

METROLINK

Integrated Transport. Integrated Life.

A9.4

Traffic and Transport Modelling Report

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1. Introduction

1.1 Purpose of the Transport Modelling Report

The Transport Modelling Report (TMR) details the model development, data inputs, model calibration and validation, development of future year models, modelling results and results of appraisal tools for the proposed MetroLink (hereafter, referred to as the 'Project').

The report describes the work that has been undertaken and makes the case for using the transport model as the basis for the appraisal of the Project. It details the way in which the model has been built and provides evidence that it is sufficiently capable of reflecting observed conditions relating to public transport and traffic flows. It also makes clear the basis for any projections produced by the model and provides a clear view of the impact of the Project on the direct vicinity of the proposed Project and its wider surrounding area. This data therefore serves as the modelling input to the assessments undertaken in the Traffic and Transport Assessment (TTAs) and the Environmental Impact Assessment Report (EIAR).

Modelling outputs to inform the Business Case have also been undertaken, including a range of sensitivity test scenarios such as Slow Growth, Alternative Demand, Low Frequency, and Alternative Demand in conjunction with the build-out of the National Development Plan. As such, this report presents the outputs for the Environmental Impact Assessment only, and does not present the outputs utilised for the Business Case.

1.2 Methodology / Structure of the Project Transport Model

As described in the Transport Modelling Plan (TMP, Appendix A9.3), the following chart outlines the assessment methodology including the high-level inputs, the strategic multi-modal modelling assessment, the interaction with local / micro modelling, and the outputs and deliverables. The strategic multi-modal modelling will underpin the assessment and comprise the main assessment of benefits and impacts, feeding into local / micro models where potentially significant impacts are identified and assessed as part of the EIAR/TTAs.

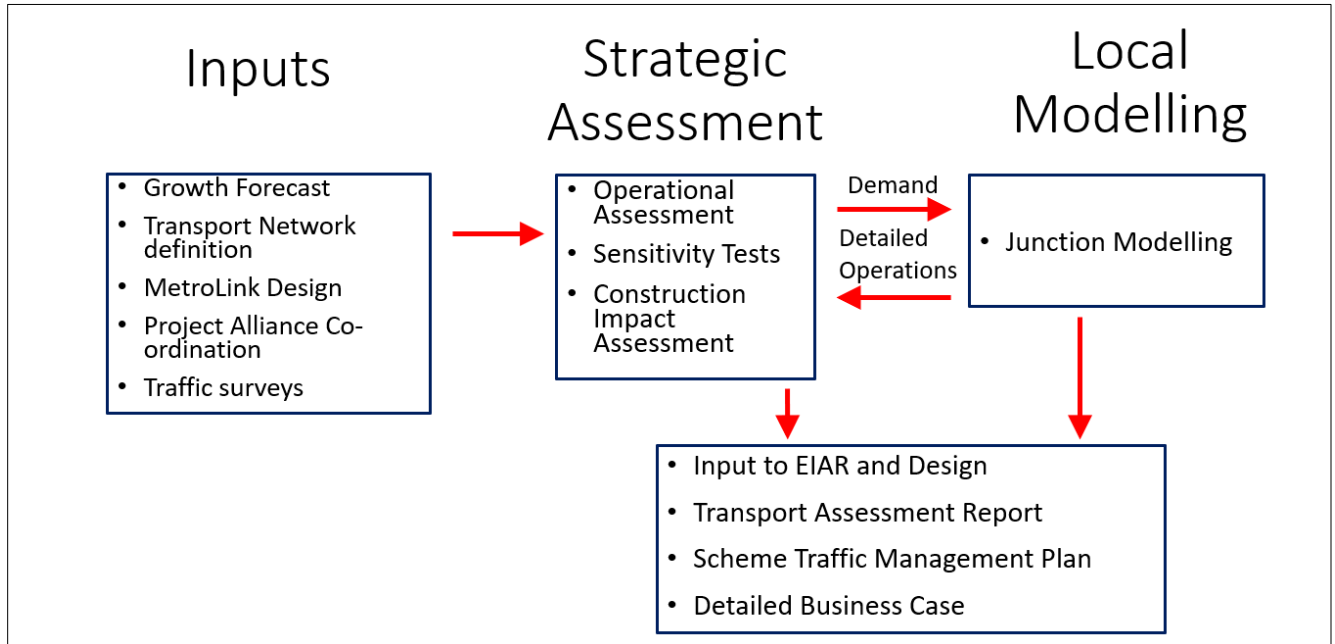


Figure 1.1: Transport Assessment Approach

1.3 NTA East Regional Model

The National Transport Authority (NTA) has developed a Regional Modelling System (RMS) for Ireland that allows for the appraisal of a wide range of potential future transport and land use alternatives.

The RMS comprises the National Demand Forecasting Model (NDFM); five large-scale, detailed, multi-modal regional transport models; and a suite of Appraisal Modules. The five regional models comprising the RMS are focused on the travel to-work areas for Dublin (represented by the East Regional Model (ERM)), for Cork (represented by the South-West Regional Model (SWRM)), for Limerick (represented by the Mid-West Regional Model (MWRM)), for Galway (represented by the West Regional Model (WRM)) and for Waterford (represented by the South-East Regional Model (SERM)). The key attributes of the five regional models include; full geographic coverage of each region, detailed representations of all major surface transport modes including active modes, road and public transport networks and services, and of travel demand for five time periods (AM, 2 Inter-Peaks, PM and Off-Peak). The RMS encompasses behavioural models calibrated to 2016 Household Survey data that predict changes in trip destination and mode choice in response to changing traffic conditions, transport provision and/or policies which influence the cost of travel.

The RMS has been developed to provide the NTA with the means to undertake comparative appraisals of a wide range of potential future transport and land use options, and to provide evidence to assist in the decision-making process.

The RMS captures all day travel demand, thus enabling more accurate modelling of mode choice behaviour and increasingly complex travel patterns, especially in urban areas where traditional nine-to-five working is decreasing. Best practice, innovative approaches were applied to the RMS demand modelling modules including car ownership; parking constraint; demand pricing; and mode and destination choice. The RMS is therefore significantly more responsive to future changes in demographics, economic activity and planning interventions than traditional models.

The strategic model used for the Project Appraisal is the ERM developed by the NTA. The ERM is a multi-modal, network based transport model that includes all main surface modes of travel, including: Full Geographic Coverage of the Eastern Region, a detailed representation of the road network, a detailed representation of the public transport network & services, a detailed representation of all major transport modes including active modes, accurate mode choice modelling of residents, a detailed representation of travel demand of four time periods (AM, Inter-Peak, PM and Off-Peak) and a prediction of changes in trip destination in response to changing traffic conditions, transport provision and/or policy.

This ERM has a base year of 2016 and is calibrated to 2016 Census, 2017 National Household Travel Survey and localised multi-modal surveys.

Further detail and background to the development of the ERM can be found in the NTA's report 'Model Development Report – Eastern Regional Model'.

2. Data Collection

The latest version of ERM was calibrated to a base year of 2016, full details on the data collection used in the development of the model and in the validation and calibration of the model is contained within the NTA's report 'Model Development Report – Eastern Regional Model'.

In May 2018 traffic surveys were undertaken on 108 sites along the proposed Project corridor. Vehicle and pedestrian movement surveys were undertaken for all 108 locations over three separate days and for 24-hour sessions at each. The surveys were undertaken on neutral weekdays, defined as Tuesday, Wednesday or Thursday, and were undertaken out with any school or public holidays. Further details on the locations of the surveys, as well as other data sources, can be found in the Data Collection Report (Appendix A9.6).

3. Forecast Years

3.1 Forecast Years

The following forecast years have been used in the assessment of the Project's Operational Phase.

- Opening Year: 2035.
- Design Year: 2050 (opening year + 15).
- Forecast Year: 2065 (opening year + 30).

Section 4.2 provides further detail on the two scenarios utilised for this assessment- Scenario A and Scenario B.

3.2 Future Growth Rates

In order to ensure that the Project can operate efficiently and deliver benefits into the future, forecasts are required to determine the likely future levels of demand on Dublin's transport system. The TII PAG states that *"Unbiased future demand projections are a critical input in ensuring that capacity for transport infrastructure is neither too large nor too small to meet the future demand. Furthermore, travel demand projections inform the economic and environmental appraisal of transport schemes and therefore play a fundamental role in deciding whether a scheme is to progress"*.

The NTA has prepared a set of future planning variables which form a key input into the National Trip End Model (NTEM) and is referred to as the planning sheet reference case.

As part of the process the NTA has determined forecasts for key trip generation and destination variables listed below.

- Population;
- Population by age cohorts;
- Population by school level (Primary, Secondary, Third level);
- Principal Economic Status;
- Employment places at destination;
- Employment places at destination by type (Health, Retail, Food Retail); and
- Education places at destination by level (Primary, Secondary, Third level).

The foundation of this planning sheet is heavily based on published policy documents. The National Planning Framework (NPF) was launched in February 2018, following which the Department of Housing, Planning and Local Government issued an Implementation Roadmap. This document set out the target population figures for each county for 2026 and 2031. In addition, the Department of Housing supplied employment figures for each county up to 2040. There are figures provided for the 'At-Work' population as well as the number of employment places per county.

The NTA have worked with the Regional Assemblies and the Local Authorities to incorporate their housing and growth priorities in the planning sheet. While the planning sheet is controlled at the regional and county level by published policy documents (NPF & RSES), the distribution of growth within counties is discussed and agreed with Local Authorities. Where agreement has not been made the NTA has based the distribution on existing patterns and zoning within the development plans.

These planning sheets are the principal land use scenario for all plans and schemes. Interim year planning sheets for years between 2016 and 2040, are straight line interpolation between 2016 and 2040. For years after 2040, these planning datasheets are created by extending this straight-line interpolation onwards to the forecast year, such as 2050 or 2065.

Figure 3.3 illustrates the increase in population and jobs within the Greater Dublin Area (GDA), and Figure 3.4 illustrates the increase in the population and number of jobs within a 1km (approximately 10-15min walking) catchment distance of stations along the Project alignment, using data from the NTA planning sheets.

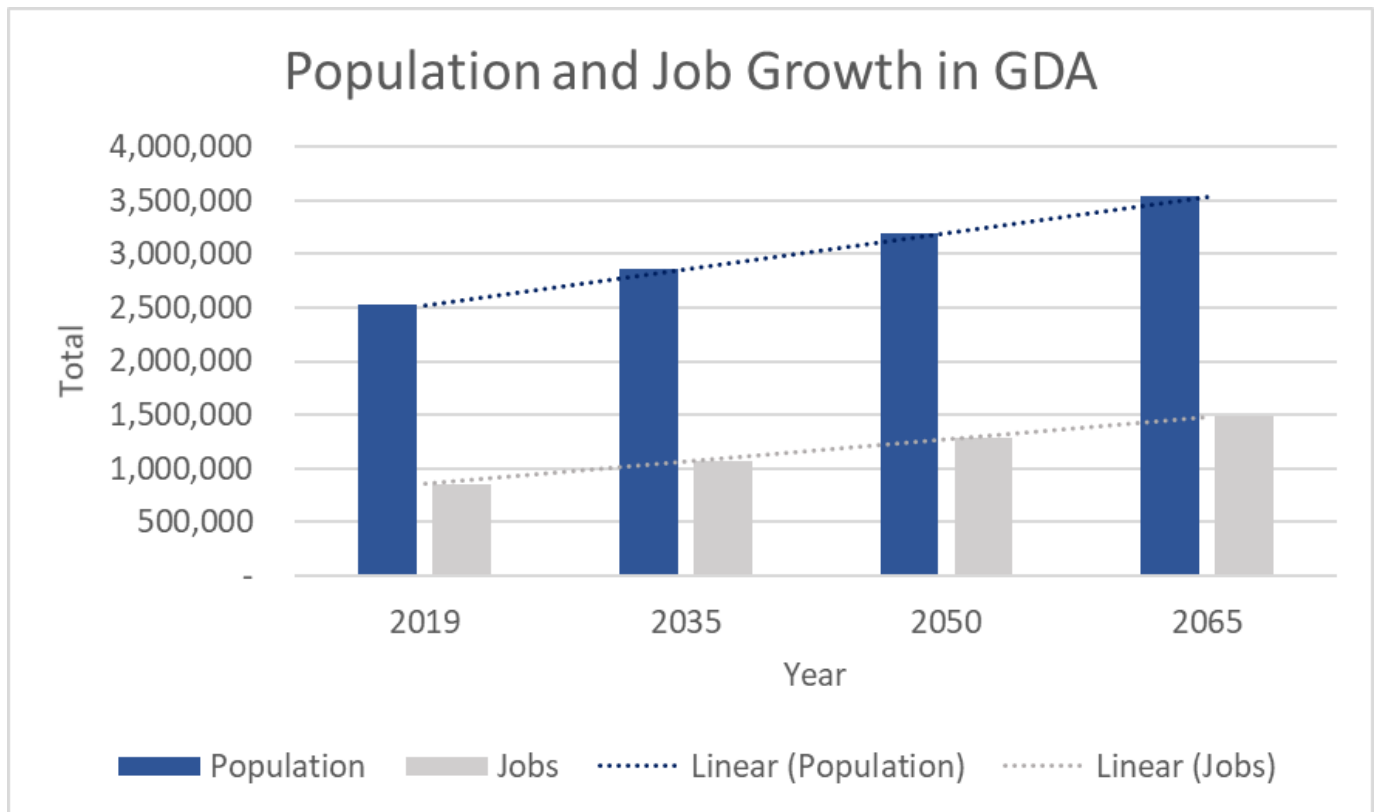


Figure 3.1: Population and Job Growth in Greater Dublin Area 2019 -2065

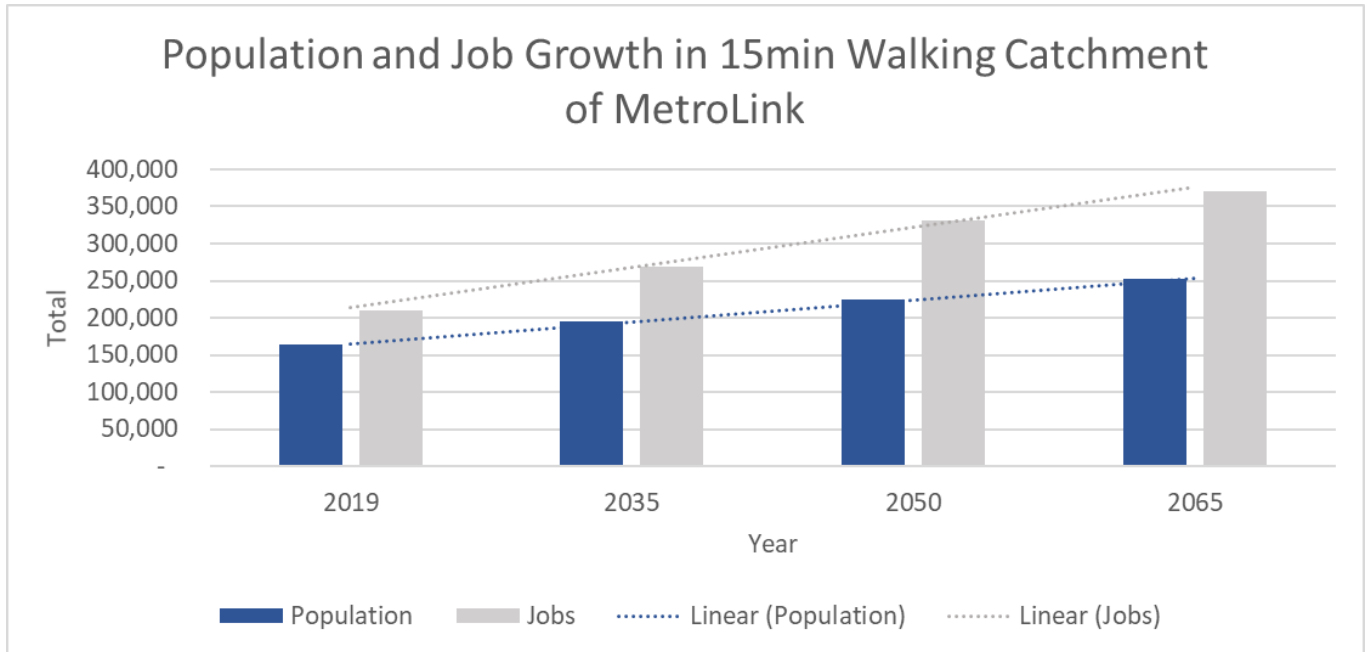


Figure 3.2: Population and Job Growth within 15min Walking Catchment of the Project

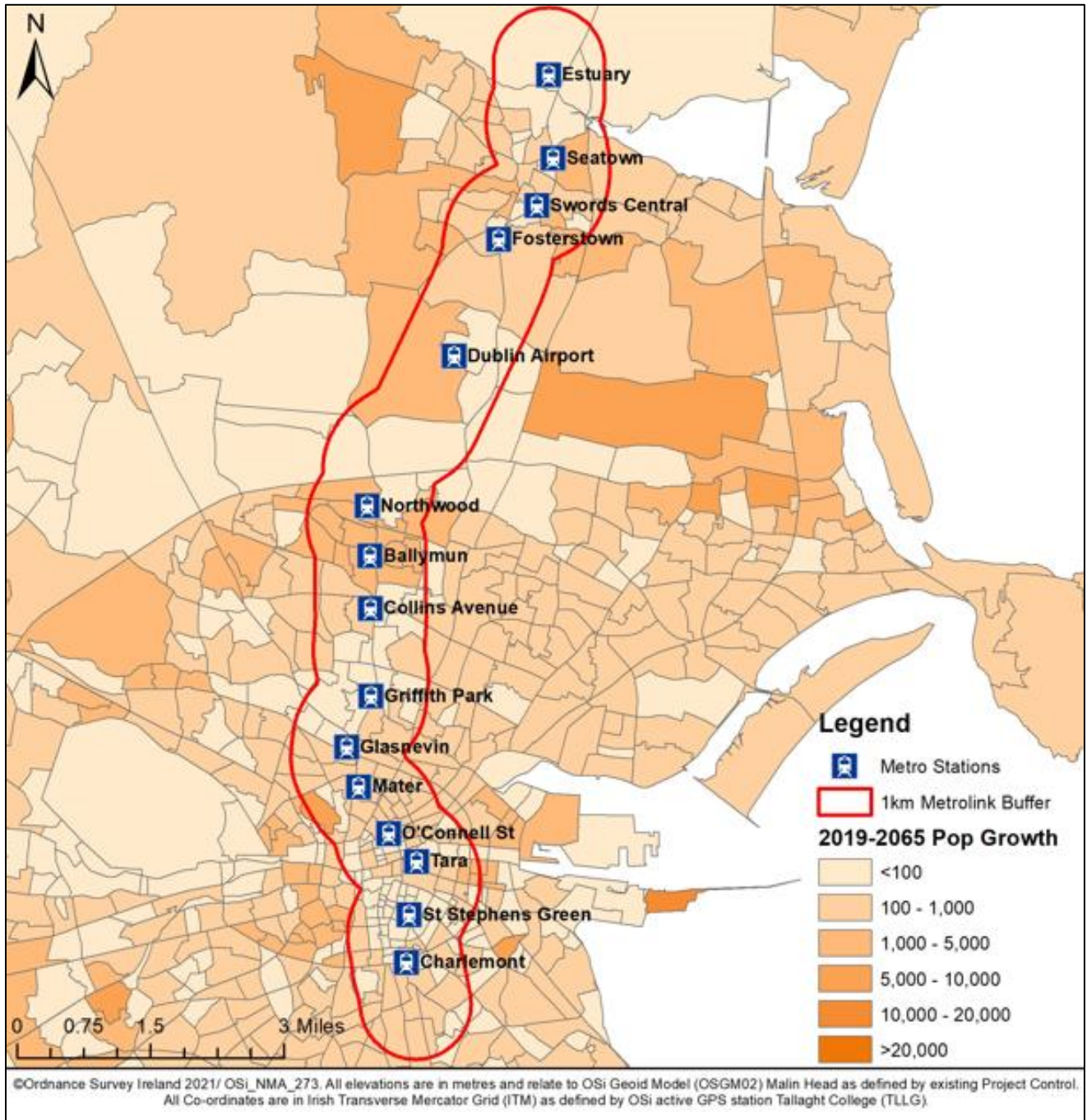


Figure 3.3: Population Growth from 2019 to 2065

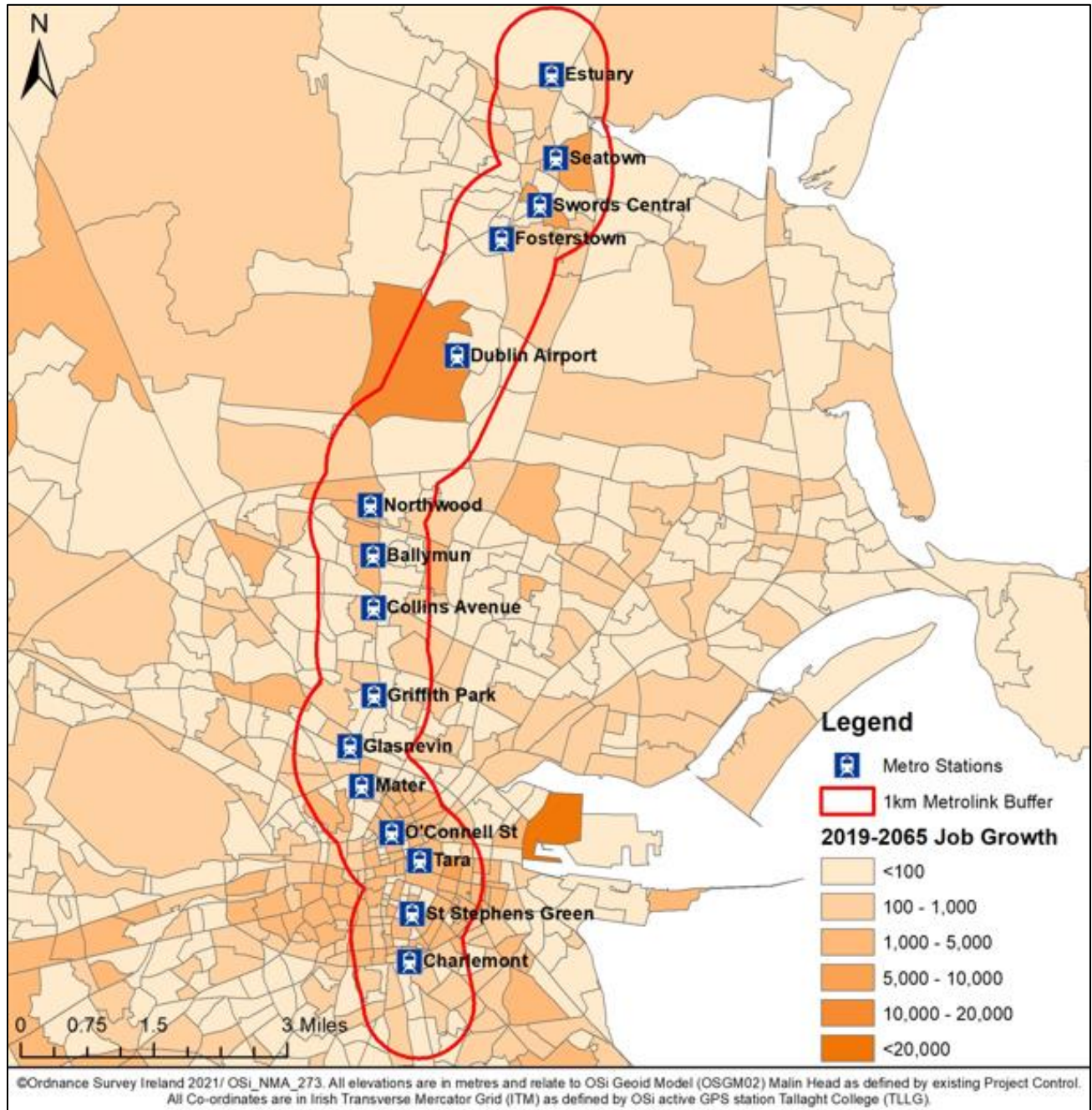


Figure 3.4: Job Growth from 2019 to 2065

3.3 Specific developments

In addition to the forecast growth associated with the typical land use patterns, Dublin Airport is a key growth driver in the corridor and has a different growth associated with flight travel demand. Within the ERM, growth in landside demand is determined for passengers, staff and freight, applied to the Dublin Airport Special Zone. Freight and staff numbers are forecasted on a scaling factor, which are aligned with passenger growth forecasts.

The passenger growth forecasts are based on the central growth forecast from the DTTAS report "Review of Capacity Needs at Ireland's State Airports - August 2018", and the Central Statistics Office (CSO) 2016-2019 Aviation Stats' TAM05. The CSO statistics are used to calculate the growth rate up to 2019 and the growth rate from 2020 to 2050 is determined by interpolation from the 2019 passenger forecast to the 2050 passenger forecast contained within the DTTAS report.

4. Network Development

This section describes the development of the models and scenarios used to assess the Project. This included identifying the area of influence, as well as coding appropriate schemes in the Do Minimum and Do Something scenario networks. 12 model runs have been undertaken, which are detailed in Section 4.5.

4.1 Area of Influence

To determine the main area of influence, two baseline model runs have been carried out; one without the Project, and one with the Project. The public transport and highway outputs from these two runs have been compared to identify the area of influence of the Project, and the results are provided in the 'Area of Influence' Technical Note.

- 2018 Do Nothing - 2018 present day model, without the Project alignment and stations; and
- 2018 Do Something - 2018 present day model with the Project alignment and stations.

The area of influence for the Project can be seen in Figure 4.1. As expected, the main area of influence is in North Dublin directly adjacent to the Project, due to the walking catchment, the proximity of the Project to the counties in the North of Leinster, and the easy access to the proposed park and ride for car users and interchange for passengers on public transport from these areas. The area of influence also extends to the West and South of Dublin along major radial corridors, and the M50 due to opportunities to combine Luas Green Line trips with the Project, and to access the Park and Ride Stations.

The impacts of the Project can and do extend beyond this area of influence, however this area of influence has been used to identify an area where any future network schemes would be included within the future forecast models.



Figure 4.1 Area of Influence for the Project

4.2 Scenario Description

The assessments for the Operational Phase have been carried out using the following scenarios, as presented in Table 4.1:

- Scenario A – Do Committed Minimum
 - ‘Do Minimum’ (2035, 2050, 2065)
 - ‘Do Something (2035, 2050, 2065)
- Scenario B – Likely Future
 - ‘Do National Development Plan (Do NDP)’ (Do Minimum and Do Something 2035)
 - ‘Do Greater Dublin Area Transport Strategy (Do GDA)’ (Do Minimum and Do Something 2050, 2065).

Table 4.1: Modelled Transport Scenarios in Operational Phase

Scenario	Description
Do Minimum-Scenario A	Committed transport schemes in the absence of the Project
Do Something - Scenario A	Scenario with the Project and committed transport schemes only.
Do Minimum-Scenario B	Scenario with planned schemes under the NDP for delivery by 2035 for Opening year (2035) and planned schemes under the Transport Strategy for the GDA for the Design Year (2050) and the Forecast Year (2065), in the absence of the Project
Do Something - Scenario B	Scenario with the Project with planned schemes under the NDP for delivery by 2035 for Opening year (2035) and planned schemes under the Transport Strategy for the GDA for the Design Year (2050) and the Forecast Year (2065)

4.2.1 Do Minimum (Committed) Scenario (Scenario A)

Transport Infrastructure Ireland’s (TII) Project Appraisal Guidelines for National Roads Unit 4.0 – Consideration of Alternatives and Options PE-PAG-02013 (PAG) (TII, 2016) states the following in relation to the Do Minimum: *“The Do Minimum option provides the baseline for the establishing the economic, integration, safety, environmental and accessibility impacts of all options”*. As such, ensuring an appropriate Do Minimum scenario is essential to the robust appraisal of the proposed Project. *“The Do Minimum option should include those transportation facilities and services that are committed within the appraisal period”*. As such, all schemes which are considered to be committed have been included in the Do Minimum Scenario. Committed schemes included in this scenario include, but are not limited to:

- Luas Green Line Capacity Enhancement – Phase 1;
- BusConnects Dublin Area Bus Network Redesign; and,
- BusConnects Fares and Ticketing.

More information on the Do Minimum Scenario is available in the Transport Modelling Plan (Appendix A9.3).

The Project Appraisal Guidelines (PAG) also makes a clear distinction between Committed and Planned Schemes:

“(a) “Planned” improvements that are included in the fiscally constrained long-range plan for which the need, commitment, financing, and public and political support are identified and may be reasonably expected to be implemented; and

(b) “Committed” improvements that have been progressed through planning and are either under construction or are programmed into the capital expenditure budget.

The Do Minimum option should consider “committed” schemes alone as the inclusion of “planned” improvements may lead to a set of scheme options that incorporate projects that may not happen.”

4.2.2 Do Minimum (Likely Future) Scenario (Scenario B)

This scenario represents the likely future receiving environment and is based on the delivery of the schemes identified within the National Development Plan for 2035 and based on the implementation of the NTA’s GDA Transport Strategy for 2050 and 2065. As such, this model scenario considers the cumulative impacts of interactions between other projects that are most likely to impact on transport movements in the area Schemes included in this scenario are, but are not limited to:

- Luas Green Line Capacity Enhancement - Phase 2;
- Luas Finglas;
- Luas Lucan;
- BusConnects Core Bus Corridors (planned 16 corridors); and
- DART Expansion.

4.2.3 Do Something Scenario(s)

These scenarios include the provision of the proposed Project, it is simply the Do Minimum scenarios in addition to the operation of the proposed Project. Assumptions for the strategic modelling are detailed in Table 4.2, such as service pattern, headways, fares, capacity (vehicle), crowding curve and waiting curve, or boarding and transfer penalties.

Table 4.2: Modelling Parameters

Assumptions	2035	2050	2065
Service Pattern	Estuary-Charlemont	Estuary-Charlemont	Estuary-Charlemont
Headways	2min	2min	90seconds
Fares	Integrated ticketing (as used for BusConnects).	Same	Same
Capacity (/Vehicle)	125 seat/500 crush	Same	Same
Crowding Curve	As ERM standard crowding curve for Luas	Same	Same
Waiting Curve / Boarding Penalties / Transfer Penalties	As standard RMS/ERM curve & penalties These are: 10min board penalty all modes 15min transfer penalty to/from rail 15min transfer penalty Dublin Bus to Dublin Bus Otherwise, 5min transfer penalty.	Same	Same

The current proposed alignment of the Project is shown in Figure 4.2. The Dardistown station will only service the depot and not all services will stop at the station, accordingly the Dardistown station was coded as a “non-stopping” station within the model runs.



Figure 4.2 Preferred Project Alignment

4.3 Modelled Scenario Summary

12 model runs have been undertaken for the assessment of the Operational Phase for the purposes of the EIAR. The scenarios cover the base year, opening year and forecasted years and a range of different sensitivity tests, as summarised in Table 4.3.

Full model results are contained within the Appendices of this report.

Table 4.3: Modelled Scenarios

Model Year		Run Code	Description
2035	Scenario A	AFQ	2035 Do Minimum (DM)
	Scenario A	AFR	2035 Do Something (DS)
	Scenario B (Enhanced Network Do NDP)	AFK	2035 DoNDP Do Minimum (DM)
	Scenario B (Enhanced Network Do NDP)	AFL	2035 DoNDP Do Something (DS)
2050	Scenario A	AFS	2050 Do Minimum (DM)
	Scenario A	AFT	2050 Do Something (DS)
	Scenario B (Enhanced Network Do GDA)	AFM	2050 DoGDA Do Minimum (DM)
	Scenario B (Enhanced Network Do GDA)	AFN	2050 DoGDA Do Something (DS)
2065	Scenario A	AFU	2065 Do Minimum (DM)
	Scenario A	AFV	2065 Do Something (DS)
	Scenario B (Enhanced Network Do GDA)	AFO	2065 DoGDA Do Minimum (DM)
	Scenario B (Enhanced Network Do GDA)	AFX	2065 DoGDA Do Something (DS)

5. Model Validation/Calibration

This section provides an overview of the NTA ERM model validation along with the convergence statistics for the modelling undertaken for the Project.

5.1 NTA Model

Details on calibration and validation of the NTA's ERM model is contained with the model development report (Regional Modelling System Model Development Report – East Regional Model (Model Version 3), with reference to section 13 of that report, the following is noted:

“The model was developed, calibrated and validated in line with current transport modelling guidance, primarily from United Kingdom Department for Transport’s Transport Analysis Guidance, building on the work undertaken to deliver Version 2 of the RMS in 2016/2017. Each component was developed using the best available data, such as the 2016 Census, National Household Travel Survey, recent traffic and passenger volume data, standard PT timetable data formats such as Google(sic)¹ Transit Feed Specification and GPS-based journey time data.”

It further notes the following,

“The ERM was calibrated and validated against the recommended criteria set out in the UK TAG. The level of calibration and validation achieved across each of the model components is of a high standard when considering the model scale and type.”

5.2 Model Convergence

ERM incorporates a variable demand model which is run for a fixed number of iterations. Overall and by-mode convergence statistics have been calculated using standard processes which reported convergence measures (GAP) for each of the iterations. The size of GAP values typically increase as forecasts are made over longer periods, so 2050 values are typically larger than those for 2035 results.

Table 5.1 presents a summary of the model convergence from Scenario A model runs, whereas Table 5.2 presents the same for Scenario B model runs. The values obtained for convergence are typical for a model of this size and complexity operating over a medium length forecast period in urban congested conditions. The error range in forecast Project usage arising due to model convergence, at below 4%, is small when compared with the uncertainties of demographic and economic growth over that period. The same would still be the case if the percentage of excess Project trips were added into the convergence percentage error.

¹ GTFS – General Transit Feed Specification.

Table 5.1: Project Model Convergence Summary – Scenario A

Run	Overall GAP					
	AM	LT	SR	PM	OP	Overall
2035 Do Minimum	0.75	1.24	1.31	0.78	1.69	0.99
2035 Do Something	0.81	2.23	0.90	1.07	1.72	1.18
2050 Do Minimum	1.56	2.26	1.33	1.39	1.91	1.61
2050 Do Something	1.78	2.86	1.79	1.79	1.94	2.02
2065 Do Minimum	1.92	2.81	4.55	2.37	1.84	2.71
2065 Do Something	3.20	3.75	3.09	3.83	2.01	3.93

Table 5.2: Project Model Convergence Summary – Scenario B

Run	Overall GAP					
	AM	LT	SR	PM	OP	Overall
2035 NDP Do Minimum	0.95	0.86	0.46	1.33	0.90	0.92
2035 NDP Do Something	0.95	0.79	0.53	1.36	0.89	0.93
2050 GDA Do Minimum	1.91	3.95	2.16	2.11	1.77	2.33
2050 GDA Do Something	2.81	5.47	3.21	3.23	1.81	3.37
2065 GDA Do Minimum	3.20	5.61	2.95	3.86	2.12	3.69
2065 GDA Do Something	2.89	6.29	3.81	2.98	2.05	3.60

6. Modelling Results: Scenario A

6.1 Introduction

The Scenario A runs have been modelled for the years 2035, 2050 and 2065. This section will present details of the following:

- Loading Profiles;
- Overall Network Statistics (Road and Public Transport Networks);
- Boarding and Alighting Numbers;
- Mode Share (including percentage change per zone);
- Public Transport Network Analysis (including Link Flows, Journey Time analysis, Transfers to and from the Project and Passenger Profiles); and,
- Road Network Analysis (including Link Flows and Changes to Road Travel Time).

Model outputs for all time periods can be found in Appendix A.

6.2 Loading Profile

Figure 6.1 and Figure 6.2 show the AM peak period load passengers in each direction for all three forecast years. Figure 6.3 and Figure 6.4 illustrate the PM peak load passengers in each direction. LT and SR results are contained in Appendix A. The loading results for Scenario A are summarised in Table 6.1 below.

Table 6.1: Maximum Loading from Scenario A

Direction	Year	Max Loading	
		AM	PM
Northbound	2035	5,327	8,208
	2050	6,669	10,057
	2065	8,117	12,424
Southbound	2035	10,870	4,312
	2050	12,862	5,475
	2065	15,386	6,965

The loading profile for each year follows a similar trend, increasing in volume each year respectively as a result of the increase in population and jobs in the surrounding area, as noted in Section 3.2. The loading profile has the highest number of journeys heading northbound during the PM peak increasing from 8,208 in 2035 to 12,424 in 2065 compared to the AM increase from 5,327 to 8,117. The highest number of journeys travelling southbound, is during the AM peak as they increase by 42% from 10,870 in 2035 to 15,386 in 2065.

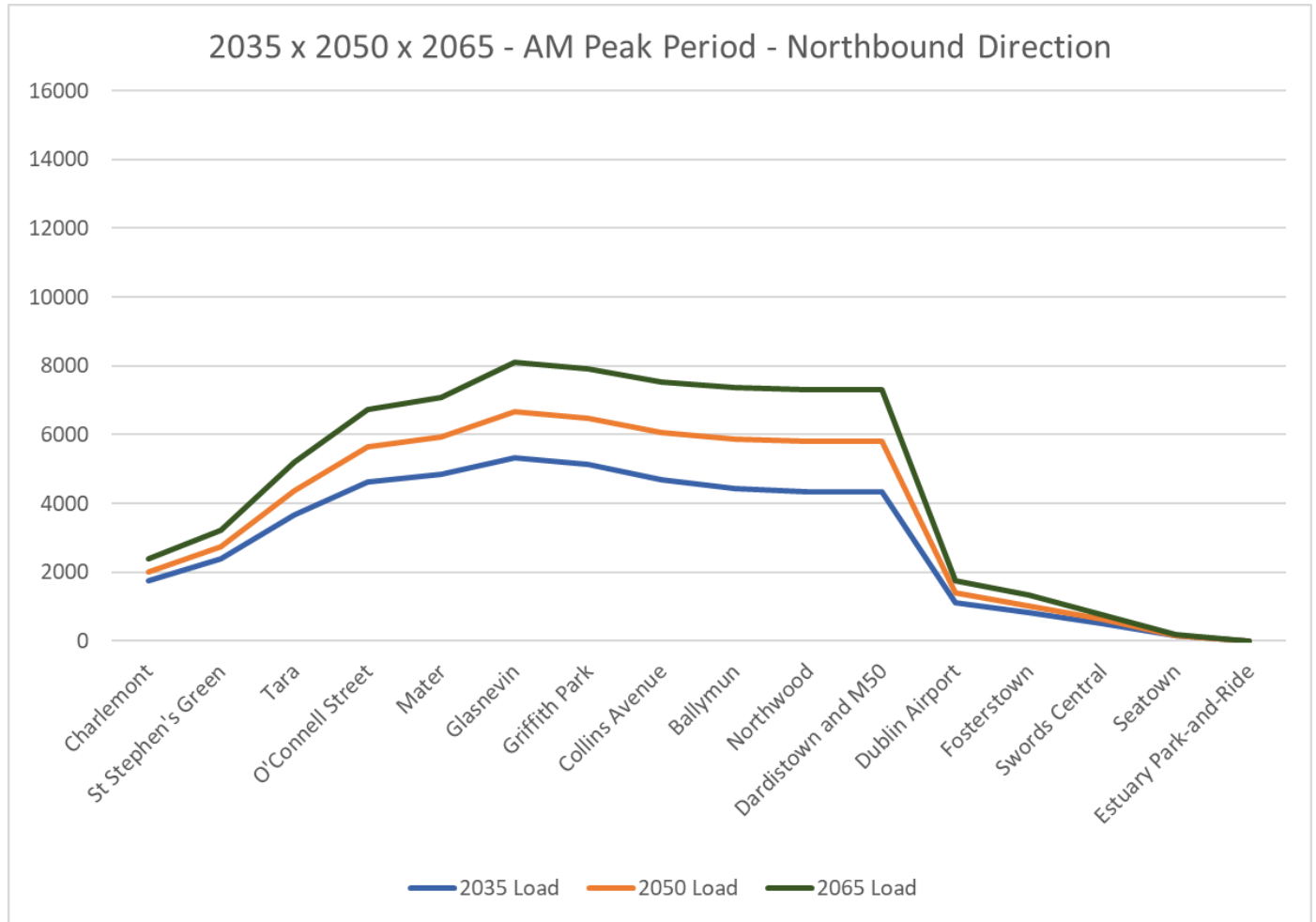


Figure 6.1: Scenario A AM Peak Period - Northbound Forecast Line Flows

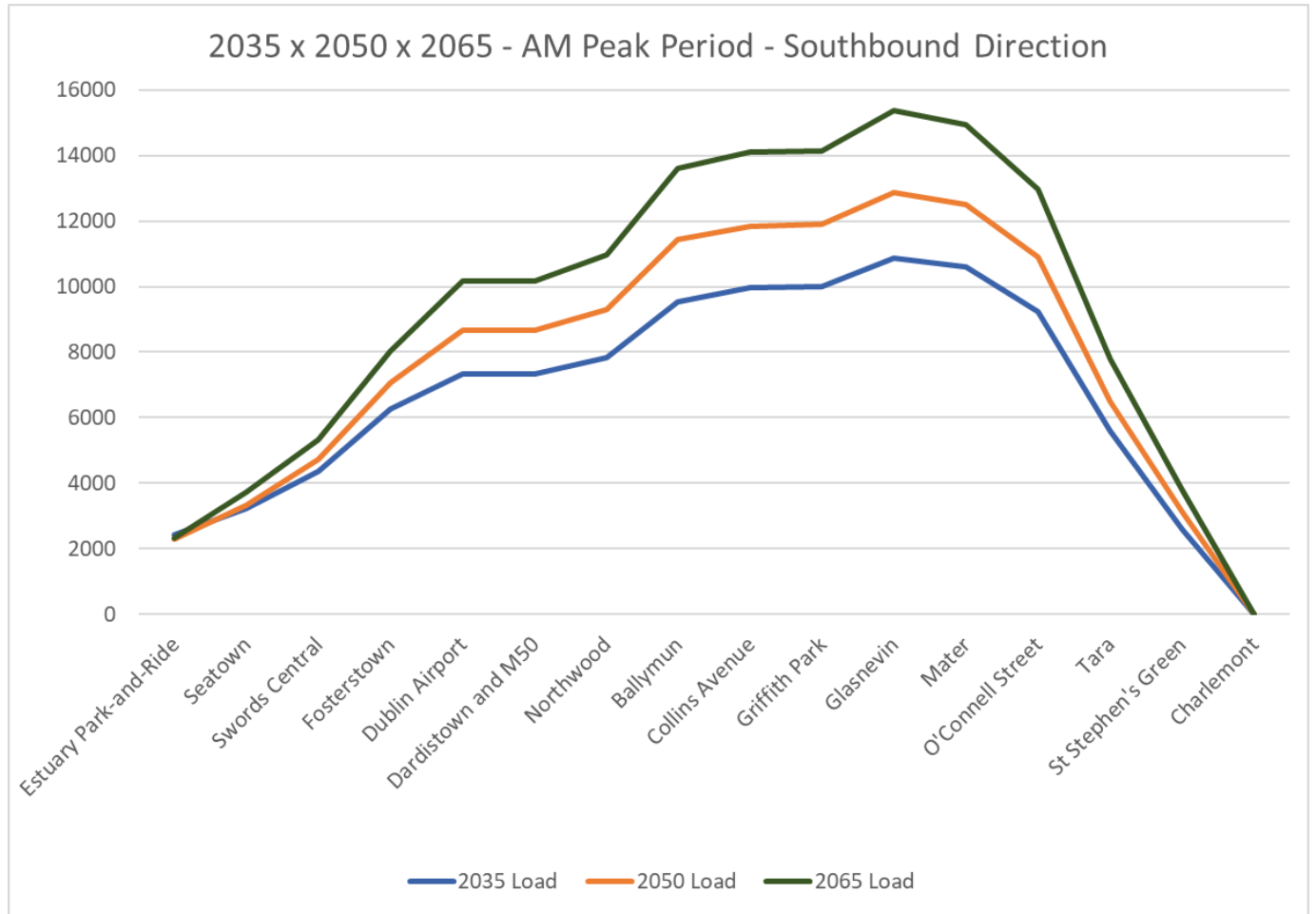


Figure 6.2: Scenario A AM Peak Period – Southbound Forecast Line Flows

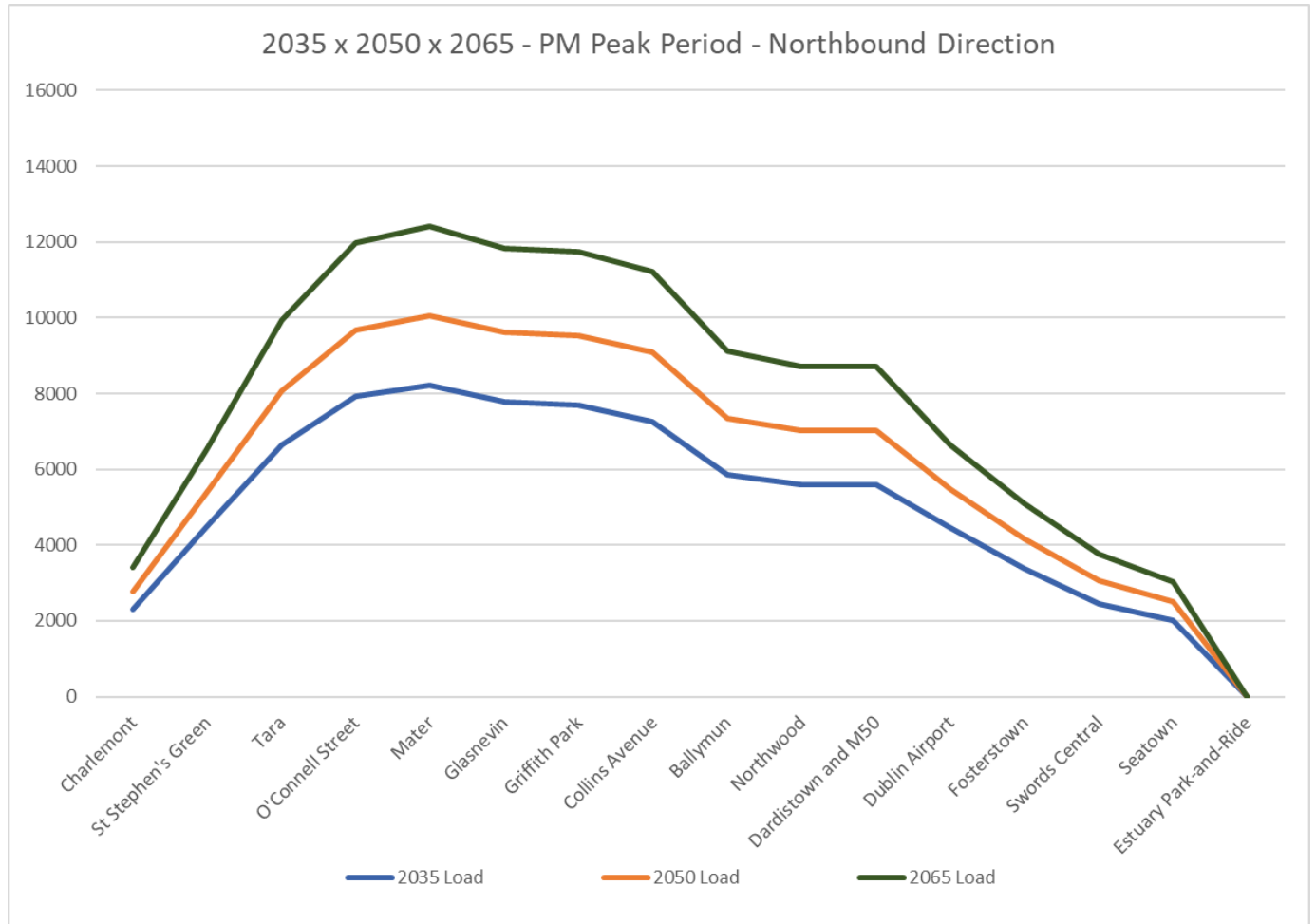


Figure 6.3: Scenario A PM Peak Period Forecast Line Flows

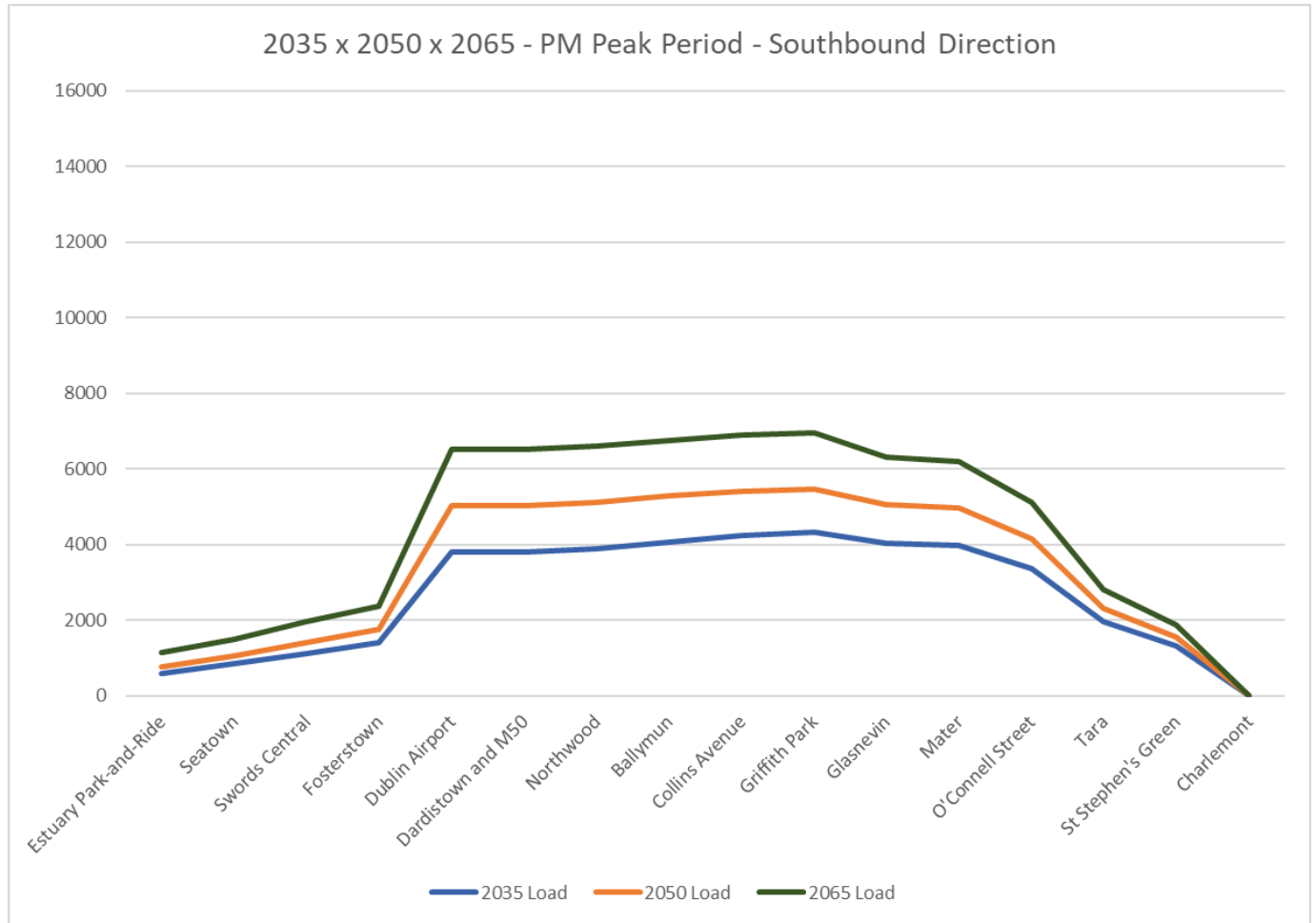


Figure 6.4: Scenario A PM Peak Period Forecast Line Flows

6.3 Boarding and Alighting Numbers

The 12-hour boarding and alighting totals on the Project are shown in Figure 6.5. The boardings and alightings at each station generally increase across the modelled years. Total 12-hour boardings go from 136,923 in 2035 to 175,819 in 2050 (an increase of 28.4% between these years), then to 216,690 in 2065 (an increase of 23.2% between 2050 and 2065).

The busiest stations across the all the model periods are, Dublin Airport, Tara Street, Charlemont and O'Connell Street. The Dardistown station is currently only scheduled to operate as a stop for the depot and has been treated as a non-stopping station within the Scenario A runs.

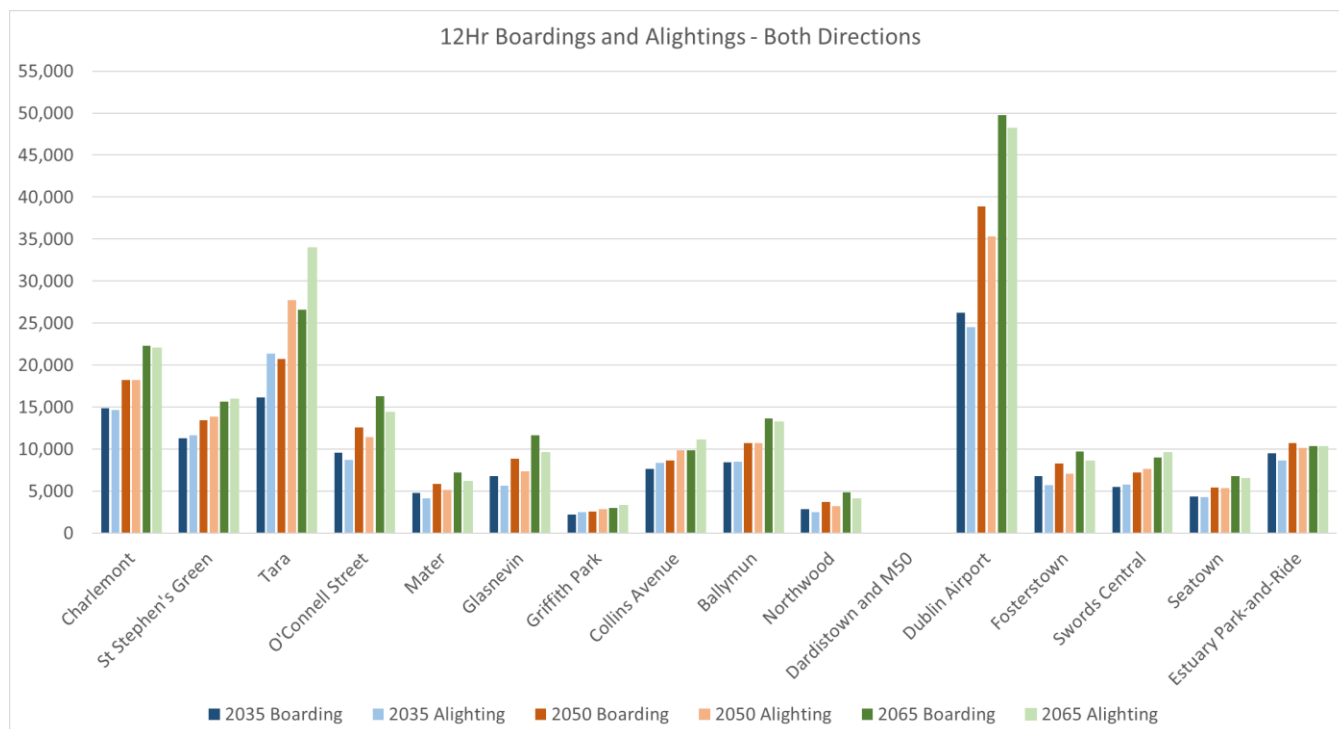


Figure 6.5: Scenario A 12hr Boarding and Alighting

6.4 Overall Network Statistics

A high-level summary of network statistics for the Scenario A comparing the Do Minimum and Do Something scenarios for the AM and PM periods are presented in Table 6.2 and

Table 6.3. A reduction can be seen in the road time travel and distance travelled in the AM and PM periods when comparing the Do Minimum and Do Something scenarios, which can be attributed to the reduction of congestion across areas of the network where people are switching to use the Project and Park and Ride Facility. The average road network speed increases as a result of the Do Something, which can also be related to congestion reduction across the network.

