significant
	A.3	Sycamore Road	4	Medium	18127	Sycamore Road / Mckee Road / Sycamore Road	185	185	6	6	Negligible	Not Significant
	A.3	Sycamore Road	4	Medium	18131	Grove Road / Sycamore Road / Sycamore Road	169	169	5	5	Negligible	Not Significant
	A.3	Sycamore Road	4	Medium	18133	Sycamore Park / Sycamore Road / Sycamore Road	218	220	9	9	Negligible	Not Significant
	A.3	Sycamore Road	4	Medium	18149	Jamestown Road / Sycamore Road / Jamestown Road	564	565	41	41	Negligible	Not Significant
	A.3	St Margarets Road	5	High	18228	St Margarets Road / St Margarets Road	2082	2092	96	95	Negligible	Not Significant
	A.3	St Margarets Road	5	High	18230	Melville Road / Business Park	845	857	22	22	Negligible	Not Significant
	A.3	Charlestown Place	3	Low	18287	Melville Road/Charlestown Place/St. Margaret's Road	1284	1297	26	26	Negligible	Not Significant
	A.3	Carton Terrace	5	High	18236	St Margarets Road / Carton Terrace	482	483	28	28	Negligible	Not Significant
	A.3	Carton Terrace	5	High	18244	Balbutcher Lane / Carton Drive / Balbutcher Lane	487	486	25	25	Negligible	Not Significant
	A.3	St Margarets Road	5	High	18272	St Margarets Road / St Margarets Road	684	685	53	53	Negligible	Not Significant
	A.3	Jamestown Road	4	Medium	18247	Jamestown Road / Creston Avenue / St Margarets Road / St Margarets Road	649	654	51	51	Negligible	Not Significant
	A.3	Jamestown Road	4	Medium	18249	Hampton Wood Road / Jamestown Road / Jamestown Road	277	279	11	11	Negligible	Not Significant
	A.3	Jamestown Road	4	Medium	18261	Melville Road/Jamestown Road/Poppintree Park Lane	1117	1129	43	43	Negligible	Not Significant
	A.3	Melville Court	5	High	18302	Melville Way / Melville Road	569	580	16	16	Negligible	Not Significant
	A.3	M50	1	Negligible	18293	M50 / 4 / M50	6521	6552	91	92	Negligible	Imperceptible
	A.3	M50	1	Negligible	17188	M50 / Junction 4	5318	5343	89	90	Negligible	Imperceptible
West of proposed scheme	A.4	R103 / Glasnevin Avenue	3	Low	10123	Glasnevin Avenue / Willow Park Road / Beneavin Drive	1021	1021	43	43	Negligible	Not Significant
	A.4	Beneavin Drive	4	Medium	10187	Beneavin Road / Beneavin Drive / Ballygall Road East	204	203	7	7	Negligible	Not Significant
	A.4	Glasnevin Avenue	3	Low	10208	Glasnevin Drive / Glasnevin Avenue / Glasnevin Avenue	891	892	30	30	Negligible	Not Significant
	A.4	Glasnevin Avenue	3	Low	10125	Glasnevin Avenue / Grove Park Road / Glasnevin Avenue	1025	1026	36	35	Negligible	Not Significant
	A.4	Grove Park Road	5	High	10126	Grove Park Road / Grove Park Road / Grove Park Avenue	195	194	8	8	Negligible	Not Significant
	A.4	Grove Park Road	5	High	18142	Sycamore Road / Grove Park Road / Willow Park Crescent	320	319	12	12	Negligible	Not Significant
	A.4	St Pappin Road	5	High	10153	St Pappin Road / St Pappin Road / Maolbuille Road	210	209	13	13	Negligible	Not Significant
	A.4	St Pappin Road	5	High	10154	Dean Swift Road / St Pappin Road / St Pappin Road	160	161	6	6	Negligible	Not Significant
	A.4	St Pappin Road	5	High	10168	St Pappin Road / Ballymun Road	2309	2308	64	65	Negligible	Not Significant
	A.4	St Pappin Road	5	High	10155	St Pappin Road / Stormanstown Road / St Pappin Road	266	268	13	12	Negligible	Not Significant
	A.4	St Pappin Road	5	High	10160	Delville Road / St Pappin Road / St Pappin Road	304	292	11	12	Negligible	Not Significant
	A.4	Collins Avenue West	3	Low	10157	Collins Avenue West / Larkhill Road / Iveragh Road / Collins Avenue West	989	991	29	30	Negligible	Not Significant



Location							Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Description of Impact	Significance of Effects
Orientation	Map ID	Road Name	NavTeq	Road Sensitivity	Junction ID	Junction Name	DoMinimum Flow	DoSomething Flow	DoMinimum VoC	DoSomething VoC		
	A.4	Collins Avenue West	3	Low	10158	Larkhill Road / Collins Avenue West / Collins Avenue Extension / Falcarragh Road	1119	1119	31	31	Negligible	Not Significant
	A.4	Glasnevin Drive	5	High	10207	Glasnevin Park / Glasnevin Drive / Glasnevin Drive	188	191	9	9	Negligible	Not Significant
	A.4	Glasnevin Hill	4	Medium	10174	St Mobhi Drive / Glasnevin Hill / Glasnevin Hill	287	290	8	8	Negligible	Not Significant
	A.4	Glasnevin Hill	4	Medium	10177	Glasnevin Hill / Botanic Avenue / Botanic Road	281	284	9	10	Negligible	Not Significant
	A.4	Glasanaon Road	4	Medium	10178	Ballygall Crescent / Glasanaon Road / Glasanaon Road	270	272	17	17	Negligible	Not Significant
	A.4	Glasanaon Road	4	Medium	10179	Ferndale Avenue / Glasanaon Road / Glasanaon Road	106	106	4	4	Negligible	Not Significant
	A.4	Glasanaon Road	4	Medium	10197	Griffith Road / Glasanaon Road / Glasanaon Road	247	249	19	19	Negligible	Not Significant