Table 6.2: Scenario A AM Peak Period Summary Network Statistics

Network Statistics	2035		2050		2065	
	Do Minimum	Do Something	Do Minimum	Do Something	Do Minimum	Do Something
Total Road Travel Time (pcu.hrs)	128,560	127,153	154,551	149,291	180,397	171,536
Total Road Distance Travelled (pcu.km)	5,075,029	5,065,917	5,635,554	5,490,816	6,076,605	5,854,831
Average Road Network Speed (kph)	38.6	38.7	37.7	37.8	36.9	37.0

Table 6.3: Scenario A PM Peak Period Summary Network Statistics

Network Statistics	2035		2050		2065	
	Do Minimum	Do Something	Do Minimum	Do Something	Do Minimum	Do Something
Total Road Travel Time (pcu.hrs)	117,623	116,785	137,480	133,181	156,888	150,961
Total Road Distance Travelled (pcu.km)	4,771,729	4,770,283	5,241,733	5,108,662	5,646,909	5,439,956
Average Road Network Speed (kph)	39.5	39.5	38.7	38.8	38.0	38.2

Table 6.4 presents the public network statistics in the Do Minimum and Do Something scenarios in 2035, 2050 and 2065 during the AM 3h period, with Table 6.5 presenting the PM 3h period statistics.

In all scenarios, the total passenger km is higher in the PM period. When comparing the two scenarios during the AM period, there is a reduction of approximately 244,000 passenger km by bus when the Project is in place in 2035. This increases to a reduction of almost 293,000 passenger km in 2050, and a reduction of almost 332,000 passenger km by bus in 2065 when the Project is in place. In total, there is an increase of approximately 145,000 passenger km between the Do Minimum and Do Something scenarios in 2035 AM period. In 2050, the total passenger km travelled increases by approximately 225,000 when comparing the two scenarios. In 2065, the total passenger km travelled over the AM period increases by over 344,000 when the Project is in place, illustrating the positive shift towards public transport use in this scenario.

Table 6.4: Scenario A AM 3h Period Public Transport Network Statistics

Network Statistics	Mode	2035		2050		2065	
		Do Minimum	Do Something	Do Minimum	Do Something	Do Minimum	Do Something
Passenger Km	Bus	1,264,718	1,020,719	1,433,825	1,141,207	1,610,782	1,278,872
	Rail	934,527	929,733	1,166,849	1,205,967	1,419,955	1,516,801
	Luas	375,410	369,076	441,504	441,866	514,062	522,593
	Metro	-	400,062	-	478,492	-	570,809
	Total	2,574,654	2,719,590	3,042,179	3,267,532	3,544,799	3,889,074

When comparing the two scenarios during the PM 3h period, there is a reduction of approximately 196,000 passenger km by bus when the Project is in place in 2035. There is a reduction of almost 227,000 passenger km and 249,000 passenger km in 2050 and 2065 when the Project is in place. In total, there is an increase of approximately 171,000 passenger km between the Do Minimum and Do Something scenarios in 2035 PM peak period. In 2050, the total passenger km travelled increases by approximately 268,000 when comparing the two

scenarios. In 2065, the total passenger km travelled over the PM period increases by almost 441,000 when the Project is in place, illustrating the positive shift towards public transport use in this scenario.

Table 6.5: Scenario A PM 3hr Period Public Transport Network Statistics

Network Statistics	Mode	2035		2050		2065	
		Do Minimum	Do Something	Do Minimum	Do Something	Do Minimum	Do Something
Passenger Km	Bus	1,236,047	1,039,571	1,380,944	1,153,962	1,519,362	1,270,002
	Rail	1,063,600	1,063,743	1,331,854	1,361,694	1,609,571	1,714,099
	Luas	353,991	352,257	416,218	419,443	486,635	495,724
	Metro	-	369,003	-	461,574	-	577,106
	Total	2,653,638	2,824,574	3,129,015	3,396,673	3,615,568	4,056,931

6.5 Mode Share

Mode share comparisons between the Do Minimum and Do Something scenarios have been undertaken to understand the percentage change in modal split between the two scenarios. Similarly, comparisons have also been undertaken to understand the percentage change in modal split from 2035, to 2050 and 2065. Do Minimum and Do Something mode split over 12hrs in Scenario A is shown in Table 6.6.

Table 6.6: Scenario A DM -DS Summary of Mode Split in Scenario A – 12hrs

	2035		2050		2065	
Do Minimum						
	12hr (No. of Trips)	% Mode Split	12hr (No. of Trips)	% Mode Split	12hr (No. of Trips)	% Mode Split
PT	794,921	16.3%	934,217	17.1%	1,080,951	17.8%
Road	2,789,179	57.3%	3,047,259	55.7%	3,287,397	54.1%
Cycle	127,414	2.6%	154,709	2.8%	185,830	3.1%
Walk	1,157,557	23.8%	1,331,561	24.4%	1,519,462	25.0%
Total	4,869,071		5,467,747		6,073,640	
Do Something						
PT (Incl Metro)	836,987	17.1%	988,804	18.0%	1,155,829	18.9%
Road	2,788,703	57.0%	3,029,535	55.2%	3,252,560	53.3%
Cycle	123,403	2.5%	150,012	2.7%	179,738	2.9%
Walk	1,145,113	23.4%	1,321,757	24.1%	1,513,657	24.8%
Total	4,894,206		5,490,107		6,101,784	

In 2035, the mode share of PT (including the Project) increases from 16.3% to 17.1% in the Do Something scenario. In the 2050 scenario, PT (including the Project) increases its mode share by 0.9% between the Do Minimum and Do Something scenarios, whilst Road mode share decreases by 0.5%, indicating a modal shift from private vehicles to public transport when the Project is in place. In 2065, the PT (including the Project) increases its mode share from 17.8% in the Do Minimum scenario, to 18.9% in the Do Something scenario, whereas the Road mode share falls by 0.8%.

6.5.1 Percentage change

Figure 6.6 to Figure 6.8 illustrates the percentage change in road mode share per zone surrounding the alignment, in the AM period.

Throughout the design years, road mode share reduces by up to 5% in a number of zones to the east of the alignment, in areas such as Donabate, and in zones to the south of the M50. At Dublin Airport, the road mode

share decreases by up to 20% in 2065. Similarly, when the Project is in place, the road mode share falls by up to 10% around Swords.

Figure 6.9 to Figure 6.11 illustrates the public transport (including the Project) mode share change along the alignment. The largest increase in mode share can be seen at Estuary station, with an increase of 30%-40% in all years.

With the road mode share reductions seen at Swords and Dublin Airport, there is a corresponding increase in PT (including the Project) mode share. An increase of 5%-20% can be seen in zones in the Swords area, with Dublin Airport seeing an increase of between 10% and 20% in 2065.

Figure 6.12 to Figure 6.17 illustrate the percentage mode share change between the Do Minimum and Do Something scenarios in the PM peak, with Figure 6.12 to Figure 6.14 presenting the change in Road mode share per zone, and Figure 6.15 to Figure 6.17 presenting the change in public transport (including the Project). As with the AM period, Road mode share decreases by up to 30% across all years in the zones at Estuary station as a result of the Park and Ride facility at this station. Similar decreases can be seen in the zones at Dublin Airport, where the largest number of the Project boarding and alighting passengers occur.

As with the AM period, the largest increases in mode share of public transport (including the Project) can be seen at stations along the R132 (in particular, Estuary station) and at Dublin Airport. The Project corridor at Ballymun and Dublin City University also sees increases of between 1% and 10% as a result of the Project.

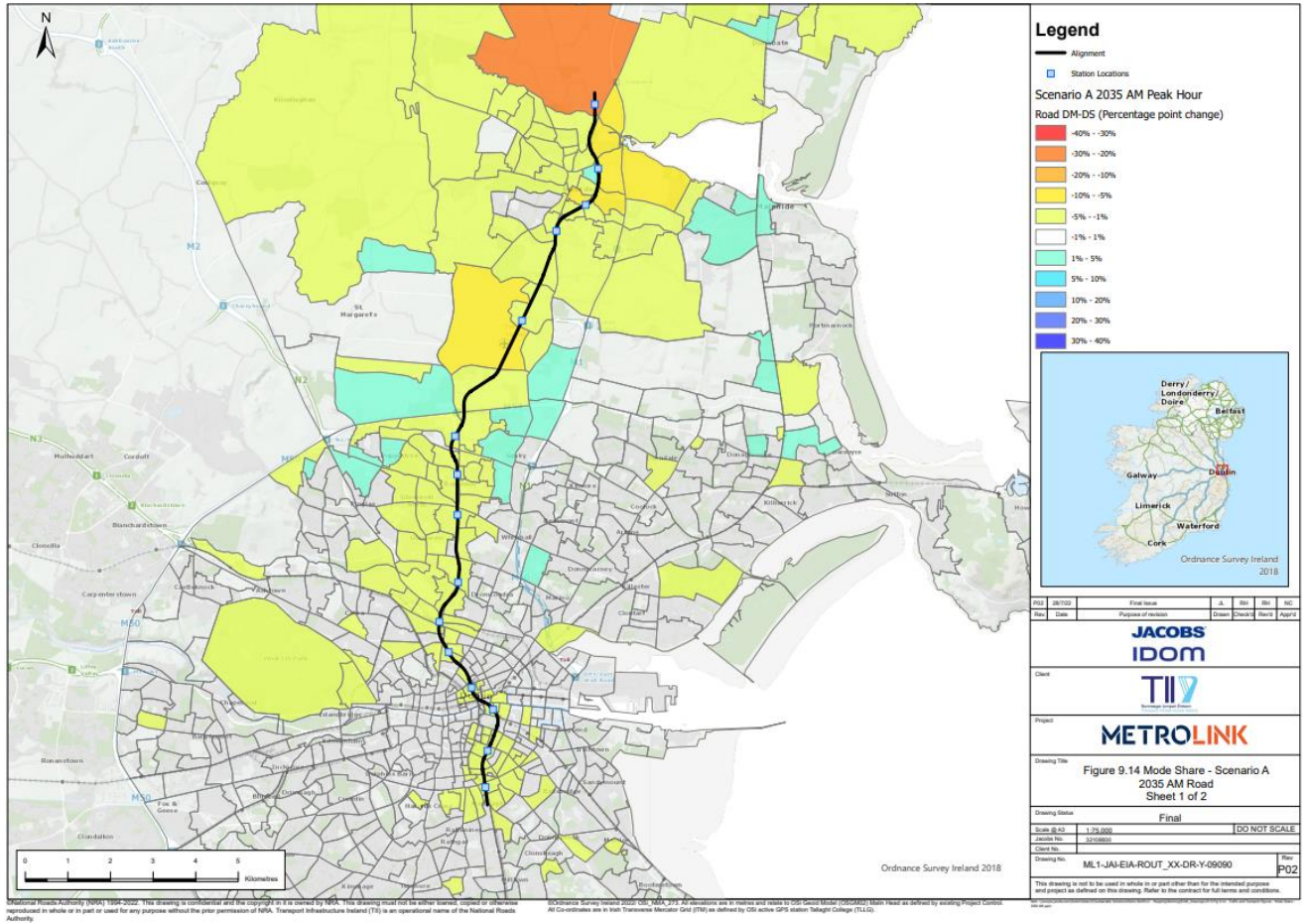


Figure 6.6: Road Mode Share Change between Do Minimum and Do Something scenarios – Scenario A 2035 AM

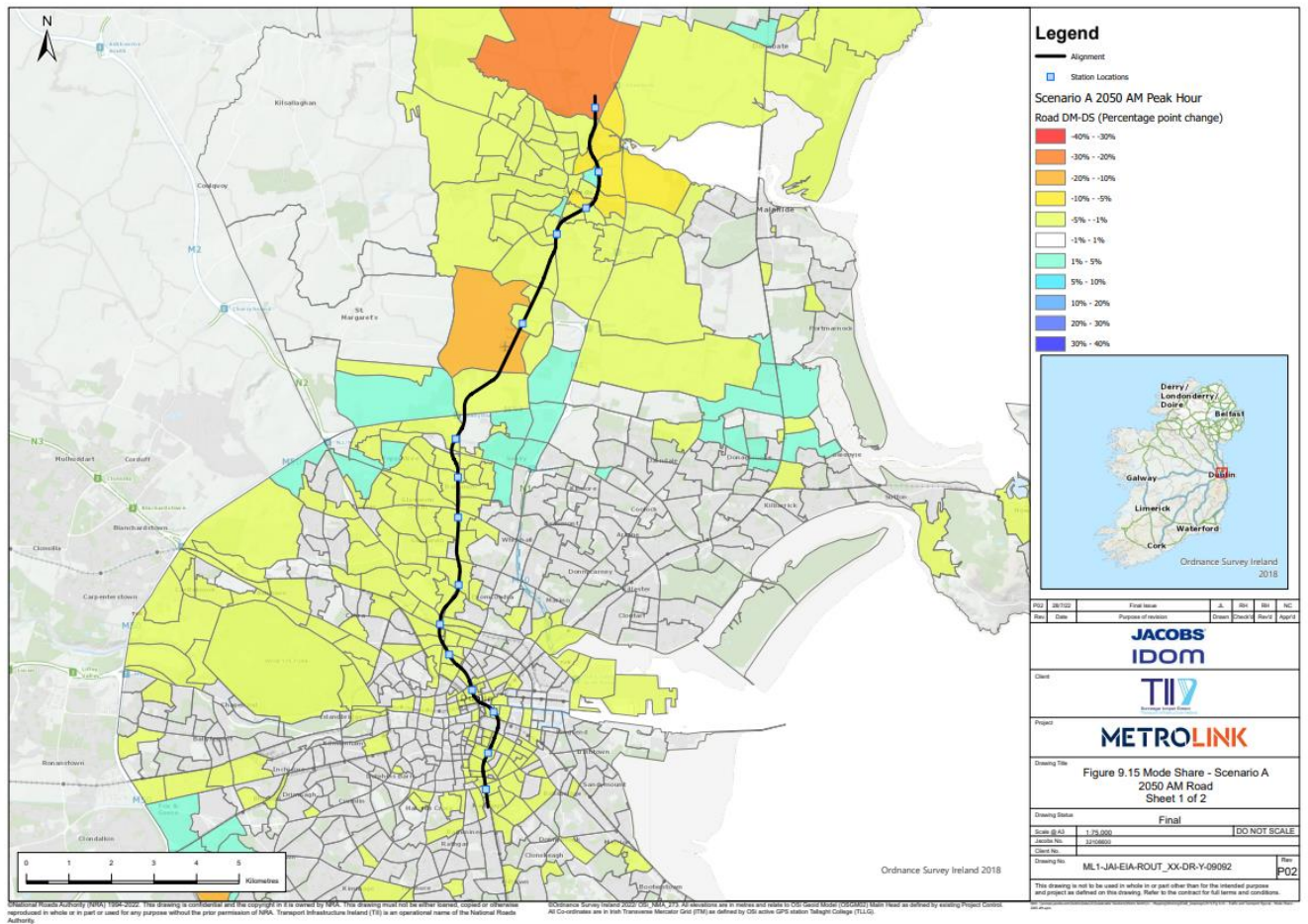


Figure 6.7: Road Mode Share Change between Do Minimum and Do Something- Scenario A 2050 AM

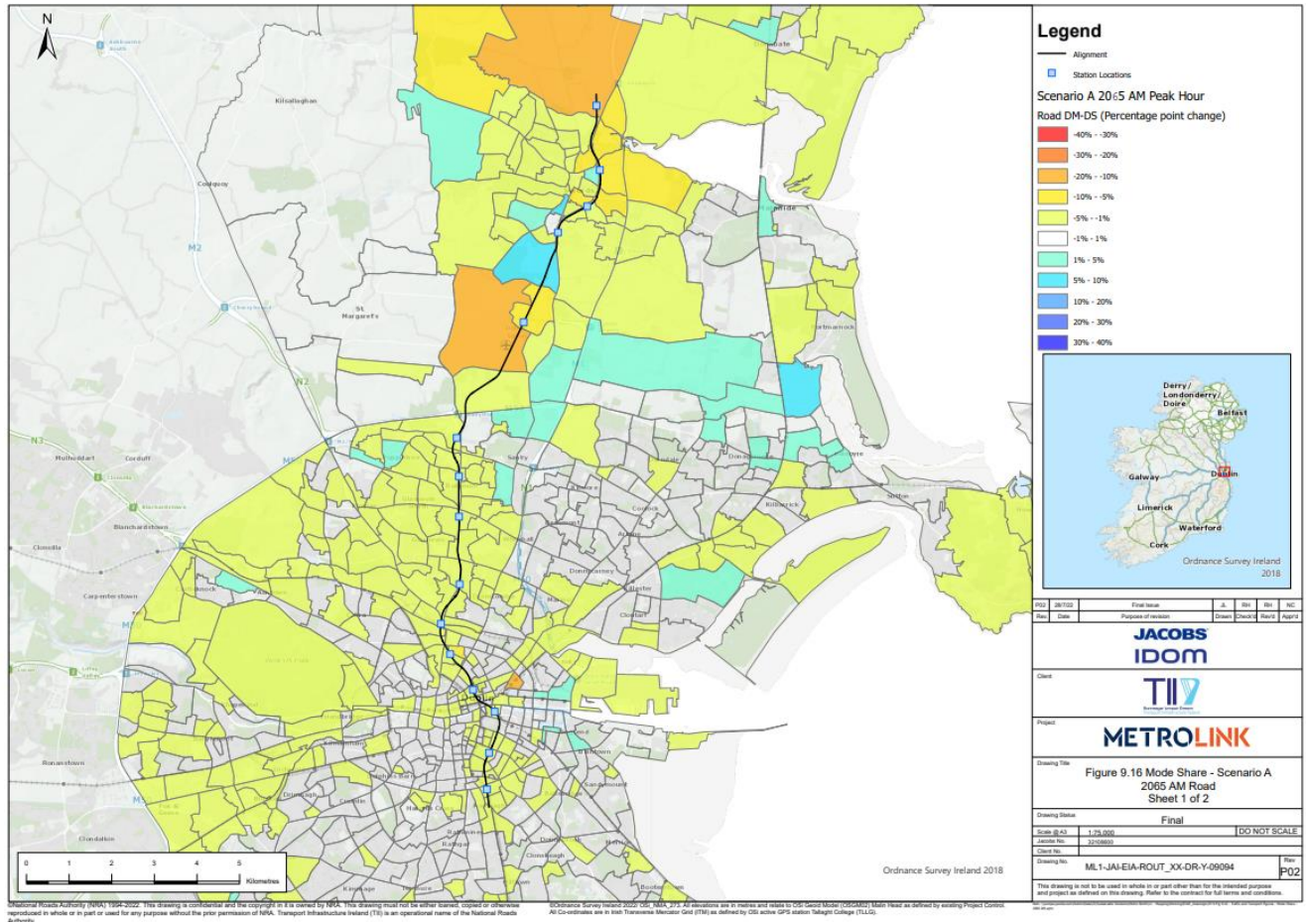


Figure 6.8: Road Mode Share Change between Do Minimum and Do Something scenarios – Scenario A 2065 AM

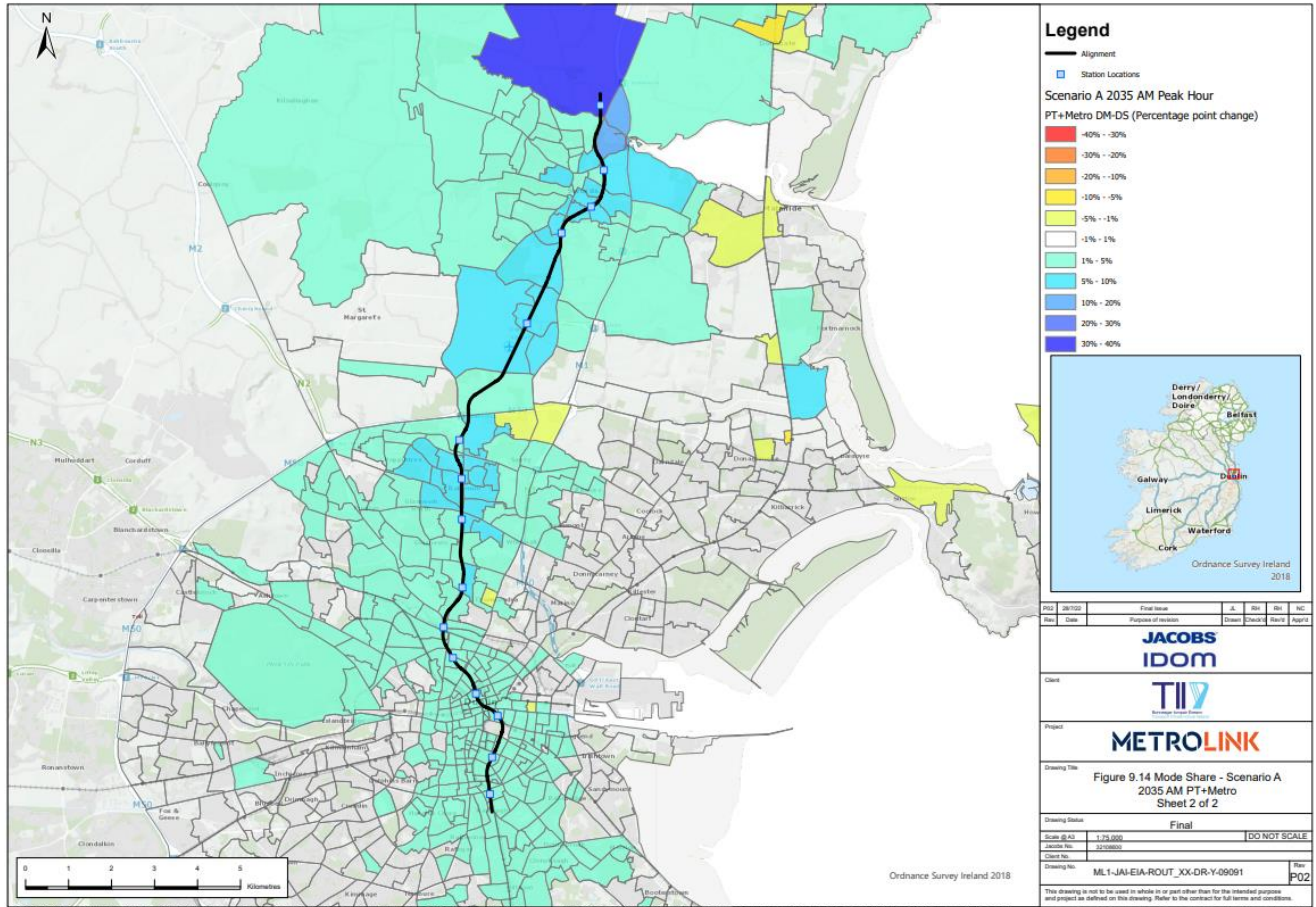


Figure 6.9: PT (Including the Project) Mode Share Change between Do Minimum and Do Something scenarios – Scenario A 2035 AM

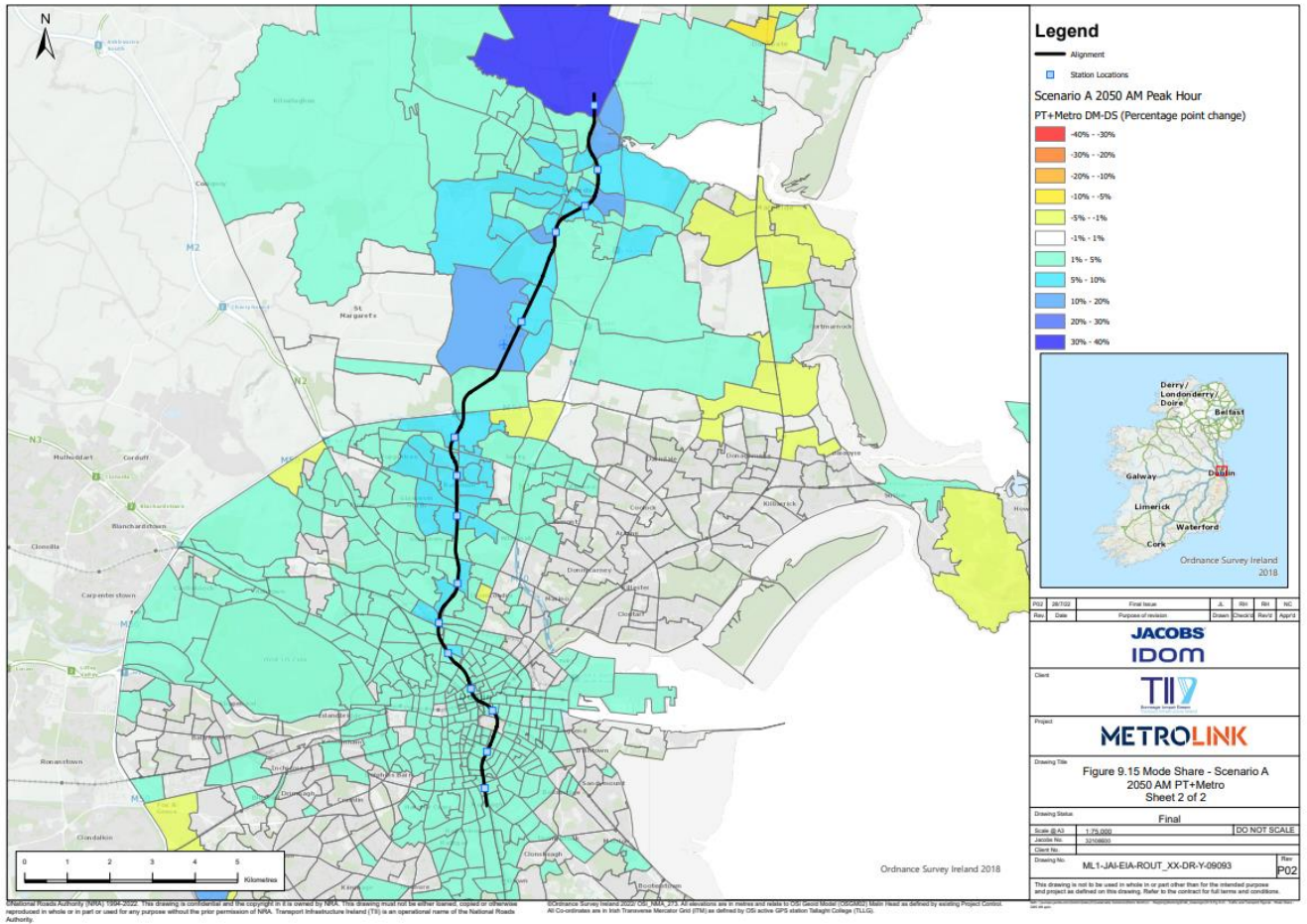


Figure 6.10: PT (Including the Project) Mode Share Change between Do Minimum and Do Something scenarios – Scenario A 2050 AM

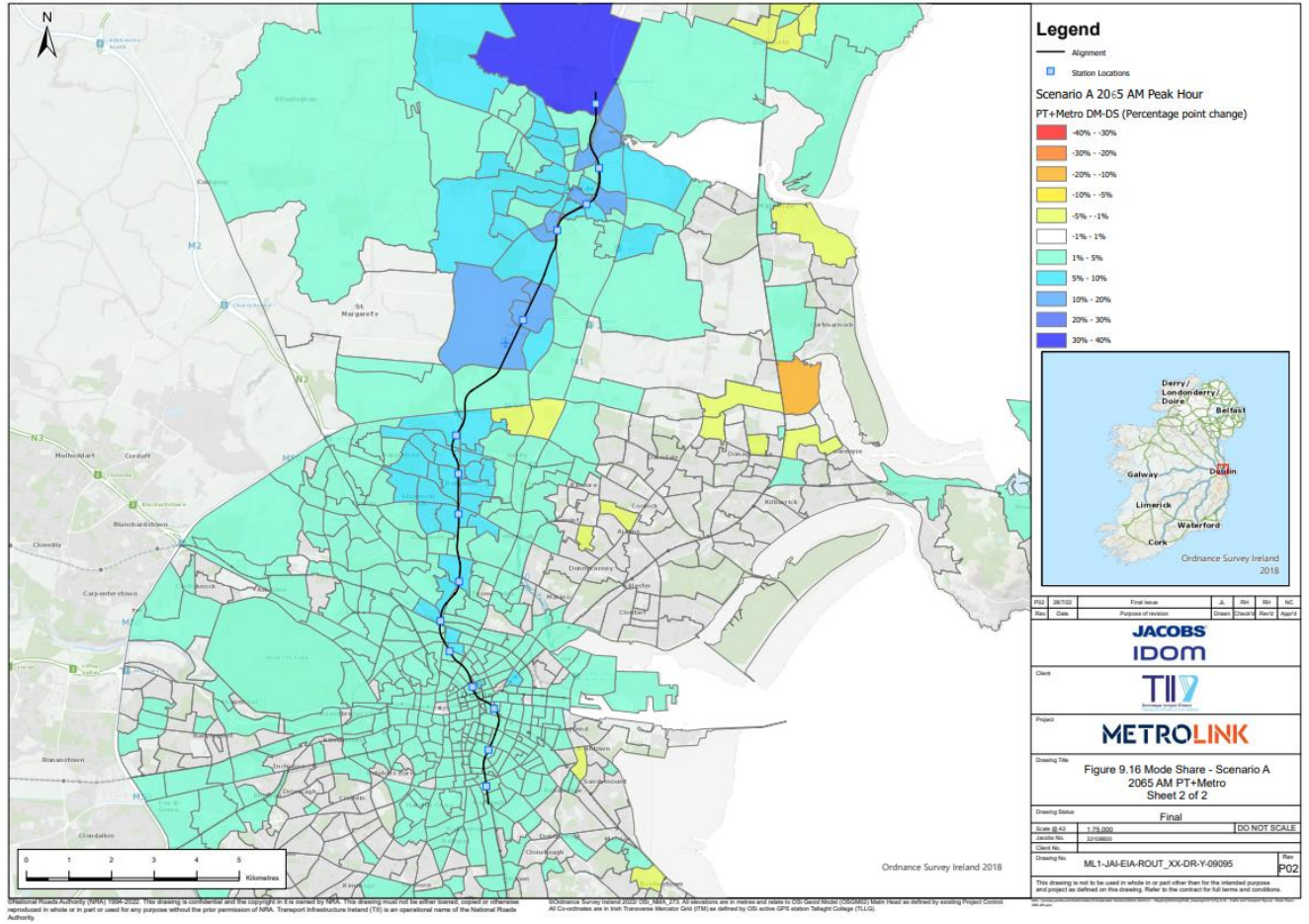


Figure 6.11: PT (Including the Project) Mode Share Change between Do Minimum and Do Something scenarios – Scenario A 2065 AM

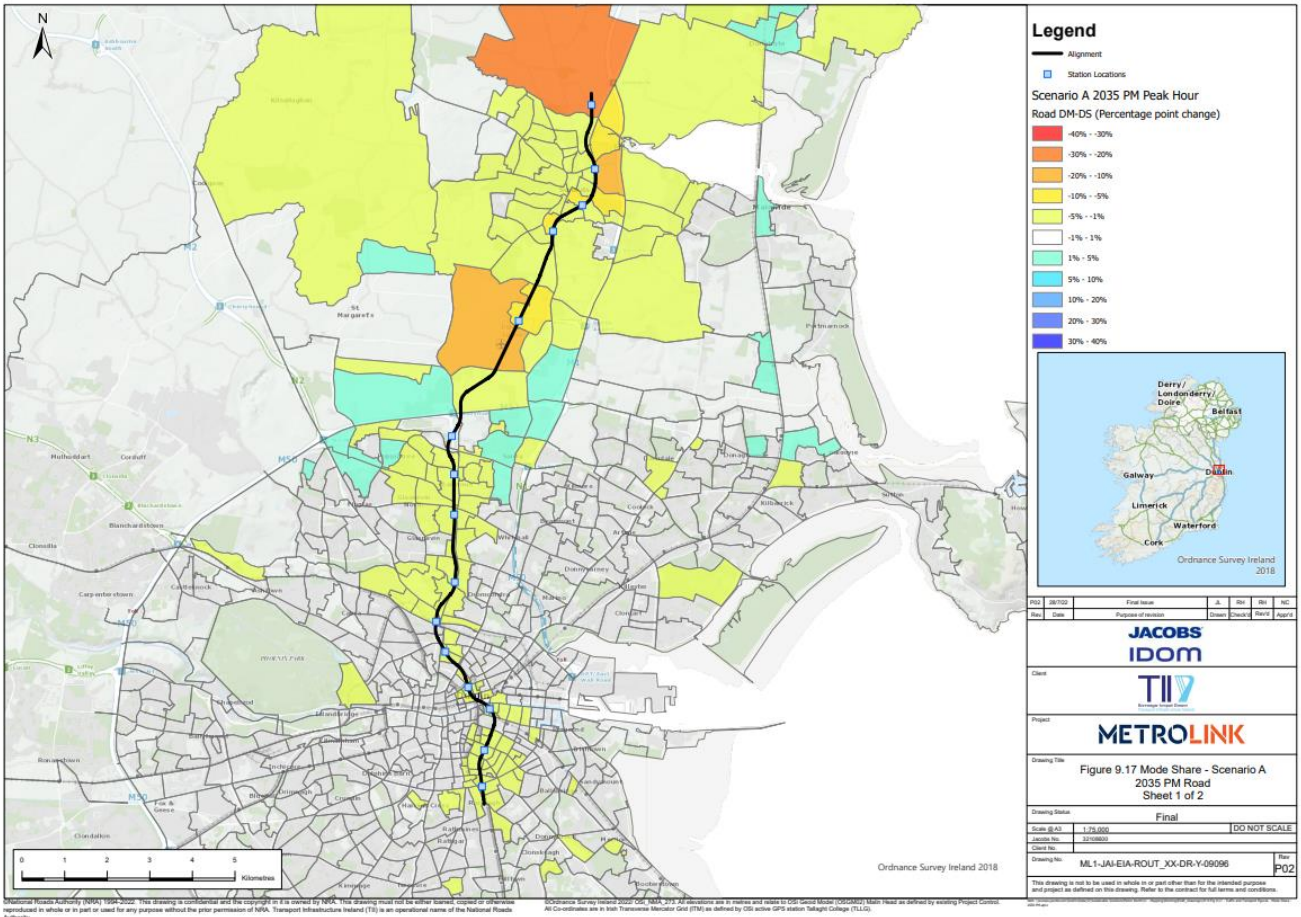


Figure 6.12: Road Mode Share Change between Do Minimum and Do Something scenarios – Scenario A 2035 PM

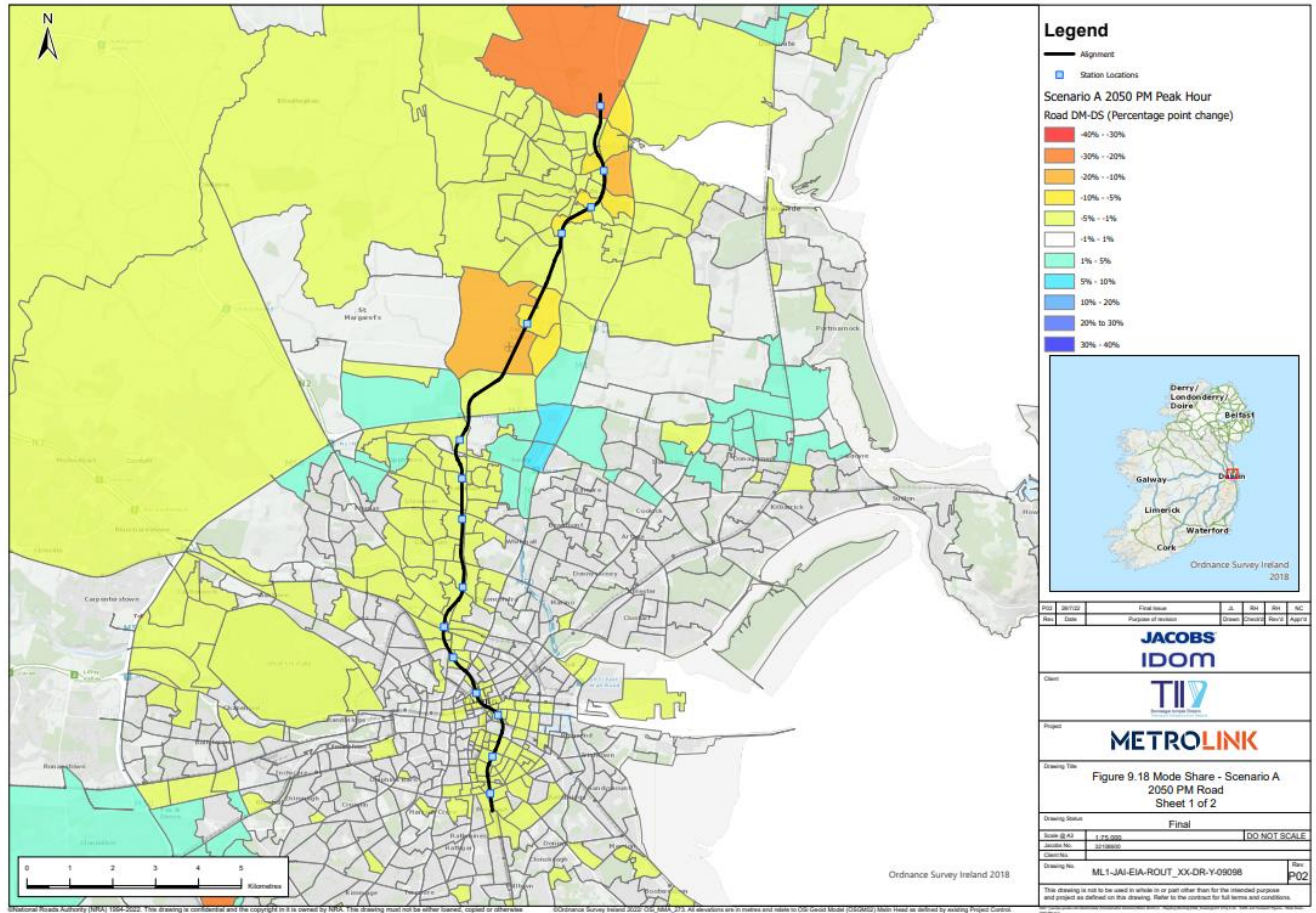


Figure 6.13: Road Mode Share Change between Do Minimum and Do Something scenarios – Scenario A 2050 PM

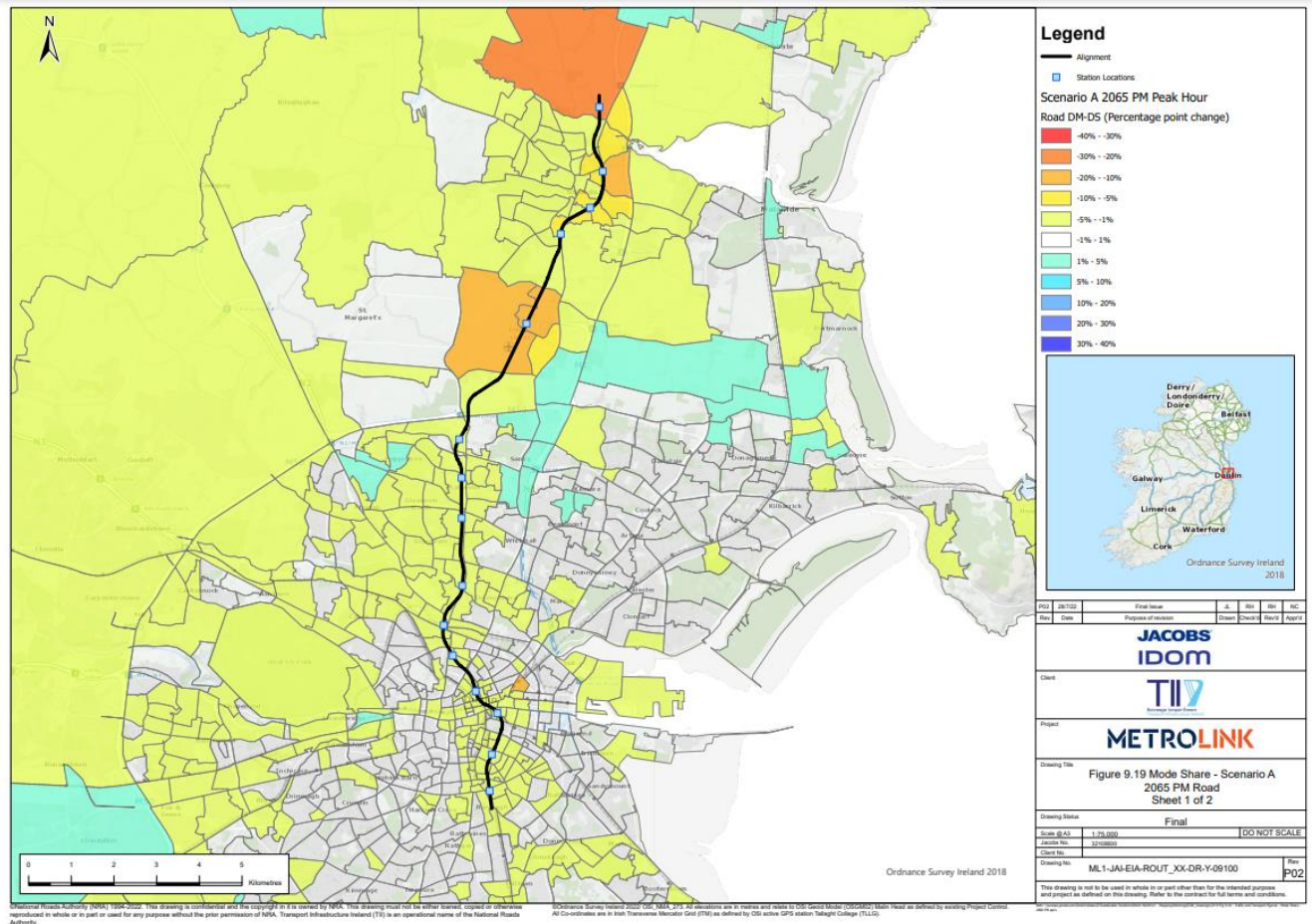


Figure 6.14: Road Mode Share Change between Do Minimum and Do Something scenarios – Scenario A 2065 PM

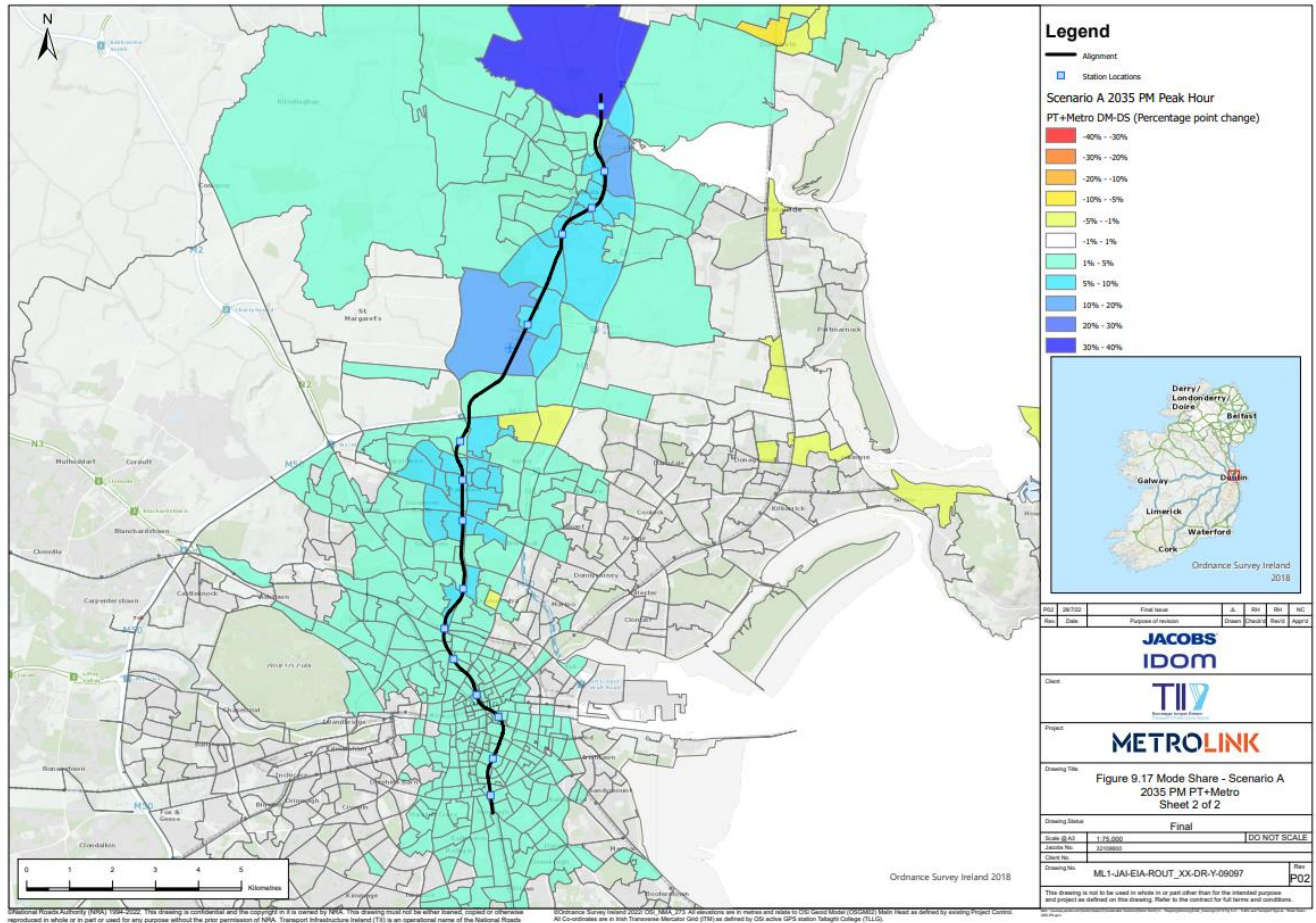


Figure 6.15: PT (including the Project) Mode Share Change between Do Minimum and Do Something scenarios – Scenario A 2035 PM

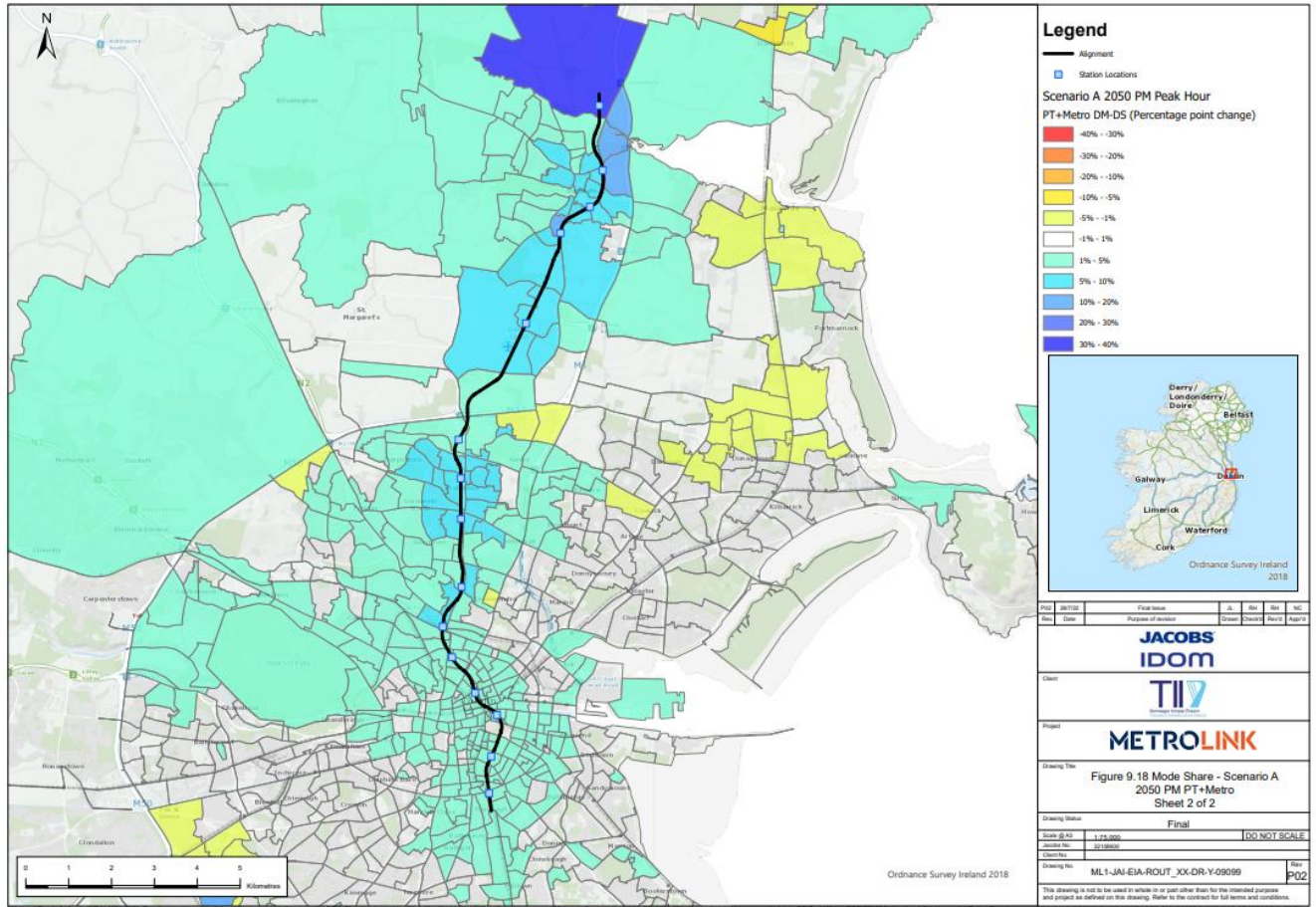


Figure 6.16: PT (including the Project) Mode Share Change between Do Minimum and Do Something scenarios – Scenario A 2050 PM

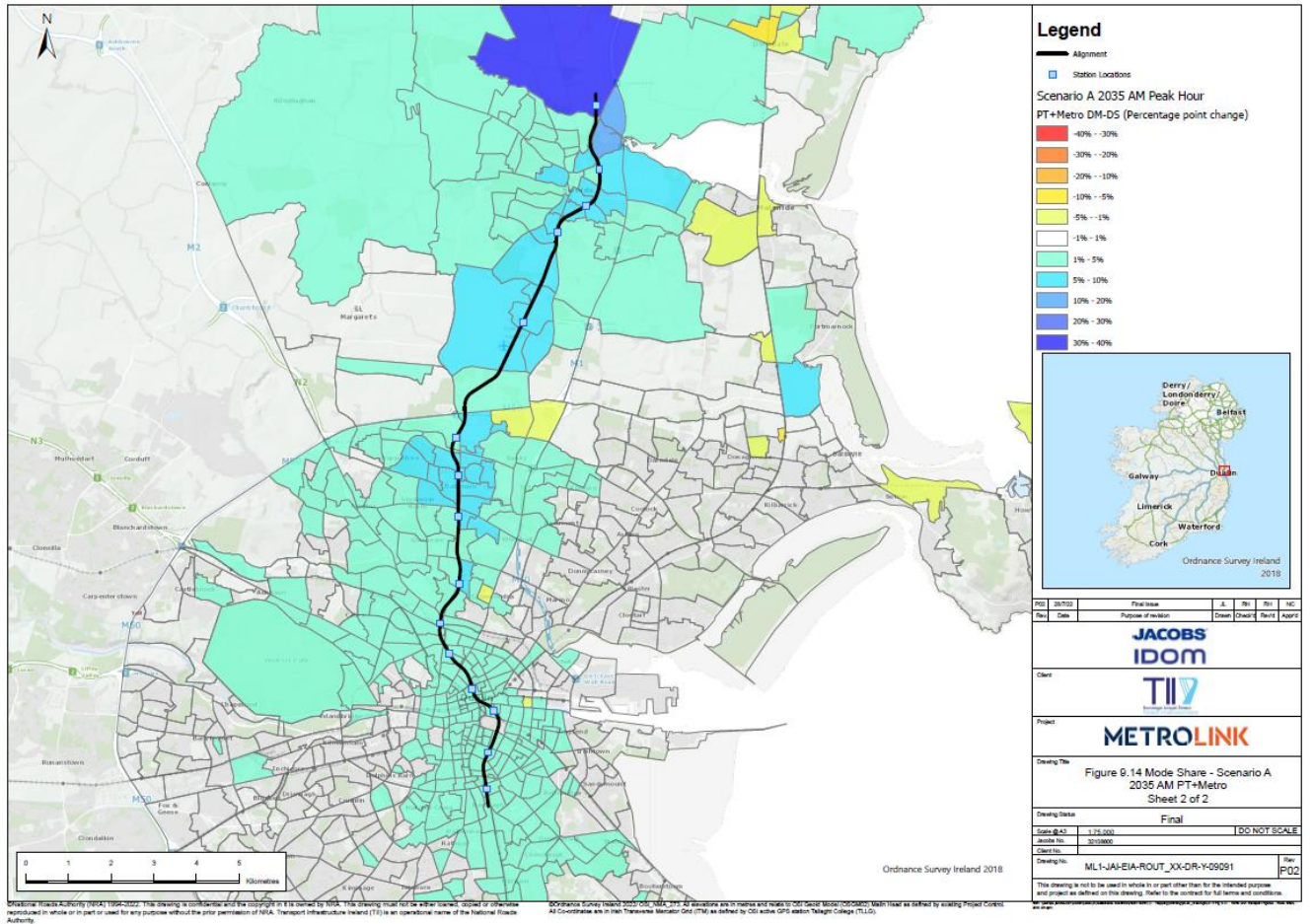


Figure 6.17: PT (including the Project) Mode Share Change between Do Minimum and Do Something scenarios – Scenario A 2065 PM

6.6 Public Transport Network Analysis

6.6.1 Public Transport Link Flows

Figure 6.18 to Figure 6.19 illustrates the change in public transport flows in the AM and PM peaks when the Project is in place in Scenario A. Reductions on the passenger flow on the bus network can be seen along the M50 Port Tunnel towards Dublin Airport, as well as along the R108 Ballymun Road bus corridor, and the R132 Swords Bypass corridor. Increases in flows can be seen on the Luas Red and Green Lines, and the Maynooth and Kildare DART lines, indicating areas of interchange with the proposed Project.

Table 6.7 and Table 6.8 present the changes in rail-based public transport flows as result of the Project, during the AM and PM peak hours in Scenario A. The AM peak hour is defined as 08:00-09:00, and the PM peak hour is defined as 17:00-18:00. Large increases in flows can be seen on the Luas Green, Maynooth and Kildare lines as result of the interchange at Charlemont and Glasnevin station.

Table 6.7: Changes in Public Transport Flows due to the Project – Scenario A AM Peak Hour

Public Transport Line	2035 Do Minimum	Change MetroLink 2035	% Change 2035	2050 Do Minimum	Change MetroLink 2050	% Change 2050	2065 Do Minimum	Change MetroLink 2065	% Change 2065
DART Coastal Northern Line	9,200	- 453	-5%	11,375	- 332	-3%	13,722	- 56	0%
DART Coastal South-East Line	6,561	41	1%	7,403	355	5%	8,370	526	6%
Kildare Line	4,192	183	4%	5,398	490	9%	6,818	895	13%
Maynooth Line	3,624	313	9%	4,602	503	11%	5,761	885	15%
Luas Red Line	6,177	251	4%	7,123	659	9%	8,354	816	10%
Luas Green Line (South of Charlemont)	8,583	468	5%	9,571	661	7%	10,692	1,035	10%

Table 6.8: Changes in Public Transport Flows due to the Project – PM Peak Hour

Public Transport Line	2035 Do Minimum	Change MetroLink 2035	% Change 2035	2050 Do Minimum	Change MetroLink 2050	% Change 2050	2065 Do Minimum	Change MetroLink 2065	% Change 2065
DART Coastal Northern Line	8,927	- 342	-4%	11,031	- 514	-5%	13,023	- 168	-1%
DART Coastal South-East Line	5,313	63	1%	6,284	218	3%	7,321	343	5%
Kildare Line	4,621	92	2%	5,854	379	6%	7,325	930	13%
Maynooth Line	4,126	284	7%	5,297	391	7%	6,621	694	10%
Luas Red Line	5,849	275	5%	6,800	604	9%	7,901	994	13%
Luas Green Line (South of Charlemont)	6,867	394	6%	7,702	552	7%	8,803	689	8%

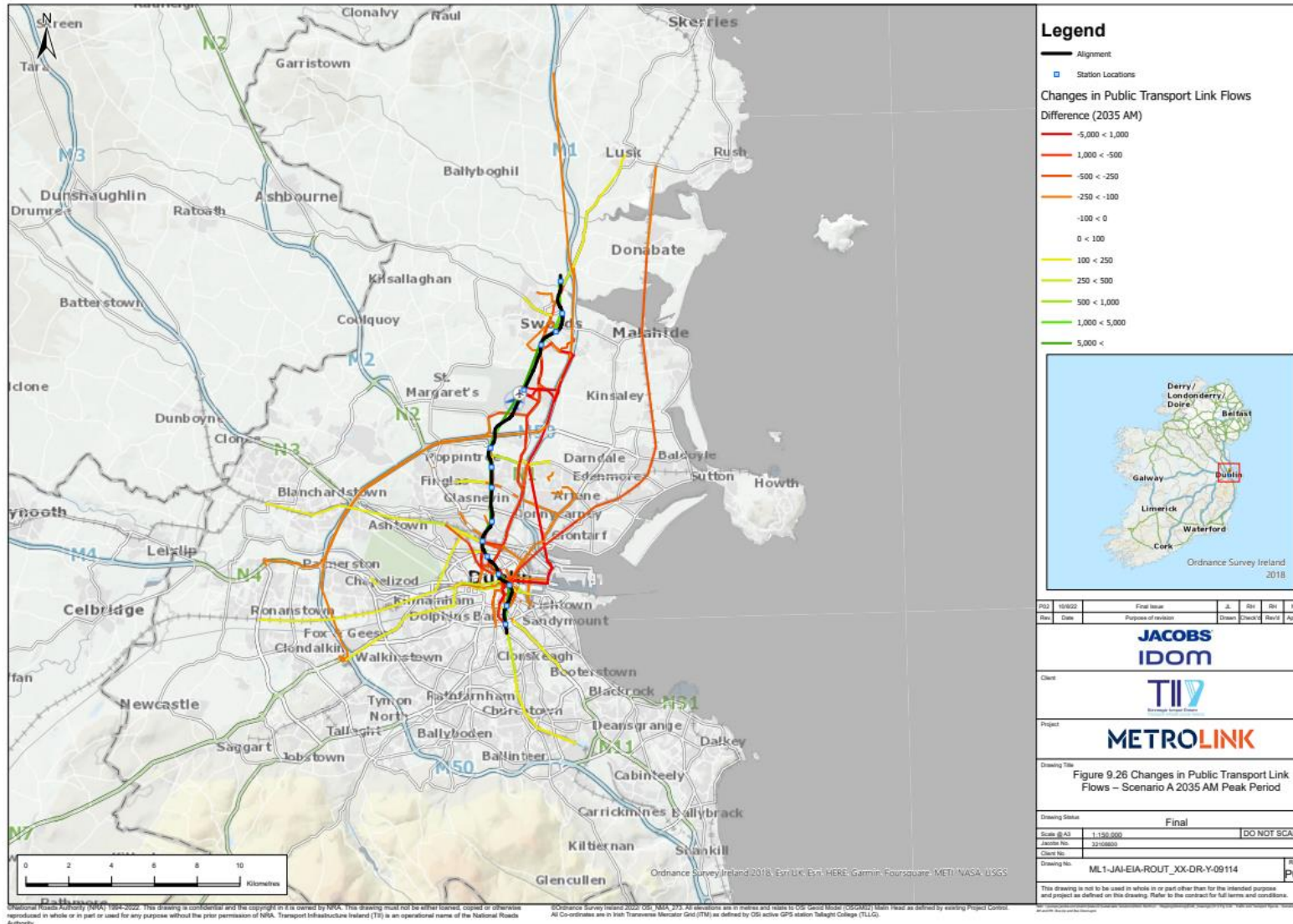


Figure 6.18: Scenario A 2035 Change in Public Transport Link Flows AM peak hour

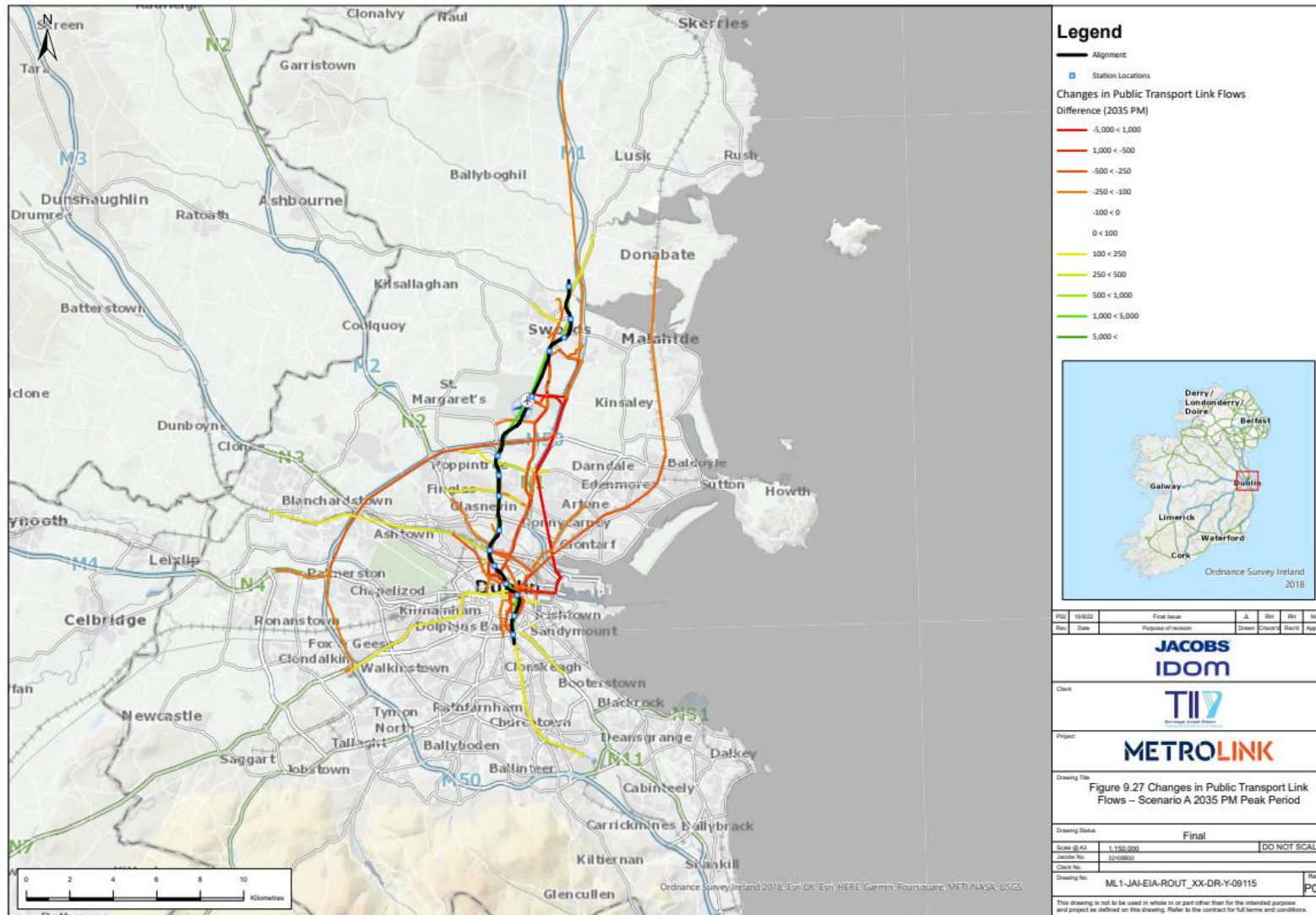


Figure 6.19: Scenario A 2035 Change in Public Transport Link Flows PM peak hour

6.6.2 Journey Time

Journey time comparisons between the Do Minimum and Do Something scenarios has been undertaken to investigate benefits to journey time with the Project in place. The assessment was carried out for zones located across the city as illustrated in Figure 6.20 and detailed within Table 6.9.

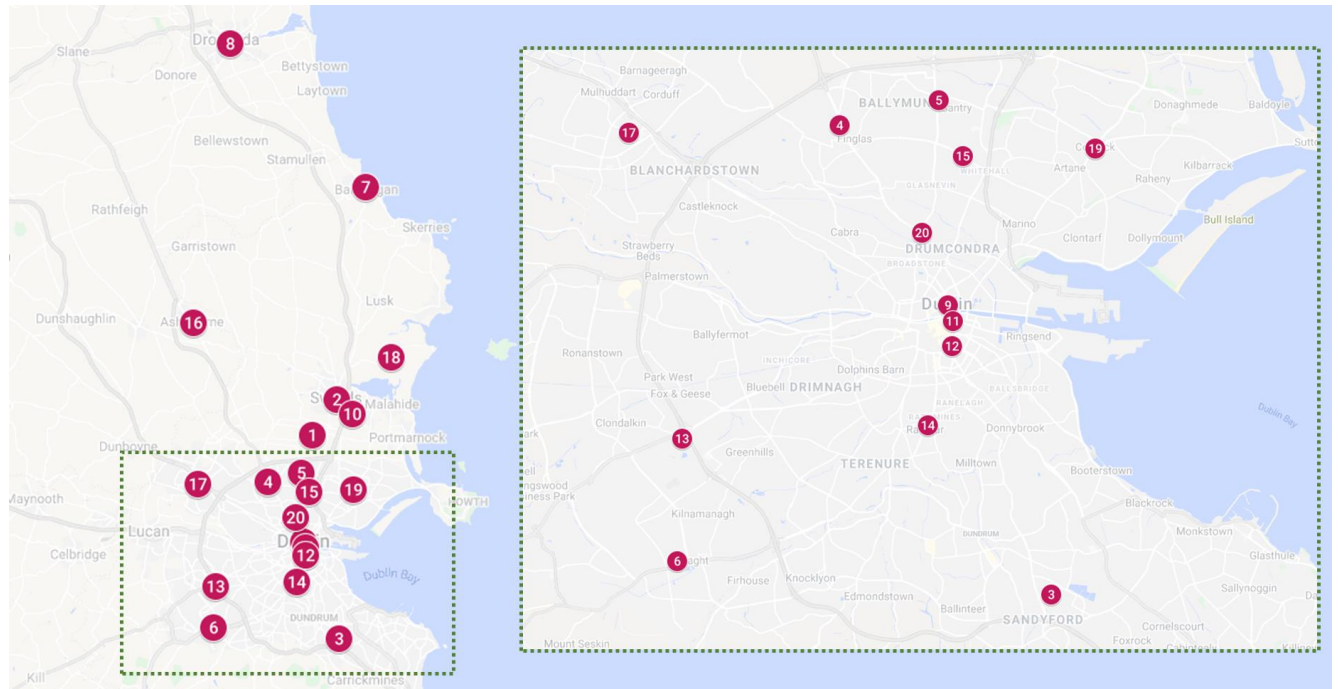


Figure 6.20: Zones assessed for journey time

Table 6.9: Zones assessed for journey time

Nb	Location	Nb	Location	Nb	Location	Nb	Location
1	Dublin Airport	6	Tallaght	11	College Street	16	Ashbourne
2	Swords Pavilion	7	Balbriggan	12	St. Stephen's Green	17	Blanchardstown
3	Sandyford	8	Drogheda	13	Red Cow	18	Donabate
4	Finglas	9	O'Connell Street	14	Rathgar Road	19	Coolock
5	Ballymun	10	Sword East	15	DCU	20	Glasnevin

Comparisons between Do Minimum and Do Something scenarios in both the AM and PM peak periods in Scenario A are presented in Table 6.10 to Table 6.15 for 2035, 2050 and 2065.

Table 6.10: Scenario A 2035 AM Peak - Journey Time Comparisons (minutes) between Do Minimum and Do Something

Journey Time 2035 DS - 2035 DM Scenario A AM Peak Period	O'Connell Street	St. Stephen's <small>Green</small>	College Street <small>(Trinity)</small>	Glasnevin	DCU	Rathgar Road	Coolock	Ballymun	Finglas	Sandyford	Tallaght	Red Cow	Blanchardstown	Ashbourne	Donabate	Balbriggan	Drogheda	Swords Pavilion	Swords East	Dublin Airport
O'Connell Street	0.0	0.0	0.0	-3.7	-12.0	0.0	0.0	-14.9	-3.0	0.0	-0.1	-0.1	-1.0	-0.8	0.0	0.0	0.0	-19.3	0.0	-20.5
St. Stephen's Green	0.0	0.0	0.0	-2.7	-10.1	0.0	0.0	-14.1	-1.1	0.0	-0.1	-0.1	-1.5	-2.9	0.0	0.0	0.0	-20.3	-1.0	-21.1
College Street (Trinity)	0.0	-0.1	0.0	-1.1	-7.6	0.0	0.0	-11.5	0.1	0.0	-0.1	-0.1	-0.1	-0.6	0.0	0.0	0.0	-12.7	3.2	-15.1
Glasnevin	-4.6	-9.6	-0.6	0.0	-0.1	-12.4	-12.2	0.9	0.0	-17.7	0.0	0.0	-13.7	-0.6	-6.5	-12.6	0.3	-39.3	-23.2	-24.3
DCU	-5.4	-11.1	-4.0	0.0	0.0	-14.2	0.0	0.0	0.0	-17.2	-1.9	-2.1	0.4	-0.6	-19.0	-14.9	0.3	-22.2	-21.6	-14.8
Rathgar Road	0.0	0.0	0.1	-9.8	-15.1	0.0	-2.2	-20.4	-9.3	0.0	0.1	0.1	-6.7	-6.6	-0.3	-3.1	-2.6	-26.1	1.5	-28.0
Coolock	-0.1	-0.1	-0.1	-4.8	0.0	-2.1	0.0	0.0	0.0	-1.3	0.0	0.0	0.0	-2.7	0.0	0.0	0.3	-10.6	0.0	-1.9
Ballymun	-11.2	-17.0	-9.7	1.3	0.1	-19.9	0.0	0.0	-0.2	-23.0	-7.7	-7.9	-15.4	-0.6	-15.8	-16.8	-0.8	-19.5	-18.9	-12.1
Finglas	-1.2	-4.7	-0.1	0.1	-0.1	-12.8	-0.1	0.0	0.0	-13.0	3.5	3.4	-0.2	-0.5	-6.8	-19.5	0.2	-23.6	-13.5	-16.4
Sandyford	0.0	0.1	0.0	-8.5	-13.6	0.0	0.1	-18.9	-5.1	0.0	1.0	-0.1	-1.7	-6.5	-0.2	-0.2	-0.3	-27.7	-6.2	-26.8
Tallaght	0.0	0.0	0.0	-0.2	-9.7	0.0	0.0	-10.3	3.2	0.0	0.0	0.0	1.0	-1.3	0.0	0.0	0.0	-16.4	1.0	-9.0
Red Cow	0.0	0.0	0.0	-0.1	-6.5	-0.2	-0.1	-10.3	3.2	0.2	0.0	0.0	-0.1	-1.2	0.0	0.0	0.0	-14.6	2.4	-1.0
Blanchardstown	0.7	-0.7	0.0	-14.6	-6.5	-1.4	-0.1	-13.9	0.1	-2.0	0.0	0.0	0.0	-2.6	-0.1	-0.1	0.2	-26.2	-6.3	-22.6
Ashbourne	-0.7	-0.8	-0.8	-0.6	0.0	-1.8	-1.2	-0.8	-0.6	-2.3	-0.1	-0.1	-6.8	0.0	2.5	2.2	2.2	1.6	1.5	2.8
Donabate	0.0	0.0	0.0	-5.2	-16.4	0.7	0.0	-19.0	-14.6	-1.6	0.0	0.0	0.0	0.9	0.0	0.0	0.0	1.3	0.3	-8.4
Balbriggan	0.6	0.6	0.6	-7.4	-10.4	0.6	0.6	-19.1	-5.3	-1.1	0.6	0.6	0.6	5.6	0.0	0.0	0.4	6.1	-5.1	4.8
Drogheda	0.0	0.0	0.0	0.9	2.7	0.6	2.7	1.6	2.8	-1.7	0.0	0.0	0.0	1.4	0.0	0.3	0.0	-10.7	-0.3	2.8
Swords Pavilion	-19.9	-21.2	-12.1	-48.5	-21.9	-24.4	-13.8	-21.5	-26.5	-29.2	-14.4	-14.0	-31.0	-0.4	0.6	0.7	-3.3	0.0	-0.1	-15.7
Swords East	0.4	1.8	4.2	-24.5	-22.8	2.2	4.7	-22.5	-26.2	-7.4	3.0	3.0	-11.9	-0.4	-0.8	0.7	0.0	0.0	0.0	-16.6
Dublin Airport	-20.5	-14.0	-9.8	-30.0	-9.4	-19.8	-0.9	-8.7	-6.5	-29.7	13.5	10.7	-26.7	-6.3	-0.4	0.1	-0.4	-9.9	-8.5	0.0

Table 6.11: Scenario A 2035 PM Peak – Journey Time Comparisons (minutes) between Do Minimum and Do Something

Journey Time 2035 DS - 2035 DM Scenario A PM Peak Period	O'Connell Street	St. Stephen's Green	College Street (Trinity)	Glasnevin	DCU	Rathgar Road	Coolock	Ballymun	Finglas	Sandyford	Tallaght	Red Cow	Blanchardstown	Ashbourne	Donabate	Balbriggan	Drogheda	Swords Pavilion	Swords East	Dublin Airport
O'Connell Street	0.0	0.0	0.0	-3.4	-12.4	0.0	-0.2	-16.0	-6.6	0.0	0.0	0.0	-1.3	0.8	-2.6	0.0	0.0	-23.2	-5.6	-18.0
St. Stephen's Green	0.1	0.0	0.0	-2.2	-10.7	-0.1	-0.1	-14.7	-1.4	0.0	0.0	0.0	-2.5	1.8	0.0	0.6	0.0	-24.3	-7.1	-19.6
College Street (Trinity)	0.0	0.0	0.0	-1.1	-9.3	0.0	-0.2	-12.5	1.2	0.0	0.0	0.0	0.0	0.8	0.0	0.6	0.0	-16.6	0.6	-10.7
Glasnevin	-2.5	-7.3	-0.1	0.0	-0.3	-11.9	-14.6	0.4	0.0	-15.3	0.3	0.3	-13.1	0.9	-10.3	-6.6	-13.5	-42.3	-27.5	-24.8
DCU	-3.9	-9.0	-2.4	0.0	0.0	-12.4	-0.1	0.0	0.0	-15.8	-0.3	-0.3	-5.5	1.0	-17.3	-11.6	5.4	-24.9	-18.9	-15.8
Rathgar Road	0.1	0.0	0.1	-8.7	-14.0	0.0	-1.8	-21.0	-9.5	0.0	-0.3	0.0	-6.5	1.1	-0.1	0.2	-1.5	-28.1	-2.8	-24.8
Coolock	0.0	0.0	0.0	-9.2	0.0	-1.5	0.0	0.0	-0.1	-1.2	0.0	0.0	-0.2	0.8	-2.6	0.0	0.0	2.1	0.1	0.3
Ballymun	-9.7	-14.8	-8.1	1.3	0.0	-18.2	0.1	0.0	0.0	-21.6	-6.2	-6.2	-14.1	0.8	-17.9	-15.6	-10.4	-20.5	-11.4	-11.5
Finglas	-0.1	-1.9	0.1	0.0	-1.9	-6.8	-2.0	-0.1	0.0	-8.5	1.8	1.8	0.3	0.8	-6.1	-3.6	0.9	-26.1	-16.4	-5.5
Sandyford	0.0	0.0	-0.1	-8.9	-15.8	0.0	-0.4	-20.8	-6.4	0.0	0.3	0.0	-2.1	0.4	-0.5	-0.1	-2.3	-32.3	-12.1	-25.8
Tallaght	-0.1	-0.1	-0.1	-0.1	-7.3	-0.3	-0.2	-11.2	1.7	-0.7	0.0	0.0	0.2	0.8	-2.7	0.1	-0.1	-19.2	-1.8	-14.5
Red Cow	-0.1	-0.1	-0.1	-0.1	-7.3	-0.1	-0.3	-11.2	1.9	0.0	0.0	0.0	-1.5	0.8	-2.7	0.1	-0.1	-18.8	-1.6	5.7
Blanchardstown	0.6	-0.7	-0.2	-14.6	-2.4	-1.2	-0.2	-9.2	-0.5	-2.3	3.3	0.0	0.0	0.1	-2.6	0.0	0.0	-35.0	-16.6	-23.3
Ashbourne	0.1	0.1	0.1	0.1	-1.3	-0.5	-1.2	0.5	0.1	-0.8	0.4	0.4	-9.1	0.0	1.1	3.1	0.3	0.0	0.0	-2.2
Donabate	0.0	0.0	0.0	-8.8	-14.4	2.5	-0.3	-14.0	-13.6	-3.3	0.0	0.0	-0.2	2.2	0.0	0.0	0.0	0.5	0.0	-0.9
Balbriggan	-1.4	-0.4	0.0	-18.0	-11.9	-3.6	0.0	-18.4	-20.0	-11.2	0.8	0.5	-1.7	1.6	0.0	0.0	0.0	0.3	-0.5	0.4
Drogheda	-9.5	0.0	0.0	-22.7	12.2	-8.6	-0.1	-16.4	-7.0	-16.6	-0.1	-0.2	-0.2	0.1	0.0	0.1	0.0	-9.9	0.2	0.0
Swords Pavilion	-25.0	-24.3	-18.7	-41.6	-16.7	-27.4	-7.6	-16.1	-21.5	-32.6	-20.8	-20.1	-35.3	1.7	1.3	3.6	-10.1	0.0	0.0	-10.6
Swords East	-0.5	0.3	3.2	-24.2	-13.3	-1.7	0.3	-12.7	-21.1	-8.5	2.1	1.7	-10.4	1.7	0.0	2.3	0.0	0.0	0.0	-10.7
Dublin Airport	-20.7	-17.3	-11.5	-22.2	-9.1	-32.1	-0.1	-8.5	-5.5	-33.0	19.0	7.3	-27.7	-13.4	-2.3	1.8	1.1	-10.2	-1.7	0.0

Table 6.12: Scenario A 2050 AM Peak - Journey Time Comparisons (minutes) between Do Minimum and Do Something

Journey Time 2050 DS - 2050 DM Scenario A AM Peak Period	O'Connell Street	St. Stephen's Green	College Street (Trinity)	Glasnevin	DCU	Rathgar Road	Coolock	Ballymun	Finglas	Sandyford	Tallaght	Red Cow	Blanchardstown	Ashbourne	Donabate	Balbriggan	Drogheda	Swords Pavilion	Swords East	Dublin Airport
O'Connell Street	0.0	-0.1	0.0	-3.5	-11.6	0.1	0.3	-15.3	-2.1	0.0	-0.1	-0.1	-1.0	-1.4	0.0	0.0	0.0	-20.9	-1.8	-19.5
St. Stephen's Green	0.0	0.0	0.0	-2.5	-10.6	0.0	0.3	-14.5	-0.5	0.0	-0.1	-0.1	-1.7	-3.4	0.0	0.0	0.0	-22.0	-2.9	-22.7
College Street (Trinity)	0.0	0.0	0.0	-0.9	-7.8	0.1	0.3	-12.0	0.5	0.0	-0.1	-0.1	0.0	-1.2	0.0	0.0	0.0	-14.2	2.2	-17.1
Glasnevin	-4.4	-9.4	-1.3	0.0	-0.1	-12.9	-11.7	0.8	0.3	-17.9	-0.1	-0.1	-13.7	-1.3	-6.3	-12.1	4.4	-38.8	-25.0	-24.4
DCU	-5.4	-11.2	-3.9	0.1	0.0	-14.2	0.1	0.0	-0.2	-17.2	-1.9	-2.1	-1.5	-2.2	-19.0	-14.8	-0.9	-22.7	-22.3	-15.5
Rathgar Road	0.0	0.0	0.1	-9.5	-14.5	0.0	-1.9	-20.8	-8.6	0.0	0.1	0.1	-8.8	-10.4	-0.3	-0.4	-1.3	-27.9	-0.2	-29.1
Coolock	0.3	0.4	0.4	-4.4	0.1	-2.1	0.0	-0.3	-0.1	-1.1	0.4	0.5	0.4	-4.5	0.4	0.4	-0.9	-10.4	0.4	-1.7
Ballymun	-11.1	-16.9	-9.6	1.5	0.1	-19.9	0.0	0.0	-0.2	-22.9	-7.7	-7.8	-15.4	-2.0	-16.3	-19.2	-2.0	-19.4	-18.9	-12.1
Finglas	0.6	-4.4	1.2	0.3	-0.1	-13.2	-0.1	0.1	0.0	-12.7	3.6	3.6	0.1	-1.5	-6.0	-18.8	-1.1	-23.8	-23.1	-17.1
Sandyford	0.0	0.1	0.0	-8.0	-13.7	0.0	0.4	-19.0	-4.1	0.0	-15.1	-0.1	-1.9	-9.7	-0.2	-0.2	0.0	-29.0	-8.1	-27.4
Tallaght	-0.1	0.0	-0.1	1.1	-10.3	-0.2	0.2	-10.9	3.5	-0.6	0.0	0.0	0.3	-1.7	0.0	-0.1	-0.1	-17.8	-0.2	-15.8
Red Cow	0.0	0.0	-0.1	0.1	-7.0	0.4	0.2	-10.9	3.5	0.2	0.0	0.0	0.0	-1.7	0.0	0.0	0.0	-16.0	1.4	-6.6
Blanchardstown	0.5	-0.7	0.7	-14.6	-7.1	-1.4	0.1	-14.9	0.2	-2.0	0.1	0.1	0.0	3.3	-0.2	-0.2	-0.2	-27.9	-8.2	-21.6
Ashbourne	-1.2	-1.2	-1.2	-1.3	-0.9	-2.6	-1.8	-1.5	-1.5	-3.0	-0.7	-0.7	-10.4	0.0	2.1	2.1	1.8	1.7	1.7	3.8
Donabate	1.9	0.0	0.0	-6.1	-11.6	1.0	2.2	-18.6	-12.3	-1.7	1.9	1.9	1.9	0.3	0.0	0.0	0.0	0.9	0.0	-9.1
Balbriggan	0.0	-0.6	-0.6	-8.1	-10.8	0.6	0.3	-23.4	-4.2	-2.3	0.0	0.0	0.0	2.7	0.1	0.0	-0.1	6.1	-0.1	5.0
Drogheda	0.1	0.1	0.1	-0.1	2.0	1.0	2.0	2.1	1.8	-1.6	0.1	0.1	0.1	-0.2	-0.1	-0.2	0.0	-8.3	-0.2	2.1
Swords Pavilion	-20.4	-21.7	-12.6	-47.6	-22.0	-25.0	-13.6	-21.6	-27.3	-29.8	-14.9	-14.5	-31.6	-0.6	0.0	0.4	-4.1	0.0	0.0	-15.5
Swords East	-0.1	1.3	3.9	-24.9	-23.0	1.5	5.2	-22.6	-25.7	-8.1	2.7	2.7	-12.4	-0.6	-0.7	0.4	-0.7	0.0	0.0	-16.5
Dublin Airport	-20.6	-14.9	-10.1	-30.6	-9.4	-21.2	-0.7	-8.7	-6.9	-29.2	4.3	10.6	-27.5	-5.5	-0.7	0.5	-0.2	-10.0	-8.5	0.0

Table 6.13: Scenario A 2050 PM Peak – Journey Time Comparisons (minutes) between Do Minimum and Do Something

Journey Time 2050 DS - 2050 DM Scenario A PM Peak Period	O'Connell Street	St. Stephen's Green	College Street (Trinity)	Glasnevin	DCU	Rathgar Road	Coolock	Ballymun	Finglas	Sandyford	Tallaght	Red Cow	Blanchardstown	Ashbourne	Donabate	Balbriggan	Drogheda	Swords Pavilion	Swords East	Dublin Airport
O'Connell Street	0.0	0.0	0.0	-3.3	-12.0	-0.1	0.3	-15.9	-3.9	0.0	0.0	0.0	-1.3	0.3	0.0	0.0	0.0	-27.7	-10.2	-22.5
St. Stephen's Green	0.0	0.0	0.0	-2.1	-10.7	0.0	0.4	-14.7	-1.0	0.0	0.0	0.0	-2.6	0.9	0.0	0.7	0.0	-28.8	-11.6	-24.7
College Street (Trinity)	0.0	0.0	0.0	-1.0	-9.4	-0.1	0.3	-12.5	1.3	0.0	0.0	0.0	-0.1	0.2	0.0	0.7	0.0	-21.1	-3.5	-17.0
Glasnevin	-2.5	-7.3	-0.1	0.0	-0.3	-12.0	-13.7	0.4	0.4	-15.5	0.3	0.3	-13.4	0.5	-7.3	-6.7	-10.6	-43.1	-29.5	-27.3
DCU	-4.1	-9.1	-2.5	0.1	0.0	-12.6	0.2	0.1	-0.1	-15.9	-0.4	-0.4	-8.6	-0.5	-16.3	-14.4	-3.6	-26.4	-21.9	-17.8
Rathgar Road	0.2	0.1	0.2	-8.4	-13.3	0.0	-1.3	-20.7	-8.4	0.0	-0.3	-1.9	-6.6	-0.5	0.0	0.3	-0.1	-33.4	-7.6	-30.2
Coolock	0.5	1.5	1.5	-9.5	0.1	-1.0	0.0	0.0	0.0	-0.9	1.0	0.9	0.3	0.2	0.4	0.4	0.4	3.7	-0.4	-1.4
Ballymun	-9.8	-15.0	-8.3	1.4	0.0	-18.4	-0.6	0.0	0.0	-21.8	-6.4	-6.4	-14.3	0.1	-19.0	-17.9	-12.5	-21.8	-14.5	-12.9
Finglas	0.2	-1.5	0.5	0.2	-0.1	-6.6	0.0	0.0	0.0	-8.2	2.1	2.0	-0.1	0.2	-4.5	-3.4	14.9	-26.2	-21.0	-11.3
Sandyford	0.0	0.1	-0.1	-8.3	-15.9	0.0	0.2	-20.7	-5.8	0.0	0.3	-0.1	-2.2	-4.2	-0.4	0.3	-0.6	-36.8	-16.7	-29.7
Tallaght	-0.1	-0.1	-0.1	0.1	-7.0	0.1	0.3	-10.6	2.3	-0.1	0.0	0.0	-2.6	0.4	-0.1	-0.1	0.0	-23.4	-5.9	-17.3
Red Cow	-0.1	-0.1	-0.1	0.1	-6.9	-0.1	0.2	-10.6	2.4	-0.1	0.0	0.0	-1.8	0.4	-0.1	-0.1	0.0	-23.0	-5.5	1.3
Blanchardstown	0.6	-0.7	0.6	-14.6	-2.2	-1.2	0.3	-9.5	0.0	-4.8	-0.3	-0.3	0.0	0.9	0.0	0.0	0.0	-38.5	-20.9	-27.7
Ashbourne	1.6	1.6	1.6	1.5	2.2	1.0	0.9	2.7	1.4	0.7	1.9	1.9	-8.9	0.0	0.7	3.2	0.4	-0.1	-0.1	-6.5
Donabate	0.0	0.0	0.0	-8.6	-15.1	2.4	0.2	-14.2	-18.7	-3.2	0.0	-0.1	0.0	2.8	0.0	0.0	0.0	0.4	-0.1	-1.3
Balbriggan	-0.9	-0.2	0.0	-17.2	-11.6	-3.2	0.1	-19.0	-23.5	-10.6	0.6	0.3	-1.1	1.1	0.0	0.0	0.0	0.1	-0.2	-1.9
Drogheda	0.0	0.0	0.0	-21.9	11.7	-8.1	0.1	-18.8	8.7	-7.2	-0.1	-0.1	0.0	-0.2	0.0	0.1	0.0	-10.4	0.1	-2.2
Swords Pavilion	-26.7	-25.9	-20.3	-40.8	-17.4	-28.7	-8.0	-16.6	-23.3	-34.7	-22.1	-21.4	-36.2	2.3	0.9	3.3	-9.7	0.0	0.1	-11.0
Swords East	-1.3	-0.9	0.7	-24.9	-14.0	-2.8	0.1	-13.2	-22.3	-9.5	1.1	0.7	-11.3	2.3	0.1	1.5	0.1	0.0	0.0	-11.2
Dublin Airport	-20.1	-17.9	-12.2	-22.4	-9.5	-31.5	-0.2	-8.6	-7.8	-32.6	11.9	5.0	-29.2	-3.6	-2.3	1.4	0.4	-10.2	-3.6	0.0

Table 6.14: Scenario A 2065 AM Peak – Journey Time Comparisons (minutes) between Do Minimum and Do Something

Journey Time 2065 DS - 2065 DM Scenario A AM Peak Period	O'Connell Street	St. Stephen's Green	College Street (Trinity)	Glasnevin	DCU	Rathgar Road	Coolock	Ballymun	Finglas	Sandyford	Tallaght	Red Cow	Blanchardstown	Ashbourne	Donabate	Balbriggan	Drogheda	Swords Pavilion	Swords East	Dublin Airport
O'Connell Street	0.0	-0.1	0.0	-3.7	-11.3	0.1	0.5	-16.1	-2.3	0.0	-0.1	-0.1	-1.1	-0.9	0.0	0.0	0.0	-23.3	-4.2	-20.8
St. Stephen's Green	0.0	0.0	0.0	-2.7	-12.4	0.1	0.5	-15.3	-0.4	0.0	-0.1	-0.1	-7.6	-3.2	0.0	0.0	0.0	-24.8	-5.6	-24.4
College Street (Trinity)	0.0	0.0	0.0	-1.0	-8.4	0.2	0.5	-12.8	0.7	0.0	-0.1	-0.1	-0.1	-0.7	0.0	0.0	0.1	-16.7	0.9	-18.9
Glasnevin	-5.2	-10.4	-1.1	0.0	0.0	-13.4	-11.4	0.7	0.2	-18.5	-0.2	-0.2	-13.7	-0.8	-6.2	-12.0	2.3	-39.8	-27.6	-25.4
DCU	-5.7	-11.6	-4.2	0.1	0.0	-14.5	0.1	0.0	-0.3	-17.5	-2.2	-2.4	-4.5	-3.0	-19.3	-18.3	-1.3	-24.6	-24.1	-17.4
Rathgar Road	0.1	0.2	0.1	-9.7	-14.0	0.0	-2.1	-21.6	-8.6	0.0	0.2	0.2	-9.8	-10.5	0.0	-1.0	-0.9	-30.6	-2.8	-30.4
Coolock	1.0	1.1	1.1	-4.3	0.1	-1.9	0.0	0.0	-0.2	-1.0	1.1	1.1	0.6	-4.1	0.6	0.6	-3.1	-11.0	1.5	-2.4
Ballymun	-11.5	-17.3	-10.0	1.6	0.1	-20.2	-0.1	0.0	-0.2	-23.3	-8.1	-8.2	-15.7	-2.7	-16.7	-20.9	-2.4	-19.7	-19.2	-12.4
Finglas	-1.4	-8.0	-0.7	0.1	-0.1	-15.3	0.0	-0.1	0.0	-14.9	3.4	3.3	-0.7	-1.2	-9.6	-21.3	-1.5	-24.6	-25.0	-18.3
Sandyford	0.0	0.1	0.0	-7.9	-13.8	0.0	0.6	-19.5	-4.2	0.0	-0.1	-0.1	-2.5	-10.2	-0.2	-0.2	0.0	-31.5	-10.8	-28.5
Tallaght	0.0	0.0	0.0	1.4	-10.5	-0.3	0.5	-11.7	3.8	-0.6	0.0	0.0	0.0	-1.4	0.0	0.0	0.0	-20.3	-1.8	-19.4
Red Cow	0.0	0.0	0.0	0.2	-10.6	0.0	0.4	-11.7	3.8	0.2	0.0	0.0	0.0	-1.3	0.0	0.0	0.0	-18.4	-0.1	-20.4
Blanchardstown	0.5	-0.8	0.7	-14.7	-7.1	-1.5	0.3	-15.7	-0.1	-2.3	0.4	0.4	0.0	3.7	-0.2	-0.2	-0.2	-30.3	-10.7	-22.2
Ashbourne	-2.1	-2.1	-2.1	-2.3	-1.9	-3.8	-2.8	-2.3	-2.6	-4.3	-1.5	-1.5	-16.1	0.0	3.2	2.1	1.4	2.6	1.9	3.5
Donabate	0.0	0.0	0.0	-8.0	-10.7	1.0	1.8	-22.1	-13.5	-2.0	0.0	0.0	0.0	0.8	0.0	0.0	0.0	1.1	0.5	-11.3
Balbriggan	0.0	-0.6	-0.6	-8.0	-10.3	0.6	0.6	-20.7	-4.4	-2.6	0.0	0.0	0.0	1.8	0.1	0.0	0.1	3.5	0.0	3.1
Drogheda	0.1	0.1	0.1	-1.5	-0.1	1.4	-0.1	-1.9	-0.4	-1.9	0.1	0.1	0.1	0.0	0.0	-1.2	0.0	-10.6	0.0	0.0
Swords Pavilion	-23.8	-23.9	-16.1	-48.2	-22.9	-27.2	-13.8	-22.4	-29.8	-31.0	-18.6	-18.1	-33.5	-0.9	0.3	0.2	-4.8	0.0	0.1	-16.2
Swords East	-1.2	0.2	2.6	-25.9	-22.9	0.1	5.4	-22.4	-26.5	-9.3	1.4	1.4	-13.5	-0.9	-1.4	0.2	-1.4	0.0	0.0	-16.2
Dublin Airport	-22.2	-17.9	-13.0	-32.2	-9.5	-27.0	-0.5	-8.9	-9.8	-31.9	-0.7	12.8	-29.2	-5.8	-2.4	-1.7	-1.9	-10.6	-10.1	0.0

Table 6.15: Scenario A 2065 PM Peak – Journey Time Comparisons (minutes) between Do Minimum and Do Something

Journey Time 2065 DS - 2065 DM Scenario A PM Peak Period	O'Connell Street	St. Stephen's Green	College Street (Trinity)	Glasnevin	DCU	Rathgar Road	Coolock	Ballymun	Finglas	Sandyford	Tallaght	Red Cow	Blanchardstown	Ashbourne	Donabate	Balbriggan	Drogheda	Swords Pavilion	Swords East	Dublin Airport
O'Connell Street	0.0	0.0	0.0	-3.4	-12.2	-0.1	0.4	-15.5	-4.2	0.0	0.0	0.0	-1.5	0.7	0.0	0.0	-4.0	-29.6	-12.1	-24.5
St. Stephen's Green	0.0	0.0	0.0	-2.4	-10.3	0.0	0.4	-14.3	-0.5	0.0	0.0	0.0	-2.9	0.9	0.0	0.0	-4.0	-30.7	-13.6	-26.3
College Street (Trinity)	0.0	0.0	0.0	-1.1	-9.2	-0.2	0.5	-12.2	2.1	0.0	0.0	0.0	0.0	0.7	0.0	0.0	-4.0	-23.0	-5.5	-16.5
Glasnevin	-3.1	-7.6	-0.3	0.0	0.2	-12.3	-14.1	0.8	0.3	-16.0	0.3	0.3	-13.4	0.7	-7.6	-7.3	-10.1	-43.4	-32.7	-29.3
DCU	-4.3	-9.3	-2.8	0.2	0.0	-13.3	-0.1	0.1	-1.1	-16.2	-0.5	-0.5	-11.8	-10.8	-17.1	-14.0	-16.0	-26.5	-21.9	-17.2
Rathgar Road	0.2	0.1	0.2	-8.4	-13.9	0.0	-1.6	-20.4	-7.6	0.0	0.2	0.2	-7.3	-1.4	-0.1	-0.1	-1.4	-34.9	-9.7	-30.5
Coolock	0.8	1.7	1.8	-9.3	0.0	-1.1	0.0	-0.6	-1.2	-0.8	1.3	1.2	0.6	0.2	0.6	0.6	-3.5	3.7	-0.2	-1.4
Ballymun	-10.0	-15.4	-8.5	1.6	0.1	-18.4	-0.6	0.0	0.7	-22.0	-6.6	-6.6	-14.5	0.2	-19.4	-18.3	-12.7	-22.2	-19.7	-13.2
Finglas	0.3	-1.6	0.6	0.3	-0.3	-7.1	-0.9	-0.3	0.0	-8.6	2.0	1.9	-0.5	0.2	-5.0	-4.7	16.0	-26.7	-24.6	-15.2
Sandyford	0.0	0.1	0.0	-8.9	-16.1	0.0	0.1	-20.3	-5.7	0.0	-0.3	-0.1	-2.8	-4.5	-0.4	-0.4	-3.6	-38.5	-18.7	-36.3
Tallaght	-0.1	-0.1	-0.1	0.2	-6.6	0.0	0.4	-10.3	2.3	0.4	0.0	0.0	-1.7	0.8	-0.1	-0.1	-4.1	-24.4	-7.0	-18.2
Red Cow	-0.1	-0.1	-0.1	0.2	-6.6	-0.2	0.3	-10.3	2.3	-0.1	0.0	0.0	-1.7	0.8	-0.1	-0.1	-4.1	-24.0	-6.6	-0.2
Blanchardstown	0.5	-0.8	0.6	-14.6	-3.9	-1.3	0.4	-11.6	-0.1	-2.9	-0.3	-0.3	0.0	-0.2	0.0	0.0	-4.0	-39.3	-22.0	-28.0
Ashbourne	2.0	2.0	2.0	1.8	2.3	1.1	1.1	2.2	1.6	0.8	2.2	2.2	-10.8	0.0	0.4	1.1	0.1	-0.5	-0.5	-3.1
Donabate	0.0	0.0	0.0	-8.6	-17.4	2.1	0.4	-15.1	-17.1	-3.4	0.0	0.0	0.0	2.7	0.0	-0.1	-0.3	0.5	-0.2	-1.9
Balbriggan	-0.6	-0.1	0.0	-16.7	-13.0	-2.9	0.2	-20.5	-23.8	-10.1	0.6	0.4	-0.8	0.4	0.0	0.0	-0.1	-0.1	-0.1	0.0
Drogheda	0.0	0.0	0.0	-21.1	10.8	-3.0	0.2	-18.2	6.5	-6.3	-0.1	0.0	0.0	-0.5	0.0	0.4	0.0	-10.7	0.1	-1.1
Swords Pavilion	-27.9	-27.0	-21.6	-41.5	-19.5	-29.7	-9.7	-17.1	-24.7	-36.5	-24.0	-23.3	-37.8	2.5	1.0	1.6	-10.1	0.0	1.1	-11.4
Swords East	-1.8	-1.5	-0.2	-25.8	-16.0	-3.7	-0.1	-13.9	-18.7	-10.1	-0.5	-1.0	-13.6	2.5	0.0	-0.9	-0.2	0.0	0.0	-11.6
Dublin Airport	-20.4	-18.3	-12.5	-22.8	-11.2	-31.4	-1.3	-9.0	-11.9	-32.9	7.4	7.6	-28.3	-2.7	-2.7	1.7	0.5	-10.3	-5.8	0.0

The implementation of the Project provides substantial time savings in 2035, 2050 and 2065, from a range of locations in north Dublin, the city centre, and south Dublin. In 2050 AM, the largest journey time savings can be seen in journeys to and from Dublin Airport and Swords Pavilion. The largest journey time saving occurs from Swords Pavilion to Glasnevin, with a saving of approximately 48 minutes in all three years. This is due to the presence of the interchange with the heavy rail network at Glasnevin station, contributing to an overall public transport journey time saving. A saving of approximately 33 minutes can be seen from Dublin Airport to Sandyford at the south of the city in 2050 PM, as a result of the interchange with the Luas Green Line at Charlemont station, and a saving of 30 minutes in 2065, in the PM period.

Overall, in the AM period, journeys to the north (to Swords Pavilion and Swords East) and Dublin Airport see widespread journey time reductions, of up to 32 minutes from Sandyford and Rathgar Road to Swords Pavilion, as a result of the interchange with Luas Green Line. The journey from O'Connell Street to Dublin Airport sees a reduction of up to 24 minutes in 2035 and 2050.

In the PM period, the largest reduction in journey time in 2035 is from Glasnevin to Swords Pavilion, which sees a reduction of approximately 42 minutes in journey time when the Project is in place. This increases to a saving of approximately 43 minutes in 2050 and 2065, respectively. This is due to the interchange with the rail network at Glasnevin station. The Fingal Metro corridor sees consistent journey time savings to and from key locations such as O'Connell Street and St Stephen's Green, with journey time savings of up to 30 minutes and 31 minutes respectively in 2065.

6.6.3 Transfers to and from Other Modes

Table 6.16, Table 6.17, and Table 6.18 show the volume of 12hr transfers to and from the Project in Scenario A, either walking or cycling to/from the surrounding zones, or using other forms of public transport to interchange, in 2035, 2050 and 2065 respectively.

A **'First Boarder'** refers to a passenger who first accesses the public transport network via the Project. Therefore, passengers who transfer from bus/rail/Luas to the Project are not considered 'First Boarders'.

A **'Final Stop'** passenger is someone who exits the public transport network via the Project. Therefore, passengers who transfer to bus/rail/Luas from the Project to continue their journey are not considered to be 'Final Stop' passengers.

In all scenarios, the majority of transfers from 'First Boarders' and 'Final Stop' at Estuary are to/from the Estuary Park and Ride. For all other stations, 'First Boarder' and 'Final Stop' passengers are predominantly in relation to those living within the walking catchments of the stations.

Table 6.16: Transfers to/From Stations – 12hr period in 2035

Transfers To/From MetroLink Stations - 12hr Period								
Station	Transfers to MetroLink				Transfers from MetroLink			
	First Boarders	From Bus	From Rail/DART	From Luas	Final Stop	To Bus	To Rail/DART	To Luas
Estuary Park-and-Ride	6,167	3,316	-	-	6,206	2,410	-	-
Seatown	4,063	292	-	-	3,965	290	-	-
Swords Central	4,740	780	-	-	4,301	1,478	-	-
Fosterstown	3,634	3,139	-	-	3,096	2,629	-	-
Dublin Airport	25,730	525	-	-	23,870	641	-	-
Dardistown	-	-	-	-	-	-	-	-
Northwood	2,737	101	-	-	2,353	124	-	-
Ballymun	5,946	2,454	-	-	5,275	3,219	-	-
Collins Avenue	5,676	1,930	-	-	5,473	2,899	-	-
Griffiths Park	2,225	8	-	-	2,454	34	-	-
Glasnevin	1,785	2,127	2,898	-	1,936	1,171	2,505	-
Mater	2,871	1,885	-	-	2,769	1,369	-	-
O'Connell Street	5,013	333	-	4,233	4,796	102	-	3,826
Tara	8,000	5,057	3,064	4	8,373	9,674	3,346	1
St Stephen's Green	7,761	3,560	-	-	8,393	3,279	-	-
Charlemont	5,704	2,619	-	6,546	6,007	3,209	-	5,452

Table 6.17: Transfers to/From Stations-12hr period in 2050

Transfers To/From MetroLink Stations - 12hr Period								
Station	Transfers to MetroLink				Transfers from MetroLink			
	First Boarders	From Bus	From Rail/DART	From Luas	Final Stop	To Bus	To Rail/DART	To Luas
Estuary Park-and-Ride	8,045	2,696	-	-	7,979	2,191	-	-
Seatown	4,964	487	-	-	5,009	351	-	-
Swords Central	6,255	924	-	-	5,759	1,853	-	-
Fosterstown	5,075	3,207	-	-	3,965	3,123	-	-
Dublin Airport	38,337	584	-	-	34,622	699	-	-
Dardistown	-	-	-	-	-	-	-	-

Transfers To/From MetroLink Stations - 12hr Period								
Station	Transfers to MetroLink				Transfers from MetroLink			
	First Boarders	From Bus	From Rail/DART	From Luas	Final Stop	To Bus	To Rail/DART	To Luas
Northwood	3,585	140	-	-	3,022	180	-	-
Ballymun	7,901	2,784	-	-	6,922	3,776	-	-
Collins Avenue	6,313	2,301	-	-	6,160	3,698	-	-
Griffiths Park	2,548	8	-	-	2,827	38	-	-
Glasnevin	2,133	2,630	4,084	-	2,320	1,371	3,643	-
Mater	3,487	2,353	-	-	3,355	1,757	-	-
O'Connell Street	6,111	470	-	6,012	5,867	113	-	5,468
Tara	9,946	6,832	3,963	5	10,520	12,721	4,460	1
St Stephen's Green	9,126	4,311	-	-	10,010	3,849	-	-
Charlemont	6,933	3,154	-	8,114	7,358	3,889	-	6,945

Table 6.18: Transfers to/from Stations – 12hr period in 2065

Transfers To/From MetroLink Stations - 12hr Period								
Station	Transfers to MetroLink				Transfers from MetroLink			
	First Boarders	From Bus	From Rail/DART	From Luas	Final Stop	To Bus	To Rail/DART	To Luas
Estuary Park-and-Ride	7,320	3,057	-	-	7,550	2,723	-	-
Seatown	6,064	745	-	-	6,106	425	-	-
Swords Central	7,913	1,085	-	-	7,411	2,127	-	-
Fosterstown	6,307	3,442	-	-	4,948	3,639	-	-
Dublin Airport	49,043	680	-	-	47,300	854	-	-
Dardistown	-	-	-	-	-	-	-	-
Northwood	4,683	181	-	-	3,839	235	-	-
Ballymun	10,204	3,417	-	-	8,774	4,470	-	-
Collins Avenue	7,043	2,831	-	-	6,795	4,286	-	-
Griffiths Park	2,996	8	-	-	3,259	45	-	-

Transfers To/From MetroLink Stations - 12hr Period								
Station	Transfers to MetroLink				Transfers from MetroLink			
	First Boarders	From Bus	From Rail/DART	From Luas	Final Stop	To Bus	To Rail/DART	To Luas
Glasnevin	2,530	3,310	5,797	-	2,748	1,744	5,071	-
Mater	4,316	2,916	-	-	4,102	2,050	-	-
O'Connell Street	7,507	619	-	8,172	7,053	139	-	7,143
Tara	12,308	9,153	5,084	8	12,631	15,652	5,654	2
St Stephen's Green	10,525	5,130	-	-	11,416	4,520	-	-
Charlemont	8,435	3,854	-	10,008	8,900	4,533	-	8,542

Dublin Airport sees the largest number of transfers to/from zone across all years. After Dublin Airport, stations in the city centre, such as Tara and St Stephen's Green, see significant volumes of transfers to/from zone. Stations such as Collins Avenue and Ballymun, and along the R132, see large numbers of transfers to/from zone due to the surrounding residential catchments of the stations.

Tara sees the largest volume of transfers to/from bus in both scenarios. Estuary and St. Stephen's Green also see large volumes of bus transfers both to and from MetroLink.

Interchange with the heavy rail network is also possible at Glasnevin and Tara stations, however Tara sees a higher volume of transfers to and from this mode.

There is a large volume of transfers to/from Luas at Charlemont and O'Connell Street, as these stations are in close proximity to Luas services (Green Line at Charlemont and both Red and Green lines at O'Connell Street). The transfers to/from Luas at Charlemont is greater than the transfers to/from Luas at O'Connell Street in all three years.

6.7 Road Network Analysis

6.7.1 Link Flows

In comparing the Do Minimum Scenario to the Do Something scenarios in Scenario A, decreases and increases can be seen both in actual and Demand flows on the strategic road network throughout the area of interest. Figure 6.21 displays the AM difference in traffic flows on the highway network with the Project in place, the red shows an increase in flows and the green shows a decrease in flows.

When the proposed Project is in place, there are large reductions in traffic to and from the zones around the alignment to the north of the M50 when comparing the Do Minimum and Do Something scenarios. Notable decreases are seen in traffic flows around Dublin Airport including along the M1 and R132 Swords Bypass.

Increases in traffic flows are seen along the M1 and north Dublin areas as there is an increase of people accessing the Park and Ride facility at Estuary Station.