	A.4	Ballygall Road East	4	Medium	10182	Fitzmaurice Road / Ballygall Road East / Ballygall Road East	294	295	15	15	Negligible	Not Significant
	A.4	Ballygall Road East	4	Medium	10183	Ballygall Road East / Ballygall Road East / Cremore Heights	282	282	14	14	Negligible	Not Significant
	A.4	Ballygall Road East	4	Medium	10185	Addison Avenue / Old Finglas Road	437	442	31	31	Negligible	Not Significant
	A.4	Ballygall Road East	4	Medium	10220	Griffith Avenue / Ballygall Road East / Griffith Avenue / Ballygall Road East	917	917	65	66	Negligible	Not Significant
	A.4	Ballygall Road East	4	Medium	10194	Hillcrest Park / Ballygall Road East / Ballygall Road East	173	173	8	8	Negligible	Not Significant
	A.4	Ballyboggan Road	3	Low	10192	Finglas Road / / Ballyboggan Road / Finglas Road	2086	2069	55	55	Negligible	Not Significant
	A.4	Ballyboggan Road	3	Low	10260	Ballyboggan Road / Ballyboggan Road	875	857	30	29	Negligible	Not Significant
	A.4	Ballygall Road East	4	Medium	10193	Ferndale Avenue / Ballygall Road East / Ballygall Road East	90	89	4	3	Negligible	Not Significant
	A.4	Griffith Road	5	High	18174	Griffith Road / Griffith Drive / Griffith Road	173	174	5	5	Negligible	Not Significant
	A.4	Glasnevin Avenue	3	Low	10206	Willow Park Avenue / Glasnevin Avenue / Glasnevin Avenue	903	902	28	28	Negligible	Not Significant
	A.4	Ballygall Road East	4	Medium	10215	Westpark Drive / Ballygall Road East / Ballygall Road East	315	314	9	9	Negligible	Not Significant
	A.4	Glasnevin Hill	4	Medium	10221	Glasnevin Hill / Ballymun Road / Old Finglas Road	477	478	67	68	Negligible	Not Significant
	A.4	Ballyboggan Road	3	Low	12266	Ballyboggan Road / Broombridge Road	888	869	53	51	Negligible	Not Significant
	A.4	Ratoath Road	3	Low	12267	Ratoath Road / Ratoath Road / River Road	2184	2169	82	83	Negligible	Not Significant
	A.4	Ratoath Road	3	Low	12214	Ballyboggan Road / Ratoath Road	2476	2473	97	96	Negligible	Not Significant
	A.4	R805 / Ratoath Road	5	High	12219	Ballyboggan Road / Ballyboggan Road	831	818	25	24	Negligible	Not Significant
	A.4	Ratoath Road	3	Low	18100	Ratoath Road / Tolka Valley Road	1961	1940	59	57	Negligible	Not Significant
	A.4	Tolka Valley Road	3	Low	18310	Cardiffsbridge Road / Tolka Valley Road / Tolka Valley Road	646	632	61	61	Negligible	Not Significant
	A.4	R103	3	Low	18103	Mellowes Road / R103 / R135	739	734	21	21	Negligible	Not Significant
	A.4	R103	3	Low	18151	R103 / Seamus Ennis Road	827	823	33	33	Negligible	Not Significant
	A.4	Mellowes Road	4	Medium	18265	Mellowes Road / Mellowes Road	1012	995	43	42	Negligible	Not Significant
	A.4	Cardiffsbridge Road	4	Medium	18117	Kildonan Road / Mellowes Road / Mellowes Road	1088	1079	34	34	Negligible	Not Significant
	A.4	Cardiffsbridge Road	4	Medium	18257	Cappagh Road / Cardiffsbridge Road / Cardiffsbridge Road / Cappagh Road	1064	1061	65	65	Negligible	Not Significant
	A.4	Griffith Road	5	High	18419	Griffith Road / Griffith Parade / Griffith Road	173	174	5	5	Negligible	Not Significant
	A.4	Cardiffsbridge Road	4	Medium	18177	Wellmount Road / Cardiffsbridge Road / Cardiffsbridge Road	547	536	48	46	Negligible	Not Significant
	A.4	Cardiffsbridge Road	4	Medium	18178	Cardiffsbridge Road / Cardiffsbridge Road / Deanstown Avenue	690	684	35	35	Negligible	Not Significant
	A.4	Cardiffsbridge Road	4	Medium	18256	Cardiffsbridge Road / Cardiffsbridge Road / St Helenas Road	533	519	19	19	Negligible	Not Significant
	A.4	Cardiffsbridge Road	4	Medium	18179	Cardiffsbridge Road / Wellmount Avenue / Cardiffsbridge Road	718	715	21	22	Negligible	Not Significant
	A.4	Cardiffsbridge Road	4	Medium	18180	Cardiffsbridge Road / Ratoath Avenue / Cardiffsbridge Road	695	691	19	20	Negligible	Not Significant
	A.4	Mellowes Road	4	Medium	18211	Finglaswood Road / Mellowes Road	1433	1426	95	95	Negligible	Not Significant
East of proposed scheme	A.5	Griffith Avenue	2	Negligible	10171	Ballymun Road / Griffith Avenue / Griffith Avenue / Ballymun Road	1679	1673	77	77	Negligible	Imperceptible
	A.5	Griffith Avenue	2	Negligible	10210	Griffith Avenue / St Mobhi Road / Griffith Avenue / St Mobhi Road	2477	2474	91	91	Negligible	Imperceptible
	A.5	Ballymun Road	4	Medium	10213	Claremont Avenue / Ballymun Road / Ballymun Road	239	238	8	8	Negligible	Not Significant
	A.5	Swords Road	5	High	10217	Collins Avenue West / Collins Avenue / Swords Road / Swords Road	3562	3563	109	109	Low	Moderate
	A.5	Swords Road	5	High	10226	Iveragh Road / Swords Road / Swords Road	1612	1616	93	93	Negligible	Not Significant
	A.5	Dublin Port Tunnel	1	Negligible	13504	Swords Road / R132 / Dublin Port Tunnel / R132	2824	2832	86	86	Negligible	Imperceptible