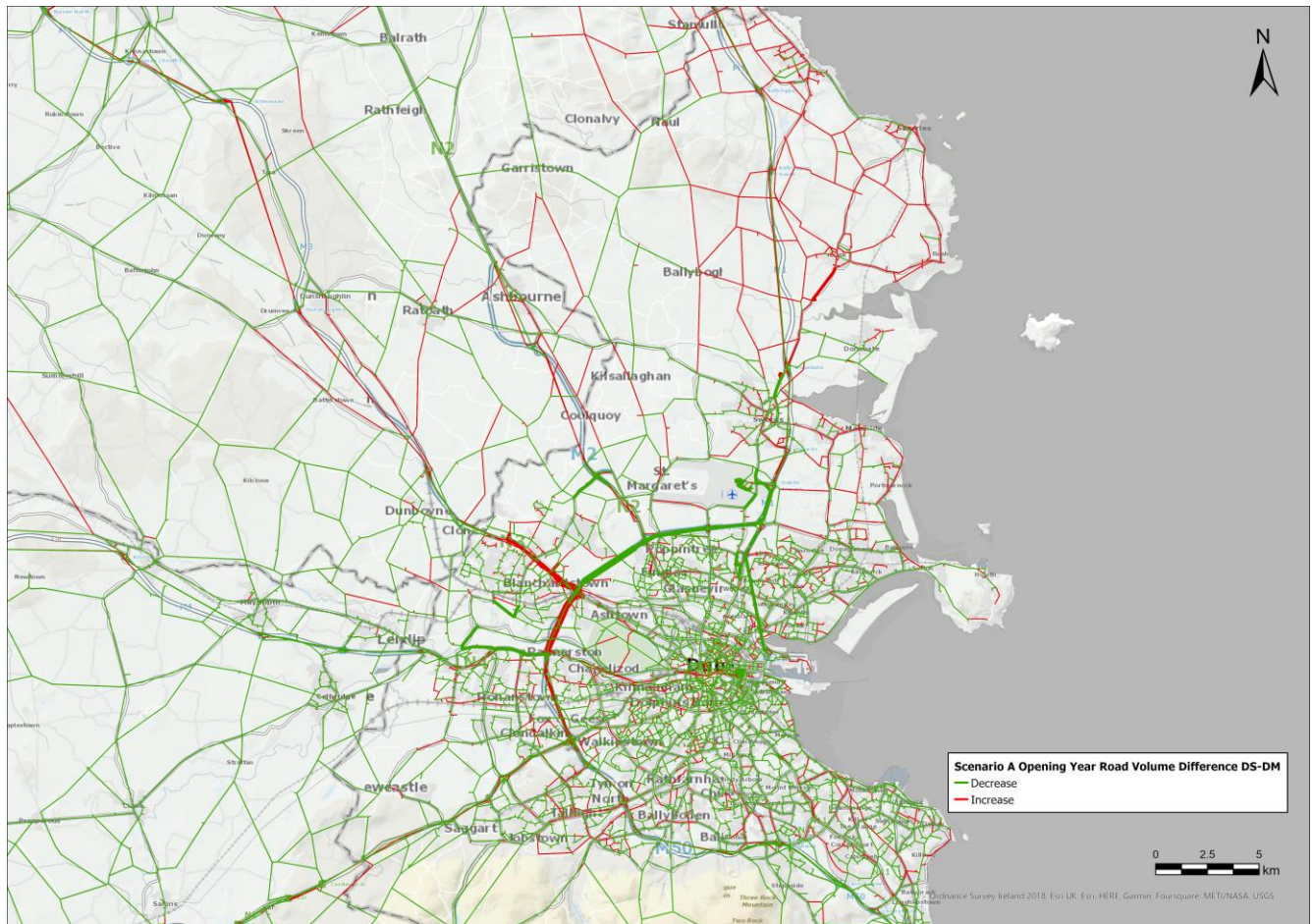


Figure 6.21: Highway Model – Flow Changes Scenario A 2035 AM Peak

Figure 6.22 below shows the AADT traffic flow differences between the Do Something and Do Minimum scenario in 2035, with Figure 6.23 and Figure 6.24 illustrating the same for 2050 and 2065.

There are increases in traffic flow in both directions to the north and south of Swords in all future years. This can be expected due to traffic travelling to the Strategic Park and Ride site at Estuary.

In 2050, reductions in AADT traffic flow can be seen on key national routes such as the M3, M4, M7/M9, M11 and M50. This relates to the transfer of road passengers onto the public transport network, utilising the Maynooth, Kildare and Cork rail lines.

In 2065, reductions in AADT traffic flow can be seen on national routes such as the M1, M3 and M4, as well as throughout the City Centre and Port Tunnel. The largest reduction of up to 5,000 vehicles is on the M1, where it joins the M50, which can be attributed to the presence of the Park and Ride facility.

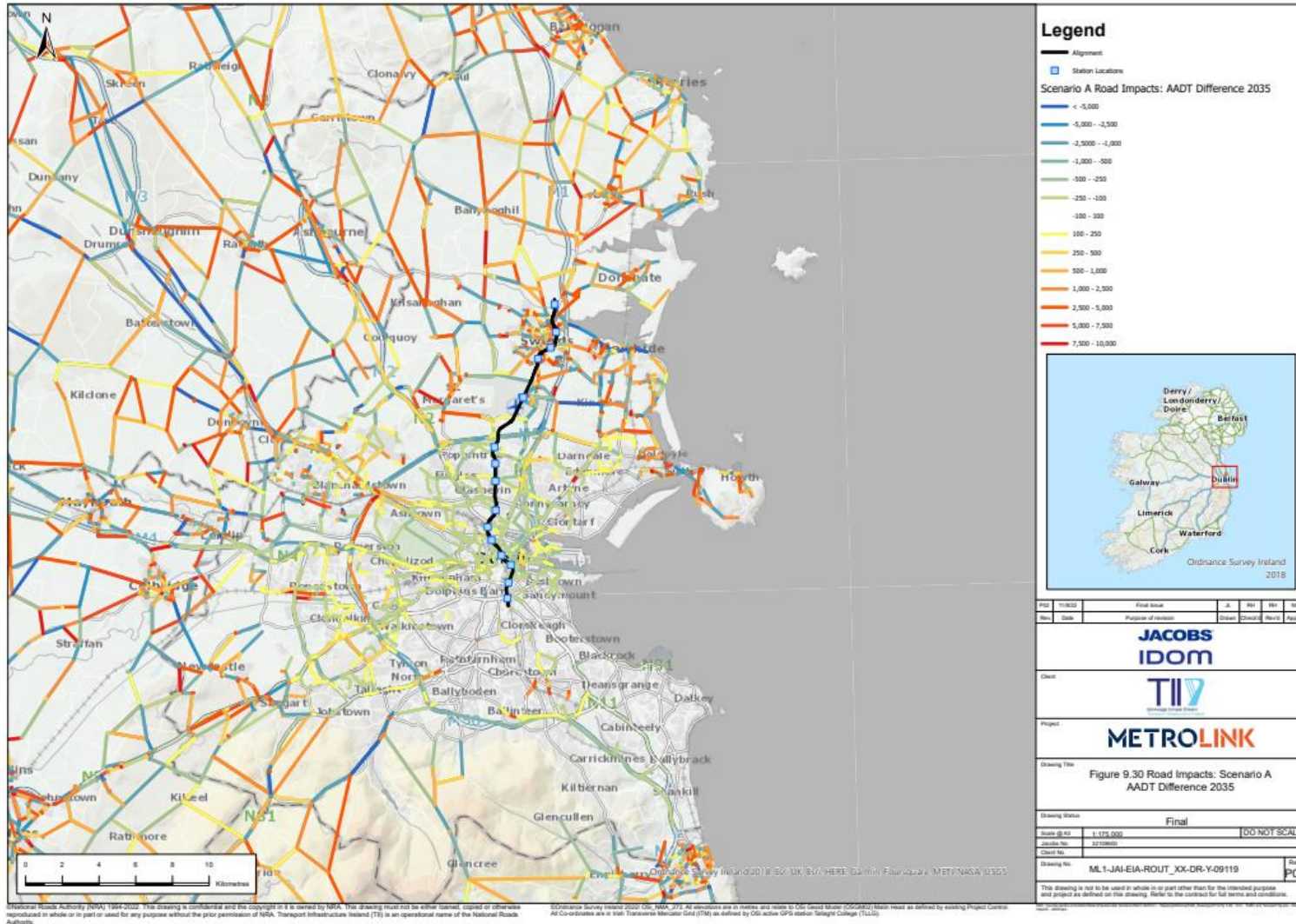


Figure 6.22: Scenario A 2035 DS – DM AADT Traffic Flow

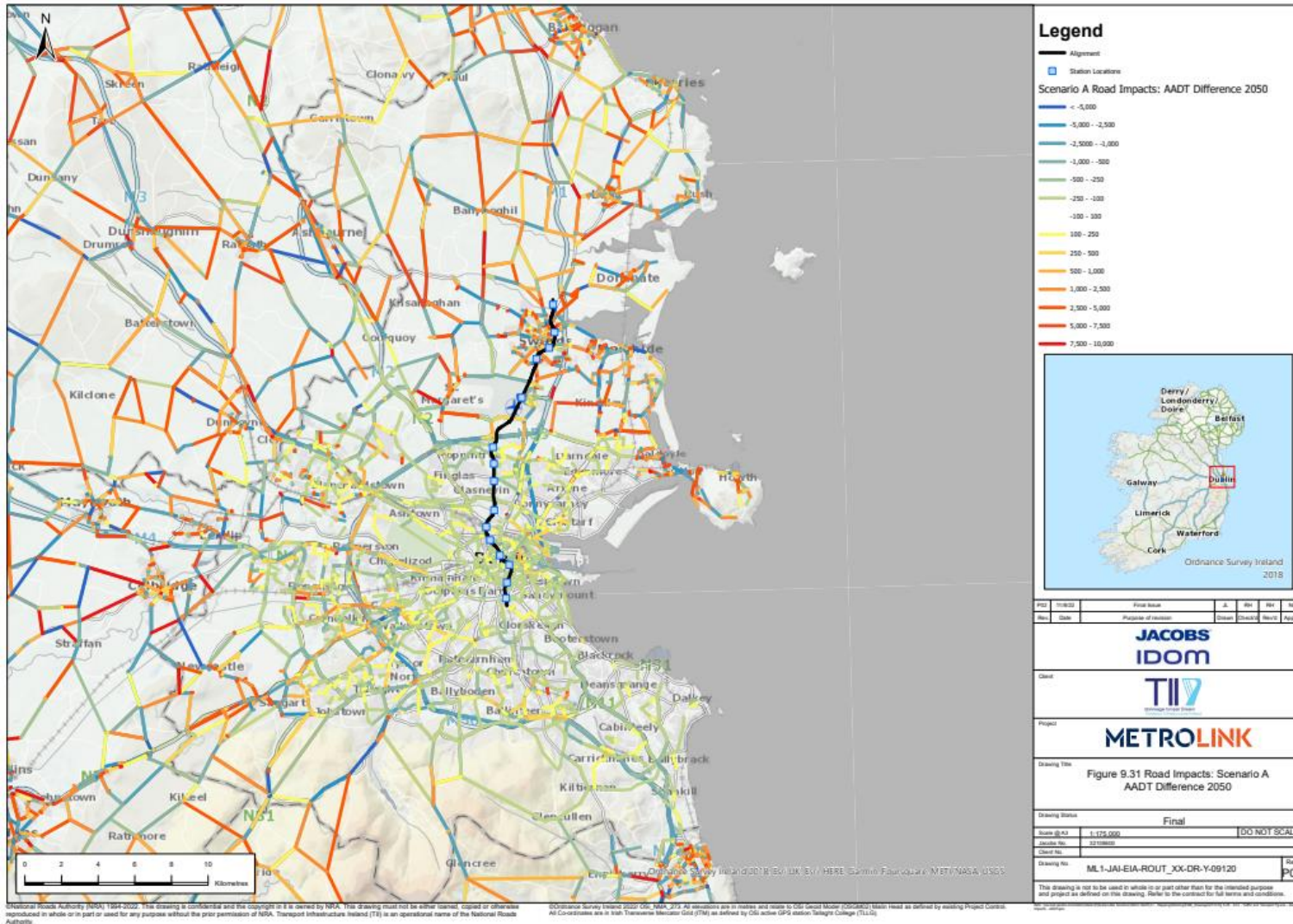


Figure 6.23: Scenario A 2050 DS-DM AADT Traffic Flow

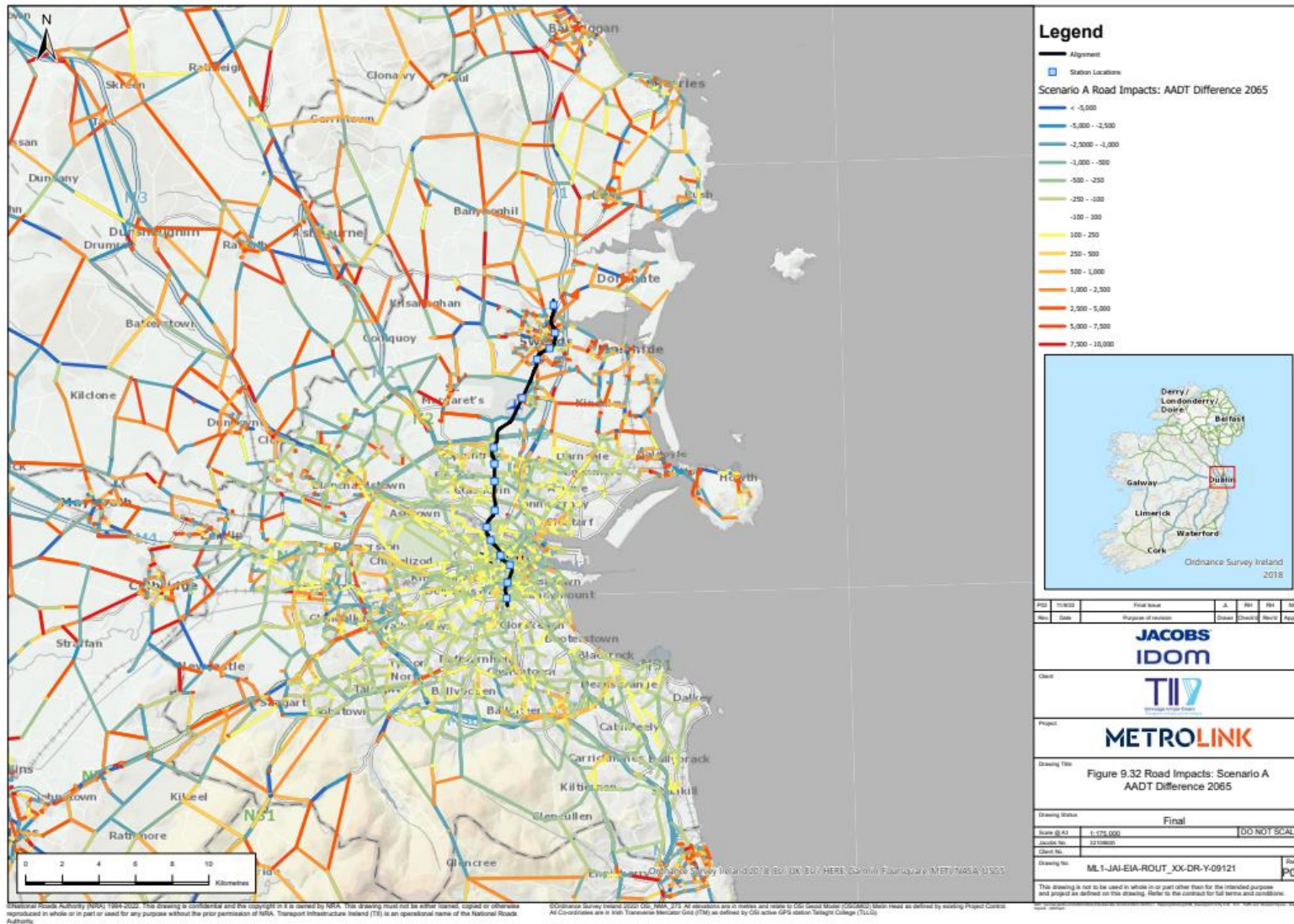


Figure 6.24: Scenario A 2065 DS-DM AADT Traffic Flow

6.7.2 Changes in Road Travel Time

Figure 6.25 to Figure 6.27 shows the changes in road travel time with the Project in place in the AM peak in 2035, 2050 and 2065 in Scenario A.

There are increases in road travel time on links to the North of Estuary Park and Ride in all future years, due to the increase in traffic travelling to and from the Park and Ride Sites in the respective AM peak. There are also road travel time savings between Estuary and Dublin City Centre, due to a reduction in traffic on the road network, as a result of previous highway trips using the MetroLink instead.

The 2035 and 2065 AM peak illustrates a number of impacts to road travel time within Dublin City Centre, however these changes in road travel time are not present in the 2065 scenarios, so may be attributed to variances within the model.

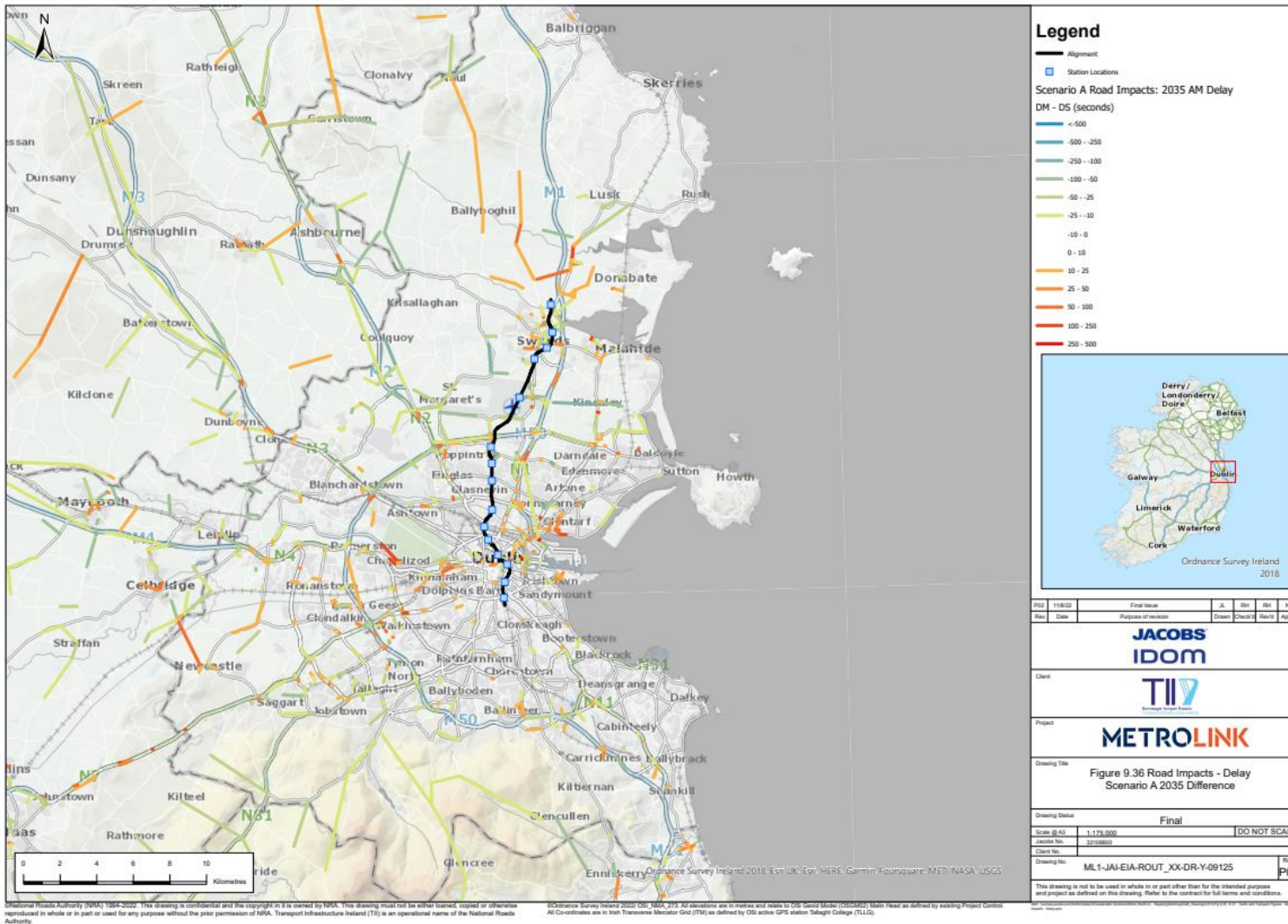


Figure 6.25 - Change in Road Travel Time in Scenario A 2035 AM Peak Period DS

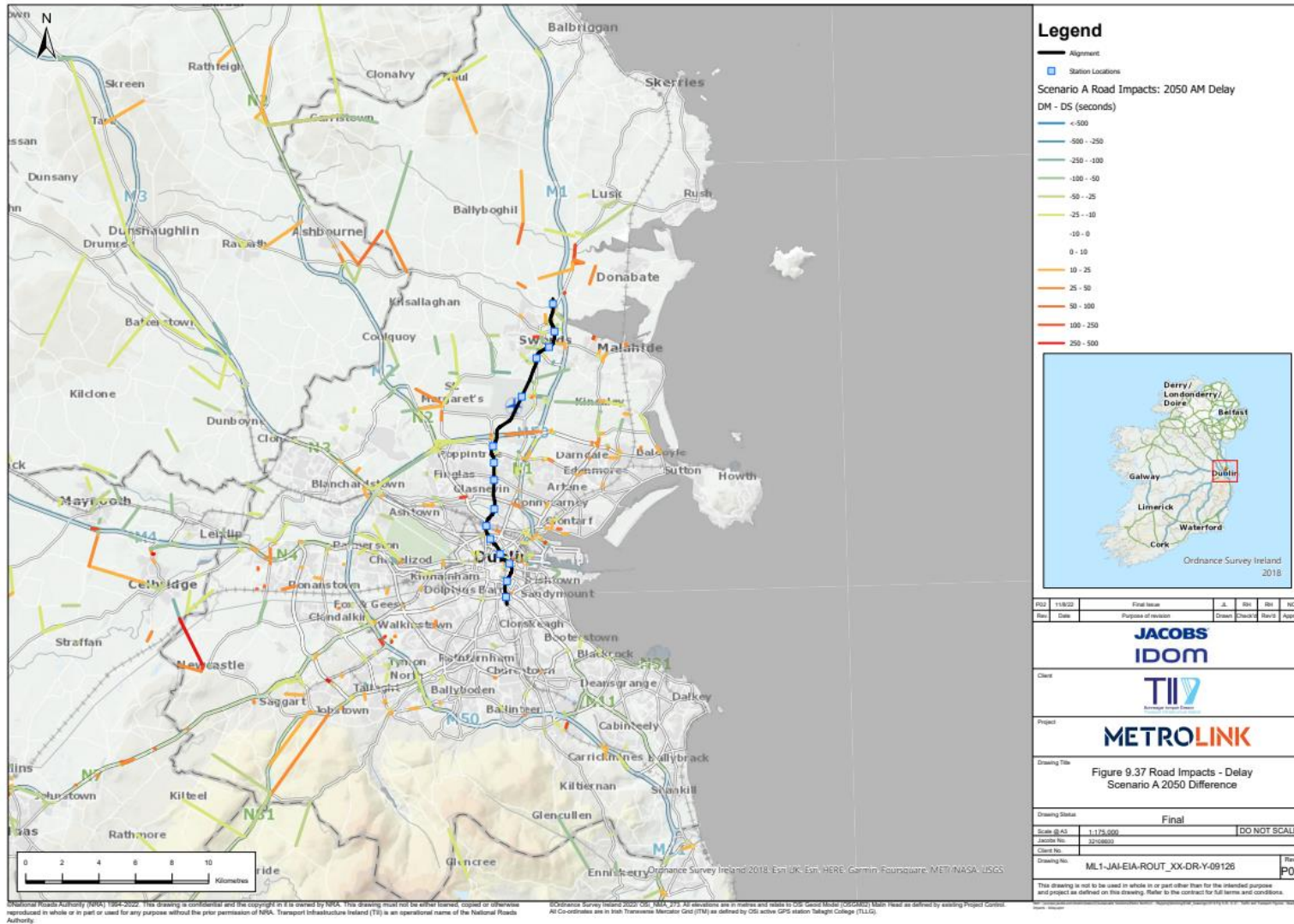


Figure 6.26: Change in Road Travel Time in Scenario A 2050 AM Peak Period DS

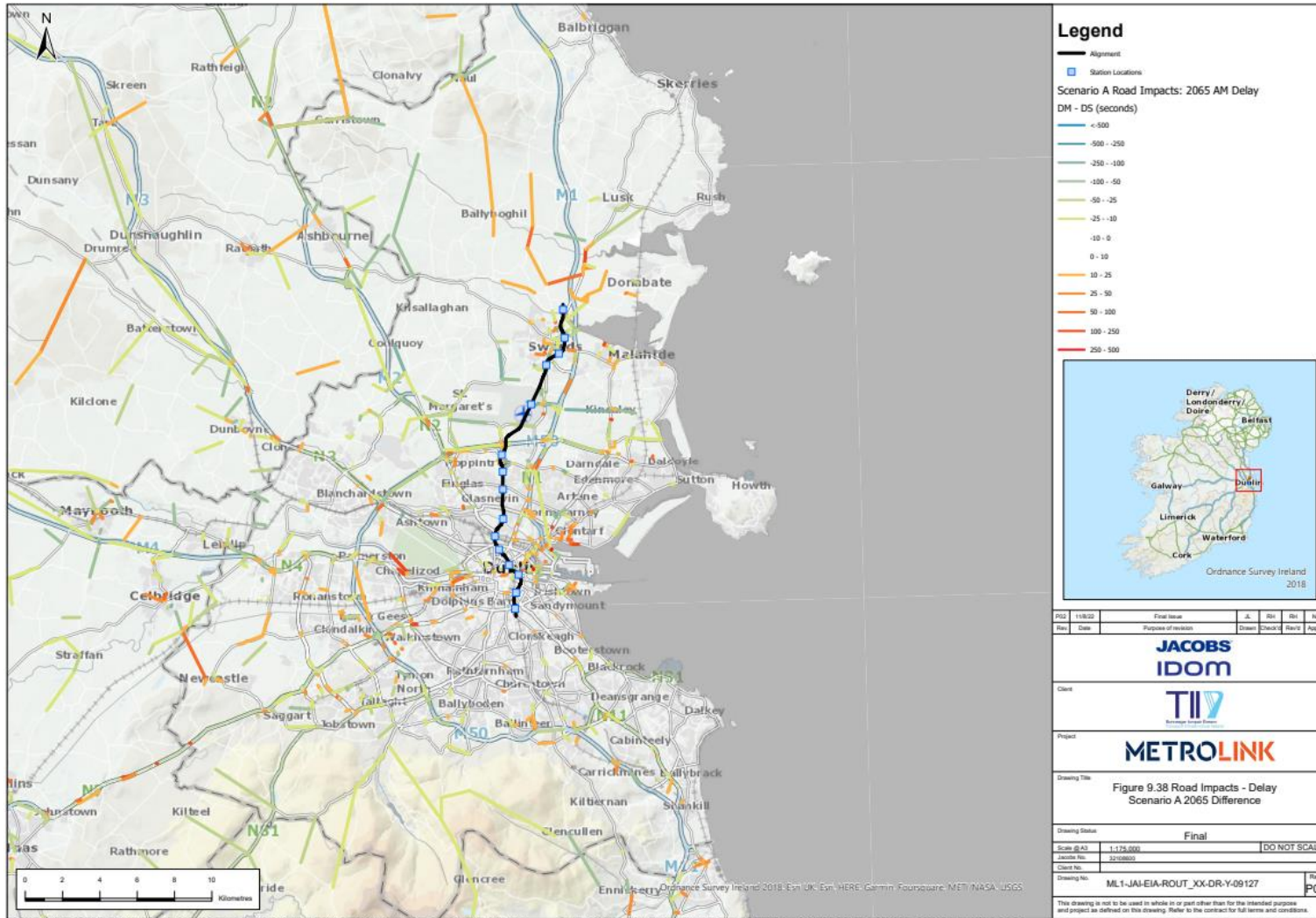


Figure 6.27: Changes in Road Travel Time in Scenario A 2065 AM Peak Period DS

7. Modelling Results: Scenario B

7.1 Introduction

The Scenario B runs have been modelled for the years 2035, 2050 and 2065. This section will present details of the following:

- Loading Profiles;
- Overall Network Statistics (Road and Public Transport Networks);
- Boarding and Alighting Numbers;
- Mode Share (including percentage change per zone);
- Public Transport Network Analysis (including Link Flows, Journey Time analysis, Transfers to and from the Project and Passenger Profiles); and,
- Road Network Analysis (including Link Flows and Road Travel Time Impacts).

Model outputs for all time periods can be found in Appendix A.

7.2 Loading Profile

Figure 7.1 and Figure 7.2 show the AM peak period load passengers in each direction for all three forecast years. Figure 7.3 and Figure 7.4 illustrate the PM peak load passengers in each direction. LT and SR results are contained in Appendix A. The loading results for Scenario B are summarised in Table 7.1 below.

Table 7.1: Maximum Loading for Scenario B

Direction	Year	Max Loading	
		AM	PM
Northbound	2035	5,366	7,526
	2050	6,792	8,724
	2065	7,760	9,616
Southbound	2035	10,046	4,341
	2050	11,251	5,967
	2065	14,022	6,415

The loading profile for each year follows a similar trend, increasing in volume each year respectively as a result of the increase in population and jobs in the surrounding area, as noted in Section 3.2. The loading profile has the highest number of journeys heading northbound during the PM peak increasing from 7,526 in 2035 to 9,616 in 2065 compared to the AM increase from 5,366 to 7,760. The highest number of journeys travelling southbound, is during the AM peak as they increase by 40% from 10,046 in 2035 14,022 in 2065.

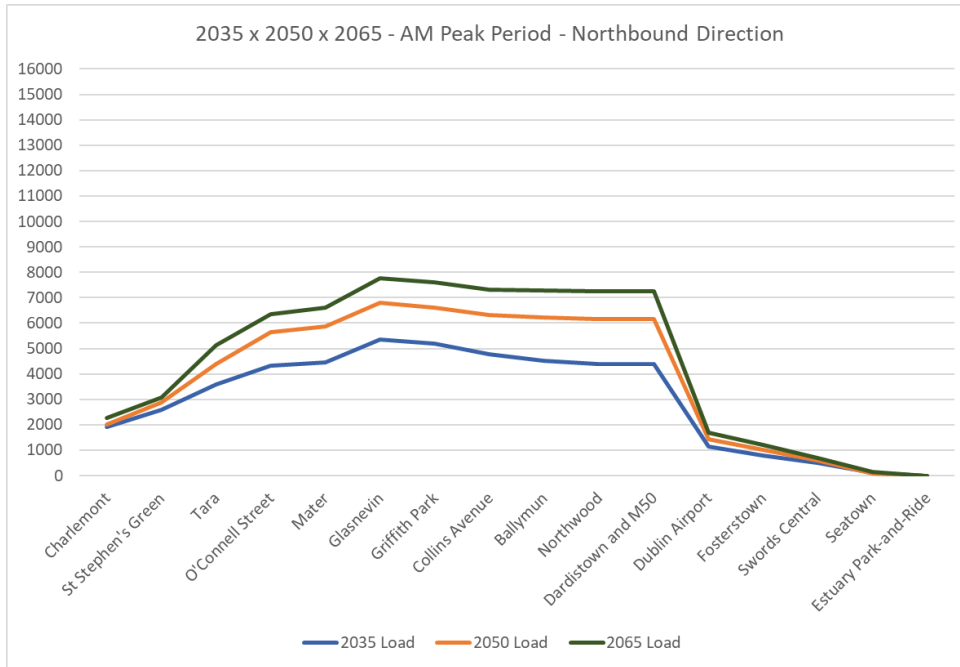


Figure 7.1: Scenario B AM Peak Period - Northbound Forecast Line Flows

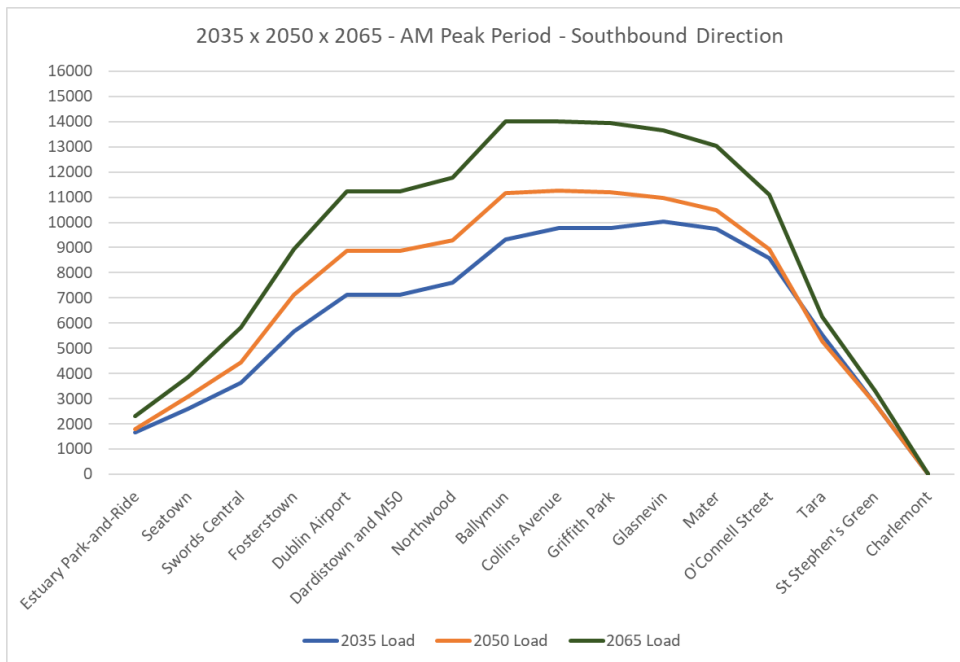


Figure 7.2: Scenario B AM Peak Period – Southbound Forecast Line Flows

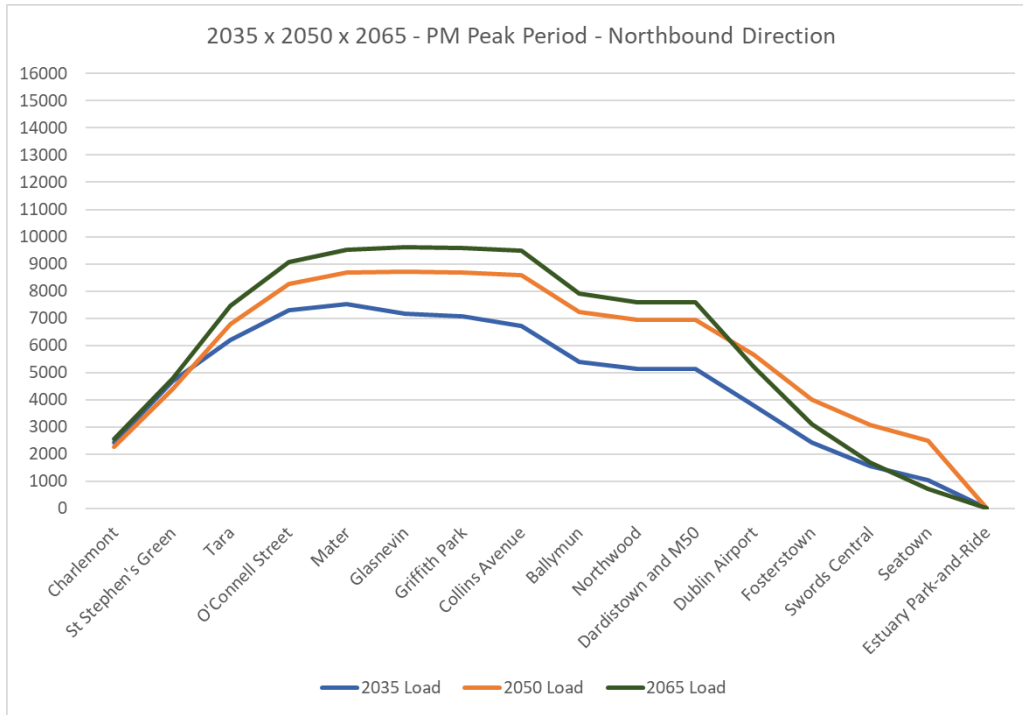


Figure 7.3: Scenario B PM Peak Period Forecast Line Flows

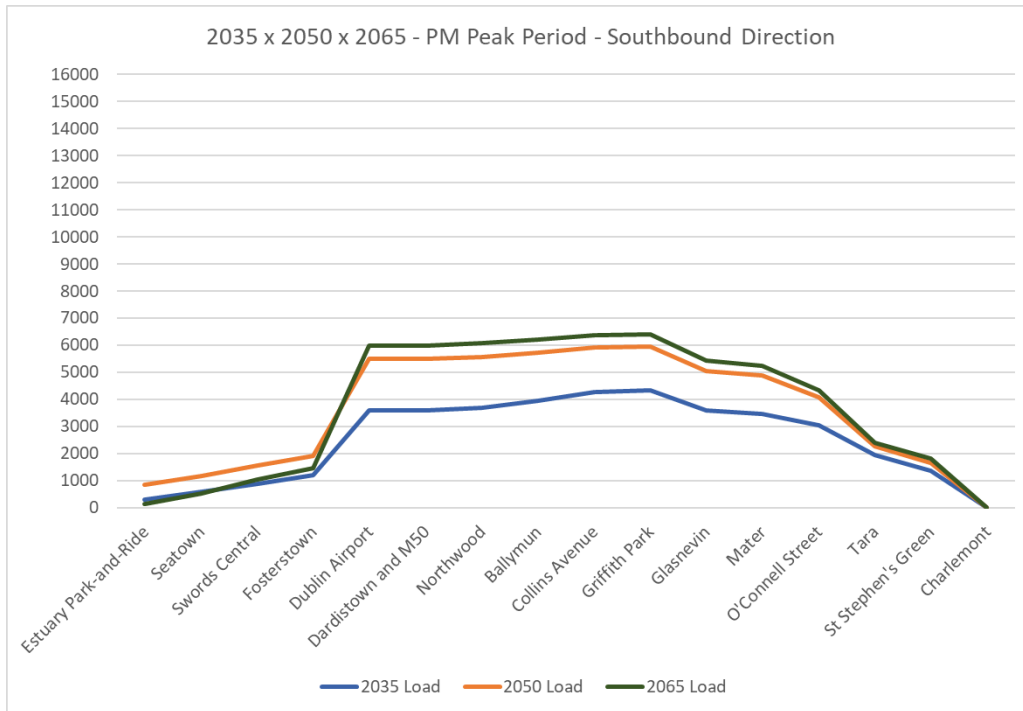


Figure 7.4: Scenario B PM Peak Period Forecast Line Flows

7.3 Boarding and Alighting Numbers

The 12-hour boarding and alighting totals on the Project in Scenario B are shown in Figure 7.5. The boardings and alightings at each station generally increase across the modelled years. Total 12-hour boardings go from 135,388 in 2035 to 169,539 in 2050 (an increase of 25.2% between these years), then to 194,252 in 2065 (an increase of 14.6% between 2050 and 2065).

The busiest stations across the all the model periods are, Dublin Airport, Tara Street, Charlemont and St. Stephen's Green. The Dardistown station is currently only scheduled to operate as a stop for the depot and has been treated as a non-stopping station.

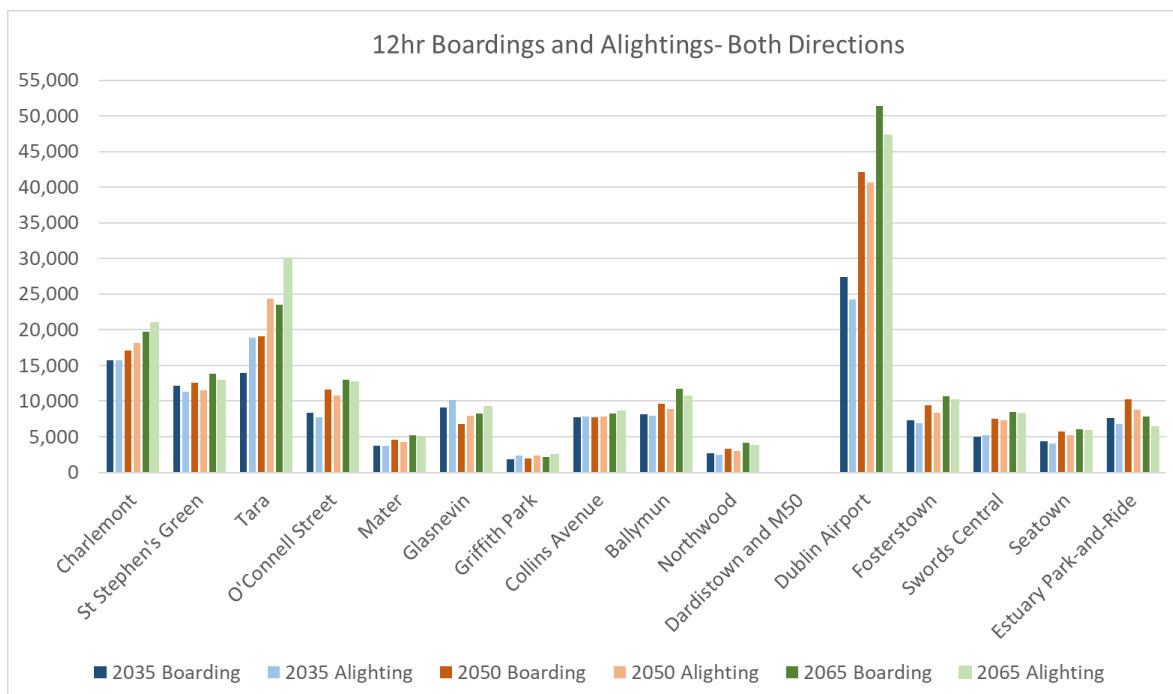


Figure 7.5: Scenario A 12hr Boarding and Alighting

7.4 Overall Network Statistics

A high-level summary of network statistics for the model comparing the Do Minimum and Do Something scenarios for the AM and PM periods in Scenario B are presented in Table 7.2 and Table 7.3.

A reduction can be seen in the road time travel and distance travelled in the AM period when comparing the Do Minimum and Do Something scenarios in 2035, which can be attributed to the reduction of congestion across areas of the network where people are switching to use the Project and Park and Ride facilities. There is a slight increase in the road time travel and distance travelled in the AM period when comparing the Do Minimum and Do Something scenarios in 2050 and 2065.

A reduction can be seen in the road time travel and distance travelled in the PM period when comparing the Do Minimum and Do Something scenarios in 2035 and 2065, which can be attributed to the reduction

of congestion across areas of the network where people are switching to use the Project and Park and Ride facilities. There is a slight increase in the road time travel and distance travelled in the PM period when comparing the Do Minimum and Do Something scenarios in 2050.

The average road network speed remains the same for all years and time periods in exception to the increase in 2050 PM period as a result of the Do Something, which can be related to congestion reduction across the network.

Table 7.2 : Scenario B AM Peak Period Summary Network Statistics

Network Statistics	2035		2050		2065	
	Do Minimum	Do Something	Do Minimum	Do Something	Do Minimum	Do Something
Total Road Travel Time (pcu.hrs)	127,959	127,147	118,519	117,558	141,266	141,591
Total Road Distance Travelled (pcu.km)	5,019,246	5,010,909	5,061,970	5,077,862	5,551,807	5,586,370
Average Road Network Speed (kph)	39.1	39.1	40.5	40.5	39.5	39.5

Table 7.3: Scenario B PM Peak Period Summary Network Statistics

Network Statistics	2035		2050		2065	
	Do Minimum	Do Something	Do Minimum	Do Something	Do Minimum	Do Something
Total Road Travel Time (pcu.hrs)	117,757	117,127	108,713	109,334	127,698	127,175
Total Road Distance Travelled (pcu.km)	4,696,059	4,688,163	4,760,404	4,815,427	5,224,881	5,221,114
Average Road Network Speed (kph)	40.0	40.0	40.5	41.5	40.6	40.6

Table 7.4 presents the public network statistics in the Do Minimum and Do Something scenarios in 2035, 2050 and 2065 during the AM 3h period, with Table 7.5 presenting the PM 3h period statistics.

In all scenarios, the total passenger km is higher in the PM period. When comparing the two scenarios during the AM period, there is a reduction of approximately 220,000 passenger km by bus when the Project is in place in 2035. This reduces to a reduction of almost 219,000 passenger km in 2050, and then increases

to a reduction of over 261,000 passenger km by bus in 2065 when the Project is in place. In total, there is an increase of approximately 137,000 passenger km between the Do Minimum and Do Something scenarios in 2035 AM period. In 2050, the total passenger km travelled increases by approximately 202,000 when comparing the two scenarios. In 2065, the total passenger km travelled over the AM period increases by over 236,000 when the Project is in place, illustrating the positive shift towards public transport use in this scenario.

Table 7.4 : Scenario B AM 3h Period Public Transport Network Statistics

Network Statistics	Mode	2035		2050		2065	
		Do Minimum	Do Something	Do Minimum	Do Something	Do Minimum	Do Something
Passenger Km	Bus	1,107,260	887,141	1,102,110	883,188	1,231,367	970,647
	Rail	1,397,654	1,375,668	1,523,673	1,484,887	1,824,559	1,757,376
	Luas	337,330	332,233	534,625	530,975	611,610	611,522
	Metro	0	384,412	0	463,341	0	564,469
	Total	2,842,245	2,979,454	3,160,408	3,362,391	3,667,535	3,904,014

When comparing the two scenarios during the PM 3h period, there is a reduction of approximately 181,000 passenger km by bus when the Project is in place in 2035. There is a reduction of almost 185,000 passenger km and 224,000 passenger km in 2050 and 2065 when the Project is in place. In total, there is an increase of approximately 137,000 passenger km between the Do Minimum and Do Something scenarios in 2035 PM peak period. In 2050, the total passenger km travelled increases by approximately 240,000 when comparing the two scenarios. In 2065, the total passenger km travelled over the PM period increases by almost 201,000 when the Project is in place, illustrating the positive shift towards public transport use in this scenario.

Table 7.5: Scenario B PM 3hr Period Public Transport Network Statistics

Network Statistics	Mode	2035		2050		2065	
		Do Minimum	Do Something	Do Minimum	Do Something	Do Minimum	Do Something
Passenger Km	Bus	1,114,472	933,622	1,139,407	954,132	1,273,201	1,048,733
	Rail	1,553,788	1,535,623	1,638,592	1,610,140	1,955,416	1,913,607
	Luas	318,303	318,916	516,068	517,080	595,100	598,549
	Metro	0	335,627	0	452,720	0	463,618
	Total	2,986,563	3,123,789	3,294,067	3,534,072	3,823,716	4,024,506

7.5 Mode Share

Mode share comparisons between the Do Minimum and Do Something scenarios have been undertaken to understand the percentage change in modal split between the two scenarios. Similarly, comparisons have also been undertaken to understand the percentage change in modal split from 2035, to 2050 and 2065. Do Minimum and Do Something mode split over 12hrs is shown in Table 7.6.

Table 7.6: Scenario B DM-DS Summary of Mode Split– 12hrs

	2035		2050		2065	
Do Minimum						
	12hr (No. of Trips)	% Mode Split	12hr (No. of Trips)	% Mode Split	12hr (No. of Trips)	% Mode Split
PT	838,066	17.1%	1,029,182	18.7%	1,194,155	19.5%
Road	2,786,006	56.9%	3,036,194	55.1%	3,271,934	53.5%
Cycle	124,660	2.5%	143,782	2.6%	170,636	2.8%
Walk	1,147,663	23.4%	1,298,682	23.6%	1,483,217	24.2%
Total	4,896,395		5,507,840		6,119,941	

	2035		2050		2065	
Do Something						
	12hr (No. of Trips)	% Mode Split	12hr (No. of Trips)	% Mode Split	12hr (No. of Trips)	% Mode Split
PT (Incl Metro)	875,139	17.8%	1,083,588	19.5%	1,243,315	20.3%
Road	2,782,673	57%	3,034,396	54.7%	3,261,464	53.2%
Cycle	121,239	2%	139,934	2.5%	165,473	2.7%
Walk	1,137,070	23%	1,286,860	23.2%	1,465,462	23.9%
Total	4,916,122		5,544,778		6,135,713	

In 2035, the mode share of PT (including the Project) increases from 17.1% to 17.8% in the Do Something scenario. In the 2050 scenario, PT (including the Project) increases its mode share by 0.8% between the Do Minimum and Do Something scenarios, whilst Road mode share decreases by 0.4%, indicating a modal shift from private vehicles to public transport when the Project is in place. In 2065, the PT (including the Project) increases its mode share from 19.5% in the Do Minimum scenario, to 20.3% in the Do Something scenario, whereas the Road mode share falls by 0.3%.

7.5.1 Percentage Change

Figure 7.6 to Figure 7.8 illustrates the percentage change in road mode share per zone surrounding the Project alignment, in the AM period in Scenario A.

Throughout the design years, road mode share reduces by up to 5% in a number of zones to the east of the alignment, such as in zones to the south of the M50. At Dublin Airport, the road mode share decreases by up to 10% in 2065. Similarly, when Metro Link is in place, the road mode share falls by up to 10% around Swords.

Figure 7.9 to Figure 7.11 illustrates the public transport (including the Project) mode share change along the alignment. The largest increase in mode share can be seen at Estuary station, with an increase of 30%-40% in all years.

With the road mode share reductions seen at Swords and Dublin Airport, there is a corresponding increase in PT (including the Project) mode share. An increase of 5%-20% can be seen in zones in the Swords area and Dublin Airport in 2065.

Figure 7.12 to Figure 7.17 illustrate the percentage mode share change between the Do Minimum and Do Something scenarios in the PM peak, with Figure 7.12 to Figure 7.14 presenting the change in Road mode share per zone, and Figure 7.15 to Figure 7.17 presenting the change in public transport (including the Project). As with the AM period, Road mode share decreases by up to 30% across all years in the zones at Estuary station as a result of the Park and Ride facility at this station. Similar decreases can be seen in the zones at Dublin Airport, where the largest number of the Project boarding and alighting passengers occur.

As with the AM period, the largest increases in mode share of public transport (including the Project) can be seen at stations along the R132 (in particular, Estuary station) and at Dublin Airport. The Project corridor at Ballymun and Dublin City University also sees increases of between 1% and 10% as a result of the Project.