	A.5	Dublin Port Tunnel	1	Negligible	13479	M50 / 2 / R132	1438	1437	86	86	Negligible	Imperceptible
	A.5	Dublin Port Tunnel	1	Negligible	13522	Dublin Port Tunnel / Swords Road	2963	2958	76	76	Negligible	Imperceptible

Location							Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Description of Impact	Significance of Effects
Orientation	Map ID	Road Name	NavTeq	Road Sensitivity	Junction ID	Junction Name	DoMinimum Flow	DoSomething Flow	DoMinimum VoC	DoSomething VoC		
	A.5	Coolock Lane	3	Low	17103	Oakpark / Coolock Lane / Coolock Lane	1729	1731	39	39	Negligible	Not Significant
	A.5	Swords Road	5	High	17166	Swords Road / Santry Villas / Santry Avenue / Swords Road	2398	2401	75	75	Negligible	Not Significant
	A.5	R104 / Swords Road	3	Low	17104	Swords Road / Coolock Lane	2398	2402	97	96	Negligible	Not Significant
South-East of proposed scheme	A.6	Whitworth Road	5	High	3210	Whitworth Road / Whitworth Road / St Columbas Road Lower	464	477	14	14	Negligible	Not Significant
	A.6	Whitworth Road	5	High	3267	Whitworth Road / Whitworth Road / St Patricks Road	1062	1056	70	70	Negligible	Not Significant
	A.6	Whitworth Road	5	High	3212	Whitworth Road / Whitworth Road / Wigan Road	424	439	13	14	Negligible	Not Significant
	A.6	Whitworth Road	5	High	3253	Prospect Road / Prospect Road / Whitworth Road	1808	1802	102	102	Low	Moderate
	A.6	Connaught Street	4	Medium	12170	Connaught Street / St Peters Road / Connaught Street	699	702	51	49	Negligible	Not Significant
	A.6	Connaught Street	4	Medium	12274	Deverys Lane / Phibsborough Road / Phibsborough Road / Connaught Street	1276	1262	54	53	Negligible	Not Significant
South of proposed scheme	A.7	Anglesea Row	5	High	2122	Capel Street / Little Britain Street / Capel Street	683	695	39	40	Negligible	Not Significant
	A.7	Anglesea Row	5	High	2316	Green Street / Little Britain Street / Little Green Street / Little Britain Street	390	396	19	19	Negligible	Not Significant
	A.7	Beresford Street	5	High	2143	King Street North / Beresford Street / King Street North	1719	1551	54	65	Negligible	Not Significant
	A.7	Beresford Street	5	High	2426	Beresford Street / Marys Lane / Greek Street / Marys Lane	390	417	19	26	Negligible	Not Significant
	A.7	Summerhill	3	Low	2177	Summerhill / Buckingham Street Upper / Summerhill	1253	1233	25	30	Negligible	Not Significant
	A.7	Summerhill	3	Low	2455	Summerhill Parade / Portland Row / North Circular Road / Summerhill	2505	2491	93	93	Negligible	Not Significant
	A.7	Marys Lane	5	High	2200	May Lane / Church Street / Marys Lane / Church Street	1519	1341	56	53	Negligible	Not Significant
	A.7	Usher'S Quay	3	Low	2303	Father Mathew Bridge / Merchant'S Quay / Bridge Street Lower / Usher'S Quay	3272	2845	94	82	Negligible	Not Significant
	A.7	Usher'S Quay	3	Low	2411	Usher'S Quay / Usher'S Quay / St Augustine Street	976	908	26	24	Negligible	Not Significant
	A.7	Blackhall Place	3	Low	3139	Ellis Quay / Blackhall Place / Ellis Quay / Blackhall Bridge	2080	1989	87	94	Negligible	Not Significant
	A.7	Blackhall Place	3	Low	3158	Benburb Street / Benburb Street / Blackhall Place / Blackhall Place	1114	943	28	31	Negligible	Not Significant
	A.7	Blackhall Bridge	3	Low	3259	Usher'S Island / Usher'S Island / Blackhall Bridge	1590	1578	48	43	Negligible	Not Significant
	A.7	Stoneybatter	3	Low	3183	Stoneybatter / Stoneybatter / Brunswick Street North	1758	1603	92	93	Negligible	Not Significant
	A.7	Stoneybatter	3	Low	3272	Blackhall Place / King Street North / Stoneybatter	1427	1251	94	94	Negligible	Not Significant
	A.7	Queen Street	3	Low	3247	Queen Street / Queen Street / Queen Street	1365	1383	47	48	Negligible	Not Significant
A.7	Queen Street	3	Low	3146	Queen Street / Queen Street / Blackhall Street	1365	1383	55	54	Negligible	Not Significant	

**Table 26 2028 PM Junction Analysis**

Location							Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Description of Impact	Significance of Effects
Orientation	Map ID	Road Name	NavTeq	Road Sensitivity	Junction ID	Junction Name	DoMinimum Flow	DoSomething Flow	DoMinimum VoC	DoSomething VoC		
North of proposed scheme	P.1	M50	1	Negligible	13523	M50 / M50 J2	3821	3815	68	68	Negligible	Imperceptible
	P.1	M50	1	Negligible	13474	R132 / M50 / M50	2532	2526	37	37	Negligible	Imperceptible
	P.1	Northwood	5	High	17168	Northwood / Ballymun Road	1486	1478	82	82	Negligible	Not Significant
	P.1	Northwood	5	High	17223	Northwood Avenue / Northwood Avenue	592	593	29	29	Negligible	Not Significant
	P.1	Northwood Road	5	High	17192	Santry Avenue / Northwood Road	778	776	57	57	Negligible	Not Significant
	P.1	Northwood Road	5	High	17203	Northwood Road / Northwood Avenue / Santry Demesne	578	580	24	24	Negligible	Not Significant
North-West of proposed scheme	P.2	M50	1	Negligible	17187	M50 / Junction 4	4852	4875	75	76	Negligible	Imperceptible
	P.2	M50	1	Negligible	18294	M50 / J4	5690	5787	75	77	Negligible	Imperceptible
	P.2	Belclare Park	5	High	18143	Poppintree Park Lane / Poppintree Park Lane / Poppintree Industrial Estate	417	417	12	12	Negligible	Not Significant
	P.2	Belclare Park	5	High	18144	Balbutcher Lane / Belclare View / Poppintree Park Lane West	462	463	17	17	Negligible	Not Significant
	P.2	Balbutcher Way	5	High	18244	Balbutcher Lane / Carton Drive / Balbutcher Lane	266	261	13	13	Negligible	Not Significant
	P.2	St Margarets Road	5	High	18228	St Margarets Road / St Margarets Road	1558	1552	99	97	Negligible	Not Significant
	P.2	St Margarets Road	5	High	18230	Melville Road / Business Park	603	600	37	37	Negligible	Not Significant
	P.2	Charlestown Place	3	Low	18287	Melville Road/Charlestown Place/St. Margaret's Road	1086	1082	36	36	Negligible	Not Significant
	P.2	Poppintree Park Lane	4	Medium	18240	Poppintree Park Lane / Poppintree Park Lane / Parkview Road	510	511	22	22	Negligible	Not Significant
	P.2	Poppintree Park Lane	4	Medium	18261	Melville Road/Jamestown Road/Poppintree Park Lane	708	702	32	32	Negligible	Not Significant
West of proposed scheme	P.3	Fassaugh Avenue	4	Medium	12144	Bannow Road / Fassaugh Avenue / Fassaugh Avenue	708	703	31	30	Negligible	Not Significant
	P.3	Fassaugh Avenue	4	Medium	12193	St Attracta Road / Fassaugh Road / Fassaugh Avenue	709	704	24	24	Negligible	Not Significant
	P.3	Fassaugh Road	4	Medium	12194	Fassaugh Road / Fassaugh Road	627	624	40	40	Negligible	Not Significant
	P.3	Fassaugh Road	4	Medium	12196	St Eithne Road / Delvin Road / Fassaugh Road / Fassaugh Road	589	592	23	23	Negligible	Not Significant
	P.3	Fassaugh Road	4	Medium	12197	St Attracta Road / Fassaugh Road / Dowth Avenue / Fassaugh Road	697	701	49	49	Negligible	Not Significant
	P.3	Ratoath Road	3	Low	12267	Ratoath Road / Ratoath Road / River Road	1980	1964	51	50	Negligible	Not Significant
	P.3	Ratoath Road	3	Low	12214	Ballyboggan Road / Ratoath Road	2093	2106	104	103	Negligible	Not Significant
	P.3	Ratoath Road	3	Low	18100	Ratoath Road / Tolka Valley Road	1894	1882	64	61	Negligible	Not Significant
	P.3	Tolka Valley Road	3	Low	18310	Cardiffsbridge Road / Tolka Valley Road / Tolka Valley Road	775	757	61	61	Negligible	Not Significant
	P.3	R103	3	Low	18103	Mellowes Road / R103 / R135	619	607	14	14	Negligible	Not Significant
	P.3	Mellowes Road	4	Medium	18265	Mellowes Road / Mellowes Road	896	874	45	44	Negligible	Not Significant
	P.3	Cardiffsbridge Road	4	Medium	18117	Kildonan Road / Mellowes Road / Mellowes Road	853	844	28	27	Negligible	Not Significant
	P.3	Cardiffsbridge Road	4	Medium	18257	Cappagh Road / Cardiffsbridge Road / Cardiffsbridge Road / Cappagh Road	753	746	44	42	Negligible	Not Significant
	P.3	Cardiffsbridge Road	4	Medium	18177	Wellmount Road / Cardiffsbridge Road / Cardiffsbridge Road	615	595	56	54	Negligible	Not Significant
	P.3	Cardiffsbridge Road	4	Medium	18178	Cardiffsbridge Road / Cardiffsbridge Road / Deanstown Avenue	505	502	18	19	Negligible	Not Significant
	P.3	Cardiffsbridge Road	4	Medium	18256	Cardiffsbridge Road / Cardiffsbridge Road / St Helenas Road	611	594	25	24	Negligible	Not Significant
	P.3	Tolka Valley Road	3	Low	18209	St Helenas Road / Tolka Valley Road / Tolka Valley Road	292	291	15	15	Negligible	Not Significant
	P.3	Tolka Valley Road	3	Low	18231	Tolka Valley Road / Tolka Valley Road / Tolka Valley Road	433	432	13	13	Negligible	Not Significant
	P.3	Mellowes Road	4	Medium	18211	Finglaswood Road / Mellowes Road	1158	1148	73	74	Negligible	Not Significant
	East of proposed scheme	P.4	Ballygall Road East	4	Medium	10182	Fitzmaurice Road / Ballygall Road East / Ballygall Road East	329	331	10	11	Negligible
P.4		Ballygall Road East	4	Medium	10183	Ballygall Road East / Ballygall Road East / Cremore Heights	297	299	13	13	Negligible	Not Significant
P.4		Ballygall Road East	4	Medium	10185	Addison Avenue / Old Finglas Road	733	732	35	35	Negligible	Not Significant
P.4		Ballygall Road East	4	Medium	10220	Griffith Avenue / Ballygall Road East / Griffith Avenue / Ballygall Road East	1018	1019	65	65	Negligible	Not Significant
P.4		Griffith Road	5	High	18174	Griffith Road / Griffith Drive / Griffith Road	247	255	10	10	Negligible	Not Significant
P.4		Seamus Ennis Road	3	Low	18101	Seamus Ennis Road / Seamus Ennis Road / Main Street	641	637	17	17	Negligible	Not Significant
P.4		Seamus Ennis Road	3	Low	18102	Seamus Ennis Road / Seamus Ennis Road / North Road	607	608	58	58	Negligible	Not Significant