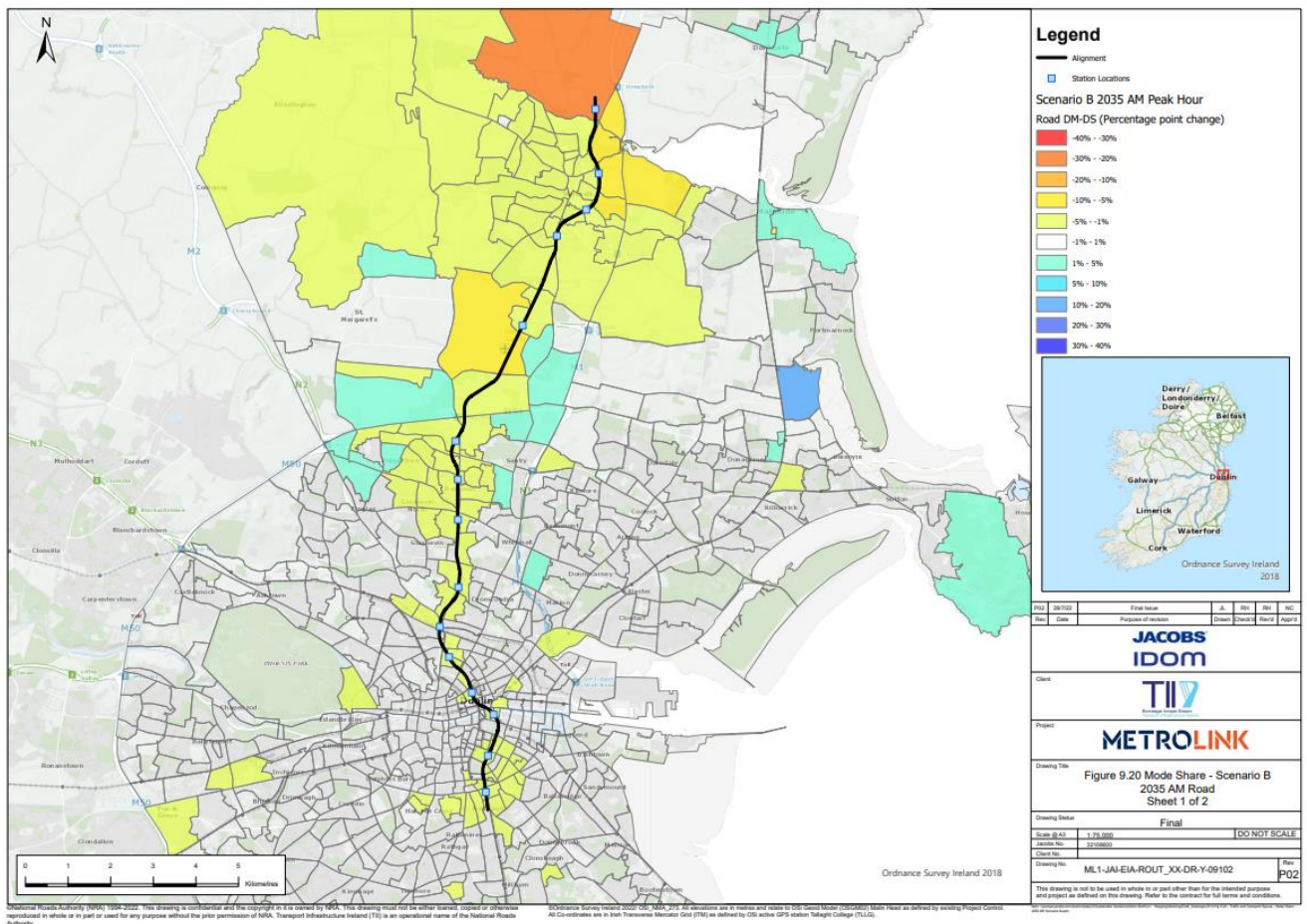


Figure 7.6: Road Mode Share Change between Do Minimum and Do Something scenarios – Scenario B 2035 AM

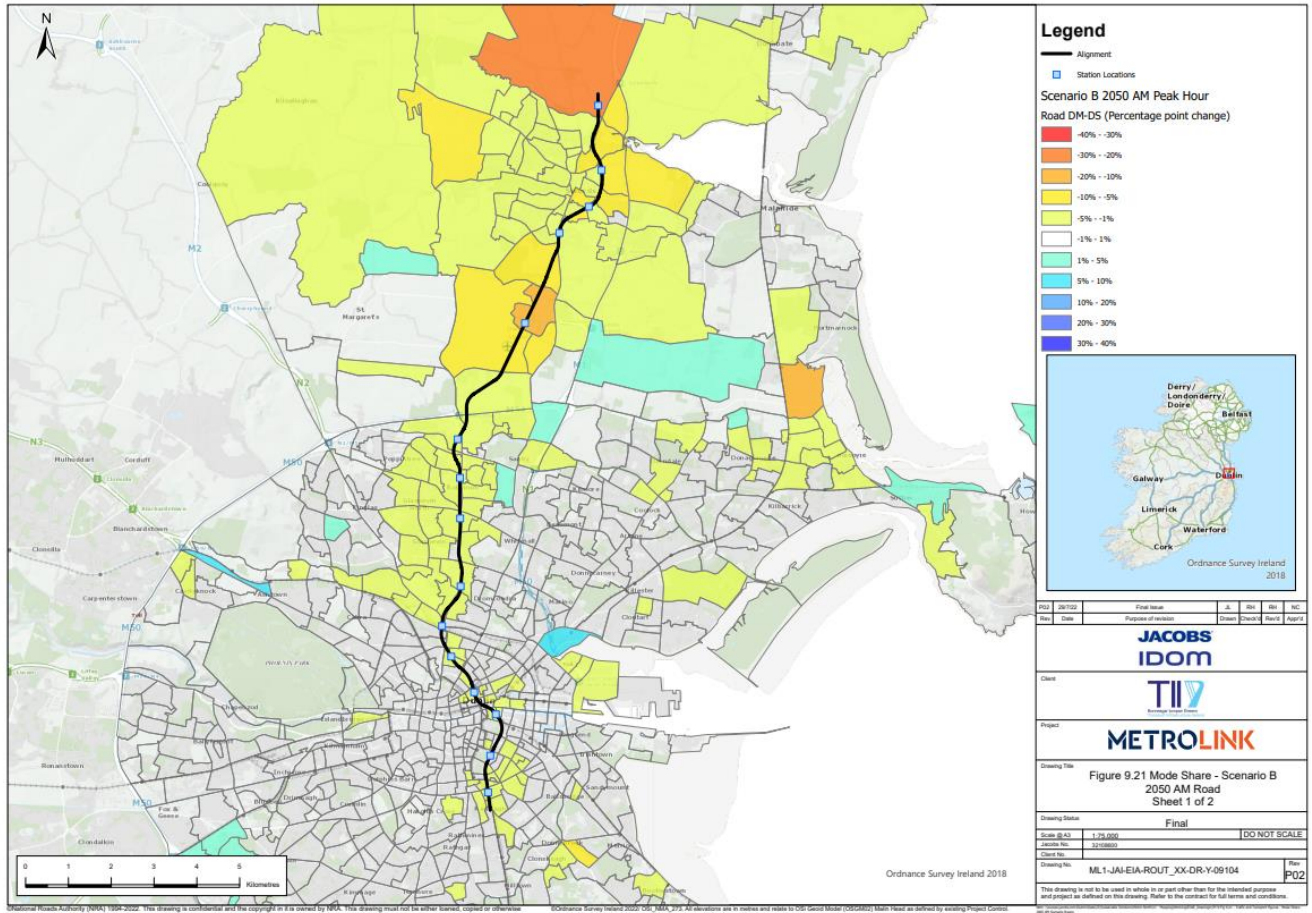


Figure 7.7: Road Mode Share Change between Do Minimum and Do Something scenarios –Scenario B 2050 AM

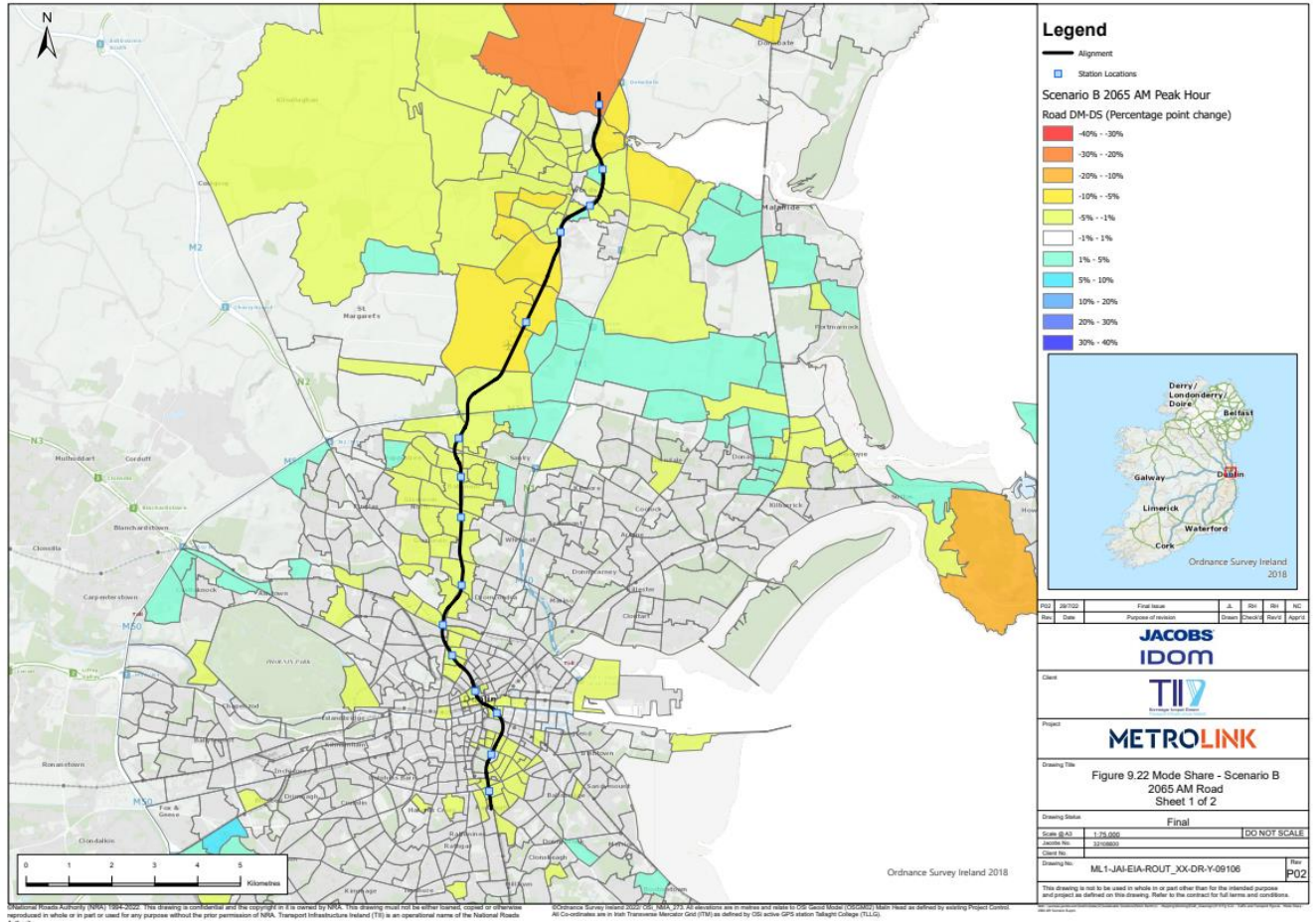


Figure 7.8: Road Mode Share Change between Do Minimum and Do Something scenarios –Scenario B 2065 AM

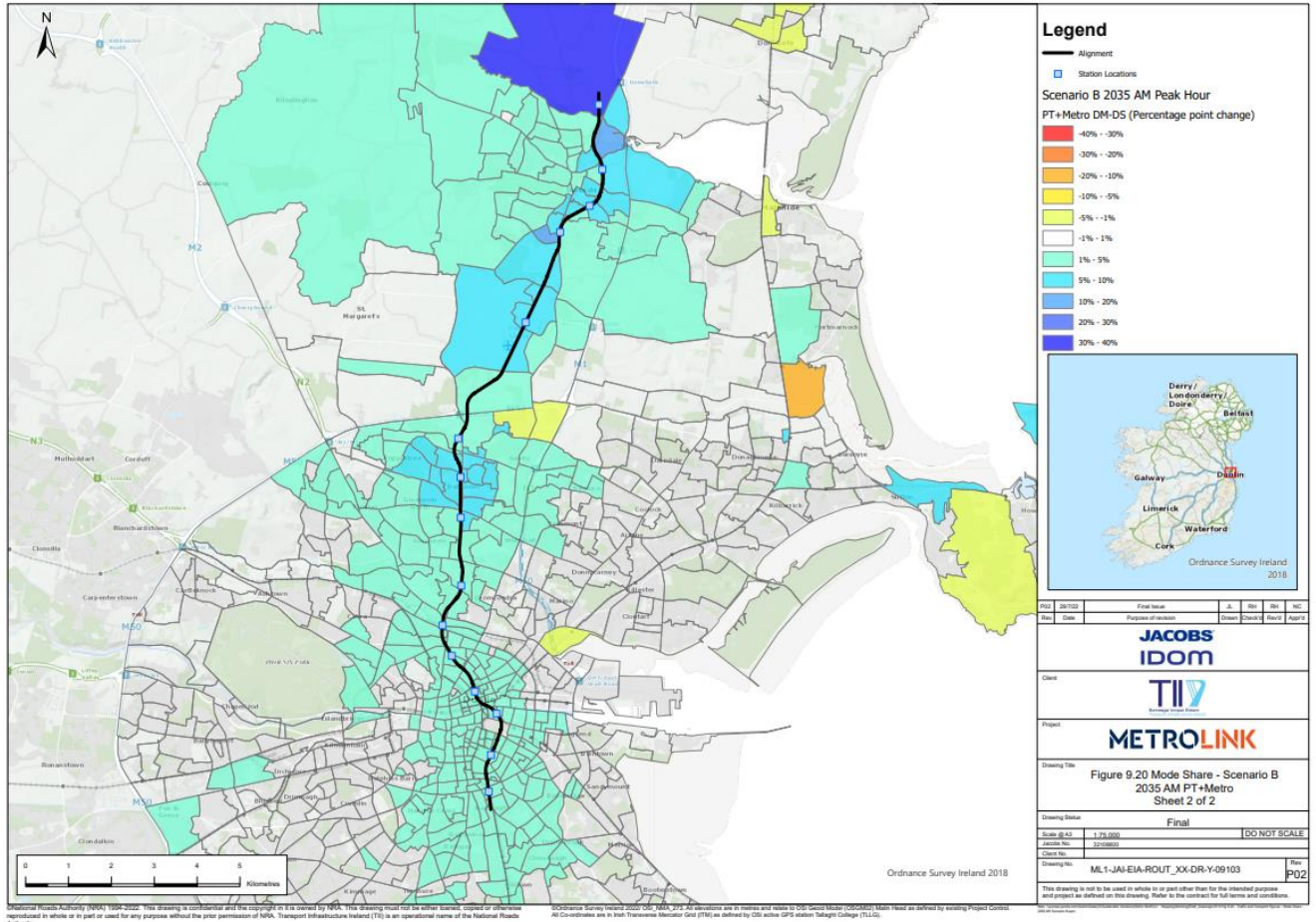


Figure 7.9: PT (Including the Project) Mode Share Change between Do Minimum and Do Something scenarios –Scenario B 2035 AM

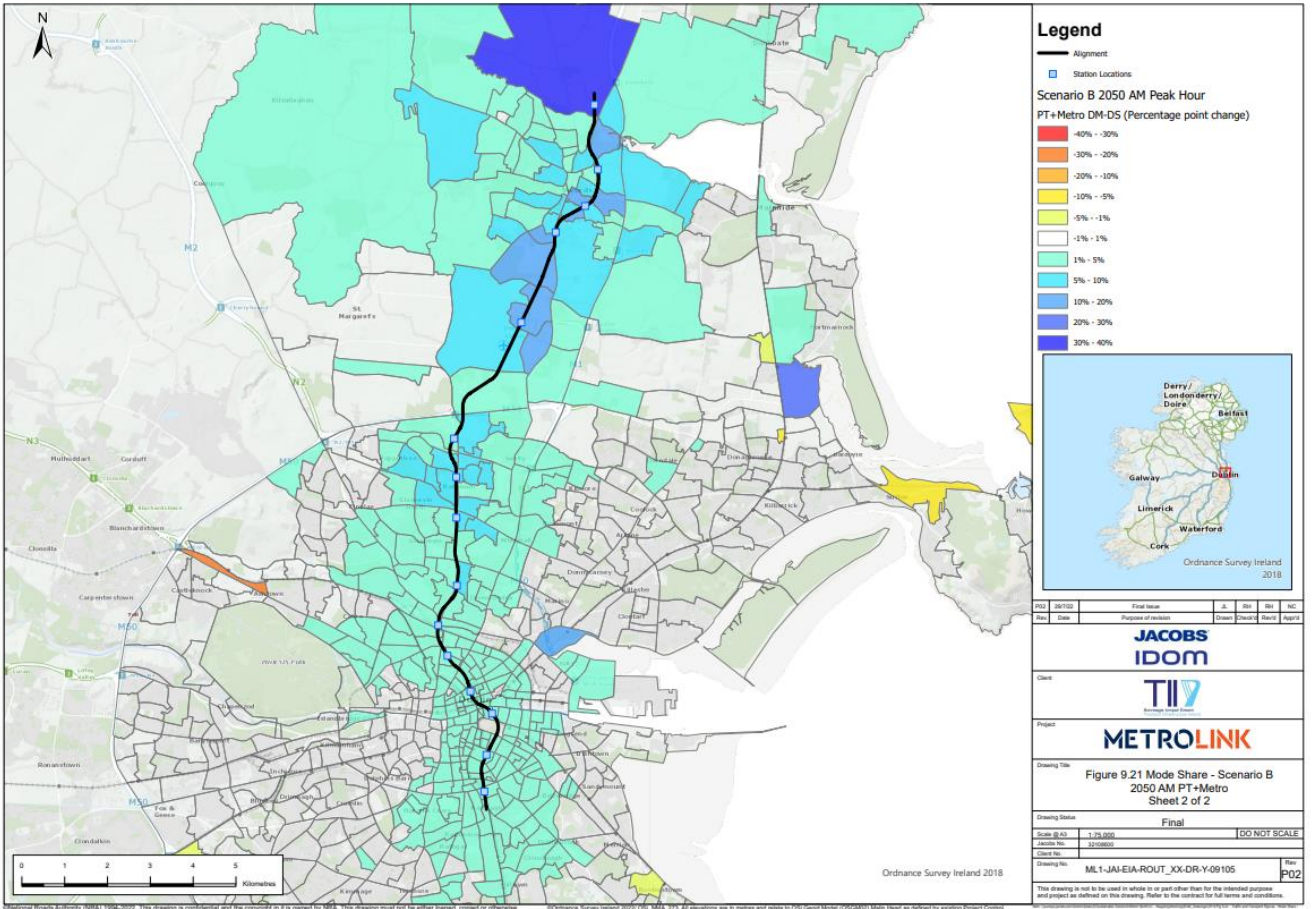


Figure 7.10: PT (Including the Project) Mode Share Change between Do Minimum and Do Something scenarios – Scenario B 2050 AM

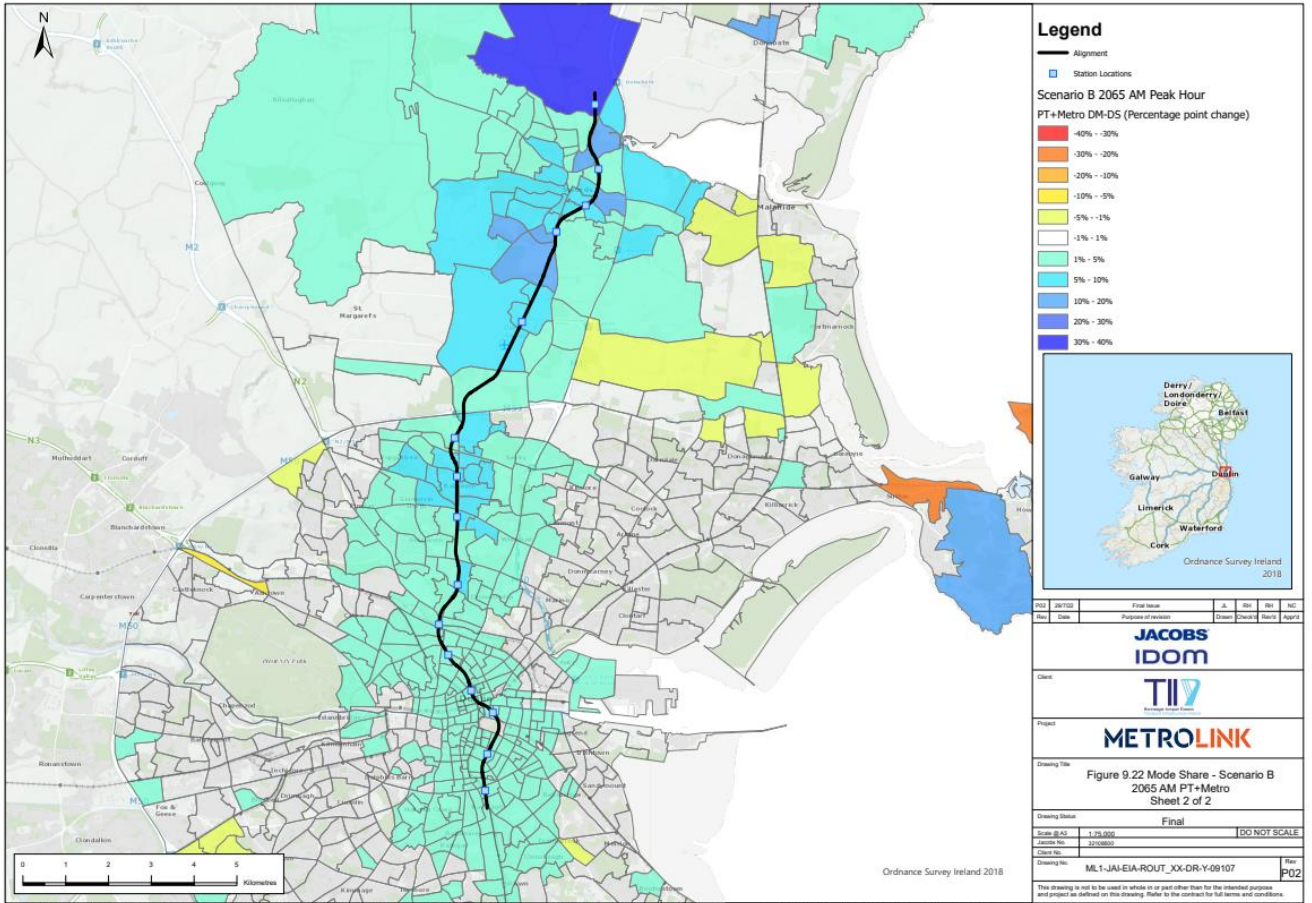


Figure 7.11: PT (Including the Project) Mode Share Change between Do Minimum and Do Something scenarios – Scenario B 2065 AM

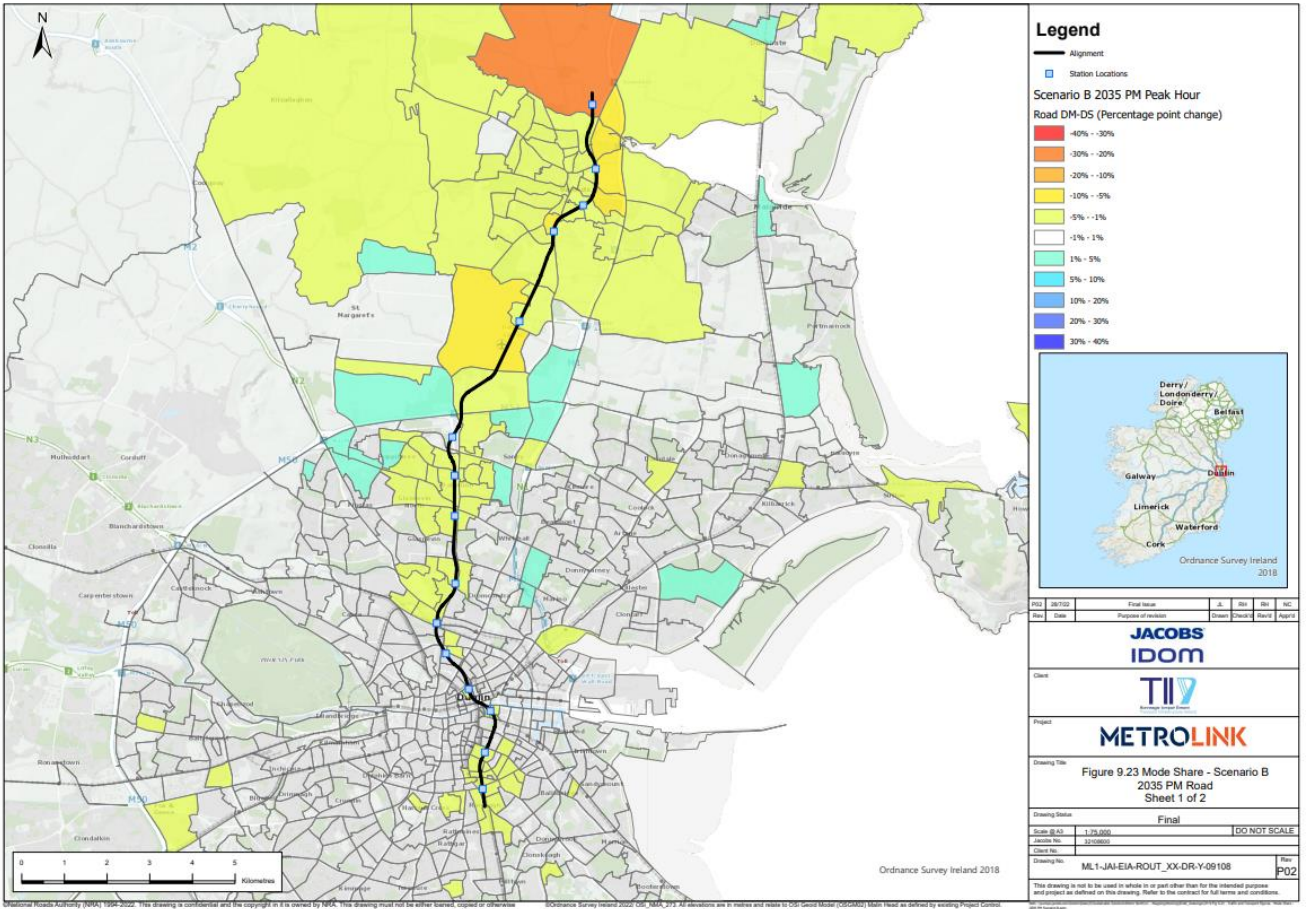


Figure 7.12: Road Mode Share Change between Do Minimum and Do Something scenarios –Scenario B 2035 PM

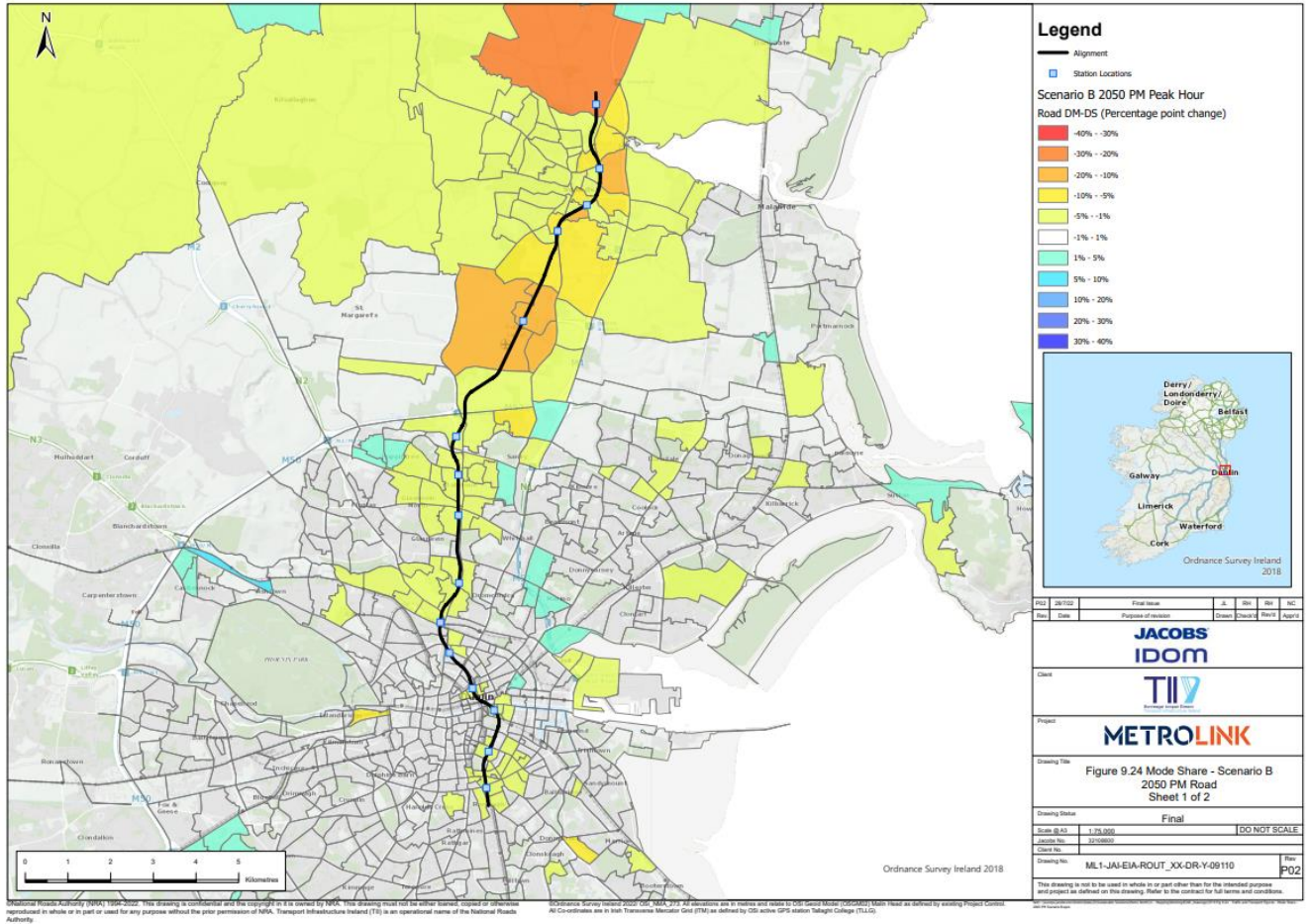


Figure 7.13: Road Mode Share Change between Do Minimum and Do Something scenarios – Scenario B 2050 PM

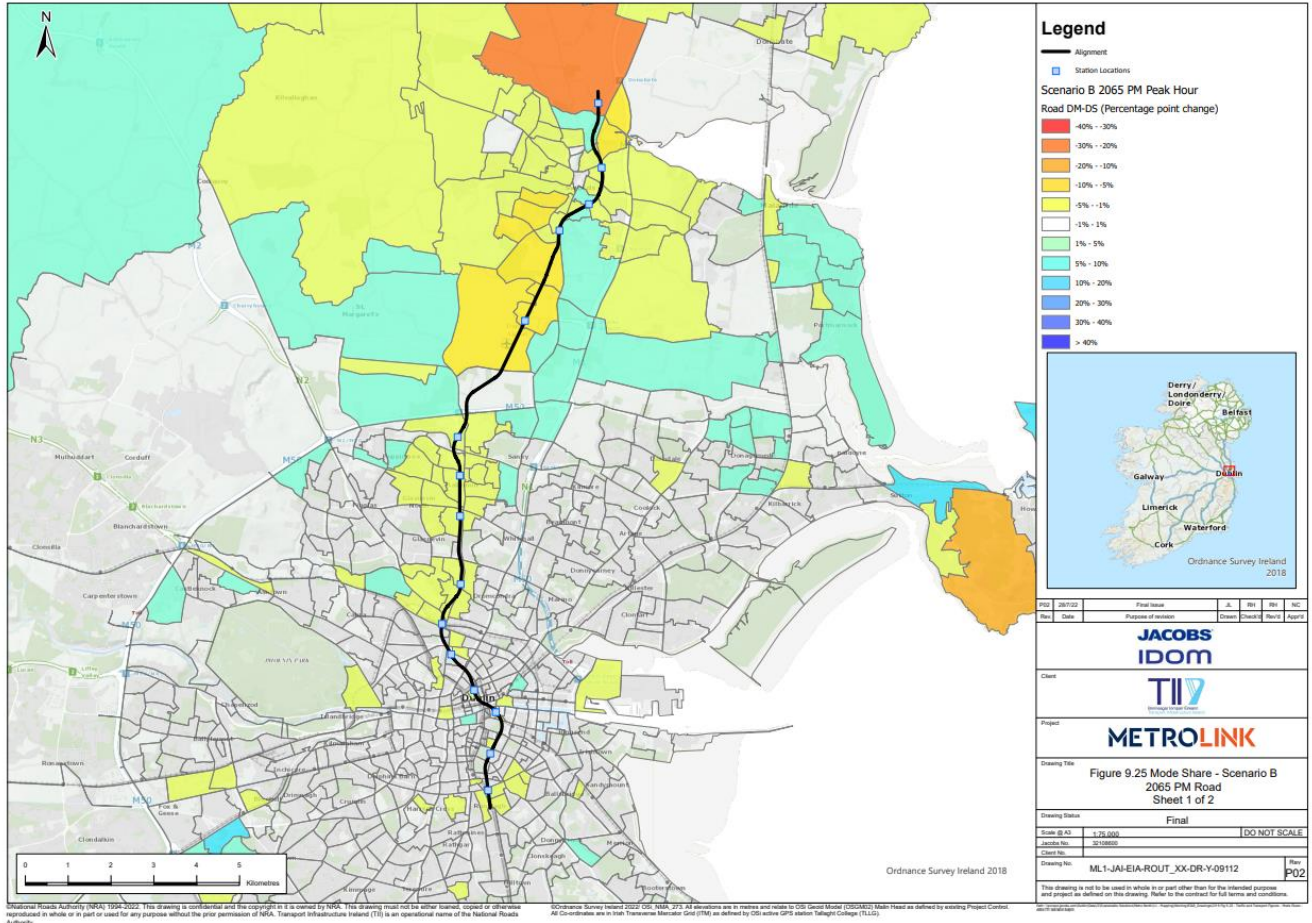


Figure 7.14: Road Mode Share Change between Do Minimum and Do Something scenarios – Scenario B 2065 PM

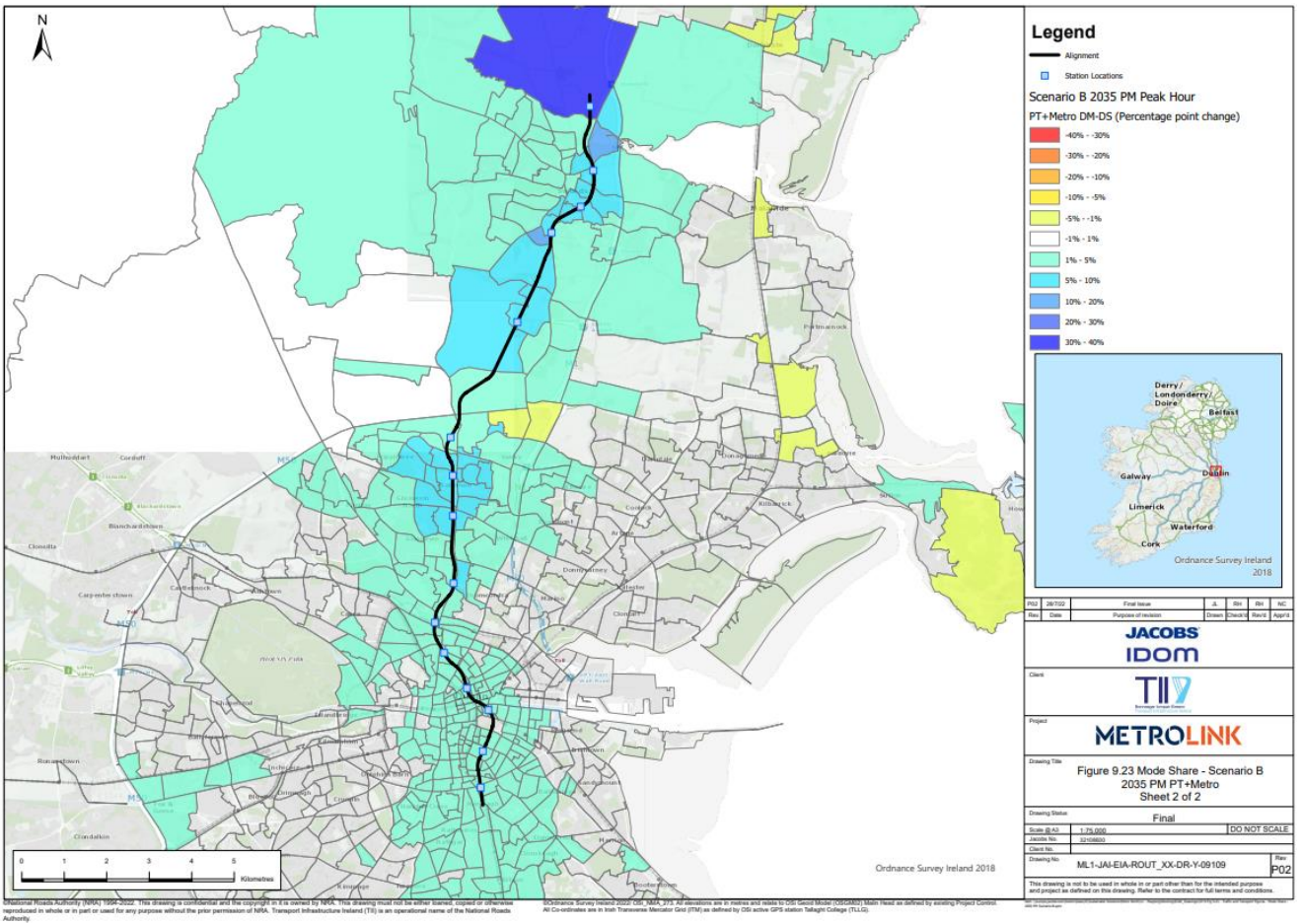


Figure 7.15: PT (Including the Project) Mode Share Change between Do Minimum and Do Something scenarios – Scenario B 2035 PM

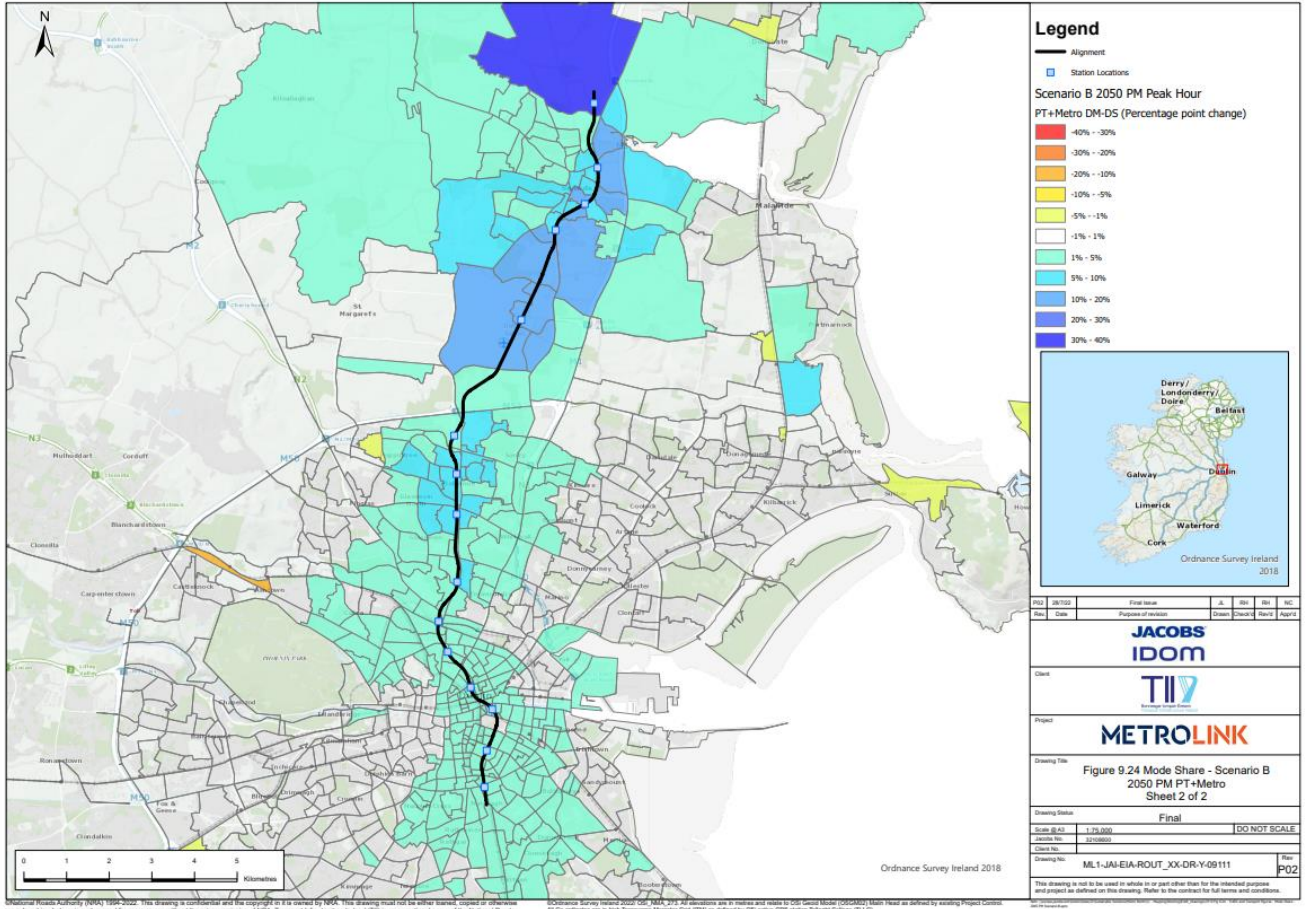


Figure 7.16: PT (Including the Project) Mode Share Change between Do Minimum and Do Something scenarios – Scenario B 2050 PM

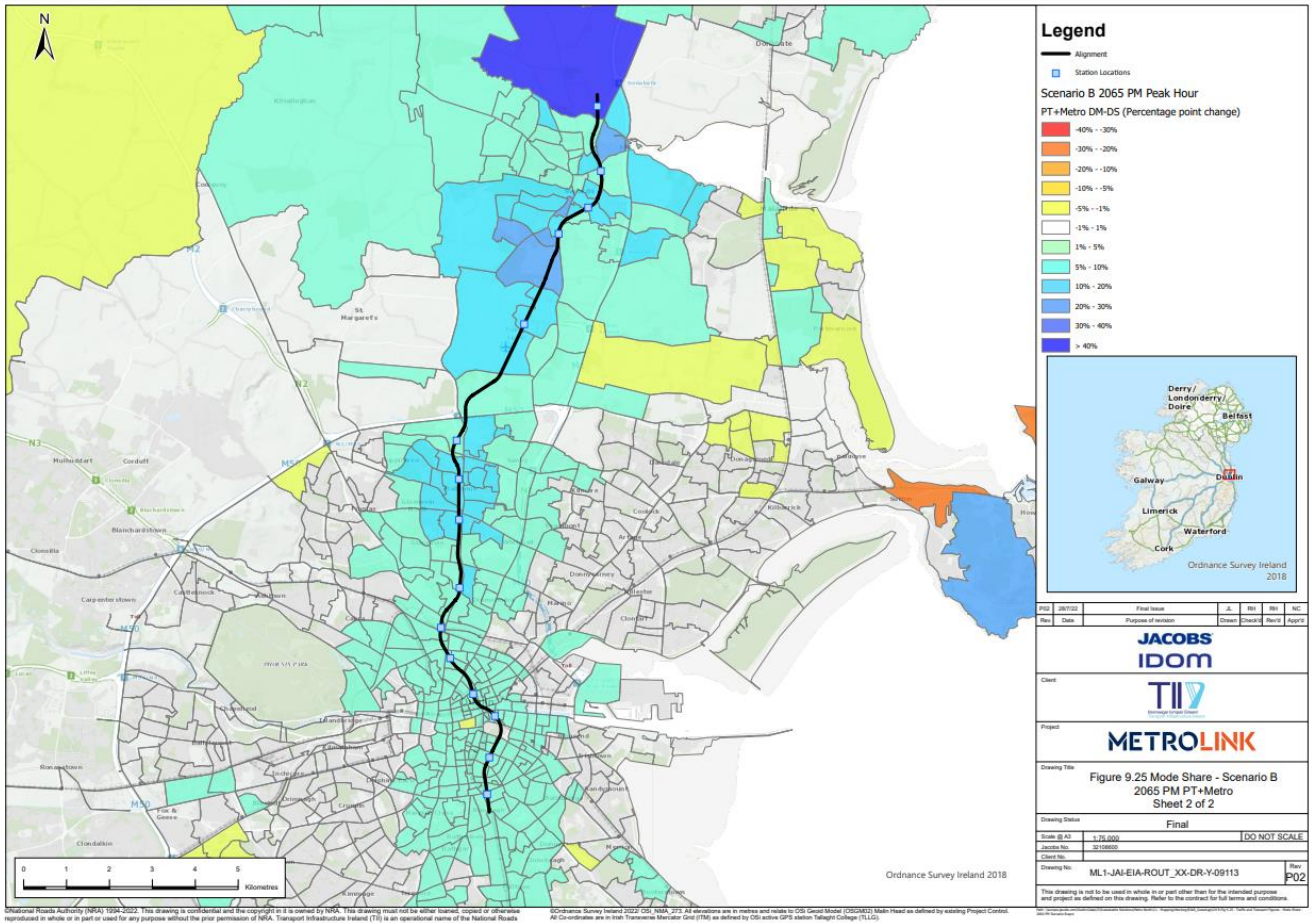


Figure 7.17: PT (Including the Project) Mode Share Change between Do Minimum and Do Something scenarios – Scenario B 2065 PM

7.6 Public Transport Network Analysis

7.6.1 Public Transport Link Flows

Figure 7.18 to Figure 7.19 illustrates the change in public transport flows in the AM and PM peaks when the Project is in place in Scenario B. Reductions on the passenger flow on the bus network can be seen along the M50 Port Tunnel and in the vicinity of Dublin Airport. Reductions in passenger flow can also be seen on the R108 Ballymun Road bus corridor, and the R132 Swords Bypass corridor. Increases in flows can be seen on the Luas Green Lines, and the Kildare DART line, indicating areas of interchange with the proposed Project.

Table 7.7 and Table 7.8 present the changes in rail-based public transport flows as result of the Project, during the AM and PM peak hours. The AM peak hour is defined as 08:00-09:00, and the PM peak hour is defined as 17:00-18:00. Large increases in flows can be seen on the Luas Green and Luas Red lines as result of the interchange at Charlemont station.

Table 7.7: Changes in Public Transport Flows due to the Project – Scenario B AM Peak Hour

Public Transport Line	2035 Do Minimum	Change MetroLink 2035	% Change 2035	2050 Do Minimum	Change MetroLink 2050	% Change 2050	2065 Do Minimum	Change MetroLink 2065	% Change 2065
DART Coastal Northern Line	11,189	- 492	-4%	12,588	31	0%	15,067	-1,256	-8%
DART Coastal South-East Line	6,475	- 51	-1%	7,023	- 227	-3%	7,952	- 244	-3%
Kildare Line	7,589	238	3%	10,171	32	0%	12,355	225	2%
Maynooth Line	9,436	115	1%	12,138	- 177	-1%	14,437	- 215	-1%
Luas Red Line	5,315	40	1%	5,485	199	4%	5,847	301	5%
Luas Green Line (South of Charlemont)	8,334	469	6%	12,462	754	6%	14,005	758	5%

Table 7.8: Changes in Public Transport Flows due to the Project – Scenario B PM Peak Hour

Public Transport Line	2035 Do Minimum	Change MetroLink 2035	% Change 2035	2050 Do Minimum	Change MetroLink 2050	% Change 2050	2065 Do Minimum	Change MetroLink 2065	% Change 2065
DART Coastal Northern Line	10,555	- 519	-5%	11,714	-128	-1%	13,894	- 837	-6%
DART Coastal South-East Line	5,356	- 28	-1%	5,750	- 112	-2%	6,581	- 144	-2%
Kildare Line	8,258	227	3%	10,764	- 32	0%	12,585	297	2%
Maynooth Line	7,991	121	2%	10,066	- 16	0%	12,446	- 87	-1%
Luas Red Line	4,895	157	3%	5,540	317	6%	6,111	463	8%
Luas Green Line (South of Charlemont)	6,552	462	7%	10,154	580	6%	11,501	622	5%

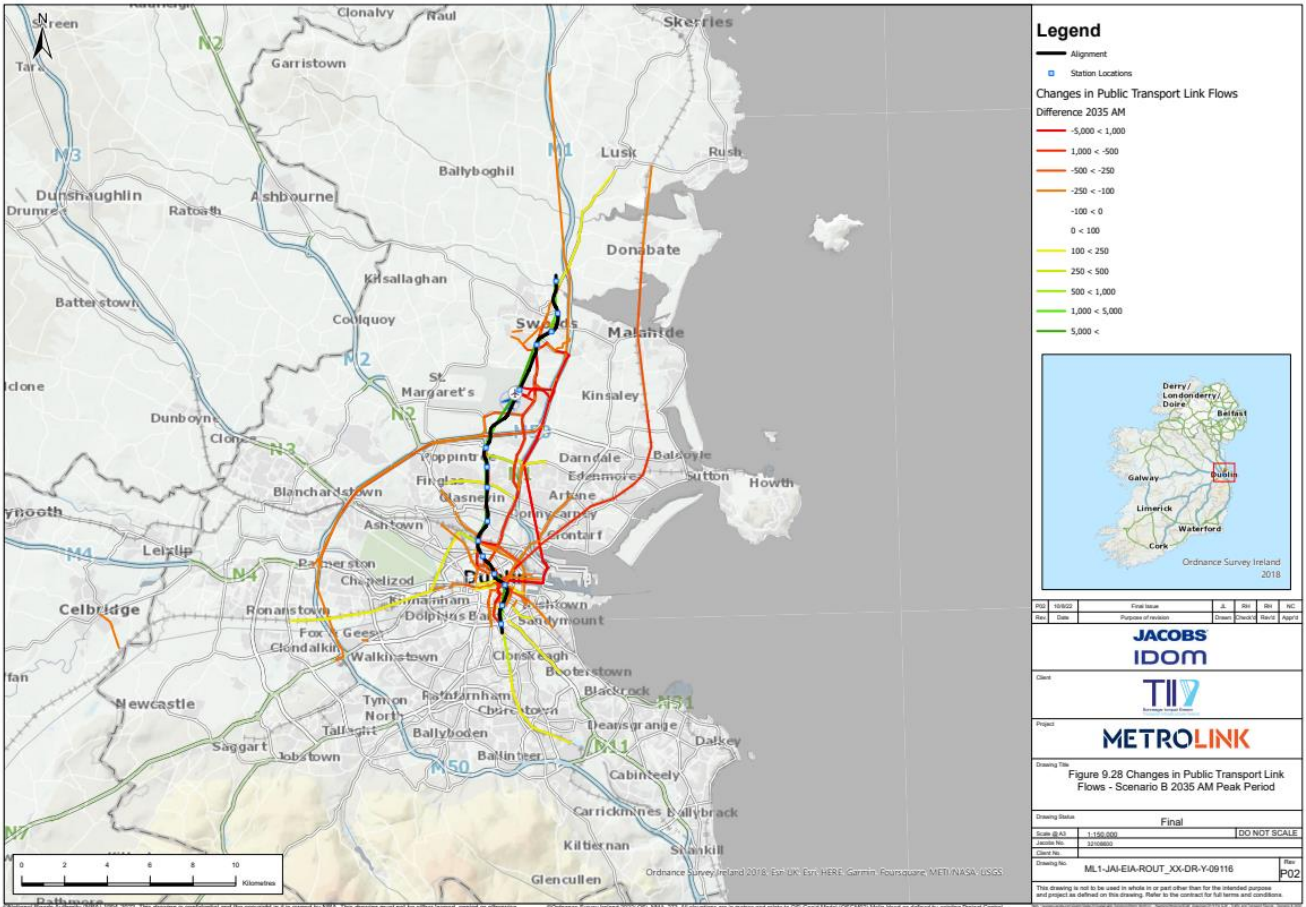


Figure 7.18: Scenario B 2035 Change in Public Transport Link Flows AM peak hour

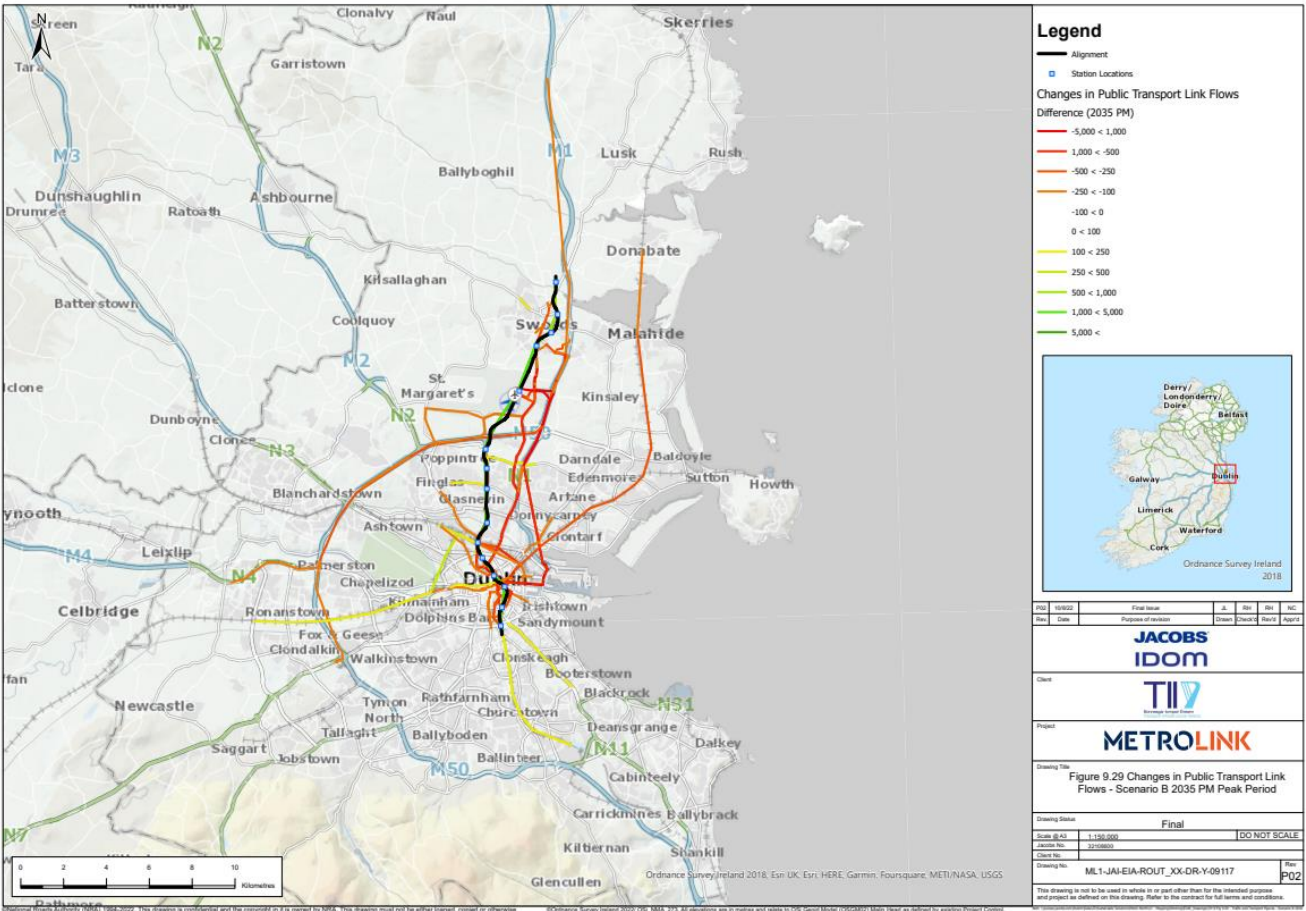


Figure 7.19: Scenario B 2035 Change in Public Transport Link Flows PM peak hour

7.6.2 Journey Time

Journey time comparisons between the Do Minimum and Do Something scenarios has been undertaken to investigate benefits to journey time with the Project in place. The assessment was carried out for zones located across the city as illustrated in Figure 7.20 and detailed within Table 7.9.

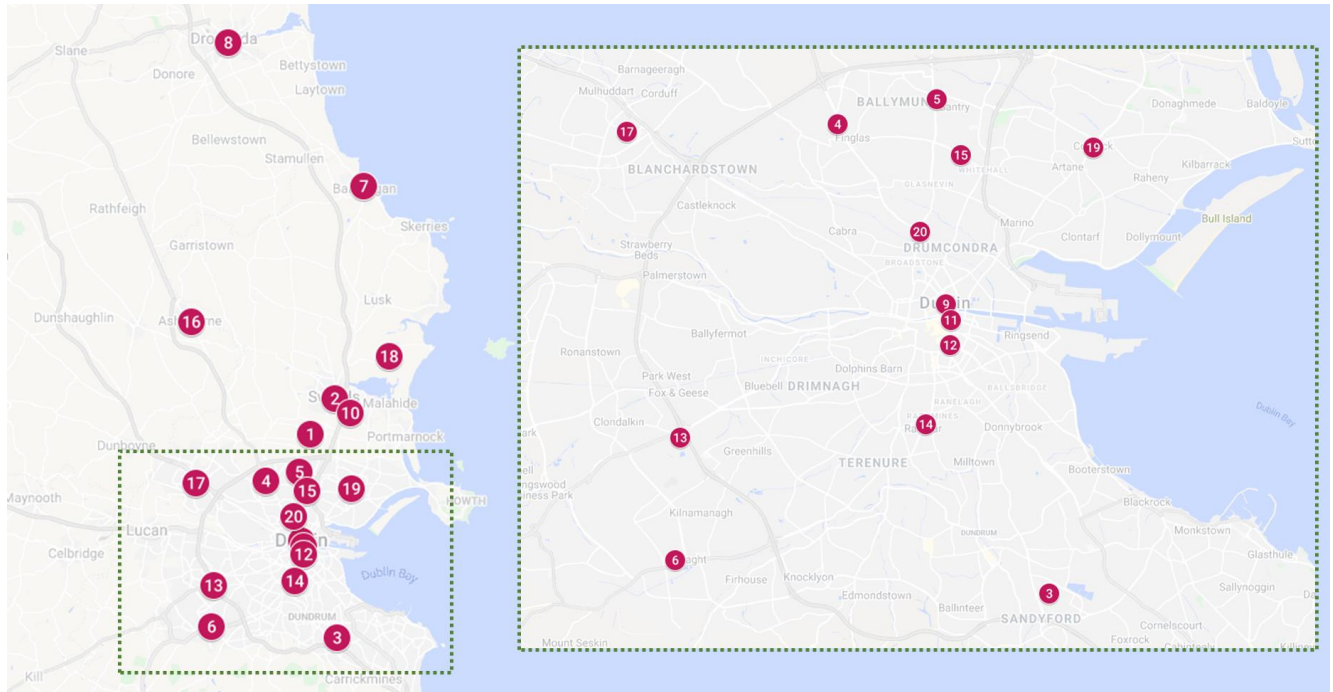


Figure 7.20: Zones assessed for journey time

Table 7.9: Zones assessed for journey time

Nb	Location	Nb	Location	Nb	Location	Nb	Location
1	Dublin Airport	6	Tallaght	11	College Street	16	Ashbourne
2	Swords Pavilion	7	Balbriggan	12	St. Stephen's Green	17	Blanchardstown
3	Sandyford	8	Drogheda	13	Red Cow	18	Donabate
4	Finglas	9	O'Connell Street	14	Rathgar Road	19	Coolock
5	Ballymun	10	Sword East	15	DCU	20	Glasnevin

Comparisons between Do Minimum and Do Something scenarios in both the AM and PM peak periods are presented in Table 7.10 to Table 7.15 for 2035, 2050 and 2065 in Scenario B.