Location							Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Description of Impact	Significance of Effects
Orientation	Map ID	Road Name	NavTeq	Road Sensitivity	Junction ID	Junction Name	DoMinimum Flow	DoSomething Flow	DoMinimum VoC	DoSomething VoC		
	P.4	Seamus Ennis Road	3	Low	18151	R103 / Seamus Ennis Road	607	597	13	13	Negligible	Not Significant
	P.4	Mckee Avenue	4	Medium	18124	Jamestown Road / Seamus Ennis Road / Seamus Ennis Road	926	925	88	89	Negligible	Not Significant
	P.4	Mckee Avenue	4	Medium	18262	Mckee Avenue / Mckee Avenue	785	787	32	32	Negligible	Not Significant
	P.4	Clune Road	5	High	18125	Clune Road / Mckee Road / Clune Road	139	138	6	5	Negligible	Not Significant
	P.4	Clune Road	5	High	18150	Jamestown Road / Clune Road / Jamestown Road	175	174	6	6	Negligible	Not Significant
	P.4	Jamestown Road	4	Medium	18149	Jamestown Road / Sycamore Road / Jamestown Road	375	370	29	29	Negligible	Not Significant
	P.4	Mckee Avenue	4	Medium	18153	Mckee Avenue / Mckee Avenue / Jamestown Road / Mckee Avenue	764	773	21	21	Negligible	Not Significant
	P.4	Griffith Road	5	High	18419	Griffith Road / Griffith Parade / Griffith Road	247	255	10	10	Negligible	Not Significant
North-East of proposed scheme	P.5	M50	1	Negligible	17233	M50 / J3 / M1 / J1	3821	3815	75	75	Negligible	Imperceptible
East of proposed scheme	P.6	Sherkin Gardens	5	High	10161	Clare Road / Griffith Avenue / Griffith Avenue	1012	1013	35	36	Negligible	Not Significant
	P.6	Swords Road	1	Negligible	10217	Collins Avenue West / Collins Avenue / Swords Road / Swords Road	3763	3758	103	103	Negligible	Imperceptible
	P.6	Griffith Avenue	2	Negligible	10219	Griffith Avenue / Griffith Avenue / Drumcondra Road Upper / Drumcondra Road Upper	3020	3032	99	99	Negligible	Imperceptible
	P.6	Griffith Walk	5	High	13193	Griffith Avenue / Griffith Walk / Calderwood Road / Griffith Avenue	1590	1589	93	93	Negligible	Not Significant
	P.6	Griffith Walk	5	High	13199	Gracepark Terrace / Gracepark Terrace / Griffith Walk	450	447	27	27	Negligible	Not Significant
	P.6	Dublin Port Tunnel	1	Negligible	13504	Swords Road / R132 / Dublin Port Tunnel / R132	3109	3109	93	94	Negligible	Imperceptible
	P.6	Dublin Port Tunnel	1	Negligible	13522	Dublin Port Tunnel / Swords Road	3233	3233	83	83	Negligible	Imperceptible
South-East of proposed scheme	P.7	Summerhill	3	Low	2177	Summerhill / Buckingham Street Upper / Summerhill	1447	1432	91	92	Negligible	Not Significant
	P.7	Summerhill	3	Low	2356	Summerhill / Rutland Street Lower / Summerhill	799	760	12	12	Negligible	Not Significant
	P.7	Summerhill Parade	3	Low	2231	Summerhill Parade / William Street North / Summerhill Parade	2223	2206	33	33	Negligible	Not Significant
	P.7	Summerhill Parade	3	Low	2455	Summerhill Parade / Portland Row / North Circular Road / Summerhill	2741	2730	98	98	Negligible	Not Significant
	P.7	Summerhill	3	Low	2275	Gardiner Street Lower / Summerhill / Summerhill / Gardiner Street Middle / Parnell Street	2313	2302	48	50	Negligible	Not Significant
	P.7	North Circular Road	1	Negligible	3102	North Circular Road / Phibsborough Road / Phibsborough Road / North Circular Road	2893	2884	70	71	Negligible	Imperceptible
	P.7	North Circular Road	1	Negligible	3230	North Circular Road / Royal Canal Bank / North Circular Road	1854	1868	63	64	Negligible	Imperceptible
	P.7	Western Way	3	Low	3110	Mountjoy Street / Mountjoy Street / St Marys Place North / Western Way	450	454	20	19	Negligible	Not Significant
	P.7	Palmerston Place	5	High	3134	Western Way / Dominick Street Upper / Western Way	245	264	9	10	Negligible	Not Significant
	P.7	Western Way	3	Low	3242	Western Way / Constitution Hill	1230	1220	97	93	Negligible	Not Significant
	P.7	Whitworth Road	5	High	3210	Whitworth Road / Whitworth Road / St Columbas Road Lower	424	431	14	14	Negligible	Not Significant
	P.7	Whitworth Road	5	High	3267	Whitworth Road / Whitworth Road / St Patricks Road	1115	1088	54	53	Negligible	Not Significant
	P.7	Whitworth Road	5	High	3212	Whitworth Road / Whitworth Road / Wigan Road	468	475	13	13	Negligible	Not Significant
	P.7	Whitworth Road	5	High	3253	Prospect Road / Prospect Road / Whitworth Road	1878	1874	100	100	Negligible	Not Significant
	P.7	St Pappin Road	5	High	10154	Dean Swift Road / St Pappin Road / St Pappin Road	105	107	8	8	Negligible	Not Significant
P.7	St Pappin Road	5	High	10155	St Pappin Road / Stormanstown Road / St Pappin Road	147	148	11	11	Negligible	Not Significant	
South of proposed scheme	P.8	Marys Lane	5	High	2200	May Lane / Church Street / Marys Lane / Church Street	1452	1126	49	46	Negligible	Not Significant