Table 7.10: Scenario B 2035 AM Peak - Journey Time Comparisons (minutes) between Do Minimum and Do Something

Journey Time 2035 DS - 2035 DM Scenario B AM Peak Period	O'Connell Street	St. Stephen's Green	College Street (Trinity)	Glasnevin	DCU	Rathgar Road	Coolock	Ballymun	Finglas	Sandyford	Tallaght	Red Cow	Blanchardstown	Ashbourne	Donabate	Balbriggan	Drogheda	Swords Pavilion	Swords East	Dublin Airport
O'Connell Street	0.0	0.0	0.0	-4.2	-10.1	-0.2	0.0	-14.1	-6.6	-0.1	0.0	0.0	-0.4	-3.0	0.0	0.0	0.0	-17.2	1.4	-21.8
St. Stephen's Green	0.0	0.0	0.0	-3.7	-8.9	0.1	0.0	-12.8	-1.1	0.0	0.0	0.0	0.0	-8.1	0.0	0.0	0.0	-19.0	0.1	-19.9
College Street (Trinity)	0.0	0.3	0.0	0.0	-6.5	-0.3	0.0	-10.5	-1.0	-0.1	0.0	0.0	0.0	-2.0	0.0	0.0	0.0	-10.6	2.8	-14.0
Glasnevin	-1.2	-6.1	-0.1	0.0	0.0	-12.5	-0.1	1.2	0.0	-16.2	0.3	1.0	0.0	-2.1	0.0	0.4	0.0	-26.0	-6.9	-26.8
DCU	-2.8	-8.3	-1.4	0.0	0.0	-13.3	0.0	0.0	0.2	-14.5	0.3	0.3	1.2	-0.3	-7.7	-1.6	-0.6	-15.9	-15.3	-9.0
Rathgar Road	0.0	0.0	0.0	-12.8	-18.6	0.0	-2.8	-21.2	-13.2	0.0	0.0	0.0	-5.3	-10.4	-0.1	-0.1	-0.1	-23.2	2.8	-26.6
Coolock	-0.1	-0.3	-0.2	-0.2	-0.1	-0.7	0.0	0.0	0.2	-0.4	0.0	0.1	0.0	8.4	0.0	0.0	-0.6	-6.9	0.2	-0.8
Ballymun	-8.7	-14.2	-7.3	0.1	0.1	-19.2	0.0	0.0	0.0	-20.4	-5.4	-5.5	-3.0	-0.3	-15.9	-16.9	-0.9	-17.6	-17.1	-10.7
Finglas	-0.8	-5.0	-0.3	0.1	-0.3	-14.8	-0.3	-2.3	0.0	-17.1	3.9	3.9	0.0	-2.4	2.3	-0.2	-0.9	-21.5	-18.7	-17.5
Sandyford	0.0	0.0	0.0	-13.8	-17.9	0.0	-3.2	-21.8	-14.5	0.0	-0.6	0.0	-4.0	-16.6	-1.8	-1.8	-2.4	-27.5	-5.5	-30.4
Tallaght	0.0	0.0	0.0	0.6	-7.5	0.0	0.0	-11.5	5.8	-0.1	0.0	0.0	-0.1	-1.7	0.0	0.0	0.0	-16.4	0.8	-10.2
Red Cow	0.0	0.0	0.0	1.5	-6.7	-0.2	0.0	-10.5	6.4	0.9	0.0	0.0	0.0	-1.6	0.0	0.0	0.0	-14.5	2.3	-1.2
Blanchardstown	-0.4	0.0	0.0	0.0	0.2	-1.9	0.0	-2.8	0.0	-2.3	-0.1	0.0	0.0	-2.2	0.0	0.0	0.0	-25.7	-5.7	-22.8
Ashbourne	-0.2	-0.5	-0.5	-0.2	0.1	-1.0	-0.6	-0.2	-0.2	-0.7	0.1	0.1	-0.2	0.0	1.3	0.1	0.1	0.7	0.3	3.3
Donabate	0.0	0.0	0.0	-0.1	-1.3	0.6	-0.1	-19.0	-0.1	-0.6	0.0	0.0	0.0	0.8	0.0	0.0	0.0	1.1	0.0	-0.1
Balbriggan	0.0	0.0	0.0	0.1	-3.9	0.6	0.0	-14.1	4.2	-0.6	0.0	0.0	0.0	0.8	0.0	0.0	0.0	3.0	0.0	3.9
Drogheda	0.0	0.0	0.0	-0.1	3.2	0.1	0.0	10.1	-0.2	-0.3	0.0	0.0	0.0	-0.5	0.0	-0.1	0.0	0.6	0.0	3.3
Swords Pavilion	-21.1	-21.6	-13.5	-28.1	-16.3	-25.3	-9.3	-16.1	-20.7	-26.5	-15.2	-14.7	-26.4	-0.3	0.7	-0.7	-9.6	0.0	0.1	-10.3
Swords East	-0.7	1.3	2.6	-10.7	-17.2	0.5	5.7	-17.0	-20.5	-6.7	1.6	1.6	-8.5	-0.3	-0.5	-0.6	-0.5	0.0	0.0	-11.3
Dublin Airport	-19.8	-17.6	-12.7	-29.4	-8.5	-27.2	-1.1	-7.9	-4.7	-27.5	15.9	12.3	-23.9	-5.3	0.3	-0.7	-0.5	-10.5	-8.9	0.0

Table 7.11: Scenario B 2035 PM Peak – Journey Time Comparisons (minutes) between Do Minimum and Do Something

Journey Time 2035 DS - 2035 DM Scenario B PM Peak Period	O'Connell Street	St. Stephen's Green	College Street (Trinity)	Glasnevin	DCU	Rathgar Road	Coolock	Ballymun	Finglas	Sandyford	Tallaght	Red Cow	Blanchardstown	Ashbourne	Donabate	Balbriggan	Drogheda	Swords Pavilion	Swords East	Dublin Airport	
O'Connell Street	0.0	0.0	0.0	-5.9	-11.6	0.0	0.1	-15.5	-6.3	0.0	0.0	0.0	-0.5	0.6	0.0	0.0	5.6	-20.8	-3.3	-17.8	
St. Stephen's Green	0.0	0.0	0.0	-4.2	-10.2	0.0	0.1	-14.2	-3.7	0.0	0.0	0.0	0.0	0.6	0.0	0.0	5.6	-22.6	-5.2	-18.3	
College Street (Trinity)	0.0	0.0	0.0	0.0	-7.8	-0.1	0.1	-11.8	0.2	0.0	0.0	0.0	0.0	0.6	0.0	0.0	5.6	-14.1	2.4	-9.7	
Glasnevin	-1.1	-4.9	0.1	0.0	-0.3	-12.1	0.1	0.8	0.1	-14.0	0.4	0.7	0.0	0.5	0.0	0.4	5.6	-37.7	-12.0	-25.6	
DCU	-2.7	-7.7	-1.0	-0.2	0.0	-13.2	0.1	0.0	0.0	-14.0	0.3	0.3	1.2	0.5	-3.5	-2.6	0.5	-16.6	-14.3	-5.6	
Rathgar Road	0.2	0.0	0.2	-13.3	-19.6	0.0	-3.1	-22.1	-10.5	0.0	0.0	0.0	-4.6	-2.4	-0.1	-0.1	0.0	-29.5	-1.0	-19.2	
Coolock	0.0	0.0	0.0	-0.2	0.0	-0.8	0.0	0.0	0.0	-0.4	0.0	0.0	0.0	0.6	0.0	0.0	0.0	4.6	-0.1	0.6	
Ballymun	-8.7	-13.7	-7.2	-0.2	0.0	-19.1	0.0	0.0	0.0	-19.9	-5.2	-5.2	-2.8	0.7	-19.5	14.9	-10.3	-18.3	-18.8	-9.7	
Finglas	0.0	-1.6	0.0	0.0	-0.2	-5.8	-0.1	0.0	0.0	-6.4	3.1	3.2	0.0	0.5	4.2	0.1	5.5	-22.0	-19.0	-10.5	
Sandyford	0.0	0.0	0.0	-15.9	-19.7	0.0	-3.4	-23.6	-15.8	0.0	0.3	0.0	-2.8	-5.1	-1.4	-1.4	-1.5	-30.6	-10.9	-29.2	
Tallaght	-0.1	-0.1	-0.1	1.2	-7.2	0.5	0.0	-11.1	5.4	-0.1	0.0	0.0	0.0	0.5	-0.1	-0.1	5.5	-17.6	-0.6	3.1	
Red Cow	-0.1	-0.1	-0.1	1.6	-7.1	0.0	0.0	-11.1	3.8	0.0	0.0	0.0	0.1	0.5	-0.1	0.0	5.5	-17.2	-0.4	10.4	
Blanchardstown	-0.4	0.0	0.0	0.0	-0.3	-2.0	0.1	-4.2	0.4	-2.7	1.4	0.1	0.0	0.0	0.0	0.0	5.6	-28.5	-10.6	-21.5	
Ashbourne	0.1	0.1	0.1	0.1	-0.1	-0.5	0.3	0.5	0.0	-0.2	0.0	0.0	0.0	0.0	22.0	1.1	0.2	0.0	0.0	-0.9	
Donabate	0.0	0.0	0.0	-0.2	-4.4	0.8	0.0	-12.0	-0.2	-0.6	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.4	-0.1	-0.4	
Balbriggan	0.0	0.0	0.0	1.3	-13.0	2.4	0.0	-17.3	-1.9	-0.3	0.0	0.0	-0.1	0.0	0.0	0.0	0.0	0.2	0.1	0.2	
Drogheda	0.0	0.0	0.0	-0.2	-0.7	0.4	0.0	-15.3	-1.1	-1.7	0.0	0.0	-0.1	0.0	0.0	0.0	0.0	0.0	-8.5	-0.1	-0.1
Swords Pavilion	-26.1	-25.1	-19.8	-34.4	-16.2	-31.2	10.3	-16.0	-19.8	-31.4	-23.0	-22.3	-33.6	1.2	1.1	1.4	-2.7	0.0	0.0	-10.4	
Swords East	-1.0	0.2	3.8	-11.0	-17.2	-0.1	1.3	-16.9	-20.7	-5.7	2.3	2.4	-8.7	1.2	0.1	0.1	0.1	0.0	0.0	-11.4	
Dublin Airport	-23.6	-22.6	-16.8	-24.5	-8.0	-32.5	-0.7	-7.7	-2.8	-33.3	15.7	12.1	-29.0	0.5	0.2	-0.4	-0.6	-10.5	-6.1	0.0	

Table 7.12: Scenario B 2050 AM Peak - Journey Time Comparisons (minutes) between Do Minimum and Do Something

Journey Time 2050 DS - 2050 DM Scenario B AM Peak Period	O'Connell Street	St. Stephen's Green	College Street (Trinity)	Glasnevin	DCU	Rathgar Road	Coolock	Ballymun	Finglas	Sandyford	Tallaght	Red Cow	Blanchardstown	Ashbourne	Donabate	Balbriggan	Drogheda	Swords Pavilion	Swords East	Dublin Airport
O'Connell Street	0.0	0.0	0.0	-4.7	-11.1	0.0	0.0	-14.1	0.0	0.0	0.0	0.0	-0.3	-0.5	-2.6	0.0	-0.1	-18.2	0.9	-21.7
St. Stephen's Green	0.0	0.0	0.0	-3.5	-9.5	0.0	0.0	-13.5	0.0	0.0	0.1	0.0	0.0	-1.3	0.0	0.0	0.0	-19.7	-0.6	-22.7
College Street (Trinity)	0.0	0.0	0.0	0.1	-6.9	0.0	0.0	-10.8	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	1.4	-11.5	2.7	-17.1
Glasnevin	-1.0	-4.2	0.4	0.0	-0.1	-11.1	-0.1	1.1	0.1	-13.3	0.5	1.3	0.0	0.1	-3.9	-3.5	-0.1	-32.1	-10.2	-23.3
DCU	-2.7	-8.2	-0.8	0.0	0.0	-9.7	0.0	0.0	0.0	-11.4	0.4	0.4	1.1	0.3	-0.2	-0.1	-0.1	-15.4	-14.9	-8.6
Rathgar Road	0.0	-0.1	-0.1	-11.0	-13.8	0.0	-1.5	-19.2	0.0	0.0	0.0	0.4	-1.9	-2.3	-0.1	-0.1	-6.5	-24.9	2.3	-27.4
Coolock	0.0	0.0	-0.2	-0.3	-0.1	0.0	0.0	0.3	0.0	-0.1	0.0	0.1	-0.1	0.2	0.0	0.0	-0.1	-4.8	0.2	-0.8
Ballymun	-8.6	-14.1	-7.1	0.0	0.0	-16.2	0.0	0.0	0.0	-18.0	-5.1	-5.1	-2.9	0.0	-13.3	-8.9	-0.3	-17.4	-16.7	-10.5
Finglas	0.0	0.0	0.0	0.1	0.1	0.0	-0.4	0.0	0.0	0.0	0.2	0.2	0.0	0.0	-0.2	-0.5	0.0	-20.9	-1.4	-9.2
Sandyford	-0.1	0.0	0.0	-10.8	-15.5	0.0	-1.2	-19.4	0.0	0.0	8.1	0.0	-1.1	-0.7	0.0	0.0	2.8	-26.8	-6.1	-32.2
Tallaght	0.0	0.0	0.0	1.2	-7.5	0.0	0.0	-10.4	0.0	0.4	0.0	0.0	0.0	0.1	0.0	0.0	0.0	-13.0	2.1	-16.6
Red Cow	0.0	0.0	0.0	1.4	-7.8	0.0	-0.1	-10.6	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	-14.2	2.4	-4.7
Blanchardstown	-0.1	0.1	0.1	0.1	-0.5	-0.7	0.1	-3.1	0.1	-0.8	0.0	0.1	0.0	0.2	-0.1	0.1	0.1	-25.6	-7.2	-18.3
Ashbourne	0.0	0.0	0.0	-0.1	0.4	-0.1	-0.2	-0.1	-0.1	-0.1	0.4	0.4	-0.4	0.0	2.2	0.8	-0.3	1.7	0.4	8.1
Donabate	0.0	0.0	0.0	-2.9	-0.2	0.0	0.0	-14.8	0.2	0.0	0.1	0.2	0.0	0.3	0.0	0.0	0.0	0.9	-2.5	-1.7
Balbriggan	0.0	0.0	0.0	-2.0	-0.9	0.0	0.0	-17.7	-0.3	0.0	0.1	0.2	0.0	1.9	0.0	0.0	0.1	2.5	-3.3	2.8
Drogheda	-0.1	0.0	0.0	-10.6	-2.3	0.0	0.0	-2.5	-2.2	0.0	0.0	0.1	0.0	0.5	0.0	0.4	0.0	1.8	-2.6	-2.5
Swords Pavilion	-28.5	-28.4	-20.8	-35.0	-16.9	-29.5	-10.2	-16.7	-12.4	-31.1	-21.3	-22.0	-35.1	-0.6	0.7	6.9	-5.1	0.0	0.0	-10.7
Swords East	-10.2	-8.4	-3.9	-22.9	-17.9	-9.8	5.7	-17.6	-23.4	-14.0	-4.2	-5.7	-19.7	-0.6	-1.4	6.0	-1.4	0.0	0.0	-11.6
Dublin Airport	-24.3	-19.8	-15.0	-31.9	-8.2	-26.7	-0.9	-7.8	1.1	-28.7	3.2	14.8	-27.1	-6.4	-1.6	6.9	0.1	-10.8	-8.9	0.0

Table 7.13: Scenario B 2050 PM Peak – Journey Time Comparisons (minutes) between Do Minimum and Do Something

Journey Time 2050 DS - 2050 DM Scenario B PM Peak Period	O'Connell Street	St. Stephen's Green	College Street (Trinity)	Glasnevin	DCU	Rathgar Road	Coolock	Ballymun	Finglas	Sandyford	Tallaght	Red Cow	Blanchardstown	Ashbourne	Donabate	Balbriggan	Drogheda	Swords Pavilion	Swords East	Dublin Airport
O'Connell Street	0.0	0.0	0.0	-5.3	-11.0	0.0	0.1	-15.0	0.0	0.0	0.0	0.0	-0.3	0.3	0.0	-0.5	0.0	-	-6.4	-20.8
St. Stephen's Green	0.0	0.0	0.0	-3.8	-10.3	0.0	0.0	-14.3	0.0	0.0	0.0	0.0	0.0	-0.7	0.0	0.0	0.0	-	-8.3	-22.8
College Street (Trinity)	0.0	0.0	0.0	0.0	-7.7	0.0	0.1	-11.6	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.1	-	0.3	-13.7
Glasnevin	-1.6	-4.2	0.2	0.0	0.0	-	0.0	1.1	0.0	-	0.4	0.6	0.0	0.3	-0.1	-2.2	-0.1	-	-	-24.8
DCU	-2.6	-7.8	-0.8	-0.1	0.0	-9.9	0.0	0.0	-0.1	-	0.4	0.3	1.1	0.1	0.0	-2.4	13.8	-	-	-7.9
Rathgar Road	0.0	0.0	0.0	-	-17.2	0.0	-2.0	-20.0	0.0	0.0	-0.1	0.0	-1.7	-2.7	0.0	0.0	0.0	-	-4.3	-26.9
Coolock	0.0	0.0	0.0	0.0	0.0	-0.3	0.0	0.0	-0.1	-0.2	0.0	0.0	0.0	0.2	0.0	-0.3	-0.3	-	-0.1	-0.5
Ballymun	-8.5	-	-7.0	-0.1	0.0	-	-0.7	0.0	0.1	-	-5.1	-5.1	-2.7	0.3	-	-	-6.5	-	-	-9.7
Finglas	0.0	0.0	0.0	0.0	-0.4	0.0	0.0	-0.1	0.0	0.0	0.0	0.0	0.0	0.2	-0.3	-0.8	1.1	-	-	-10.8
Sandyford	0.0	0.0	0.0	-	-16.7	0.0	-1.3	-20.7	0.0	0.0	-0.3	0.0	-1.0	-0.7	0.0	0.0	0.0	-	-	-28.1
Tallaght	0.0	0.0	0.0	0.7	-8.5	0.0	0.1	-10.9	0.0	2.6	0.0	0.0	0.0	0.3	0.0	0.0	0.2	-	-1.0	-15.4
Red Cow	-0.1	-0.1	-0.1	1.4	-7.3	0.1	0.0	-11.3	-0.1	0.0	0.0	0.0	-0.1	0.2	0.0	0.0	0.2	-	-2.2	3.8
Blanchardstown	-0.2	0.0	0.0	0.0	-1.0	-0.6	0.1	-4.1	0.0	-0.8	0.0	0.0	0.0	-0.2	0.0	0.0	0.0	-	-	-20.1
Ashbourne	0.6	0.7	0.6	0.6	0.0	0.6	1.3	1.2	0.6	0.6	0.7	0.6	0.6	0.0	2.4	0.7	0.2	0.6	0.6	-4.9
Donabate	-3.4	0.0	0.0	-6.4	-1.8	0.0	0.0	-12.6	-3.4	0.0	0.0	0.0	-1.3	2.0	0.0	0.0	0.0	0.5	-0.4	-0.4
Balbriggan	-	0.0	-0.2	-	-10.2	-1.0	0.0	-18.1	-13.2	-1.2	0.0	0.0	-5.0	2.4	0.0	0.0	0.0	0.5	0.3	-1.2
Drogheda	4.9	0.0	6.4	4.6	13.7	-8.9	0.0	-18.2	11.0	-1.0	0.1	15.1	7.6	-0.2	0.0	0.2	0.0	-9.5	-0.4	-1.5
Swords Pavilion	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Swords East	30.0	29.1	23.6	34.2	-15.7	32.2	-9.7	-15.8	-12.4	34.1	-26.1	-27.2	27.2	1.5	2.0	0.4	-4.2	0.0	0.0	-10.6
Dublin Airport	-0.9	0.1	3.1	-	-16.6	-0.8	1.4	-16.8	-15.4	-4.4	1.8	1.5	-	1.5	-0.1	-0.7	-0.1	0.0	0.0	-11.5
	18.7	26.2	19.9	25.9	-7.4	26.0	-0.3	-7.5	1.3	32.6	14.0	16.3	19.0	11.4	-0.2	-1.4	3.2	-	-4.8	0.0

Table 7.14: Scenario B 2065 AM Peak – Journey Time Comparisons (minutes) between Do Minimum and Do Something

Journey Time 2065 DS - 2065 DM Scenario B AM Peak Period	O'Connell Street	St. Stephen's Green	College Street (Trinity)	Glasnevin	DCU	Rathgar Road	Coolock	Ballymun	Finglas	Sandyford	Tallaght	Red Cow	Blanchardstown	Ashbourne	Donabate	Balbriggan	Drogheda	Swords Pavilion	Swords East	Dublin Airport
O'Connell Street	0.0	0.0	0.0	-4.7	-10.5	0.0	0.0	-14.5	0.0	0.0	0.0	0.0	-0.3	-1.0	-2.5	0.0	0.1	-19.3	-0.3	-23.5
St. Stephen's Green	0.0	0.0	0.0	-3.5	-9.9	0.0	0.0	-13.9	0.0	0.0	0.1	0.1	0.0	-1.8	0.0	0.0	0.0	-21.2	-2.2	-26.9
College Street (Trinity)	0.0	0.0	0.0	0.1	-6.8	0.1	0.0	-11.3	0.0	0.0	0.0	0.0	0.0	-0.5	0.0	0.0	0.0	-12.6	3.2	-23.0
Glasnevin	-0.9	-4.2	0.4	0.0	-0.1	-11.0	-0.1	1.0	0.0	-13.1	0.5	1.6	0.0	-0.5	-3.9	-5.6	0.1	-31.3	-11.5	-23.3
DCU	-2.5	-8.1	-0.7	0.0	0.0	-9.4	0.0	0.0	-0.3	-11.1	0.4	0.4	1.1	0.1	-0.2	-2.5	0.1	-15.6	-14.9	-7.8
Rathgar Road	-0.1	-0.1	-0.1	-10.8	-12.7	0.0	-1.6	-20.1	0.0	0.0	0.0	-0.3	-2.0	-2.9	-0.1	-0.2	-7.9	-26.2	1.4	-26.3
Coolock	0.0	0.0	-0.1	-0.2	-0.1	-0.2	0.0	0.0	0.4	-0.2	0.0	0.0	0.0	9.4	0.0	0.0	0.2	-5.4	0.7	-0.2
Ballymun	-8.4	-14.0	-6.9	0.0	0.0	-16.0	0.1	0.0	0.0	-17.7	-5.0	-5.0	-2.8	0.0	-16.7	-19.1	0.0	-17.6	-16.7	-9.7
Finglas	0.0	0.0	0.0	-0.2	-0.2	0.0	0.1	-0.5	0.0	0.0	0.2	0.2	0.0	-0.6	0.0	-1.6	-0.2	-22.0	-2.6	-11.1
Sandyford	-0.1	0.0	0.0	-10.5	-15.6	0.0	-1.1	-19.8	0.0	0.0	0.0	0.0	-1.1	-1.3	0.0	0.0	0.1	-28.2	-7.8	-31.2
Tallaght	0.0	0.0	0.0	1.1	-7.3	0.2	0.0	-10.3	0.0	0.1	0.0	0.0	0.0	-0.6	0.0	0.0	0.0	-14.0	2.8	-23.3
Red Cow	0.0	0.0	0.0	0.0	-6.5	0.0	0.0	-10.6	0.0	0.0	0.0	0.0	0.0	-0.7	-0.2	0.0	0.0	-15.2	2.5	-11.3
Blanchardstown	-0.5	-0.3	-0.3	-0.2	-0.9	-1.0	-0.2	-4.5	-0.2	-1.1	-0.4	2.2	0.0	-0.7	-0.5	-0.3	-0.2	-25.8	-8.8	-16.8
Ashbourne	0.5	0.6	0.5	0.5	0.7	0.6	0.5	0.5	0.5	0.5	0.9	1.0	0.5	0.0	2.5	2.6	2.7	1.9	1.9	8.0
Donabate	0.0	0.0	0.0	-0.7	2.3	0.0	0.0	-15.8	0.4	0.0	0.0	0.1	0.0	0.2	0.0	0.0	0.0	1.4	7.7	-0.8
Balbriggan	0.1	0.0	0.0	-0.4	1.0	-0.1	0.0	-19.1	0.3	0.0	0.0	0.1	0.0	-0.1	0.0	0.0	-0.1	1.2	8.3	1.3
Drogheda	1.0	0.0	0.0	7.0	-3.8	0.0	0.0	-4.0	-3.2	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.0	-1.1	7.7	-2.4
Swords Pavilion	-29.5	-29.4	-21.7	-42.3	-17.0	-30.6	-11.1	-16.8	-13.2	-32.2	-22.1	-22.9	-35.2	-1.2	0.7	-1.6	-10.6	0.0	0.1	-10.8
Swords East	-10.7	-8.7	-4.4	-23.2	-17.9	-10.3	2.8	-17.7	-23.1	-14.4	-4.5	-6.5	-20.0	-1.2	0.3	-1.1	0.3	0.0	0.0	-11.7
Dublin Airport	-23.8	-21.5	-16.6	-29.8	-7.8	-30.0	-0.8	-7.6	0.9	-31.2	-0.9	12.4	-28.1	-6.5	-1.5	-1.7	0.0	-11.1	-10.3	0.0

Table 7.15: Scenario B 2065 PM Peak – Journey Time Comparisons (minutes) between Do Minimum and Do Something

Journey Time 2065 DS - 2065 DM Scenario B PM Peak Period	O'Connell Street	St. Stephen's Green	College Street (Trinity)	Glasnevin	DCU	Rathgar Road	Coolock	Ballymun	Finglas	Sandyford	Tallaght	Red Cow	Blanchardstown	Ashbourne	Donabate	Balbriggan	Drogheda	Swords Pavilion	Swords East	Dublin Airport
O'Connell Street	0.0	0.0	0.0	-5.3	-10.5	0.0	0.1	-14.5	0.0	0.0	0.0	0.0	-0.5	0.1	0.0	0.0	0.0	-24.3	-6.8	-25.8
St. Stephen's Green	0.0	0.0	0.0	-3.8	-9.8	0.0	0.0	-13.8	0.0	0.0	0.0	0.0	-0.2	-0.8	0.0	0.0	0.0	-26.0	-9.0	-27.0
College Street (Trinity)	0.0	0.0	0.0	0.0	-7.2	0.0	0.0	-11.2	0.0	0.0	0.0	0.0	-0.2	0.1	0.0	0.0	0.3	-17.7	-0.2	-16.5
Glasnevin	-0.9	-4.1	0.2	0.0	-0.1	-9.9	-0.1	1.1	0.1	-12.1	0.4	0.8	-0.1	0.3	0.6	-3.6	-0.1	-36.4	-17.9	-26.2
DCU	-2.4	-8.2	-0.6	-0.1	0.0	-9.5	0.2	0.1	0.0	-10.9	0.5	0.4	0.5	0.0	1.9	-2.1	-0.2	-16.6	-14.3	-7.9
Rathgar Road	0.1	0.0	0.1	-11.4	-15.8	0.0	-2.1	-19.5	0.0	0.0	0.0	0.0	-2.1	-3.1	0.0	0.0	0.0	-33.3	-5.1	-28.9
Coolock	0.0	0.0	0.0	0.0	0.0	-0.3	0.0	-0.4	0.0	-0.2	0.0	0.0	-0.1	0.1	0.0	0.3	0.3	3.8	-0.4	0.0
Ballymun	-8.3	-13.5	-6.8	-0.2	-0.1	-15.1	0.0	0.0	0.3	-17.4	-4.9	-4.9	-2.7	0.3	-17.2	-20.3	-8.6	-18.4	-18.6	-9.7
Finglas	0.0	0.0	0.0	0.0	-0.1	0.0	0.1	-0.1	0.0	0.0	0.0	0.0	-0.1	0.1	0.2	-0.7	2.3	-26.4	-10.6	-5.7
Sandyford	0.0	0.0	0.0	-12.6	-16.2	0.0	-1.3	-20.1	0.0	0.0	1.0	0.0	-1.2	-1.0	0.0	0.0	0.0	-32.8	-14.6	-34.2
Tallaght	0.0	0.1	0.0	1.2	-6.0	0.2	0.0	-10.0	0.0	1.6	0.0	0.0	0.0	0.2	0.0	0.0	0.5	-18.6	-1.2	-20.8
Red Cow	-0.1	0.0	-0.1	-0.1	-5.7	0.1	-0.1	-10.5	-0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	-19.9	-2.8	-10.4
Blanchardstown	-0.2	0.0	0.0	0.0	-0.7	-0.6	0.1	-3.1	0.0	-0.9	0.0	-0.1	0.0	-1.3	0.0	0.0	0.0	-30.6	-15.0	-20.1
Ashbourne	0.1	0.2	0.1	0.1	0.6	0.1	0.2	0.6	0.1	0.1	0.2	0.2	0.0	0.0	-0.4	0.2	0.0	-0.3	-0.3	3.6
Donabate	-2.9	0.0	0.0	-6.0	-2.0	0.0	0.0	-12.2	-4.0	0.0	0.0	0.0	-1.3	2.7	0.0	0.0	0.0	0.5	0.1	-0.5
Balbriggan	-14.8	0.0	-0.1	-16.2	-10.6	-1.0	0.0	-18.8	-14.3	-1.1	0.0	0.0	-5.5	-0.7	0.0	0.0	0.0	-0.2	-0.2	-4.0
Drogheda	5.5	0.0	7.0	5.2	13.4	-8.4	0.0	-20.0	9.0	-0.7	0.1	-0.6	8.1	0.1	0.0	-0.1	0.0	-10.0	0.1	-3.4
Swords Pavilion	-30.1	-29.6	-24.1	-31.3	-15.9	-32.2	-10.3	-16.0	-12.7	-34.5	-26.6	-27.7	-24.4	2.0	-0.1	-0.6	-0.9	0.0	-0.1	-10.9
Swords East	-2.3	-1.2	1.9	-15.1	-16.8	-2.4	2.3	-17.0	-17.4	-5.6	0.6	0.3	-12.2	2.0	0.5	0.5	0.5	0.0	0.0	-11.9
Dublin Airport	-19.9	-24.3	-17.5	-23.1	-7.4	-23.1	-0.3	-7.5	1.7	-29.9	7.0	13.2	-16.2	9.5	-2.2	-0.6	1.1	-10.0	-4.8	0.0

The implementation of the Project provides substantial time savings in 2035, 2050 and 2065, from a range of locations in north Dublin, the city centre, and south Dublin. In 2050 AM, the largest journey time savings can be seen in journeys to and from Dublin Airport, Swords East and Swords Pavilion. The largest journey time saving occurs from Swords Pavilion to Glasnevin, with a saving of approximately 35 minutes in all three years. This is due to the presence of the interchange with the heavy rail network at Glasnevin station, contributing to an overall public transport journey time saving. A saving of approximately 33 minutes can be seen from Dublin Airport to Sandyford at the south of the city in 2050 PM, as a result of the Project interchange with the Luas Green Line at Charlemont station, and a saving of 30 minutes in 2065, in the PM period.

Overall, in the AM period, journeys to the north (to Swords Pavilion and Swords East) and Dublin Airport see widespread journey time reductions, of up to 28 minutes from Sandyford and Rathgar Road to Swords Pavilion, as a result of the interchange with Luas Green Line. The journey from O'Connell Street to Dublin Airport sees a reduction of approximately 22 minutes in 2035 and 2050 between these key locations. Improvements can also be seen along the Project corridor, with time savings of up to 22 minutes to and from DCU and Ballymun.

In the PM period, the largest reduction in journey time in 2035 is from Glasnevin to Swords Pavilion, which sees a reduction of approximately 38 minutes in journey time when the Project is in place. This reduces to a saving of approximately 37 minutes in 2050 and 2065, respectively. This is due to the interchange with the rail network at Glasnevin station.

7.6.3 Transfers to and from Other Modes

Table 7.16, Table 7.17 and Table 7.18 show the volume of 12hr transfers to and from the Project in Scenario B, either walking or cycling to/from the surrounding zones, or using other forms of public transport to interchange, in 2035, 2050 and 2065 respectively.

A **'First Boarder'** refers to a passenger who first accesses the public transport network via the Project. Therefore, passengers who transfer from bus/rail/Luas to the Project are not considered 'First Boarders'.

A **'Final Stop'** passenger is someone who exits the public transport network via the Project. Therefore, passengers who transfer to bus/rail/Luas from the Project to continue their journey are not considered to be 'Final Stop' passengers.

In all scenarios, the majority of transfers from 'First Boarders' and 'Final Stop at Estuary' are to/from the Estuary Park and Ride. For all other stations, 'First Boarder' and 'Final Stop' passengers are predominantly in relation to those living within the walking catchments of the stations.

Table 7.16: Transfers to/From Stations – 12hr period in 2035

Transfers To/From MetroLink Stations - 12hr Period								
Station	Transfers to MetroLink				Transfers from MetroLink			
	First Boarders	From Bus	From Rail/DART	From Luas	Final Stop	To Bus	To Rail/DART	To Luas
Estuary Park-and-Ride	5,964	1,636	-	-	5,860	949	-	-
Seatown	3,660	697	-	-	3,760	304	-	-
Swords Central	4,348	691	-	-	3,878	1,358	-	-
Fosterstown	4,720	2,570	-	-	4,024	2,868	-	-
Dublin Airport	27,049	378	-	-	23,878	320	-	-
Dardistown	-	-	-	-	-	-	-	-
Northwood	2,630	98	-	-	2,382	143	-	-
Ballymun	5,853	2,354	-	-	5,194	2,731	-	-
Collins Avenue	5,706	2,055	-	-	5,450	2,373	-	-
Griffiths Park	1,857	7	-	-	2,297	28	-	-
Glasnevin	1,391	1,214	6,469	-	1,540	1,509	7,158	-
Mater	2,738	957	-	-	2,622	1,143	-	-
O'Connell Street	4,948	272	-	3,173	4,733	112	-	2,893
Tara	7,224	4,014	2,746	8	7,602	8,390	2,874	2
St Stephen's Green	8,123	4,064	-	-	8,209	3,081	-	-
Charlemont	6,197	3,003	-	6,565	6,234	3,800	-	5,676

Table 7.17: Transfers to/From Stations-12hr period in 2050

Transfers To/From MetroLink Stations - 12hr Period								
Station	Transfers to MetroLink				Transfers from MetroLink			
	First Boarders	From Bus	From Rail/DART	From Luas	Final Stop	To Bus	To Rail/DART	To Luas
Estuary Park-and-Ride	7,553	2,741	-	-	7,593	1,223	-	-
Seatown	4,786	997	-	-	4,785	436	-	-
Swords Central	6,581	927	-	-	5,563	1,782	-	-
Fosterstown	6,191	3,185	-	-	5,218	3,194	-	-
Dublin Airport	41,664	411	-	-	40,336	311	-	-
Dardistown	-	-	-	-	-	-	-	-
Northwood	3,184	126	-	-	2,846	201	-	-
Ballymun	7,636	2,032	-	-	6,504	2,378	-	-

Transfers To/From MetroLink Stations - 12hr Period								
Station	Transfers to MetroLink				Transfers from MetroLink			
	First Boarders	From Bus	From Rail/DART	From Luas	Final Stop	To Bus	To Rail/DART	To Luas
Collins Avenue	6,008	1,743	-	-	5,926	1,901	-	-
Griffiths Park	1,978	6	-	-	2,351	17	-	-
Glasnevin	1,518	846	4,419	-	1,663	1,111	5,123	-
Mater	3,208	1,331	-	-	2,995	1,305	-	-
O'Connell Street	5,799	731	-	5,100	5,628	106	-	5,022
Tara	8,389	5,535	2,620	2,863	8,951	10,862	2,834	1,976
St Stephen's Green	7,453	4,228	900	-	8,148	2,995	400	-
Charlemont	5,831	3,092	-	8,210	6,165	3,853	-	8,151

Table 7.18: Transfers to/from Stations – 12hr period in 2065

Transfers To/From MetroLink Stations - 12hr Period								
Station	Transfers to MetroLink				Transfers from MetroLink			
	First Boarders	From Bus	From Rail/DART	From Luas	Final Stop	To Bus	To Rail/DART	To Luas
Estuary Park-and-Ride	5,079	2,779	-	-	4,802	1,551	-	-
Seatown	5,032	1,076	-	-	5,230	578	-	-
Swords Central	7,170	1,342	-	-	6,148	2,098	-	-
Fosterstown	7,367	3,275	-	-	6,321	3,886	-	-
Dublin Airport	50,998	352	-	-	47,017	309	-	-
Dardistown	-	-	-	-	-	-	-	-
Northwood	3,975	159	-	-	3,486	242	-	-
Ballymun	9,443	2,300	-	-	8,052	2,589	-	-
Collins Avenue	6,430	1,814	-	-	6,439	2,094	-	-
Griffiths Park	2,133	5	-	-	2,499	21	-	-
Glasnevin	1,714	1,055	5,528	-	1,849	988	6,401	-
Mater	3,708	1,470	-	-	3,461	1,574	-	-
O'Connell Street	6,577	460	-	5,998	6,352	118	-	6,212
Tara	9,648	7,731	3,075	3,373	10,514	13,984	3,488	2,455
St Stephen's Green	8,271	4,652	931	-	9,056	3,303	560	-

Transfers To/From MetroLink Stations - 12hr Period								
Station	Transfers to MetroLink				Transfers from MetroLink			
	First Boarders	From Bus	From Rail/DART	From Luas	Final Stop	To Bus	To Rail/DART	To Luas
Charlemont	6,656	3,498	-	9,523	7,028	4,400	-	9,591

As in Scenario A, Dublin Airport sees the largest number of transfers to/from zone across all years. After Dublin Airport, stations in the city centre, such as Tara and St Stephen's Green, see significant volumes of transfers to/from zone. Stations such as Collins Avenue and Ballymun, and along the R132, see large numbers of transfers to/from zone due to the surrounding residential catchments of the stations.

Tara sees the largest volume of transfers to/from bus in all three years. St. Stephen's Green and Charlemont also see large volumes of bus transfers both to and from the Project.

Interchange with the heavy rail network is also possible at Glasnevin and Tara stations, however Glasnevin sees a higher volume of transfers to and from this mode.

There is a large volume of transfers to/from Luas at Charlemont and O'Connell Street, as these stations are in close proximity to Luas services (Green Line at Charlemont and both Red and Green lines at O'Connell Street). The transfers to/from Luas at Charlemont are greater than the transfers to/from Luas at O'Connell Street in all three years.

7.7 Road Network Analysis

7.7.1 Link Flows

Figure 7.21 illustrates the change in traffic flows between the Do Minimum and Do Something scenarios in Scenario B 2035 AM peak hour. When the Project is in place, increases in traffic flow can be seen on the M1 north of the Park and Ride Facility, as well as towards Dublin Airport. However, corresponding decreases in traffic can be seen along the R132 corridors south of the Park and Ride Facility, as well as on the M1 south of Dublin Airport. The M50 also sees reductions in traffic flows between the two scenarios, as well as much of Dublin City Centre and national routes to the south such as the N7 and N11.

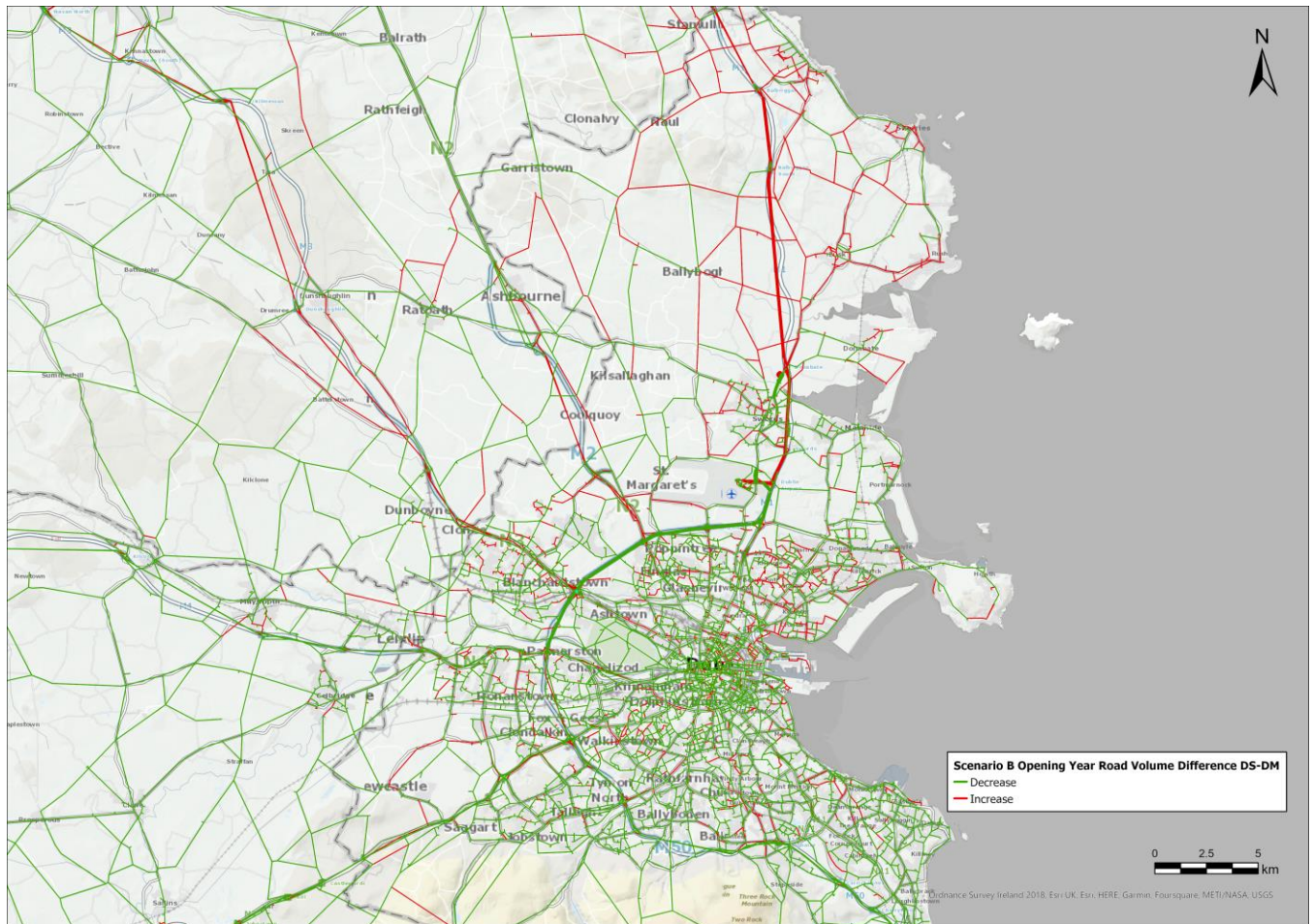


Figure 7.21: Highway Model – Flow Changes Scenario B 2035 AM Peak

Figure 7.22 below shows the AADT traffic flow differences between the Do Something and Do Minimum scenario in Scenario B 2035, with Figure 7.23 and Figure 7.24 illustrating the same for 2050 and 2065.

There are increases in traffic flow in both directions to the north of Estuary and around Swords in 2035 and 2050. This can be expected due to traffic travelling to the Strategic Park and Ride site at Estuary.

In 2050, reductions in AADT traffic flow can be seen on key national routes such as the M2, M3, M4 and M11. This relates to the transfer of road passengers onto the public transport network, utilising the Maynooth, Kildare and Cork rail lines.

In 2065, significant reductions in AADT traffic flow can be seen on national routes such as the M1, M2, M3 and M4, as well as throughout the City Centre and Port Tunnel.

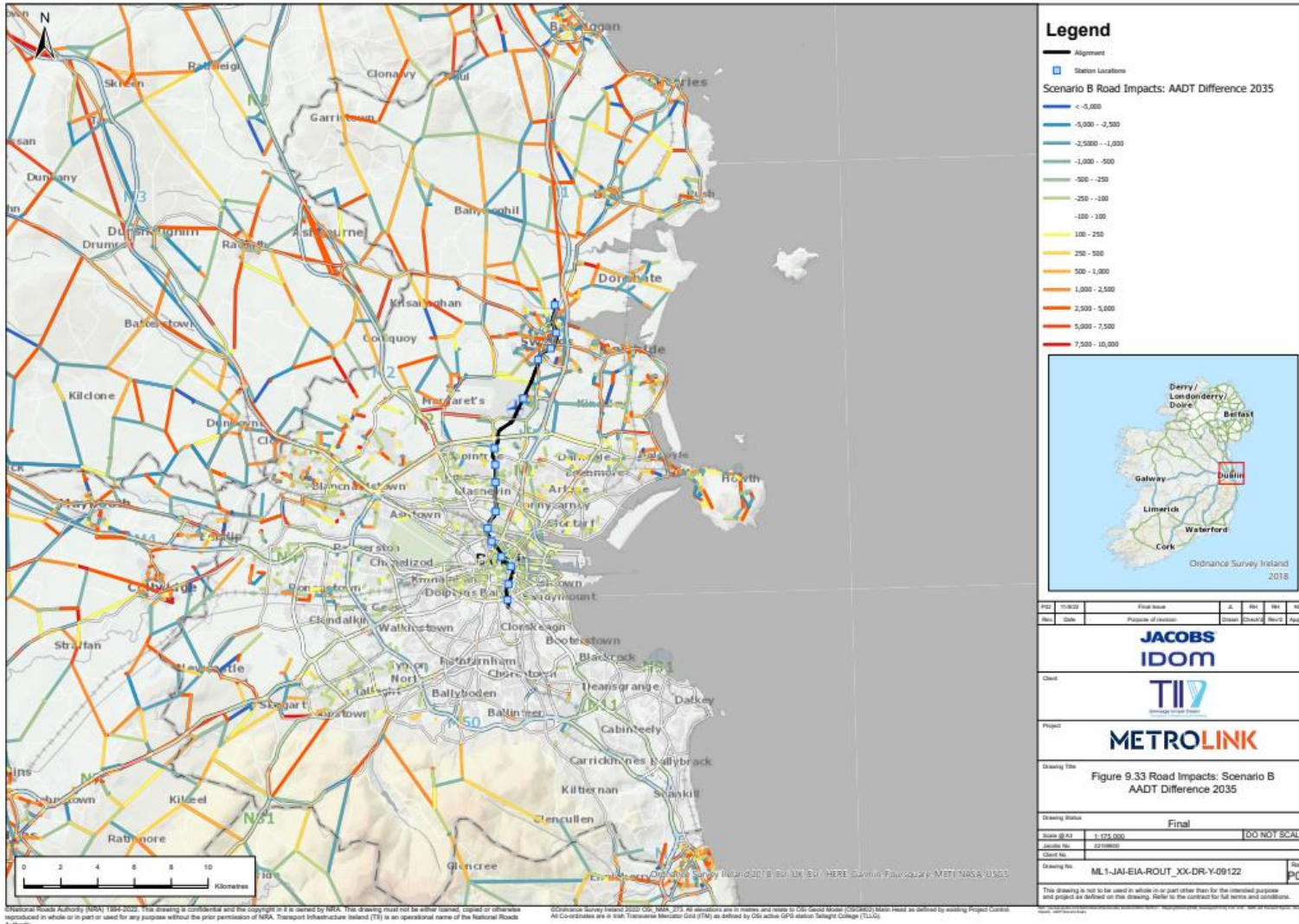


Figure 7.22: Scenario B 2035 DS – DM AADT Traffic Flow

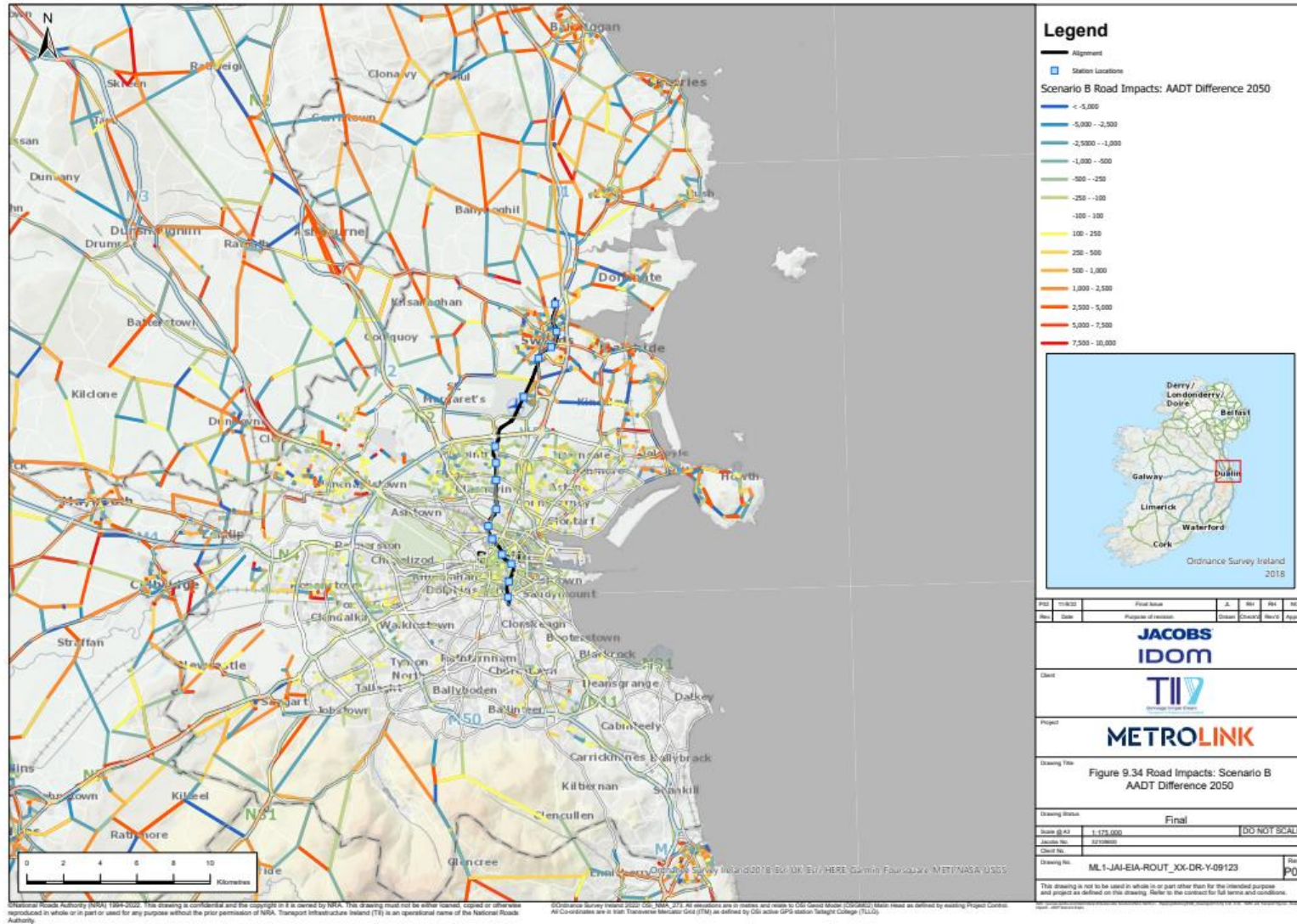


Figure 7.23: Scenario B 2050 DS – DM AADT Traffic Flow

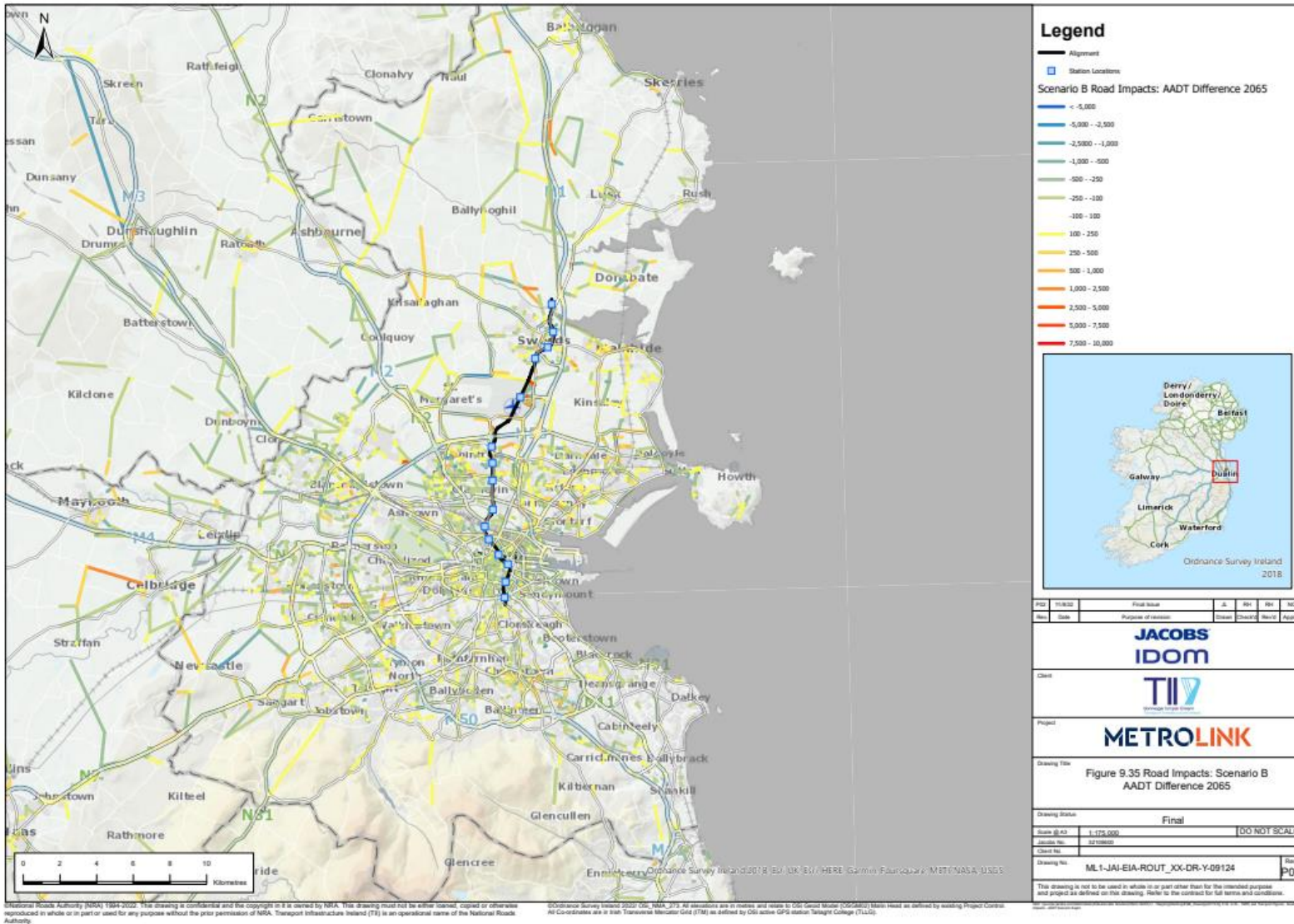


Figure 7.24: Scenario B 2065 DS – DM AADT Traffic Flo

7.7.2 Changes in Road Travel Time

Figure 7.25 to Figure 7.27 shows the changes in road travel time with the Project in place in the AM peak in 2035, 2050 and 2065 in Scenario B.

There are increases in road travel time on links to the North of Estuary Park and Ride in 2050. This could be due to the increase in traffic travelling to and from the Park and Ride Sites in the respective AM peak. There are also road travel time savings of up to 25 seconds along M2, M3, M4 M7 and M11 in all future years, due to a reduction in traffic on the road network, as a result of previous highway trips using the Project instead.

The 2035, 2050 and 2065 AM peak illustrates lower number of impacts to road travel time within Dublin City Centre, in exception to an increase in road travel time of up to 50 seconds along R109 in 2065.