	P.8	Marys Lane	5	High	2426	Beresford Street / Marys Lane / Greek Street / Marys Lane	421	454	22	31	Negligible	Not Significant
	P.8	Marys Lane	5	High	2251	Marys Lane / Georges Hill / St Michans Street / Marys Lane	438	438	15	17	Negligible	Not Significant
	P.8	Blackhall Place	3	Low	3139	Ellis Quay / Blackhall Place / Ellis Quay / Blackhall Bridge	1723	1842	78	85	Negligible	Not Significant
	P.8	Blackhall Place	3	Low	3158	Benburb Street / Benburb Street / Blackhall Place / Blackhall Place	1082	1083	73	71	Negligible	Not Significant
	P.8	Blackhall Place	3	Low	3148	Hendrick Street / Hendrick Place / Blackhall Place / Blackhall Place	1388	1342	57	47	Negligible	Not Significant
	P.8	Blackhall Place	3	Low	3149	Blackhall Street / Blackhall Place / Blackhall Place	1418	1373	87	84	Negligible	Not Significant
	P.8	Blackhall Place	3	Low	3272	Blackhall Place / King Street North / Stoneybatter	1300	1192	67	57	Negligible	Not Significant
	P.8	Dalymount	1	Negligible	3150	North Circular Road / North Circular Road / Dalymount	1544	1553	99	99	Negligible	Imperceptible
	P.8	Dalymount	1	Negligible	3206	St Peters Road / Cabra Road / Dalymount	1349	1338	51	49	Negligible	Imperceptible

Location							Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Description of Impact	Significance of Effects
Orientation	Map ID	Road Name	NavTeq	Road Sensitivity	Junction ID	Junction Name	DoMinimum Flow	DoSomething Flow	DoMinimum VoC	DoSomething VoC		
	P.8	Stoneybatter	3	Low	3183	Stoneybatter / Stoneybatter / Brunswick Street North	1518	1421	70	61	Negligible	Not Significant
	P.8	St Peters Road	5	High	12113	St Peters Road / Dalymount Lane / St Peters Road	521	517	26	25	Negligible	Not Significant
	P.8	St Peters Road	5	High	15211	Norfolk Road / St Peters Road	466	462	25	25	Negligible	Not Significant
	P.8	St Peters Road	5	High	12170	Connaught Street / St Peters Road / Connaught Street	796	810	59	60	Negligible	Not Significant

**Table 27 2043 PM Junction Analysis**

Location							Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Description of Impact	Significance of Effects	
Orientation	Map ID	Road Name	NavTeq	Road Sensitivity	Junction ID	Junction Name	DoMinimum Flow	DoSomething Flow	DoMinimum VoC	DoSomething VoC			
North of proposed scheme	P.1	M50	1	Negligible	13523	M50 / M50 J2	3821	3815	68	68	Negligible	Imperceptible	
	P.1	M50	1	Negligible	13474	R132 / M50 / M50	2532	2526	37	37	Negligible	Imperceptible	
	P.1	Northwood	5	High	17168	Northwood / Ballymun Road	1486	1478	82	82	Negligible	Not Significant	
	P.1	Northwood	5	High	17223	Northwood Avenue / Northwood Avenue	592	593	29	29	Negligible	Not Significant	
	P.1	Northwood Road	5	High	17192	Santry Avenue / Northwood Road	778	776	57	57	Negligible	Not Significant	
	P.1	Northwood Road	5	High	17203	Northwood Road / Northwood Avenue / Santry Demesne	578	580	24	24	Negligible	Not Significant	
North-West of proposed scheme	P.2	M50	1	Negligible	17187	M50 / Junction 4	4852	4875	75	76	Negligible	Imperceptible	
	P.2	M50	1	Negligible	18294	M50 / J4	5690	5787	75	77	Negligible	Imperceptible	
	P.2	Belclare Park	5	High	18143	Poppintree Park Lane / Poppintree Park Lane / Poppintree Industrial Estate	417	417	12	12	Negligible	Not Significant	
	P.2	Belclare Park	5	High	18144	Balbutcher Lane / Belclare View / Poppintree Park Lane West	462	463	17	17	Negligible	Not Significant	
	P.2	Balbutcher Way	5	High	18244	Balbutcher Lane / Carton Drive / Balbutcher Lane	266	261	13	13	Negligible	Not Significant	
	P.2	St Margarets Road	5	High	18228	St Margarets Road / St Margarets Road	1558	1552	99	97	Negligible	Not Significant	
	P.2	St Margarets Road	5	High	18230	Melville Road / Business Park	603	600	37	37	Negligible	Not Significant	
	P.2	Charlestown Place	3	Low	18287	Melville Road/Charlestown Place/St. Margaret's Road	1086	1082	36	36	Negligible	Not Significant	
	P.2	Poppintree Park Lane	4	Medium	18240	Poppintree Park Lane / Poppintree Park Lane / Parkview Road	510	511	22	22	Negligible	Not Significant	
	P.2	Poppintree Park Lane	4	Medium	18261	Melville Road/Jamestown Road/Poppintree Park Lane	708	702	32	32	Negligible	Not Significant	
West of proposed scheme	P.3	Fassaugh Avenue	4	Medium	12144	Bannow Road / Fassaugh Avenue / Fassaugh Avenue	708	703	31	30	Negligible	Not Significant	
	P.3	Fassaugh Avenue	4	Medium	12193	St Attracta Road / Fassaugh Road / Fassaugh Avenue	709	704	24	24	Negligible	Not Significant	
	P.3	Fassaugh Road	4	Medium	12194	Fassaugh Road / Fassaugh Road	627	624	40	40	Negligible	Not Significant	
	P.3	Fassaugh Road	4	Medium	12196	St Eithne Road / Delvin Road / Fassaugh Road / Fassaugh Road	589	592	23	23	Negligible	Not Significant	
	P.3	Fassaugh Road	4	Medium	12197	St Attracta Road / Fassaugh Road / Dowth Avenue / Fassaugh Road	697	701	49	49	Negligible	Not Significant	
	P.3	Ratoath Road	3	Low	12267	Ratoath Road / Ratoath Road / River Road	1980	1964	51	50	Negligible	Not Significant	
	P.3	Ratoath Road	3	Low	12214	Ballyboggan Road / Ratoath Road	2093	2106	104	103	Negligible	Not Significant	
	P.3	Ratoath Road	3	Low	18100	Ratoath Road / Tolka Valley Road	1894	1882	64	61	Negligible	Not Significant	
	P.3	Tolka Valley Road	3	Low	18310	Cardiffsbridge Road / Tolka Valley Road / Tolka Valley Road	775	757	61	61	Negligible	Not Significant	
	P.3	R103	3	Low	18103	Mellowes Road / R103 / R135	619	607	14	14	Negligible	Not Significant	
	P.3	Mellowes Road	4	Medium	18265	Mellowes Road / Mellowes Road	896	874	45	44	Negligible	Not Significant	
	P.3	Cardiffsbridge Road	4	Medium	18117	Kildonan Road / Mellowes Road / Mellowes Road	853	844	28	27	Negligible	Not Significant	
	P.3	Cardiffsbridge Road	4	Medium	18257	Cappagh Road / Cardiffsbridge Road / Cardiffsbridge Road / Cappagh Road	753	746	44	42	Negligible	Not Significant	
	P.3	Cardiffsbridge Road	4	Medium	18177	Wellmount Road / Cardiffsbridge Road / Cardiffsbridge Road	615	595	56	54	Negligible	Not Significant	
	P.3	Cardiffsbridge Road	4	Medium	18178	Cardiffsbridge Road / Cardiffsbridge Road / Deanstown Avenue	505	502	18	19	Negligible	Not Significant	
	P.3	Cardiffsbridge Road	4	Medium	18256	Cardiffsbridge Road / Cardiffsbridge Road / St Helenas Road	611	594	25	24	Negligible	Not Significant	
	P.3	Tolka Valley Road	3	Low	18209	St Helenas Road / Tolka Valley Road / Tolka Valley Road	292	291	15	15	Negligible	Not Significant	
	P.3	Tolka Valley Road	3	Low	18231	Tolka Valley Road / Tolka Valley Road / Tolka Valley Road	433	432	13	13	Negligible	Not Significant	
	East of proposed scheme	P.4	Ballygall Road East	4	Medium	10182	Fitzmaurice Road / Ballygall Road East / Ballygall Road East	329	331	10	11	Negligible	Not Significant
		P.4	Ballygall Road East	4	Medium	10183	Ballygall Road East / Ballygall Road East / Cremore Heights	297	299	13	13	Negligible	Not Significant
P.4		Ballygall Road East	4	Medium	10185	Addison Avenue / Old Finglas Road	733	732	35	35	Negligible	Not Significant	
P.4		Ballygall Road East	4	Medium	10220	Griffith Avenue / Ballygall Road East / Griffith Avenue / Ballygall Road East	1018	1019	65	65	Negligible	Not Significant	
P.4		Griffith Road	5	High	18174	Griffith Road / Griffith Drive / Griffith Road	247	255	10	10	Negligible	Not Significant	
P.4		Seamus Ennis Road	3	Low	18101	Seamus Ennis Road / Seamus Ennis Road / Main Street	641	637	17	17	Negligible	Not Significant	
P.4		Seamus Ennis Road	3	Low	18102	Seamus Ennis Road / Seamus Ennis Road / North Road	607	608	58	58	Negligible	Not Significant	

Location							Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Description of Impact	Significance of Effects
Orientation	Map ID	Road Name	NavTeq	Road Sensitivity	Junction ID	Junction Name	DoMinimum Flow	DoSomething Flow	DoMinimum VoC	DoSomething VoC		
	P.4	Seamus Ennis Road	3	Low	18151	R103 / Seamus Ennis Road	607	597	13	13	Negligible	Not Significant
	P.4	Mckee Avenue	4	Medium	18124	Jamestown Road / Seamus Ennis Road / Seamus Ennis Road	926	925	88	89	Negligible	Not Significant
	P.4	Mckee Avenue	4	Medium	18262	Mckee Avenue / Mckee Avenue	785	787	32	32	Negligible	Not Significant
	P.4	Clune Road	5	High	18125	Clune Road / Mckee Road / Clune Road	139	138	6	5	Negligible	Not Significant
	P.4	Clune Road	5	High	18150	Jamestown Road / Clune Road / Jamestown Road	175	174	6	6	Negligible	Not Significant
	P.4	Jamestown Road	4	Medium	18149	Jamestown Road / Sycamore Road / Jamestown Road	375	370	29	29	Negligible	Not Significant
	P.4	Mckee Avenue	4	Medium	18153	Mckee Avenue / Mckee Avenue / Jamestown Road / Mckee Avenue	764	773	21	21	Negligible	Not Significant
	P.4	Griffith Road	5	High	18419	Griffith Road / Griffith Parade / Griffith Road	247	255	10	10	Negligible	Not Significant
North-East of proposed scheme	P.5	M50	1	Negligible	17233	M50 / J3 / M1 / J1	3821	3815	75	75	Negligible	Imperceptible
East of proposed scheme	P.6	Sherkin Gardens	5	High	10161	Clare Road / Griffith Avenue / Griffith Avenue	1012	1013	35	36	Negligible	Not Significant
	P.6	Swords Road	1	Negligible	10217	Collins Avenue West / Collins Avenue / Swords Road / Swords Road	3763	3758	103	103	Negligible	Imperceptible
	P.6	Griffith Avenue	2	Negligible	10219	Griffith Avenue / Griffith Avenue / Drumcondra Road Upper / Drumcondra Road Upper	3020	3032	99	99	Negligible	Imperceptible
	P.6	Griffith Walk	5	High	13193	Griffith Avenue / Griffith Walk / Calderwood Road / Griffith Avenue	1590	1589	93	93	Negligible	Not Significant