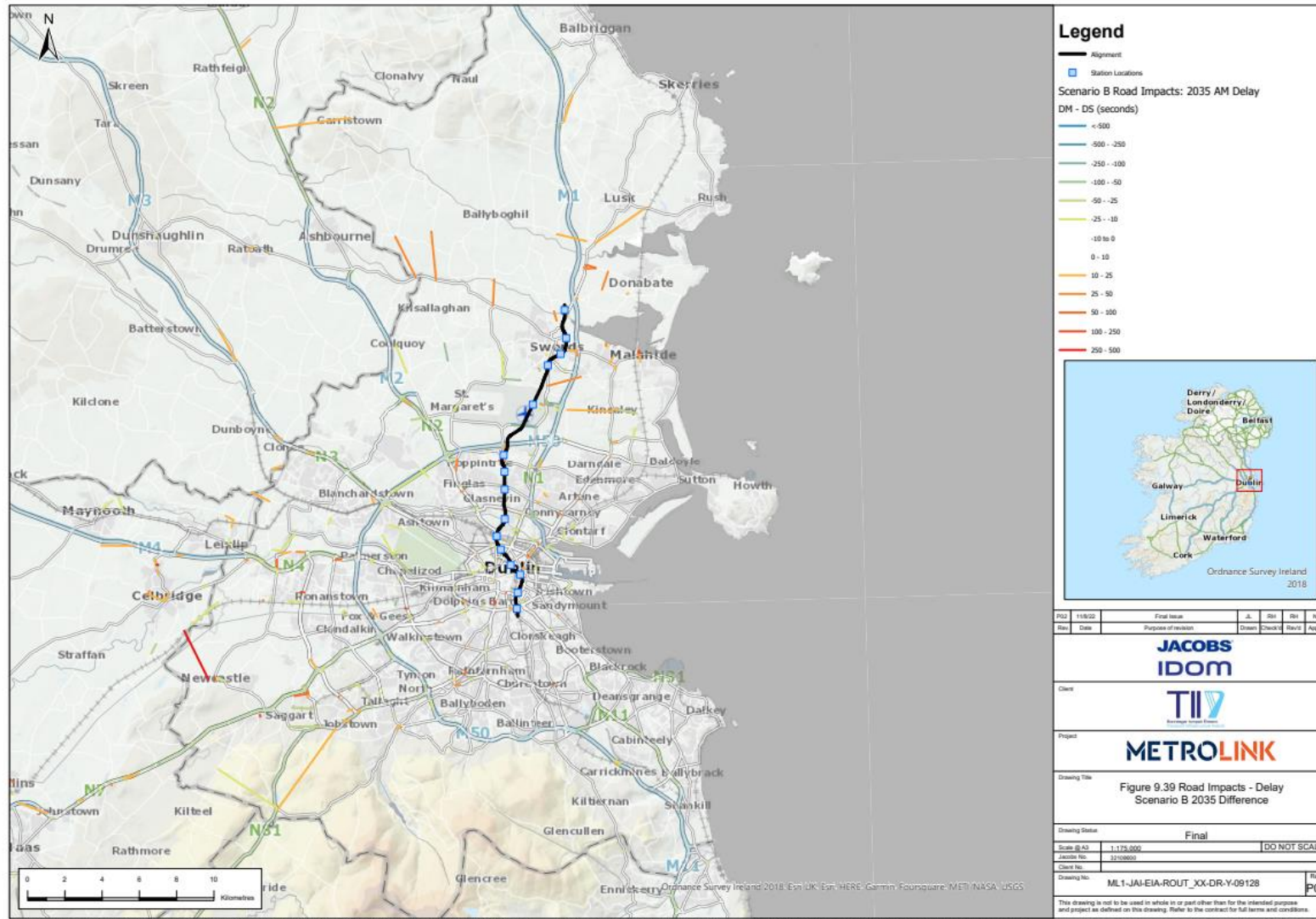


Figure 7.25: Change in Road Travel Time in Scenario B 2035 AM Peak Period DS

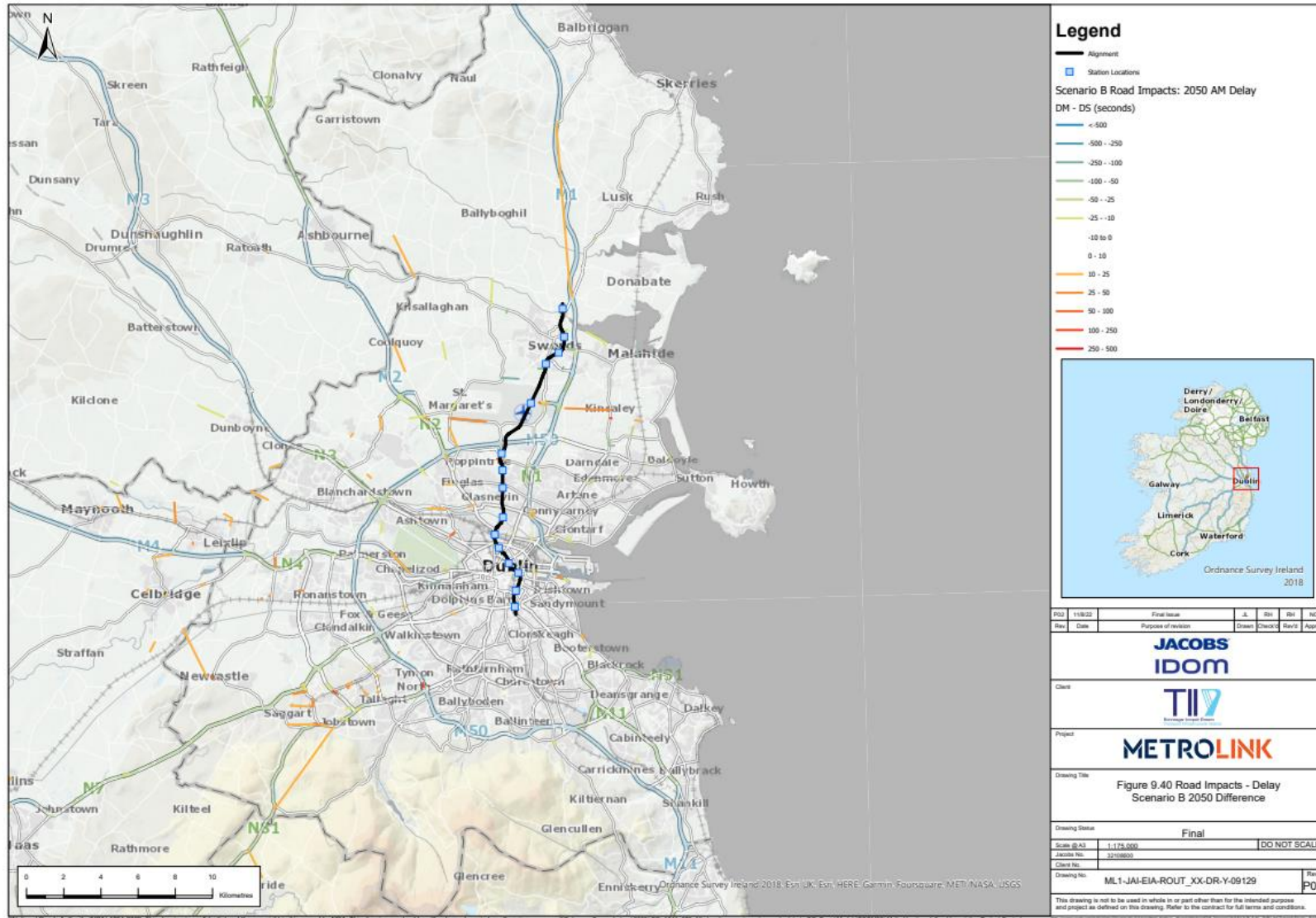


Figure 7.26: Change in Road Travel Time in Scenario B 2050 AM Peak Period DS

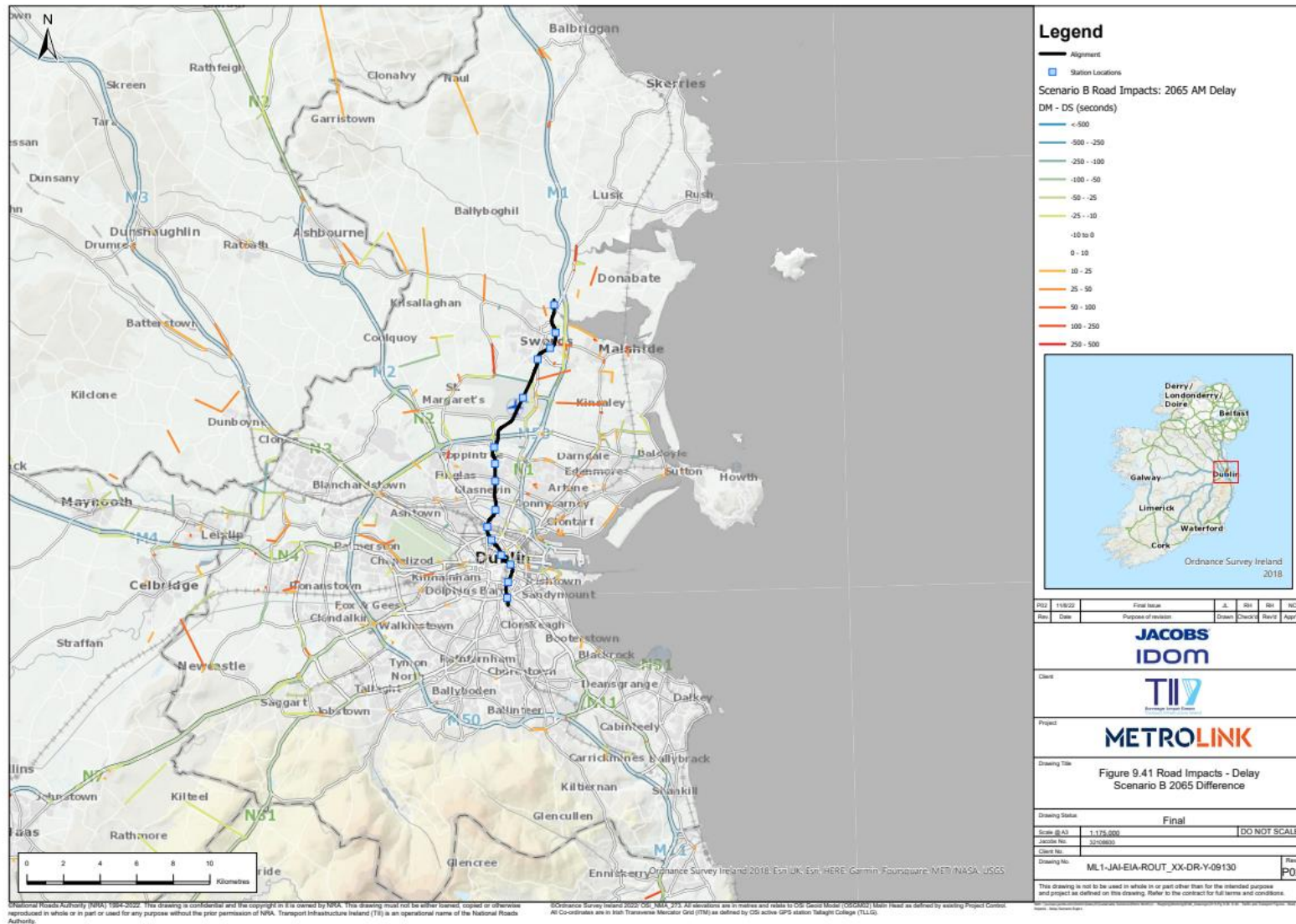


Figure 7.27: Change in Road Travel Time in Scenario B 2065 AM Peak Period D

8. Summary

The NTA's ERM has been utilised to perform a series of 12 runs to inform the appraisal of the Project. The Operational Phase Opening Year is proposed to be 2035, with Design Year 2050 and Forecast Year 2065. The assessment of the Operational Phase has been carried out using the following scenarios:

- Scenario A - Do Committed Minimum:
 - 'Do Minimum' (2035, 2050 and 2065)
 - 'Do Something' (2035, 2050 and 2065)
- Scenario B – Likely Future:
 - 'Do National Development Plan ('Do NDP', Do Minimum and Do Something 2035)
 - 'Do Greater Dublin Area Transport Strategy ('Do GDA', Do Minimum and Do Something 2050 and 2065).

8.1 ERM Model Validation

The NTA ERM model development report notes that: *“The ERM was calibrated and validated against the recommended criteria set out in the UK TAG. The level of calibration and validation achieved across each of the model components is of a high standard when considering the model scale and type.”*

Whilst the convergence of the modelling undertaken for the Project does not achieve the gap value recommended in the UK TAG, the convergence values are typical for a model of the size and complexity of the Project operating over a medium length forecast period in urban congested conditions.

8.2 Scenario A Summary

The modelling exercise involved analysing various model outputs from each scenario to assess the impact on travel behaviour when the Project is in place. A summary of the results from Scenario A are presented below.

In Scenario A 2035, there will be approximately 137,000 passengers boarding and alighting over the 12hr period, increasing to almost 176,000 in 2050, and to 217,000 in the 2065 scenario.

In all forecast years in Scenario A, the mode share of PT (including the Project) within the Project's area of influence increases between the Do Minimum and Do Something scenarios. The largest percentage point increase can be seen in 2065, where PT (including the Project) mode share increases by 1.15 percentage points from 17.8% in the Do Minimum to 18.94% in the Do Something scenario. A corresponding reduction in Car mode share can also be seen in 2065, reducing by 0.82 percentage points from 54.13% to 53.31% when the Project is in place.

In Scenario A in all forecast years, there is an increase in passenger km on Public Transport between the Do Minimum and Do Something scenarios, reaching a 10% increase in 2065. Similar percentage increases in passenger km on Public Transport can also be seen in the PM period.

The proposed Project provides substantial time savings in 2035, 2050 and 2065, from a range of locations in north Dublin, Dublin City Centre, and south Dublin. The largest journey time saving occurs for journeys to and from Swords Pavilion and Glasnevin, with a saving of approximately 48 minutes in all of the forecast years. A saving of up to approximately 32 minutes can be seen from Dublin Airport to Sandyford at the south of the city, as a result of the Project interchange with the Luas Green Line at Charlemont Station.

Reductions on the passenger flow on the bus network can be seen along the M50 Port Tunnel towards Dublin Airport, as well as along the R108 Ballymun Road bus corridor, and the R132 Swords Bypass corridor. Increases in flows can be seen on the Luas Red and Green Lines, and the Maynooth and Kildare DART lines, indicating areas of interchange with the proposed Project.

In all years, Dublin City Centre locations see large numbers of passengers interchanging between the bus network the proposed Project for their onward journey, as these locations are hubs for employment so passengers may have origins or final stops in residential areas outside of Dublin City Centre. It is evident at Glasnevin and Tara Stations that a significant volume of passengers will interchange between the DART network and the Project. The location of the Charlemont station also facilitates large volumes of interchange with the Luas Green Line.

The largest reductions in Road travel time can be seen in 2065 Scenario A in both the AM and PM peak periods, with a reduction of 5% in the AM peak period, and a reduction of 4% in the PM peak period. Notable reductions in traffic flow will be seen along key routes south of Dublin Airport, including along the M50, and along most radial routes into Dublin City Centre. National roads such as the N11 and N7, also see reductions in traffic flows when the proposed Project is in place.

8.3 Scenario B Summary

The modelling exercise involved analysing various model outputs from each scenario to assess the impact on travel behaviour when the Project is in place. A summary of the results from Scenario B are presented below.

In Scenario B 2035, there will be approximately 135,400 passengers boarding and alighting over the 12hr period, increasing to 169,500 in 2050, and to 194,200 in the 2065 scenario.

In all forecast years in Scenario B, the mode share of PT (including the Project) within the Project's area of influence increases between the Do Minimum and Do Something scenarios. The largest percentage point increase can be seen in 2050, where PT (including the Project) mode share increases by 0.86 percentage points from 18.69% in the Do Minimum to 19.54% in the Do Something scenario. A corresponding reduction in Car mode share can also be seen in 2050, reducing by 0.4 percentage points from 55.12% to 54.73% when the Project is in place.

In all forecast years in Scenario B, the total passenger km is higher in the PM period. When comparing the Do Minimum and Do Something scenarios in 2065, the total passenger km travelled over the AM period increases by over 236,400 when the proposed Project is in place, which is an increase of 6%.

The largest journey time saving occurs from Swords Pavilion to Glasnevin, with a saving of approximately 28-42 minutes across the three forecast years. Similar journey time savings can also be seen from Swords Pavilion to Blanchardstown, Dublin Airport to Rathgar Road, and between the Ballymun corridor and DCU.

As with Scenario A, in all years in Scenario B, Dublin City Centre locations see large numbers of passengers interchanging between the bus network and the proposed Project for their onward journey. Scenario B sees large volumes of passengers interchanging with the bus network at Ballymun and Collins Avenue Stations, As with Scenario A, there will be large volumes of passengers interchanging with DART at Glasnevin and Tara Street in all forecast years. The location of the Charlemont Station also facilitates large volumes of interchange with the Luas Green Line. Scenario B sees high volumes of interchanging passengers as a result of the implementation of other key public transport infrastructure projects compared to Scenario A.

Scenario B sees no change to Road travel time in 2065 in either the AM or PM peak periods. Notable reductions in traffic flow will be seen along key routes south of Dublin Airport, including along the M50, and along most radial routes into Dublin City Centre. Reductions in traffic flows are also seen when the proposed Project is in place, such as along national routes such as the N7 and N11.

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Appendix A. Modelling Results: Scenario A

A.1 Boardings, Alightings and Loading Profile

2035 Scenario A – Northbound Direction												
Station	AM			LT			SR			PM		
Station	Boarding	Alighting	Load	Boarding	Alighting	Load	Boarding	Alighting	Load	Boarding	Alighting	Load
Charlemont	1742	0	1742	902	0	902	1026	0	1026	2294	0	2294
St Stephen's Green	647	11	2378	666	4	1564	916	2	1940	2201	1	4494
Tara	1461	180	3659	930	78	2416	1165	80	3024	2472	329	6637
O'Connell Street	1000	37	4621	594	14	2997	721	15	3731	1330	43	7924
Mater	375	136	4860	252	55	3194	270	72	3929	457	173	8208
Glasnevin	678	212	5327	158	94	3259	142	136	3934	319	744	7783
Griffith Park	62	260	5129	36	60	3235	88	68	3954	145	236	7691
Collins Avenue	221	661	4689	126	202	3160	290	266	3977	480	902	7269
Ballymun	237	481	4445	115	278	2996	84	471	3590	126	1548	5847
Northwood	110	209	4347	40	88	2948	31	123	3499	70	324	5593
Dardistown and M50	0	0	4347	0	0	2948	0	0	3499	0	0	5593
Dublin Airport	61	3287	1121	101	1994	1056	165	1866	1798	534	1663	4465
Fosterstown	22	328	815	15	235	835	20	460	1358	51	1126	3390
Swords Central	21	310	526	24	267	591	36	411	983	144	1074	2460
Seatown	4	378	151	13	197	407	37	240	781	185	640	2006
Estuary Park-and-Ride	0	151	0	0	407	0	0	781	0	0	2006	0

2035 Scenario A – Southbound Direction

Station	AM			LT			SR			PM		
	Boarding	Alighting	Load	Boarding	Alighting	Load	Boarding	Alighting	Load	Boarding	Alighting	Load
Estuary Park-and-Ride	2433	0	2433	433	0	433	537	0	537	603	0	603
Seatown	969	166	3236	170	10	593	159	42	654	288	47	844
Swords Central	1276	160	4352	292	16	870	217	26	845	302	33	1112
Fosterstown	1959	53	6259	313	15	1167	208	21	1032	315	27	1400
Dublin Airport	1842	771	7330	2294	75	3387	2641	78	3595	2542	147	3795
Dardistown and M50	0	0	7330	0	0	3387	0	0	3595	0	0	3795
Northwood	578	86	7822	119	40	3465	84	49	3629	161	79	3877
Ballymun	1885	161	9546	411	101	3776	282	129	3783	392	211	4059
Collins Avenue	1128	718	9956	246	249	3772	237	206	3814	394	223	4230
Griffith Park	292	235	10013	61	60	3773	79	46	3847	149	67	4312
Glasnevin	1176	319	10870	133	138	3768	95	147	3796	204	469	4047
Mater	274	544	10601	73	254	3587	51	217	3630	163	226	3984
O'Connell Street	86	1452	9235	19	623	2983	18	683	2965	56	668	3372
Tara	193	3841	5587	52	1344	1691	48	1383	1629	107	1525	1954
St Stephen's Green	1	2981	2607	2	664	1028	3	595	1037	8	657	1304
Charlemont	0	2607	0	0	1028	0	0	1037	0	0	1304	0

2050 Scenario A – Northbound Direction

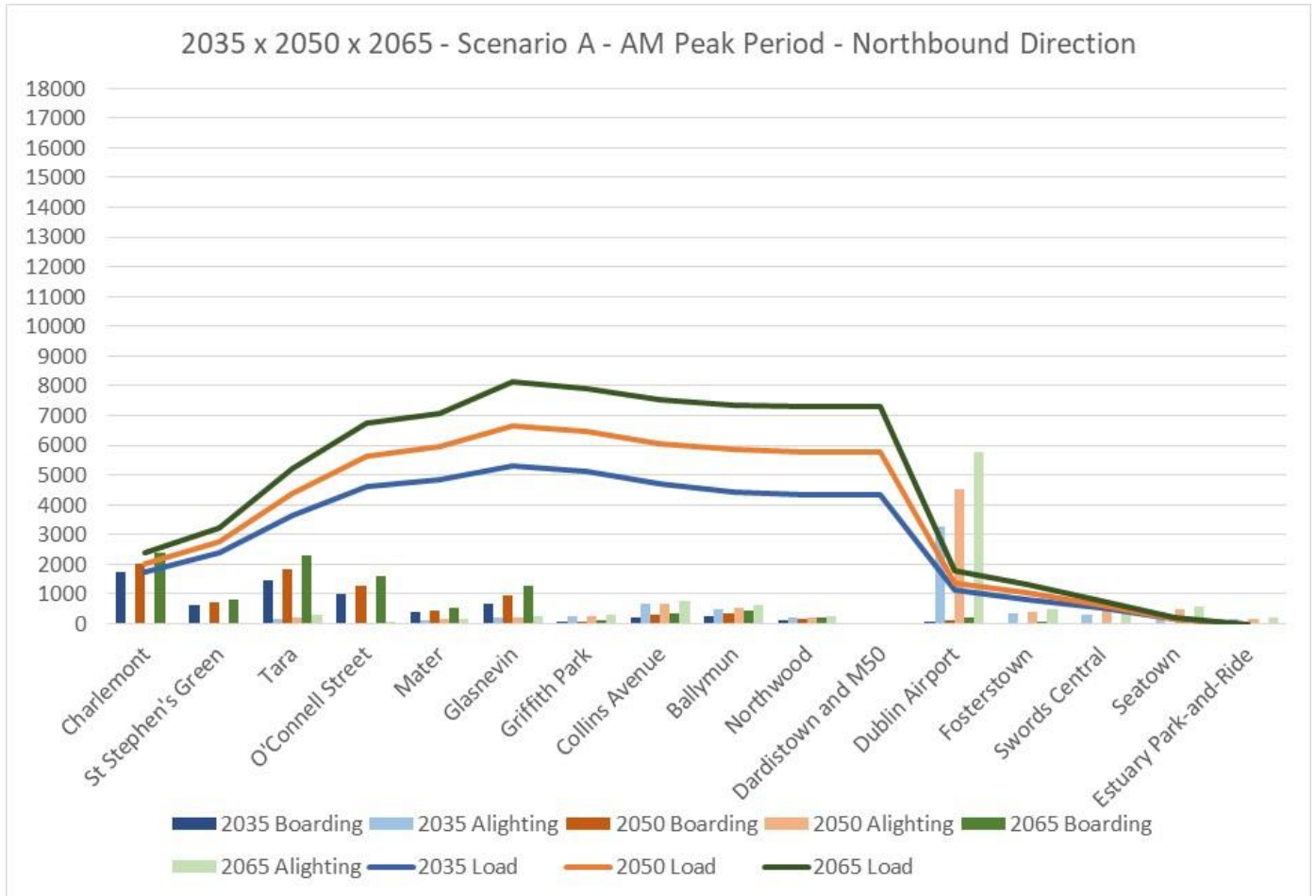
Station	AM			LT			SR			PM		
Station	Boarding	Alighting	Load	Boarding	Alighting	Load	Boarding	Alighting	Load	Boarding	Alighting	Load
Charlemont	2020	0	2020	1189	0	1189	1285	0	1285	2775	0	2775
St Stephen's Green	737	13	2744	874	4	2059	1030	2	2313	2607	1	5381
Tara	1853	213	4384	1379	93	3346	1464	93	3685	3059	371	8069
O'Connell Street	1296	42	5638	888	16	4218	943	17	4610	1667	47	9690
Mater	452	144	5946	345	65	4497	372	77	4906	551	184	10057
Glasnevin	944	222	6669	239	123	4613	209	158	4956	452	896	9612
Griffith Park	79	278	6469	50	73	4591	111	77	4991	167	257	9523
Collins Avenue	282	692	6059	169	226	4534	355	294	5052	550	981	9092
Ballymun	337	533	5863	165	350	4349	118	592	4577	164	1913	7343
Northwood	162	231	5795	62	109	4302	44	157	4464	94	415	7022
Dardistown and M50	0	0	5795	0	0	4302	0	0	4464	0	0	7022
Dublin Airport	132	4536	1390	211	3046	1467	274	2728	2011	787	2324	5485
Fosterstown	36	398	1028	28	290	1205	17	592	1436	61	1375	4170
Swords Central	27	421	634	40	370	875	31	544	923	232	1352	3049
Seatown	4	474	165	27	252	650	24	316	631	247	797	2500
Estuary Park-and-Ride	0	165	0	0	650	0	0	631	0	0	2500	0

2050 Scenario A – Southbound Direction												
Station	AM			LT			SR			PM		
Station	Boarding	Alighting	Load	Boarding	Alighting	Load	Boarding	Alighting	Load	Boarding	Alighting	Load
Estuary Park-and-Ride	2307	0	2307	959	0	959	391	0	391	772	0	772
Seatown	1219	186	3341	217	43	1133	202	35	559	346	58	1060
Swords Central	1600	220	4721	386	45	1474	282	25	816	400	47	1413
Fosterstown	2388	51	7058	390	36	1828	255	19	1052	374	38	1749
Dublin Airport	2649	1041	8666	3533	155	5206	3954	113	4892	3515	225	5039
Dardistown and M50	0	0	8666	0	0	5206	0	0	4892	0	0	5039
Northwood	734	110	9290	162	64	5304	108	78	4922	195	116	5118
Ballymun	2355	199	11446	535	157	5682	353	196	5079	459	298	5279
Collins Avenue	1230	831	11845	279	374	5587	256	322	5013	409	287	5401
Griffith Park	317	273	11889	71	84	5574	88	60	5042	158	84	5475
Glasnevin	1404	431	12862	163	231	5505	116	219	4938	235	656	5054
Mater	312	656	12519	81	375	5211	57	293	4702	170	262	4962
O'Connell Street	113	1739	10892	23	942	4292	21	921	3801	63	875	4149
Tara	243	4621	6514	62	2046	2309	59	1853	2007	123	1960	2312
St Stephen's Green	1	3377	3138	2	942	1369	3	686	1324	9	769	1552
Charlemont	0	3138	0	0	1369	0	0	1324	0	0	1552	0

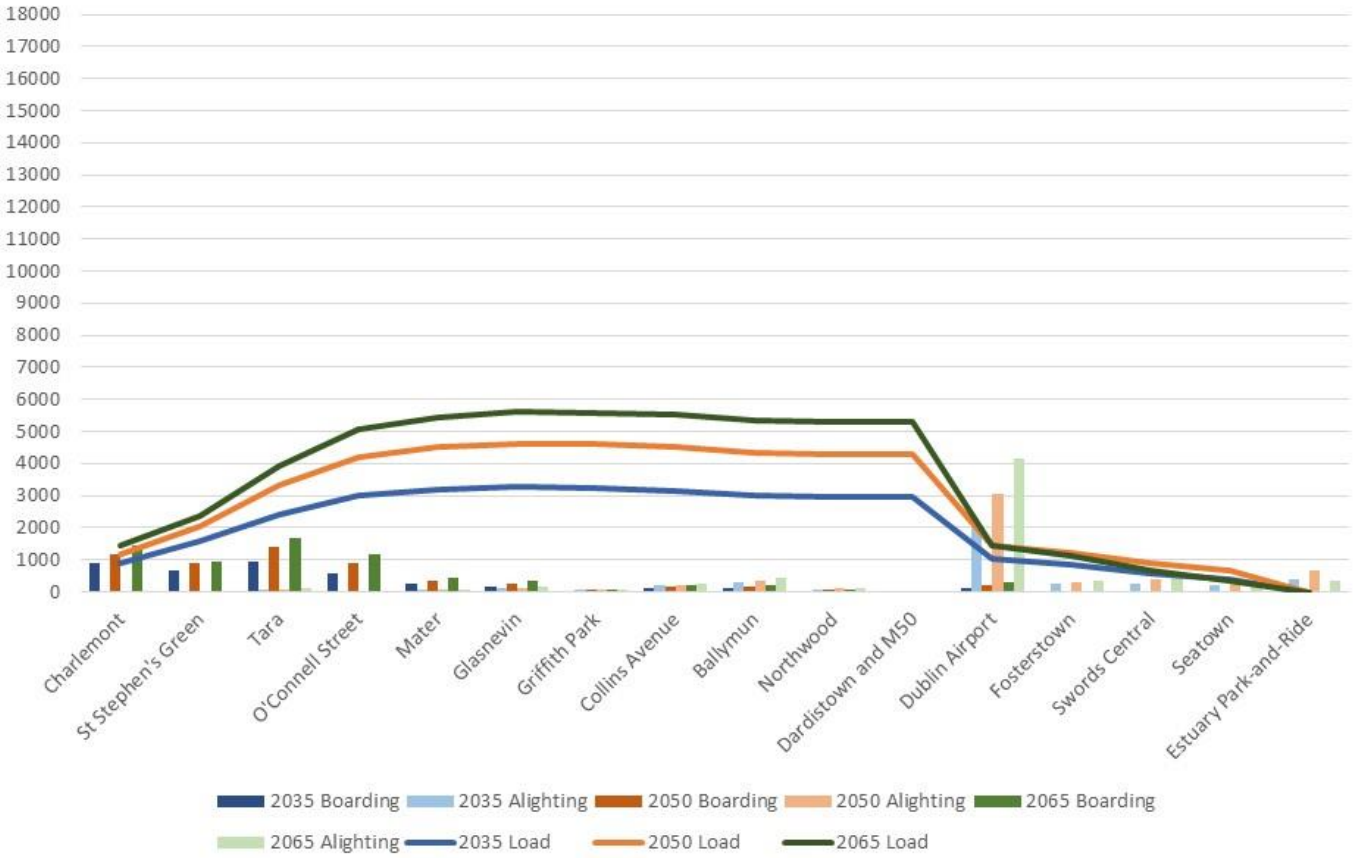
2065 Scenario A – Northbound Direction

Station	AM			LT			SR			PM		
Station	Boarding	Alighting	Load	Boarding	Alighting	Load	Boarding	Alighting	Load	Boarding	Alighting	Load
Charlemont	2393	0	2393	1443	0	1443	1653	0	1653	3402	0	3402
St Stephen's Green	832	18	3208	935	6	2372	1230	3	2880	3118	1	6518
Tara	2287	288	5207	1683	123	3932	2035	120	4795	3872	457	9933
O'Connell Street	1585	65	6727	1151	24	5059	1327	26	6097	2116	66	11982
Mater	531	172	7086	442	85	5416	542	88	6551	655	213	12424
Glasnevin	1282	251	8117	330	147	5599	327	205	6672	585	1171	11838
Griffith Park	100	308	7910	65	85	5579	148	92	6728	192	291	11738
Collins Avenue	356	747	7518	221	261	5539	448	338	6838	582	1099	11222
Ballymun	455	610	7364	226	436	5328	199	751	6286	222	2326	9118
Northwood	229	270	7322	86	137	5278	76	207	6155	126	524	8720
Dardistown and M50	0	0	7322	0	0	5278	0	0	6155	0	0	8720
Dublin Airport	211	5770	1763	298	4131	1444	332	4212	2276	1001	3066	6655
Fosterstown	59	494	1328	16	356	1104	13	758	1532	67	1633	5089
Swords Central	36	592	773	28	471	661	16	680	868	315	1649	3755
Seatown	6	585	194	11	321	351	7	402	473	275	1002	3028
Estuary Park-and-Ride	0	194	0	0	351	0	0	473	0	0	3028	0

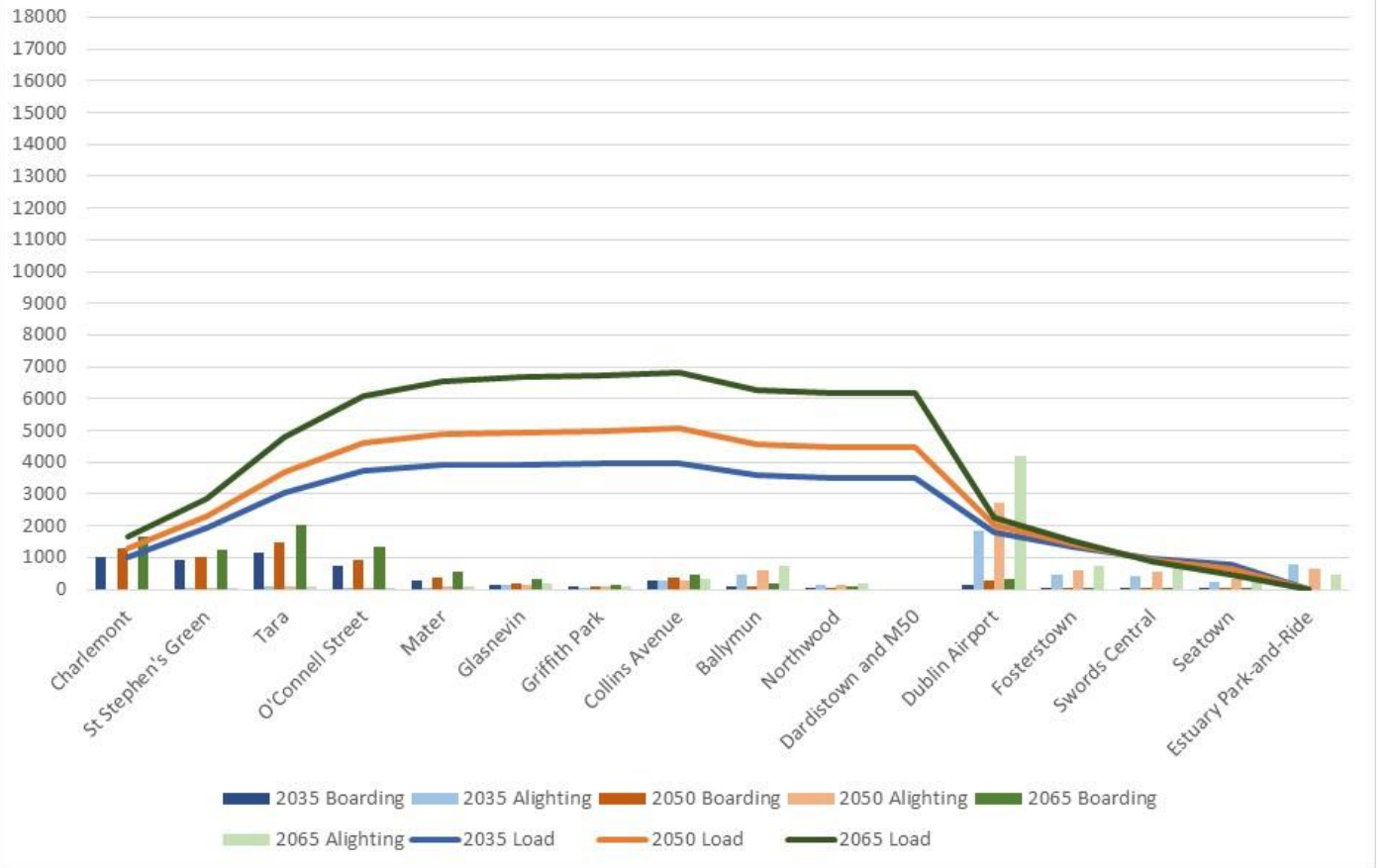
2065 Scenario A – Southbound Direction												
Station	AM			LT			SR			PM		
Station	Boarding	Alighting	Load	Boarding	Alighting	Load	Boarding	Alighting	Load	Boarding	Alighting	Load
Estuary Park-and-Ride	2342	0	2342	336	0	336	552	0	552	1134	0	1134
Seatown	1593	197	3737	274	6	605	272	42	781	430	76	1488
Swords Central	1890	285	5342	494	16	1083	401	35	1147	562	75	1974
Fosterstown	2740	52	8030	478	18	1542	331	23	1455	463	55	2382
Dublin Airport	3366	1222	10174	4569	177	5934	4955	257	6153	4500	361	6522
Dardistown and M50	0	0	10174	0	0	5934	0	0	6153	0	0	6522
Northwood	933	139	10968	208	83	6059	138	104	6186	241	162	6601
Ballymun	2894	248	13614	693	207	6545	448	255	6379	565	404	6762
Collins Avenue	1366	876	14103	327	455	6417	288	389	6278	449	319	6893
Griffith Park	358	314	14147	84	98	6404	100	74	6304	173	101	6965
Glasnevin	1795	556	15386	206	293	6317	143	289	6158	274	915	6324
Mater	342	792	14936	102	455	5963	70	352	5876	195	317	6203
O'Connell Street	148	2105	12979	30	1125	4868	27	1183	4720	82	1160	5124
Tara	322	5512	7789	89	2413	2544	79	2366	2433	171	2491	2805
St Stephen's Green	1	3987	3803	3	921	1626	5	828	1610	12	932	1884
Charlemont	0	3803	0	0	1626	0	0	1610	0	0	1884	0



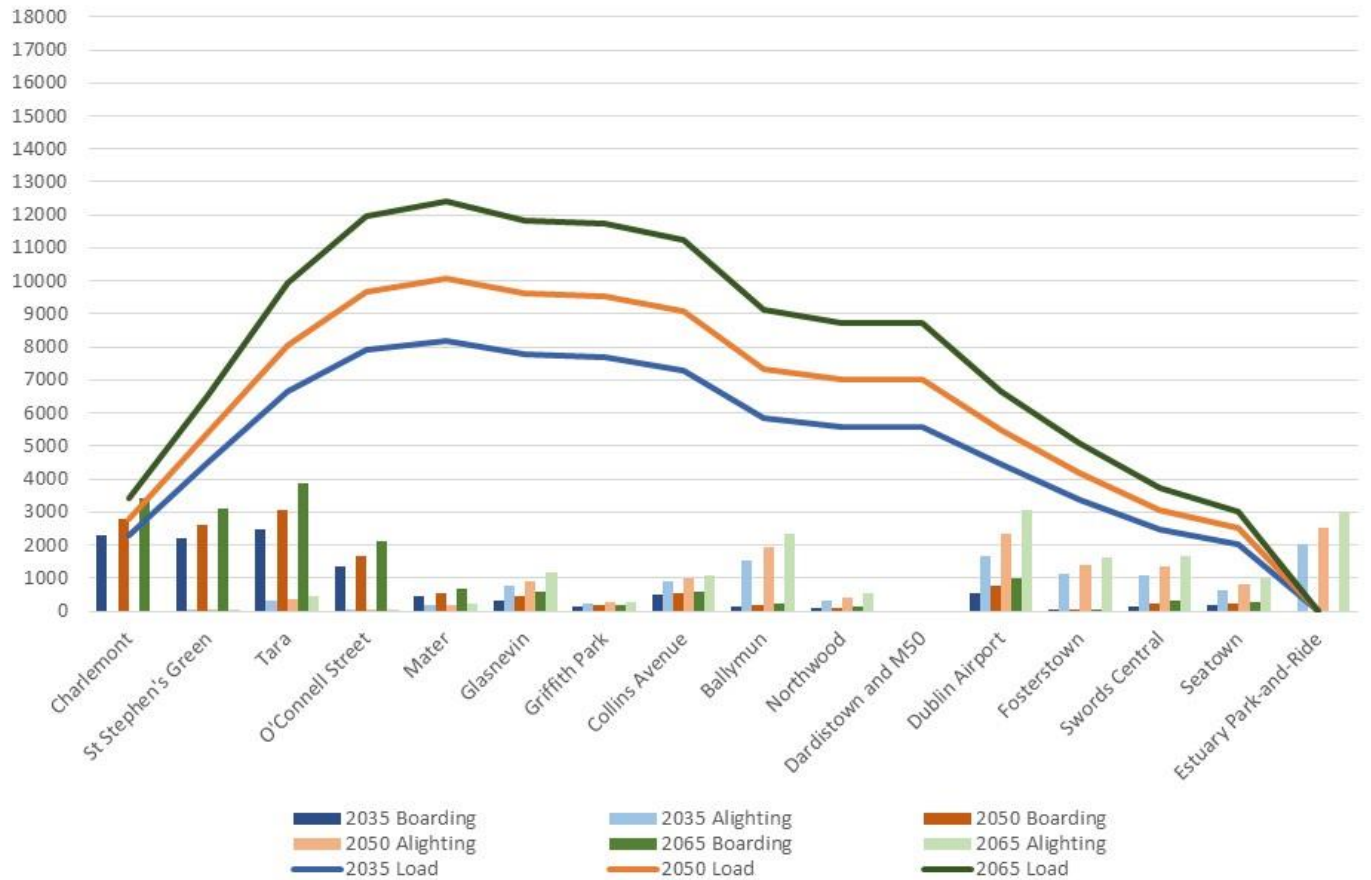
2035 x 2050 x 2065 - Scenario A - LT Peak Period - Northbound Direction

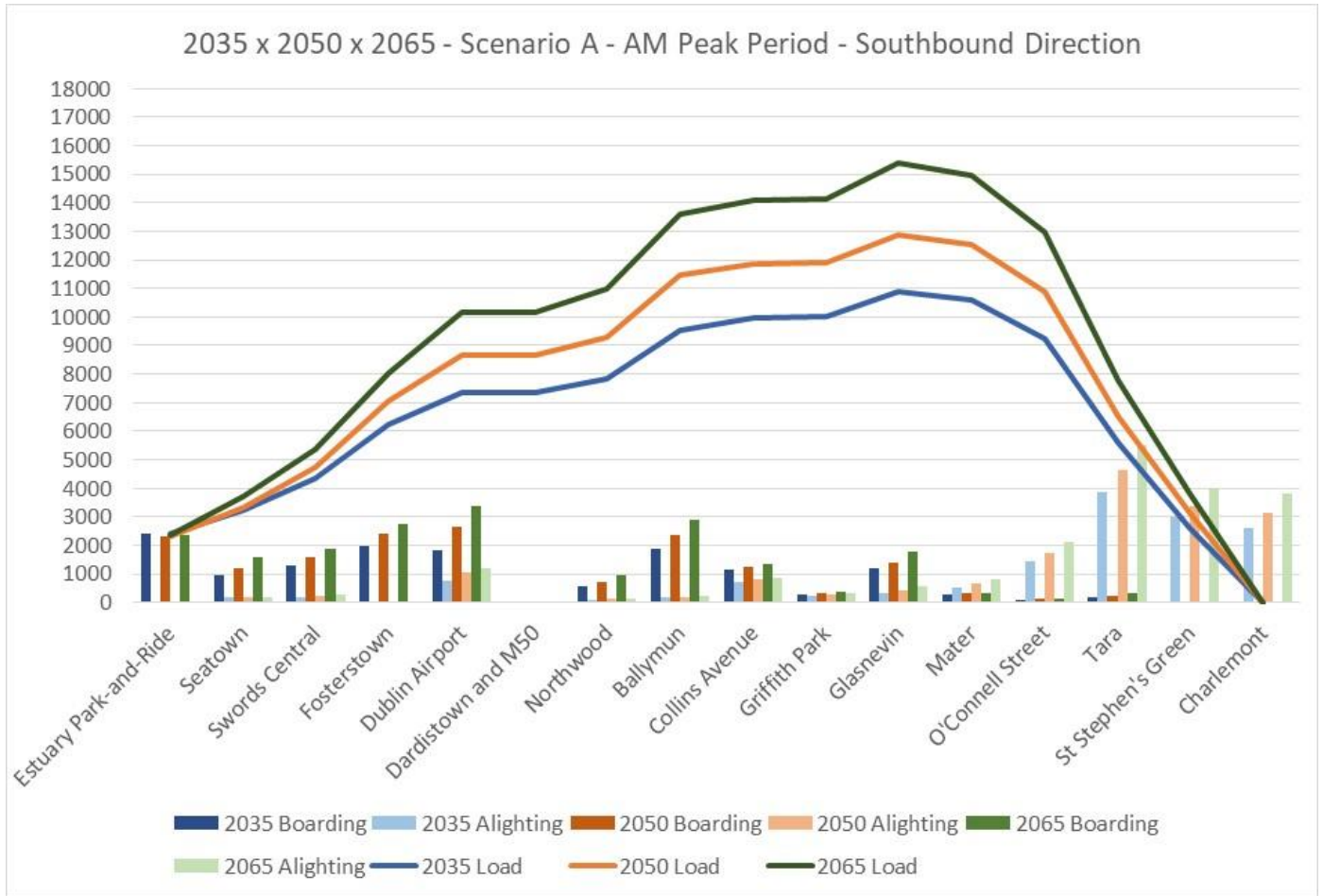


2035 x 2050 x 2065 - Scenario A - SR Peak Period - Northbound Direction

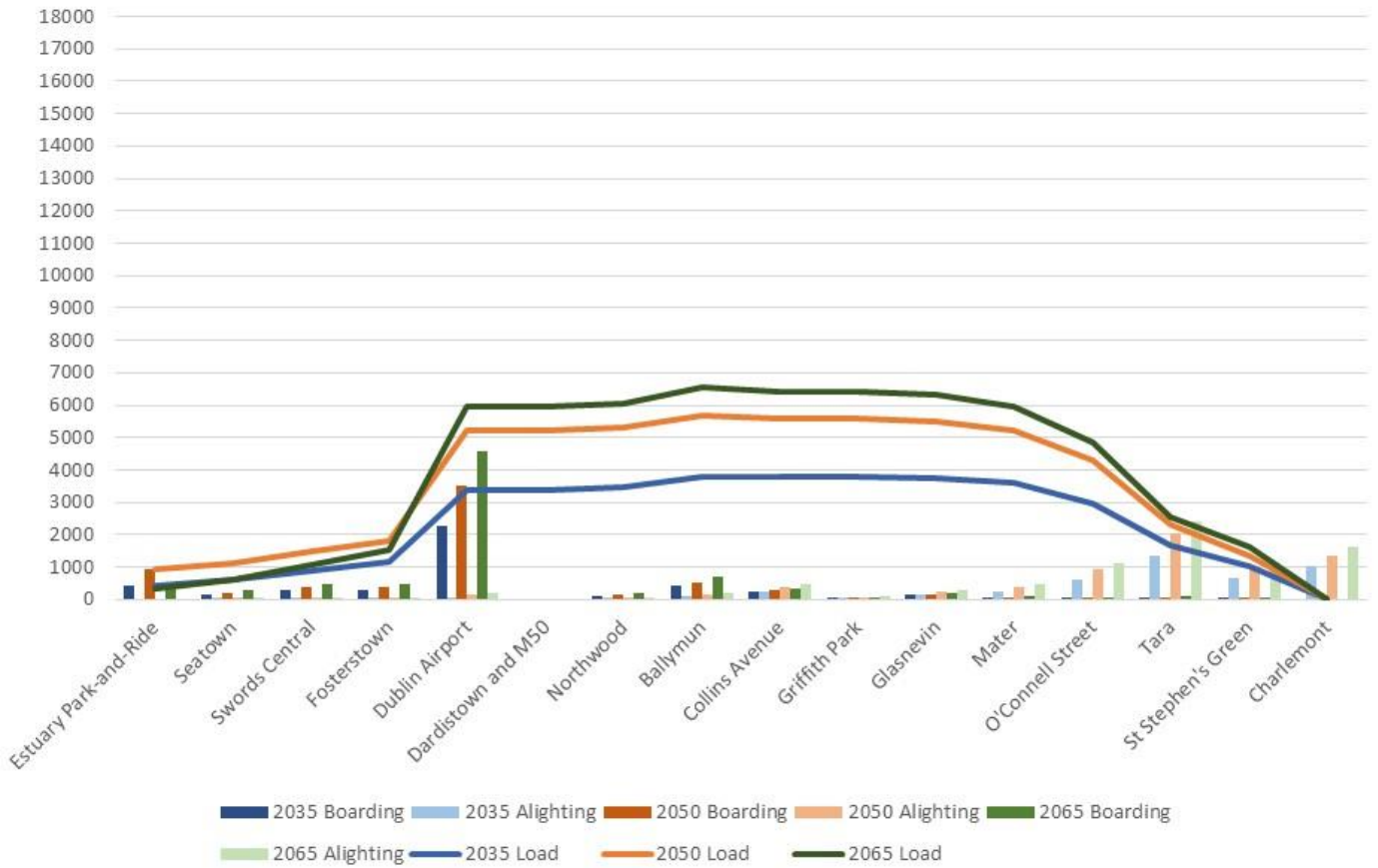


2035 x 2050 x 2065 - Scenario A - PM Peak Period - Northbound Direction

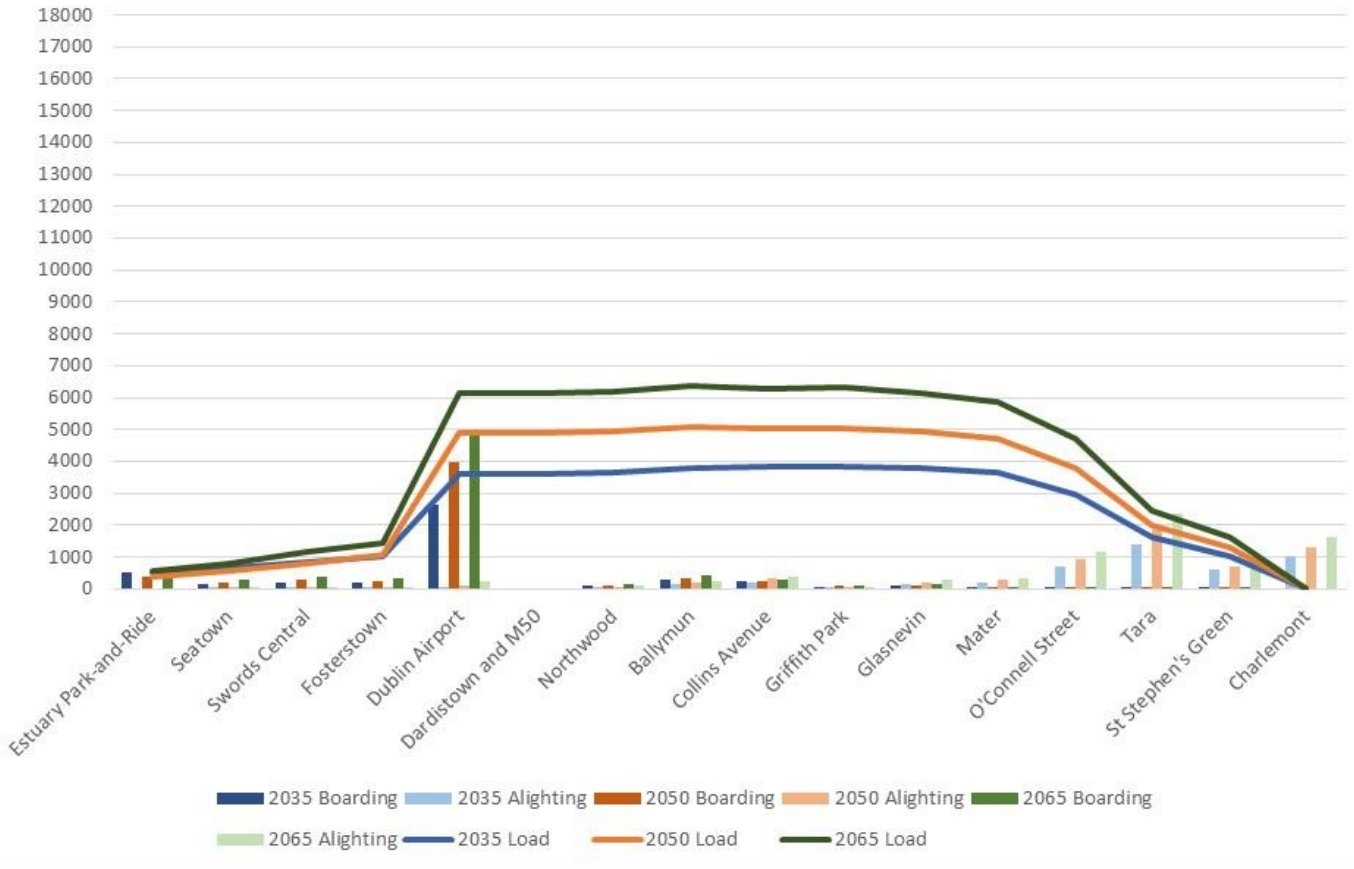




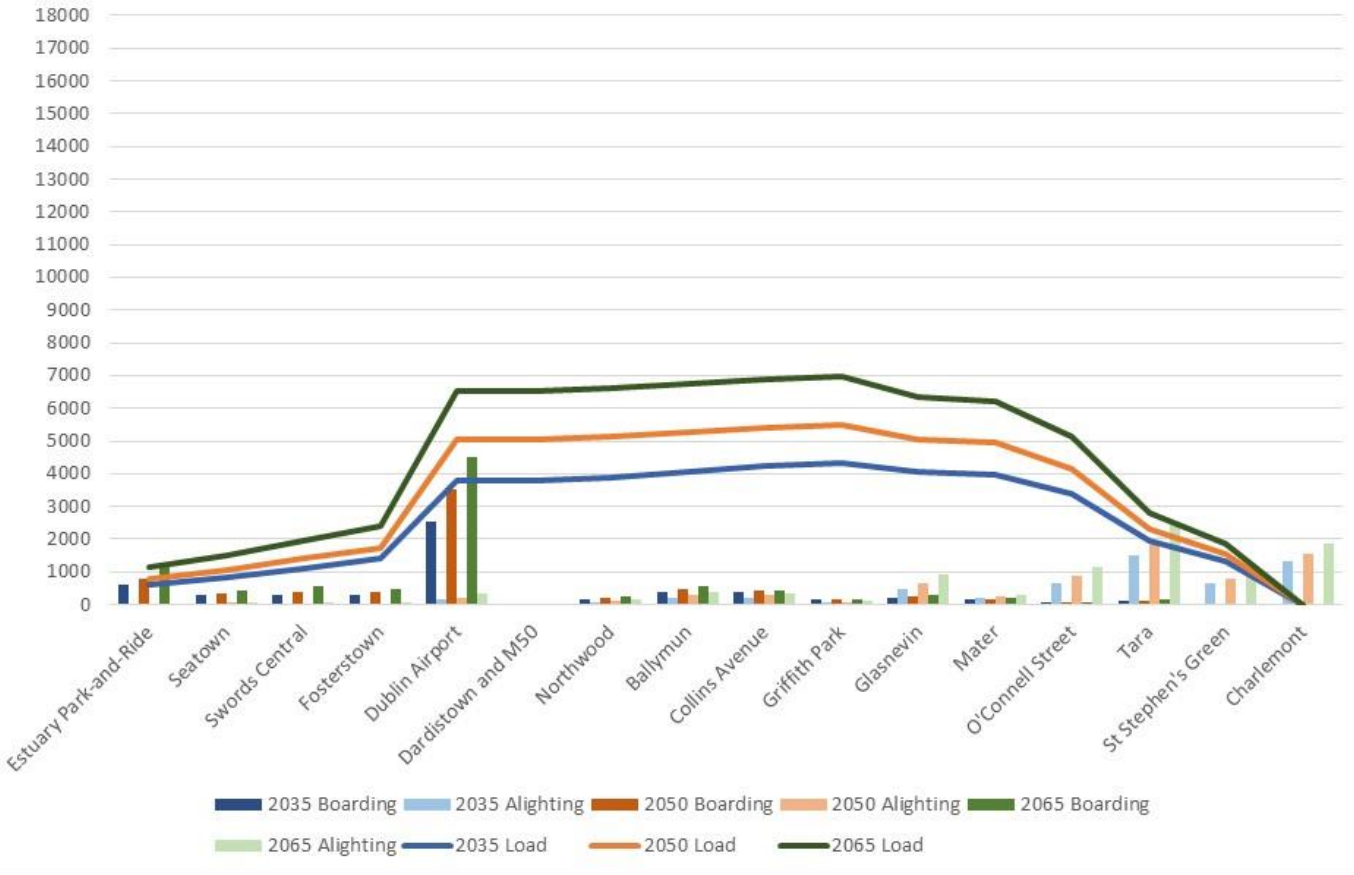
2035 x 2050 x 2065 - Scenario A - LT Peak Period - Southbound Direction