	P.6	Griffith Walk	5	High	13199	Gracepark Terrace / Gracepark Terrace / Griffith Walk	450	447	27	27	Negligible	Not Significant
	P.6	Dublin Port Tunnel	1	Negligible	13504	Swords Road / R132 / Dublin Port Tunnel / R132	3109	3109	93	94	Negligible	Imperceptible
	P.6	Dublin Port Tunnel	1	Negligible	13522	Dublin Port Tunnel / Swords Road	3233	3233	83	83	Negligible	Imperceptible
South-East of proposed scheme	P.7	Summerhill	3	Low	2177	Summerhill / Buckingham Street Upper / Summerhill	1447	1432	91	92	Negligible	Not Significant
	P.7	Summerhill	3	Low	2356	Summerhill / Rutland Street Lower / Summerhill	799	760	12	12	Negligible	Not Significant
	P.7	Summerhill Parade	3	Low	2231	Summerhill Parade / William Street North / Summerhill Parade	2223	2206	33	33	Negligible	Not Significant
	P.7	Summerhill Parade	3	Low	2455	Summerhill Parade / Portland Row / North Circular Road / Summerhill	2741	2730	98	98	Negligible	Not Significant
	P.7	Summerhill	3	Low	2275	Gardiner Street Lower / Summerhill / Summerhill / Gardiner Street Middle / Parnell Street	2313	2302	48	50	Negligible	Not Significant
	P.7	North Circular Road	1	Negligible	3102	North Circular Road / Phibsborough Road / Phibsborough Road / North Circular Road	2893	2884	70	71	Negligible	Imperceptible
	P.7	North Circular Road	1	Negligible	3230	North Circular Road / Royal Canal Bank / North Circular Road	1854	1868	63	64	Negligible	Imperceptible
	P.7	Western Way	3	Low	3110	Mountjoy Street / Mountjoy Street / St Marys Place North / Western Way	450	454	20	19	Negligible	Not Significant
	P.7	Palmerston Place	5	High	3134	Western Way / Dominick Street Upper / Western Way	245	264	9	10	Negligible	Not Significant
	P.7	Western Way	3	Low	3242	Western Way / Constitution Hill	1230	1220	97	93	Negligible	Not Significant
	P.7	Whitworth Road	5	High	3210	Whitworth Road / Whitworth Road / St Columbas Road Lower	424	431	14	14	Negligible	Not Significant
	P.7	Whitworth Road	5	High	3267	Whitworth Road / Whitworth Road / St Patricks Road	1115	1088	54	53	Negligible	Not Significant
	P.7	Whitworth Road	5	High	3212	Whitworth Road / Whitworth Road / Wigan Road	468	475	13	13	Negligible	Not Significant
	P.7	Whitworth Road	5	High	3253	Prospect Road / Prospect Road / Whitworth Road	1878	1874	100	100	Negligible	Not Significant
	P.7	St Pappin Road	5	High	10154	Dean Swift Road / St Pappin Road / St Pappin Road	105	107	8	8	Negligible	Not Significant
P.7	St Pappin Road	5	High	10155	St Pappin Road / Stormanstown Road / St Pappin Road	147	148	11	11	Negligible	Not Significant	
South of proposed scheme	P.8	Marys Lane	5	High	2200	May Lane / Church Street / Marys Lane / Church Street	1452	1126	49	46	Negligible	Not Significant
	P.8	Marys Lane	5	High	2426	Beresford Street / Marys Lane / Greek Street / Marys Lane	421	454	22	31	Negligible	Not Significant
	P.8	Marys Lane	5	High	2251	Marys Lane / Georges Hill / St Michans Street / Marys Lane	438	438	15	17	Negligible	Not Significant
	P.8	Blackhall Place	3	Low	3139	Ellis Quay / Blackhall Place / Ellis Quay / Blackhall Bridge	1723	1842	78	85	Negligible	Not Significant
	P.8	Blackhall Place	3	Low	3158	Benburb Street / Benburb Street / Blackhall Place / Blackhall Place	1082	1083	73	71	Negligible	Not Significant
	P.8	Blackhall Place	3	Low	3148	Hendrick Street / Hendrick Place / Blackhall Place / Blackhall Place	1388	1342	57	47	Negligible	Not Significant
	P.8	Blackhall Place	3	Low	3149	Blackhall Street / Blackhall Place / Blackhall Place	1418	1373	87	84	Negligible	Not Significant
	P.8	Blackhall Place	3	Low	3272	Blackhall Place / King Street North / Stoneybatter	1300	1192	67	57	Negligible	Not Significant
	P.8	Dalymount	1	Negligible	3150	North Circular Road / North Circular Road / Dalymount	1544	1553	99	99	Negligible	Imperceptible
	P.8	Dalymount	1	Negligible	3206	St Peters Road / Cabra Road / Dalymount	1349	1338	51	49	Negligible	Imperceptible

Location							Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Description of Impact	Significance of Effects
Orientation	Map ID	Road Name	NavTeq	Road Sensitivity	Junction ID	Junction Name	DoMinimum Flow	DoSomething Flow	DoMinimum VoC	DoSomething VoC		
	P.8	Stoneybatter	3	Low	3183	Stoneybatter / Stoneybatter / Brunswick Street North	1518	1421	70	61	Negligible	Not Significant
	P.8	St Peters Road	5	High	12113	St Peters Road / Dalymount Lane / St Peters Road	521	517	26	25	Negligible	Not Significant
	P.8	St Peters Road	5	High	15211	Norfolk Road / St Peters Road / St Peters Road / St Peters Road /	466	462	25	25	Negligible	Not Significant
	P.8	St Peters Road	5	High	12170	Connaught Street / St Peters Road / Connaught Street	796	810	59	60	Negligible	Not Significant