2035 x 2050 x 2065 - Scenario A - SR Peak Period - Southbound Direction



2035 x 2050 x 2065 - Scenario A - PM Peak Period - Southbound Direction



A.2 Overall Network Statistics

A.2.1 Scenario A Road Network Statistics

AM Peak Period						
Network Statistics	2035		2050		2065	
	Do Minimum	Do Something	Do Minimum	Do Something	Do Minimum	Do Something
Total Road Travel Time (pcu.hrs)	128,560	127,153	154,551	149,291	180,397	171,536
Total Road Distance Travelled (pcu.km)	5,075,029	5,065,917	5,635,554	5,490,816	6,076,605	5,854,831
Average Road Network Speed (kph)	38.6	38.7	37.7	37.8	36.9	37.0
LT Peak Period						
Network Statistics	2035		2050		2065	
	Do Minimum	Do Something	Do Minimum	Do Something	Do Minimum	Do Something
Total Road Travel Time (pcu.hrs)	207,826	205,287	251,895	242,997	301,483	286,970
Total Road Distance Travelled (pcu.km)	10,015,743	10,009,130	11,501,800	11,172,922	12,735,352	12,187,127
Average Road Network Speed (kph)	42.6	42.7	41.5	41.6	40.3	40.5
SR Peak Period						
Network Statistics	2035		2050		2065	
	Do Minimum	Do Something	Do Minimum	Do Something	Do Minimum	Do Something
Total Road Travel Time (pcu.hrs)	215,554	214,152	257,258	249,162	297,590	286,476
Total Road Distance Travelled (pcu.km)	10,448,666	10,452,600	11,730,222	11,467,843	12,838,295	12,378,936
Average Road Network Speed (kph)	42.0	42.0	40.8	40.9	39.9	40.0
PM Peak Period						
Network Statistics	2035		2050		2065	
	Do Minimum	Do Something	Do Minimum	Do Something	Do Minimum	Do Something
Total Road Travel Time (pcu.hrs)	117,623	116,785	137,480	133,181	156,888	150,961
Total Road Distance Travelled (pcu.km)	4,771,729	4,770,283	5,241,733	5,108,662	5,646,909	5,439,956
Average Road Network Speed (kph)	39.5	39.5	38.7	38.8	38.0	38.2

A.2.2 Public Transport Statistics

Passenger Km and Vehicle Km by mode - 3h and 12h period											
2035 Scenario A		Do Minimum					Do Something				
		AM	LT	SR	PM	12h	AM	LT	SR	PM	12h
Passenger Km	Bus	1,264,718	674,117	709,913	1,236,047	3,884,794	1,020,719	533,635	548,876	1,039,571	3,142,802
	Rail	934,527	227,167	254,643	1,063,600	2,479,938	929,733	243,093	250,214	1,063,743	2,486,782
	Luas	375,410	147,066	175,472	353,991	1,051,939	369,076	156,792	184,030	352,257	1,062,155
	Metro	0	0	0	0	0	400,062	237,560	255,421	369,003	1,262,046
	Total	2,574,654	1,048,350	1,140,028	2,653,638	7,416,670	2,719,590	1,171,079	1,238,541	2,824,574	7,953,784
2050 Scenario A		Do Minimum					Do Something				
		AM	LT	SR	PM	12h	AM	LT	SR	PM	12h
Passenger Km	Bus	1,433,825	881,431	854,395	1,380,944	4,550,594	1,141,207	642,230	636,652	1,153,962	3,574,050
	Rail	1,166,849	300,199	324,947	1,331,854	3,123,848	1,205,967	296,200	330,076	1,361,694	3,193,937
	Luas	441,504	190,252	218,631	416,218	1,266,605	441,866	202,525	230,108	419,443	1,293,942
	Metro	0	0	0	0	0	478,492	349,641	320,150	461,574	1,609,856
	Total	3,042,179	1,371,882	1,397,973	3,129,015	8,941,048	3,267,532	1,490,595	1,516,986	3,396,673	9,671,786
2065 Scenario A		Do Minimum					Do Something				
		AM	LT	SR	PM	12h	AM	LT	SR	PM	12h
Passenger Km	Bus	1,610,782	982,781	1,036,600	1,519,362	5,149,525	1,278,872	731,293	725,699	1,270,002	4,005,866
	Rail	1,419,955	362,246	411,126	1,609,571	3,802,898	1,516,801	412,182	423,234	1,714,099	4,066,317
	Luas	514,062	233,292	272,283	486,635	1,506,272	522,593	249,262	282,922	495,724	1,550,501
	Metro	0	0	0	0	0	570,809	394,095	411,504	577,106	1,953,514
	Total	3,544,799	1,578,319	1,720,009	3,615,568	10,458,695	3,889,074	1,786,833	1,843,360	4,056,931	11,576,197

A.3 Mode Share

2035 Scenario A								
DO MINIMUM	AM	% MODE SPLIT	LT	% MODE SPLIT	SR	% MODE SPLIT	PM	% MODE SPLIT
PT	123,001	20.24%	43,122	15.17%	49,988	13.13%	107,689	21.49%
Metro only	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Road	321,048	52.82%	161,476	56.80%	216,115	56.78%	280,029	55.87%
Cycle	18,178	2.99%	5,609	1.97%	7,195	1.89%	17,221	3.44%
Walk	145,539	23.95%	74,078	26.06%	107,298	28.19%	96,250	19.20%
DO SOMETHING	AM	% MODE SPLIT	LT	% MODE SPLIT	SR	% MODE SPLIT	PM	% MODE SPLIT
PT	108,931	17.83%	38,082	13.33%	43,689	11.42%	97,251	19.25%
Metro only	19,873	3.25%	7,934	2.78%	9,026	2.36%	15,962	3.16%
Road	320,539	52.46%	161,176	56.40%	216,169	56.52%	280,615	55.54%
Cycle	17,552	2.87%	5,464	1.91%	7,050	1.84%	16,597	3.29%
Walk	144,081	23.58%	73,119	25.59%	106,549	27.86%	94,803	18.76%

2050 Scenario A								
DO MINIMUM	AM	% MODE SPLIT	LT	% MODE SPLIT	SR	% MODE SPLIT	PM	% MODE SPLIT
PT	142,132	20.89%	53,330	16.45%	59,291	13.84%	125,047	22.28%
Metro only	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Road	348,601	51.24%	178,408	55.05%	237,012	55.31%	305,188	54.38%
Cycle	22,230	3.27%	6,687	2.06%	9,197	2.15%	20,326	3.62%
Walk	167,408	24.61%	85,672	26.43%	123,033	28.71%	110,647	19.72%
DO SOMETHING	AM	% MODE SPLIT	LT	% MODE SPLIT	SR	% MODE SPLIT	PM	% MODE SPLIT
PT	125,787	18.38%	44,657	13.74%	50,662	11.82%	113,089	19.95%
Metro only	24,228	3.54%	11,765	3.62%	11,726	2.74%	20,057	3.54%
Road	346,405	50.62%	177,236	54.52%	234,832	54.80%	304,479	53.71%
Cycle	21,542	3.15%	6,494	2.00%	9,018	2.10%	19,586	3.46%
Walk	166,308	24.30%	84,922	26.12%	122,280	28.54%	109,651	19.34%

2065 Scenario A								
DO MINIMUM	AM	% MODE SPLIT	LT	% MODE SPLIT	SR	% MODE SPLIT	PM	% MODE SPLIT
PT	164,066	21.69%	61,235	16.90%	70,166	14.73%	143,875	23.07%
Metro only	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Road	373,643	49.40%	195,551	53.97%	255,171	53.58%	329,011	52.76%
Cycle	27,037	3.57%	7,765	2.14%	11,407	2.40%	23,947	3.84%
Walk	191,563	25.33%	97,793	26.99%	139,493	29.29%	126,783	20.33%
DO SOMETHING	AM	% MODE SPLIT	LT	% MODE SPLIT	SR	% MODE SPLIT	PM	% MODE SPLIT
PT	144,682	19.04%	52,244	14.36%	58,256	12.23%	130,777	20.70%
Metro only	29,246	3.85%	13,924	3.83%	15,339	3.22%	25,130	3.98%
Road	369,336	48.59%	192,671	52.96%	252,256	52.97%	326,882	51.73%
Cycle	26,063	3.43%	7,564	2.08%	11,228	2.36%	22,945	3.63%
Walk	190,714	25.09%	97,428	26.78%	139,151	29.22%	126,173	19.97%

A.4 Journey Time Savings

Journey Time 2035 DS - 2035 DM Scenario A AM Peak Period	O'Connell Street	St Stephen's Green	College Street (Trinity)	Glasnevin	DCU	Rathgar Road	Coolock	Ballymun	Finglas	Sandyford	Tallaght	Red Cow	Blanchardstown	Ashbourne	Donabate	Balbriggan	Drogheda	Swords Pavilion	Swords East	Dublin Airport
O'Connell Street	0.0	0.0	0.0	-3.7	-12.0	0.0	0.0	-14.9	-3.0	0.0	-0.1	-0.1	-1.0	-0.8	0.0	0.0	0.0	-19.3	0.0	-20.5
St Stephen's Green	0.0	0.0	0.0	-2.7	-10.1	0.0	0.0	-14.1	-1.1	0.0	-0.1	-0.1	-1.5	-2.9	0.0	0.0	0.0	-20.3	-1.0	-21.1
College Street (Trinity)	0.0	-0.1	0.0	-1.1	-7.6	0.0	0.0	-11.5	0.1	0.0	-0.1	-0.1	-0.1	-0.6	0.0	0.0	0.0	-12.7	3.2	-15.1
Glasnevin	-4.6	-9.6	-0.6	0.0	-0.1	-12.4	-12.2	0.9	0.0	-17.7	0.0	0.0	-13.7	-0.6	-6.5	-12.6	0.3	-39.3	-23.2	-24.3
DCU	-5.4	-11.1	-4.0	0.0	0.0	-14.2	0.0	0.0	0.0	-17.2	-1.9	-2.1	0.4	-0.6	-19.0	-14.9	0.3	-22.2	-21.6	-14.8
Rathgar Road	0.0	0.0	0.1	-9.8	-15.1	0.0	-2.2	-20.4	-9.3	0.0	0.1	0.1	-6.7	-6.6	-0.3	-3.1	-2.6	-26.1	1.5	-28.0
Coolock	-0.1	-0.1	-0.1	-4.8	0.0	-2.1	0.0	0.0	0.0	-1.3	0.0	0.0	0.0	-2.7	0.0	0.0	0.3	-10.6	0.0	-1.9
Ballymun	-11.2	-17.0	-9.7	1.3	0.1	-19.9	0.0	0.0	-0.2	-23.0	-7.7	-7.9	-15.4	-0.6	-15.8	-16.8	-0.8	-19.5	-18.9	-12.1
Finglas	-1.2	-4.7	-0.1	0.1	-0.1	-12.8	-0.1	0.0	0.0	-13.0	3.5	3.4	-0.2	-0.5	-6.8	-19.5	0.2	-23.6	-13.5	-16.4
Sandyford	0.0	0.1	0.0	-8.5	-13.6	0.0	0.1	-18.9	-5.1	0.0	1.0	-0.1	-1.7	-6.5	-0.2	-0.2	-0.3	-27.7	-6.2	-26.8
Tallaght	0.0	0.0	0.0	-0.2	-9.7	0.0	0.0	-10.3	3.2	0.0	0.0	0.0	1.0	-1.3	0.0	0.0	0.0	-16.4	1.0	-9.0
Red Cow	0.0	0.0	0.0	-0.1	-6.5	-0.2	-0.1	-10.3	3.2	0.2	0.0	0.0	-0.1	-1.2	0.0	0.0	0.0	-14.6	2.4	-1.0
Blanchardstown	0.7	-0.7	0.0	-14.6	-6.5	-1.4	-0.1	-13.9	0.1	-2.0	0.0	0.0	0.0	-2.6	-0.1	-0.1	0.2	-26.2	-6.3	-22.6
Ashbourne	-0.7	-0.8	-0.8	-0.6	0.0	-1.8	-1.2	-0.8	-0.6	-2.3	-0.1	-0.1	-6.8	0.0	2.5	2.2	2.2	1.6	1.5	2.8
Donabate	0.0	0.0	0.0	-5.2	-16.4	0.7	0.0	-19.0	-14.6	-1.6	0.0	0.0	0.0	0.9	0.0	0.0	0.0	1.3	0.3	-8.4
Balbriggan	0.6	0.6	0.6	-7.4	-10.4	0.6	0.6	-19.1	-5.3	-1.1	0.6	0.6	0.6	5.6	0.0	0.0	0.4	6.1	-5.1	4.8
Drogheda	0.0	0.0	0.0	0.9	2.7	0.6	2.7	1.6	2.8	-1.7	0.0	0.0	0.0	1.4	0.0	0.3	0.0	-10.7	-0.3	2.8
Swords Pavilion	-19.9	-21.2	-12.1	-48.5	-21.9	-24.4	-13.8	-21.5	-26.5	-29.2	-14.4	-14.0	-31.0	-0.4	0.6	0.7	-3.3	0.0	-0.1	-15.7
Swords East	0.4	1.8	4.2	-24.5	-22.8	2.2	4.7	-22.5	-26.2	-7.4	3.0	3.0	-11.9	-0.4	-0.8	0.7	0.0	0.0	0.0	-16.6

Dublin Airport	-20.5	-14.0	-9.8	-30.0	-9.4	-19.8	-0.9	-8.7	-6.5	-29.7	13.5	10.7	-26.7	-6.3	-0.4	0.1	-0.4	-9.9	-8.5	0.0
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Journey Time 2035 DS - 2035 DM Scenario A LT Peak Period	O'Connell Street	St Stephen's Green	College Street (Trinity)	Glasnevin	DCU	Rathgar Road	Coolock	Ballymun	Finglas	Sandyford	Tallaght	Red Cow	Blanchardstown	Ashbourne	Donabate	Balbriggan	Drogheda	Swords Pavilion	Swords East	Dublin Airport
O'Connell Street	0.0	0.0	0.0	-2.7	-9.2	0.0	0.0	-12.7	-2.1	0.0	0.0	0.0	0.1	0.3	1.3	-0.2	-10.5	-36.5	-18.5	-18.9
St Stephen's Green	0.0	0.0	0.0	-1.0	-7.4	0.0	0.0	-11.2	-0.2	0.0	0.0	0.0	0.1	-0.8	-2.8	-1.6	-14.6	-39.4	-18.9	-18.3
College Street (Trinity)	0.0	0.0	0.0	0.1	-5.3	-0.1	0.0	-9.0	0.0	0.0	0.0	0.0	0.1	0.5	3.3	0.0	-4.5	-32.1	-12.8	-12.0
Glasnevin	-1.8	-5.0	0.3	0.0	0.0	-8.7	-3.0	1.2	0.0	-13.2	0.4	0.7	-10.2	0.5	-15.8	-14.6	-22.5	-36.3	-39.4	-25.5
DCU	-2.7	-7.5	-0.6	0.0	0.0	-10.8	0.0	0.0	0.0	-14.4	0.5	0.5	0.1	0.6	-15.5	-14.5	-5.7	-20.5	-22.5	-13.6
Rathgar Road	0.0	0.0	0.0	-6.6	-9.6	0.0	-3.5	-16.2	-5.6	0.0	0.0	-0.1	0.1	-1.1	-6.8	-10.9	-18.5	-35.1	-39.3	-26.5
Coolock	-0.1	0.0	0.0	-4.3	-0.1	0.1	0.0	0.0	0.0	-4.3	0.0	0.0	0.2	0.8	1.9	0.0	0.0	3.2	0.0	-3.8
Ballymun	-8.3	-13.1	-6.5	-0.1	0.0	-16.1	0.0	0.0	0.0	-20.1	-4.7	-4.7	7.8	0.5	-13.2	-17.5	-12.9	-18.2	-20.2	-11.3
Finglas	-0.1	-1.1	0.0	0.0	-0.1	-1.4	-0.1	-0.2	0.0	-5.3	1.5	1.8	0.1	0.5	-9.0	-18.2	-10.8	-23.0	-8.5	-7.1
Sandyford	0.0	0.0	0.0	-6.7	-12.1	0.0	-0.9	-16.9	-4.2	0.0	0.0	0.0	0.1	-5.8	-6.5	-10.8	-18.3	-42.5	-40.2	-27.2
Tallaght	0.0	0.0	0.0	0.0	-7.3	0.0	0.0	-8.6	4.2	0.0	0.0	0.0	-0.3	0.5	5.3	0.2	0.0	-37.6	-11.7	-0.9
Red Cow	0.0	0.0	0.0	0.0	-5.0	0.0	0.0	-8.6	4.5	-0.1	0.0	0.0	0.1	0.5	5.2	0.2	0.0	-10.8	-11.8	8.2
Blanchardstown	0.1	0.1	0.2	-11.7	0.0	0.0	0.0	1.5	0.0	0.1	-6.5	0.2	0.0	0.0	4.4	0.0	0.2	-28.1	-32.1	-21.4
Ashbourne	0.0	0.0	0.0	0.0	0.4	-0.5	0.1	0.0	0.0	-0.8	0.3	0.3	0.2	0.0	0.6	0.8	-0.1	0.0	0.0	6.7
Donabate	1.0	-1.2	1.3	-14.7	-12.8	-3.7	0.0	-12.9	-9.4	-8.0	0.0	0.0	2.5	0.3	0.0	0.0	0.0	0.3	0.5	-1.0
Balbriggan	0.0	0.0	0.0	-15.9	-16.9	-3.2	0.0	-17.1	-14.1	-6.6	0.0	0.0	0.0	1.1	0.0	0.0	0.2	0.3	0.4	0.0
Drogheda	0.0	0.0	0.0	-11.7	14.3	0.5	0.0	-17.5	-11.8	-1.7	0.0	0.0	0.0	0.0	0.0	1.0	0.0	-12.0	-7.6	-2.2
Swords Pavilion	-25.9	-20.9	-15.1	-39.5	-15.8	-33.7	-9.9	-15.9	-20.3	-45.2	-16.6	-16.2	-9.7	0.0	0.8	0.8	1.0	0.0	0.1	-10.6
Swords East	-22.1	-20.0	-14.3	-40.5	-16.8	-34.9	4.2	-16.8	-20.5	-44.9	-15.4	-15.0	-10.7	0.0	0.5	0.8	1.0	0.0	0.0	-11.5

Dublin Airport	-21.5	-25.6	-12.7	-25.3	-8.0	-27.1	-1.4	-8.0	-4.9	-33.5	16.5	17.0	-1.9	-2.3	-1.3	-1.2	-1.7	-9.6	-9.5	0.0
Journey Time 2035 DS - 2035 DM Scenario A SR Peak Period	O'Connell Street	St Stephen's Green	College Street (Trinity)	Glasnevin	DCU	Rathgar Road	Coolock	Ballymun	Finglas	Sandyford	Tallaght	Red Cow	Blanchardstown	Ashbourne	Donabate	Balbriggan	Drogheda	Swords Pavilion	Swords East	Dublin Airport
O'Connell Street	0.0	0.0	0.0	-2.9	-9.5	0.0	0.0	-13.1	-3.2	0.0	0.0	-0.1	0.0	-0.9	2.0	-0.4	-10.1	-37.1	-19.6	-16.0
St Stephen's Green	0.0	0.0	0.0	-1.3	-7.8	0.0	0.0	-11.7	-0.9	0.0	-0.1	-0.1	0.1	-2.3	-2.2	-0.6	-14.2	-40.5	-20.1	-18.8
College Street (Trinity)	0.0	0.0	0.0	0.4	-5.6	0.0	0.0	-9.5	0.1	0.0	-0.1	-0.1	0.1	-0.6	4.0	-0.4	-4.7	-30.7	-17.5	-15.0
Glasnevin	-1.8	-5.3	0.2	0.0	-0.1	-9.0	-5.4	1.1	0.0	-13.4	0.3	0.6	0.1	-0.6	-14.8	-12.0	-22.4	-37.2	-42.1	-24.6
DCU	-2.9	-7.8	-0.9	0.0	0.0	-11.1	0.0	-0.1	0.0	-14.7	0.3	0.3	0.0	-0.5	-18.7	-14.0	8.6	-21.4	-23.5	-14.3
Rathgar Road	0.0	0.0	0.0	-6.6	-10.2	0.0	-3.6	-16.7	-7.6	0.0	0.0	-0.2	0.1	-3.1	-6.5	-8.4	-18.4	-36.5	-40.8	-26.3
Coolock	-0.1	0.0	0.0	-4.6	0.0	0.0	0.0	0.0	0.0	-5.2	-0.1	0.0	0.7	-0.3	0.5	-0.4	-0.6	3.2	0.0	-3.4
Ballymun	-8.5	-13.4	-6.8	0.0	0.0	-16.3	0.0	0.0	-0.1	-20.3	-5.0	-5.0	-1.9	-0.7	-15.3	-17.5	-12.2	-18.1	-20.1	-10.9
Finglas	-0.2	-1.3	-0.2	-0.2	-0.8	-2.0	-0.8	-0.8	0.0	-6.2	2.2	2.4	0.0	-0.7	-15.4	-16.2	-8.7	-24.2	-11.5	-5.5
Sandyford	0.0	0.0	0.0	-6.8	-12.4	0.0	-0.7	-17.3	-6.1	0.0	1.6	0.0	0.1	-7.5	-5.7	-6.5	-17.7	-43.8	-37.6	-25.9
Tallaght	0.0	0.0	0.0	0.0	-5.1	0.0	0.0	-8.9	4.2	-0.2	0.0	0.0	-0.3	-0.7	4.7	-0.4	-0.4	-39.2	-13.0	-10.4
Red Cow	0.0	0.0	0.0	0.0	-5.1	0.0	0.0	-8.9	4.2	-0.1	0.0	0.0	0.1	-0.9	5.0	-0.4	-0.3	-25.9	-12.5	5.5
Blanchardstown	0.0	0.0	0.0	0.0	-0.8	0.0	-0.5	2.2	0.0	0.0	-0.5	0.0	0.0	-0.1	-6.4	-3.3	0.1	-23.9	-20.3	-19.0
Ashbourne	0.0	0.0	0.0	0.0	-0.7	-0.3	-0.4	0.0	0.0	-0.8	0.2	0.2	-0.1	0.0	0.8	1.2	0.2	0.1	0.1	12.3
Donabate	1.0	-1.0	1.2	-14.0	-12.2	-3.6	0.0	-12.2	-9.1	-8.5	0.0	0.0	11.2	0.4	0.0	0.0	0.0	0.4	0.5	-0.4
Balbriggan	0.0	-1.4	0.1	-17.0	-16.3	-6.9	0.0	-16.4	-18.2	-11.5	0.0	0.0	0.0	3.0	0.0	0.0	0.5	0.5	0.5	0.4
Drogheda	0.0	0.0	0.0	-15.2	12.1	-1.3	0.0	-15.5	-14.7	-3.5	0.0	0.0	0.0	0.0	0.0	0.1	0.0	-12.5	-8.1	0.1
Swords Pavilion	-24.3	-21.2	-15.4	-39.2	-15.3	-33.9	-8.6	-15.3	-20.0	-43.2	-16.9	-16.5	-19.8	0.1	0.9	1.1	-4.3	0.0	0.0	-9.8
Swords East	-23.1	-20.4	-14.6	-40.2	-16.3	-35.1	3.3	-16.2	-21.0	-41.4	-15.7	-15.4	-13.6	0.1	0.6	1.1	1.5	0.0	0.0	-10.8
Dublin Airport	-21.9	-19.0	-13.2	-24.7	-8.2	-27.8	-0.9	-8.1	-5.4	-36.6	14.8	13.8	-12.7	-2.0	-0.8	-0.9	-1.4	-9.9	-9.8	0.0

Journey Time 2035 DS - 2035 DM Scenario A PM Peak Period	O'Connell Street	St Stephen's Green	College Street (Trinity)	Glasnevin	DCU	Rathgar Road	Coolock	Ballymun	Finglas	Sandyford	Tallaght	Red Cow	Blanchardstown	Ashbourne	Donabate	Balbriggan	Drogheda	Swords Pavilion	Swords East	Dublin Airport
O'Connell Street	0.0	0.0	0.0	-3.4	-12.4	0.0	-0.2	-16.0	-6.6	0.0	0.0	0.0	-1.3	0.8	-2.6	0.0	0.0	-23.2	-5.6	-18.0
St Stephen's Green	0.1	0.0	0.0	-2.2	-10.7	-0.1	-0.1	-14.7	-1.4	0.0	0.0	0.0	-2.5	1.8	0.0	0.6	0.0	-24.3	-7.1	-19.6
College Street (Trinity)	0.0	0.0	0.0	-1.1	-9.3	0.0	-0.2	-12.5	1.2	0.0	0.0	0.0	0.0	0.8	0.0	0.6	0.0	-16.6	0.6	-10.7
Glasnevin	-2.5	-7.3	-0.1	0.0	-0.3	-11.9	-14.6	0.4	0.0	-15.3	0.3	0.3	-13.1	0.9	-10.3	-6.6	-13.5	-42.3	-27.5	-24.8
DCU	-3.9	-9.0	-2.4	0.0	0.0	-12.4	-0.1	0.0	0.0	-15.8	-0.3	-0.3	-5.5	1.0	-17.3	-11.6	5.4	-24.9	-18.9	-15.8
Rathgar Road	0.1	0.0	0.1	-8.7	-14.0	0.0	-1.8	-21.0	-9.5	0.0	-0.3	0.0	-6.5	1.1	-0.1	0.2	-1.5	-28.1	-2.8	-24.8
Coolock	0.0	0.0	0.0	-9.2	0.0	-1.5	0.0	0.0	-0.1	-1.2	0.0	0.0	-0.2	0.8	-2.6	0.0	0.0	2.1	0.1	0.3
Ballymun	-9.7	-14.8	-8.1	1.3	0.0	-18.2	0.1	0.0	0.0	-21.6	-6.2	-6.2	-14.1	0.8	-17.9	-15.6	-10.4	-20.5	-11.4	-11.5
Finglas	-0.1	-1.9	0.1	0.0	-1.9	-6.8	-2.0	-0.1	0.0	-8.5	1.8	1.8	0.3	0.8	-6.1	-3.6	0.9	-26.1	-16.4	-5.5
Sandyford	0.0	0.0	-0.1	-8.9	-15.8	0.0	-0.4	-20.8	-6.4	0.0	0.3	0.0	-2.1	0.4	-0.5	-0.1	-2.3	-32.3	-12.1	-25.8
Tallaght	-0.1	-0.1	-0.1	-0.1	-7.3	-0.3	-0.2	-11.2	1.7	-0.7	0.0	0.0	0.2	0.8	-2.7	0.1	-0.1	-19.2	-1.8	-14.5
Red Cow	-0.1	-0.1	-0.1	-0.1	-7.3	-0.1	-0.3	-11.2	1.9	0.0	0.0	0.0	-1.5	0.8	-2.7	0.1	-0.1	-18.8	-1.6	5.7
Blanchardstown	0.6	-0.7	-0.2	-14.6	-2.4	-1.2	-0.2	-9.2	-0.5	-2.3	3.3	0.0	0.0	0.1	-2.6	0.0	0.0	-35.0	-16.6	-23.3
Ashbourne	0.1	0.1	0.1	0.1	-1.3	-0.5	-1.2	0.5	0.1	-0.8	0.4	0.4	-9.1	0.0	1.1	3.1	0.3	0.0	0.0	-2.2
Donabate	0.0	0.0	0.0	-8.8	-14.4	2.5	-0.3	-14.0	-13.6	-3.3	0.0	0.0	-0.2	2.2	0.0	0.0	0.0	0.5	0.0	-0.9
Balbriggan	-1.4	-0.4	0.0	-18.0	-11.9	-3.6	0.0	-18.4	-20.0	-11.2	0.8	0.5	-1.7	1.6	0.0	0.0	0.0	0.3	-0.5	0.4
Drogheda	-9.5	0.0	0.0	-22.7	12.2	-8.6	-0.1	-16.4	-7.0	-16.6	-0.1	-0.2	-0.2	0.1	0.0	0.1	0.0	-9.9	0.2	0.0
Swords Pavilion	-25.0	-24.3	-18.7	-41.6	-16.7	-27.4	-7.6	-16.1	-21.5	-32.6	-20.8	-20.1	-35.3	1.7	1.3	3.6	-10.1	0.0	0.0	-10.6
Swords East	-0.5	0.3	3.2	-24.2	-13.3	-1.7	0.3	-12.7	-21.1	-8.5	2.1	1.7	-10.4	1.7	0.0	2.3	0.0	0.0	0.0	-10.7
Dublin Airport	-20.7	-17.3	-11.5	-22.2	-9.1	-32.1	-0.1	-8.5	-5.5	-33.0	19.0	7.3	-27.7	-13.4	-2.3	1.8	1.1	-10.2	-1.7	0.0

Journey Time 2050 DS - 2050 DM Scenario A AM Peak Period	O'Connell Street	St Stephen's Green	College Street (Trinity)	Glasnevin	DCU	Rathgar Road	Coolock	Ballymun	Finglas	Sandyford	Tallaght	Red Cow	Blanchardstown	Ashbourne	Donabate	Balbriggan	Drogheda	Swords Pavilion	Swords East	Dublin Airport
O'Connell Street	0.0	-0.1	0.0	-3.5	-11.6	0.1	0.3	-15.3	-2.1	0.0	-0.1	-0.1	-1.0	-1.4	0.0	0.0	0.0	-20.9	-1.8	-19.5
St Stephen's Green	0.0	0.0	0.0	-2.5	-10.6	0.0	0.3	-14.5	-0.5	0.0	-0.1	-0.1	-1.7	-3.4	0.0	0.0	0.0	-22.0	-2.9	-22.7
College Street (Trinity)	0.0	0.0	0.0	-0.9	-7.8	0.1	0.3	-12.0	0.5	0.0	-0.1	-0.1	0.0	-1.2	0.0	0.0	0.0	-14.2	2.2	-17.1
Glasnevin	-4.4	-9.4	-1.3	0.0	-0.1	-12.9	-11.7	0.8	0.3	-17.9	-0.1	-0.1	-13.7	-1.3	-6.3	-12.1	4.4	-38.8	-25.0	-24.4
DCU	-5.4	-11.2	-3.9	0.1	0.0	-14.2	0.1	0.0	-0.2	-17.2	-1.9	-2.1	-1.5	-2.2	-19.0	-14.8	-0.9	-22.7	-22.3	-15.5
Rathgar Road	0.0	0.0	0.1	-9.5	-14.5	0.0	-1.9	-20.8	-8.6	0.0	0.1	0.1	-8.8	-10.4	-0.3	-0.4	-1.3	-27.9	-0.2	-29.1
Coolock	0.3	0.4	0.4	-4.4	0.1	-2.1	0.0	-0.3	-0.1	-1.1	0.4	0.5	0.4	-4.5	0.4	0.4	-0.9	-10.4	0.4	-1.7
Ballymun	-11.1	-16.9	-9.6	1.5	0.1	-19.9	0.0	0.0	-0.2	-22.9	-7.7	-7.8	-15.4	-2.0	-16.3	-19.2	-2.0	-19.4	-18.9	-12.1
Finglas	0.6	-4.4	1.2	0.3	-0.1	-13.2	-0.1	0.1	0.0	-12.7	3.6	3.6	0.1	-1.5	-6.0	-18.8	-1.1	-23.8	-23.1	-17.1
Sandyford	0.0	0.1	0.0	-8.0	-13.7	0.0	0.4	-19.0	-4.1	0.0	-15.1	-0.1	-1.9	-9.7	-0.2	-0.2	0.0	-29.0	-8.1	-27.4
Tallaght	-0.1	0.0	-0.1	1.1	-10.3	-0.2	0.2	-10.9	3.5	-0.6	0.0	0.0	0.3	-1.7	0.0	-0.1	-0.1	-17.8	-0.2	-15.8
Red Cow	0.0	0.0	-0.1	0.1	-7.0	0.4	0.2	-10.9	3.5	0.2	0.0	0.0	0.0	-1.7	0.0	0.0	0.0	-16.0	1.4	-6.6
Blanchardstown	0.5	-0.7	0.7	-14.6	-7.1	-1.4	0.1	-14.9	0.2	-2.0	0.1	0.1	0.0	3.3	-0.2	-0.2	-0.2	-27.9	-8.2	-21.6
Ashbourne	-1.2	-1.2	-1.2	-1.3	-0.9	-2.6	-1.8	-1.5	-1.5	-3.0	-0.7	-0.7	-10.4	0.0	2.1	2.1	1.8	1.7	1.7	3.8
Donabate	1.9	0.0	0.0	-6.1	-11.6	1.0	2.2	-18.6	-12.3	-1.7	1.9	1.9	1.9	0.3	0.0	0.0	0.0	0.9	0.0	-9.1
Balbriggan	0.0	-0.6	-0.6	-8.1	-10.8	0.6	0.3	-23.4	-4.2	-2.3	0.0	0.0	0.0	2.7	0.1	0.0	-0.1	6.1	-0.1	5.0
Drogheda	0.1	0.1	0.1	-0.1	2.0	1.0	2.0	2.1	1.8	-1.6	0.1	0.1	0.1	-0.2	-0.1	-0.2	0.0	-8.3	-0.2	2.1
Swords Pavilion	-20.4	-21.7	-12.6	-47.6	-22.0	-25.0	-13.6	-21.6	-27.3	-29.8	-14.9	-14.5	-31.6	-0.6	0.0	0.4	-4.1	0.0	0.0	-15.5
Swords East	-0.1	1.3	3.9	-24.9	-23.0	1.5	5.2	-22.6	-25.7	-8.1	2.7	2.7	-12.4	-0.6	-0.7	0.4	-0.7	0.0	0.0	-16.5
Dublin Airport	-20.6	-14.9	-10.1	-30.6	-9.4	-21.2	-0.7	-8.7	-6.9	-29.2	4.3	10.6	-27.5	-5.5	-0.7	0.5	-0.2	-10.0	-8.5	0.0

Journey Time 2050 DS - 2050 DM Scenario A LT Peak Period	O'Connell Street	St Stephen's Green	College Street (Trinity)	Glasnevin	DCU	Rathgar Road	Coolock	Ballymun	Finglas	Sandyford	Tallaght	Red Cow	Blanchardstown	Ashbourne	Donabate	Balbriggan	Drogheda	Swords Pavilion	Swords East	Dublin Airport
O'Connell Street	0.0	0.0	0.0	-2.6	-8.8	0.0	0.2	-12.8	-1.9	0.0	0.0	0.0	0.0	0.6	1.6	-0.1	-8.2	-36.3	-19.0	-17.6
St Stephen's Green	0.0	0.0	0.0	-0.9	-7.6	0.0	0.2	-11.3	0.1	0.0	0.0	0.0	0.0	-0.6	-2.5	-1.4	-12.3	-38.9	-19.4	-20.1
College Street (Trinity)	0.0	0.0	0.0	0.2	-4.6	0.0	0.2	-9.2	0.5	0.0	0.0	0.0	0.0	0.8	3.6	0.0	0.0	-33.8	-13.3	-14.0
Glasnevin	-1.9	-5.1	0.3	0.0	-0.1	-9.2	-7.5	1.1	0.2	-13.3	0.4	0.7	-10.8	0.7	-16.0	-13.9	-20.5	-36.0	-39.0	-23.6
DCU	-2.7	-7.6	-0.7	0.0	0.0	-11.0	-0.1	0.0	0.0	-14.5	0.5	0.5	0.0	0.7	-16.3	-15.1	8.7	-21.2	-23.4	-14.5
Rathgar Road	0.1	0.1	0.1	-6.6	-8.5	0.0	-3.4	-16.4	-5.5	0.0	-0.2	-0.1	0.0	-1.0	-6.6	-10.1	-16.3	-34.8	-39.1	-28.1
Coolock	0.3	0.3	0.3	-4.0	0.0	0.2	0.0	0.0	0.0	-4.1	0.3	0.3	0.3	0.9	1.7	0.3	0.3	2.8	0.0	-4.6
Ballymun	-8.4	-13.2	-6.6	0.0	0.0	-16.3	0.0	0.0	0.1	-20.2	-4.8	-4.8	8.0	0.6	-13.6	-18.1	-12.0	-18.9	-21.0	-12.1
Finglas	0.2	-1.0	0.3	0.2	-0.1	-2.1	-0.2	0.0	0.0	-5.4	1.9	2.0	0.0	0.6	-10.0	-16.1	4.8	-24.0	-9.5	-12.0
Sandyford	0.0	0.0	-0.1	-6.4	-11.4	0.0	-0.7	-17.0	-3.8	0.0	-0.3	0.0	-0.1	-5.5	-6.2	-9.9	-16.0	-42.2	-40.5	-26.5
Tallaght	0.0	0.0	0.0	0.1	-7.4	0.0	0.2	-8.8	4.3	0.0	0.0	0.0	-2.0	1.0	4.9	0.3	0.0	-39.7	-12.2	-14.1
Red Cow	0.0	0.0	0.0	0.1	-7.6	0.0	0.1	-8.8	4.2	-0.1	0.0	0.0	0.0	0.8	5.1	0.3	0.0	-39.7	-12.2	-4.1
Blanchardstown	0.4	0.4	0.4	-11.7	-0.1	0.3	0.3	0.9	0.0	0.4	-1.0	0.2	0.0	0.1	4.3	0.0	-0.2	-28.1	-33.0	-21.4
Ashbourne	0.2	0.2	0.2	0.1	0.4	-0.3	0.2	-0.1	0.0	-0.5	0.5	0.5	-0.3	0.0	0.6	0.9	-0.1	0.0	0.0	6.7
Donabate	0.9	-1.0	1.1	-13.8	-13.3	-3.5	0.2	-13.4	-10.0	-8.0	0.0	0.0	1.9	0.3	0.0	0.0	0.0	0.4	0.5	-0.9
Balbriggan	0.0	-0.1	0.0	-14.8	-17.5	-4.1	0.3	-19.0	-13.3	-7.6	0.0	0.0	0.0	1.8	0.0	0.0	0.5	0.4	0.5	0.2
Drogheda	0.0	0.0	0.0	-3.7	15.3	1.0	0.3	-16.9	-8.5	-0.5	0.0	0.0	0.0	0.0	0.0	0.7	0.0	-10.5	-5.9	-1.6
Swords Pavilion	-26.6	-21.8	-16.1	-38.0	-16.1	-32.6	-9.8	-16.1	-20.8	-44.8	-17.6	-17.1	-9.9	0.0	0.9	1.0	1.5	0.0	0.0	-10.9
Swords East	-25.1	-21.0	-15.2	-39.0	-17.0	-33.8	3.7	-17.1	-21.2	-43.9	-16.3	-15.8	-16.3	0.0	0.6	1.0	1.5	0.0	0.0	-11.8
Dublin Airport	-19.1	-26.7	-19.8	-29.8	-8.0	-25.6	-1.1	-8.0	-5.3	-35.1	12.5	13.9	-1.8	-0.6	-0.7	1.0	0.1	-9.7	-9.5	0.0

Journey Time 2050 DS - 2050 DM Scenario A SR Peak Period	O'Connell Street	St Stephen's Green	College Street (Trinity)	Glasnevin	DCU	Rathgar Road	Coolock	Ballymun	Finglas	Sandyford	Tallaght	Red Cow	Blanchardstown	Ashbourne	Donabate	Balbriggan	Drogheda	Swords Pavilion	Swords East	Dublin Airport
O'Connell Street	0.0	0.0	0.0	-2.8	-9.0	0.1	0.2	-13.4	-2.4	0.0	-0.1	-0.1	-0.3	0.0	2.0	-0.5	-1.2	-38.2	-20.2	-18.0
St Stephen's Green	0.0	0.0	0.0	-1.2	-8.1	0.0	0.2	-12.0	-0.4	0.0	-0.1	-0.1	-0.3	-1.5	-2.2	-0.5	-13.0	-40.9	-20.7	-22.0
College Street (Trinity)	0.0	0.0	0.0	0.4	-5.1	0.0	0.2	-9.8	0.5	0.0	-0.1	-0.1	-0.4	0.3	4.0	-0.5	-1.2	-34.6	-14.6	-18.8
Glasnevin	-1.9	-5.3	0.2	0.0	-0.2	-9.6	-9.7	1.0	0.2	-13.5	0.3	0.6	-13.2	0.1	-15.6	-12.1	-5.0	-37.5	-40.6	-25.1
DCU	-2.9	-7.8	-1.3	0.0	0.0	-11.1	0.1	-0.1	0.0	-14.8	0.3	0.3	-0.2	0.2	-18.3	-16.0	8.6	-23.1	-25.1	-15.9
Rathgar Road	0.0	0.0	0.0	-6.6	-8.9	0.0	-3.4	-17.1	-7.3	0.0	-0.1	-0.3	-0.3	-2.4	-6.5	-8.2	-17.3	-36.9	-41.2	-26.7
Coolock	0.3	0.3	0.3	-4.9	0.1	0.0	0.0	0.0	0.0	-4.9	0.2	0.3	0.9	0.1	0.5	-0.2	-0.9	3.7	-0.1	-4.8
Ballymun	-8.6	-13.5	-6.9	0.0	0.0	-16.4	-0.2	0.0	0.0	-20.4	-5.1	-5.1	-2.2	-0.1	-14.8	-19.3	-12.4	-19.6	-21.6	-12.4
Finglas	0.2	-0.9	0.2	0.2	-1.9	-2.0	-1.8	-0.4	0.0	-5.9	2.5	2.7	-0.2	-0.1	-13.8	-12.0	4.0	-26.7	-13.4	-10.5
Sandyford	0.0	0.0	0.0	-6.7	-11.9	0.0	-0.3	-17.7	-5.4	0.0	-1.9	-0.1	-0.4	-6.7	-5.7	-5.9	-16.5	-44.1	-39.3	-27.8
Tallaght	0.0	0.0	0.0	0.1	-7.9	-0.2	0.2	-9.2	3.8	-0.7	0.0	0.0	-4.7	0.2	4.7	-0.5	-1.2	-41.4	-13.5	-16.4
Red Cow	0.0	0.0	0.0	0.1	-8.0	-0.1	0.2	-9.2	3.8	-0.1	0.0	0.0	-0.4	0.0	4.9	-0.5	-1.2	-33.5	-13.0	-2.7
Blanchardstown	0.5	0.5	0.5	0.2	-1.8	0.5	-1.7	1.2	0.0	0.5	-0.8	0.3	0.0	0.2	-2.4	-1.4	-0.4	-23.9	-21.8	-18.9
Ashbourne	0.2	0.2	0.2	0.1	-1.9	-0.1	-0.3	-0.1	0.0	-0.5	0.4	0.4	-0.2	0.0	0.4	0.6	0.4	-0.1	-0.1	8.0
Donabate	1.0	-0.9	1.1	-14.2	-13.1	-3.7	0.2	-13.0	-9.8	-8.6	-0.1	-0.1	12.5	0.2	0.0	0.0	0.0	0.3	0.4	-0.8
Balbriggan	0.0	-1.1	0.0	-17.0	-17.5	-6.8	0.2	-17.7	-18.4	-11.3	-0.1	-0.1	0.0	2.0	0.0	0.0	0.3	0.2	0.3	-0.3
Drogheda	0.0	0.0	0.0	-14.9	11.6	-0.2	0.3	-18.0	-14.7	-2.0	-0.1	-0.1	0.0	-0.1	0.0	0.6	0.0	-12.6	-8.1	-2.2
Swords Pavilion	-26.0	-22.2	-16.4	-37.1	-15.7	-32.3	-8.5	-15.6	-20.7	-44.0	-17.9	-17.5	-20.7	0.0	0.7	0.7	-3.2	0.0	0.0	-10.1
Swords East	-24.7	-21.4	-15.6	-38.1	-16.6	-33.4	3.1	-16.6	-21.1	-43.4	-16.6	-16.3	-14.1	0.0	0.4	0.7	1.0	0.0	0.0	-11.1
Dublin Airport	-21.1	-19.6	-13.8	-30.2	-8.3	-26.1	-0.7	-8.1	-5.7	-35.7	3.7	11.5	-13.3	-0.4	-0.6	0.7	0.0	-10.0	-10.0	0.0

Journey Time 2050 DS - 2050 DM Scenario A PM Peak Period	O'Connell Street	St Stephen's Green	College Street (Trinity)	Glasnevin	DCU	Rathgar Road	Coolock	Ballymun	Finglas	Sandyford	Tallaght	Red Cow	Blanchardstown	Ashbourne	Donabate	Balbriggan	Drogheda	Swords Pavilion	Swords East	Dublin Airport
O'Connell Street	0.0	0.0	0.0	-3.3	-12.0	-0.1	0.3	-15.9	-3.9	0.0	0.0	0.0	-1.3	0.3	0.0	0.0	0.0	-27.7	-10.2	-22.5
St Stephen's Green	0.0	0.0	0.0	-2.1	-10.7	0.0	0.4	-14.7	-1.0	0.0	0.0	0.0	-2.6	0.9	0.0	0.7	0.0	-28.8	-11.6	-24.7
College Street (Trinity)	0.0	0.0	0.0	-1.0	-9.4	-0.1	0.3	-12.5	1.3	0.0	0.0	0.0	-0.1	0.2	0.0	0.7	0.0	-21.1	-3.5	-17.0
Glasnevin	-2.5	-7.3	-0.1	0.0	-0.3	-12.0	-13.7	0.4	0.4	-15.5	0.3	0.3	-13.4	0.5	-7.3	-6.7	-10.6	-43.1	-29.5	-27.3
DCU	-4.1	-9.1	-2.5	0.1	0.0	-12.6	0.2	0.1	-0.1	-15.9	-0.4	-0.4	-8.6	-0.5	-16.3	-14.4	-3.6	-26.4	-21.9	-17.8
Rathgar Road	0.2	0.1	0.2	-8.4	-13.3	0.0	-1.3	-20.7	-8.4	0.0	-0.3	-1.9	-6.6	-0.5	0.0	0.3	-0.1	-33.4	-7.6	-30.2
Coolock	0.5	1.5	1.5	-9.5	0.1	-1.0	0.0	0.0	0.0	-0.9	1.0	0.9	0.3	0.2	0.4	0.4	0.4	3.7	-0.4	-1.4
Ballymun	-9.8	-15.0	-8.3	1.4	0.0	-18.4	-0.6	0.0	0.0	-21.8	-6.4	-6.4	-14.3	0.1	-19.0	-17.9	-12.5	-21.8	-14.5	-12.9
Finglas	0.2	-1.5	0.5	0.2	-0.1	-6.6	0.0	0.0	0.0	-8.2	2.1	2.0	-0.1	0.2	-4.5	-3.4	14.9	-26.2	-21.0	-11.3
Sandyford	0.0	0.1	-0.1	-8.3	-15.9	0.0	0.2	-20.7	-5.8	0.0	0.3	-0.1	-2.2	-4.2	-0.4	0.3	-0.6	-36.8	-16.7	-29.7
Tallaght	-0.1	-0.1	-0.1	0.1	-7.0	0.1	0.3	-10.6	2.3	-0.1	0.0	0.0	-2.6	0.4	-0.1	-0.1	0.0	-23.4	-5.9	-17.3
Red Cow	-0.1	-0.1	-0.1	0.1	-6.9	-0.1	0.2	-10.6	2.4	-0.1	0.0	0.0	-1.8	0.4	-0.1	-0.1	0.0	-23.0	-5.5	1.3
Blanchardstown	0.6	-0.7	0.6	-14.6	-2.2	-1.2	0.3	-9.5	0.0	-4.8	-0.3	-0.3	0.0	0.9	0.0	0.0	0.0	-38.5	-20.9	-27.7
Ashbourne	1.6	1.6	1.6	1.5	2.2	1.0	0.9	2.7	1.4	0.7	1.9	1.9	-8.9	0.0	0.7	3.2	0.4	-0.1	-0.1	-6.5
Donabate	0.0	0.0	0.0	-8.6	-15.1	2.4	0.2	-14.2	-18.7	-3.2	0.0	-0.1	0.0	2.8	0.0	0.0	0.0	0.4	-0.1	-1.3
Balbriggan	-0.9	-0.2	0.0	-17.2	-11.6	-3.2	0.1	-19.0	-23.5	-10.6	0.6	0.3	-1.1	1.1	0.0	0.0	0.0	0.1	-0.2	-1.9
Drogheda	0.0	0.0	0.0	-21.9	11.7	-8.1	0.1	-18.8	8.7	-7.2	-0.1	-0.1	0.0	-0.2	0.0	0.1	0.0	-10.4	0.1	-2.2
Swords Pavilion	-26.7	-25.9	-20.3	-40.8	-17.4	-28.7	-8.0	-16.6	-23.3	-34.7	-22.1	-21.4	-36.2	2.3	0.9	3.3	-9.7	0.0	0.1	-11.0
Swords East	-1.3	-0.9	0.7	-24.9	-14.0	-2.8	0.1	-13.2	-22.3	-9.5	1.1	0.7	-11.3	2.3	0.1	1.5	0.1	0.0	0.0	-11.2
Dublin Airport	-20.1	-17.9	-12.2	-22.4	-9.5	-31.5	-0.2	-8.6	-7.8	-32.6	11.9	5.0	-29.2	-3.6	-2.3	1.4	0.4	-10.2	-3.6	0.0

Journey Time 2065 DS - 2065 DM Scenario A AM Peak Period	O'Connell Street	St Stephen's Green	College Street (Trinity)	Glasnevin	DCU	Rathgar Road	Coolock	Ballymun	Finglas	Sandyford	Tallaght	Red Cow	Blanchardstown	Ashbourne	Donabate	Balbriggan	Drogheda	Swords Pavilion	Swords East	Dublin Airport
O'Connell Street	0.0	-0.1	0.0	-3.7	-11.3	0.1	0.5	-16.1	-2.3	0.0	-0.1	-0.1	-1.1	-0.9	0.0	0.0	0.0	-23.3	-4.2	-20.8
St Stephen's Green	0.0	0.0	0.0	-2.7	-12.4	0.1	0.5	-15.3	-0.4	0.0	-0.1	-0.1	-7.6	-3.2	0.0	0.0	0.0	-24.8	-5.6	-24.4
College Street (Trinity)	0.0	0.0	0.0	-1.0	-8.4	0.2	0.5	-12.8	0.7	0.0	-0.1	-0.1	-0.1	-0.7	0.0	0.0	0.1	-16.7	0.9	-18.9
Glasnevin	-5.2	-10.4	-1.1	0.0	0.0	-13.4	-11.4	0.7	0.2	-18.5	-0.2	-0.2	-13.7	-0.8	-6.2	-12.0	2.3	-39.8	-27.6	-25.4
DCU	-5.7	-11.6	-4.2	0.1	0.0	-14.5	0.1	0.0	-0.3	-17.5	-2.2	-2.4	-4.5	-3.0	-19.3	-18.3	-1.3	-24.6	-24.1	-17.4
Rathgar Road	0.1	0.2	0.1	-9.7	-14.0	0.0	-2.1	-21.6	-8.6	0.0	0.2	0.2	-9.8	-10.5	0.0	-1.0	-0.9	-30.6	-2.8	-30.4
Coolock	1.0	1.1	1.1	-4.3	0.1	-1.9	0.0	0.0	-0.2	-1.0	1.1	1.1	0.6	-4.1	0.6	0.6	-3.1	-11.0	1.5	-2.4
Ballymun	-11.5	-17.3	-10.0	1.6	0.1	-20.2	-0.1	0.0	-0.2	-23.3	-8.1	-8.2	-15.7	-2.7	-16.7	-20.9	-2.4	-19.7	-19.2	-12.4
Finglas	-1.4	-8.0	-0.7	0.1	-0.1	-15.3	0.0	-0.1	0.0	-14.9	3.4	3.3	-0.7	-1.2	-9.6	-21.3	-1.5	-24.6	-25.0	-18.3
Sandyford	0.0	0.1	0.0	-7.9	-13.8	0.0	0.6	-19.5	-4.2	0.0	-0.1	-0.1	-2.5	-10.2	-0.2	-0.2	0.0	-31.5	-10.8	-28.5
Tallaght	0.0	0.0	0.0	1.4	-10.5	-0.3	0.5	-11.7	3.8	-0.6	0.0	0.0	0.0	-1.4	0.0	0.0	0.0	-20.3	-1.8	-19.4
Red Cow	0.0	0.0	0.0	0.2	-10.6	0.0	0.4	-11.7	3.8	0.2	0.0	0.0	0.0	-1.3	0.0	0.0	0.0	-18.4	-0.1	-20.4
Blanchardstown	0.5	-0.8	0.7	-14.7	-7.1	-1.5	0.3	-15.7	-0.1	-2.3	0.4	0.4	0.0	3.7	-0.2	-0.2	-0.2	-30.3	-10.7	-22.2
Ashbourne	-2.1	-2.1	-2.1	-2.3	-1.9	-3.8	-2.8	-2.3	-2.6	-4.3	-1.5	-1.5	-16.1	0.0	3.2	2.1	1.4	2.6	1.9	3.5
Donabate	0.0	0.0	0.0	-8.0	-10.7	1.0	1.8	-22.1	-13.5	-2.0	0.0	0.0	0.0	0.8	0.0	0.0	0.0	1.1	0.5	-11.3
Balbriggan	0.0	-0.6	-0.6	-8.0	-10.3	0.6	0.6	-20.7	-4.4	-2.6	0.0	0.0	0.0	1.8	0.1	0.0	0.1	3.5	0.0	3.1
Drogheda	0.1	0.1	0.1	-1.5	-0.1	1.4	-0.1	-1.9	-0.4	-1.9	0.1	0.1	0.1	0.0	0.0	-1.2	0.0	-10.6	0.0	0.0
Swords Pavilion	-23.8	-23.9	-16.1	-48.2	-22.9	-27.2	-13.8	-22.4	-29.8	-31.0	-18.6	-18.1	-33.5	-0.9	0.3	0.2	-4.8	0.0	0.1	-16.2
Swords East	-1.2	0.2	2.6	-25.9	-22.9	0.1	5.4	-22.4	-26.5	-9.3	1.4	1.4	-13.5	-0.9	-1.4	0.2	-1.4	0.0	0.0	-16.2
Dublin Airport	-22.2	-17.9	-13.0	-32.2	-9.5	-27.0	-0.5	-8.9	-9.8	-31.9	-0.7	12.8	-29.2	-5.8	-2.4	-1.7	-1.9	-10.6	-10.1	0.0

Journey Time 2065 DS - 2065 DM Scenario A LT Peak Period	O'Connell Street	St Stephen's Green	College Street (Trinity)	Glasnevin	DCU	Rathgar Road	Coolock	Ballymun	Finglas	Sandyford	Tallaght	Red Cow	Blanchardstown	Ashbourne	Donabate	Balbriggan	Drogheda	Swords Pavilion	Swords East	Dublin Airport
O'Connell Street	0.0	0.0	0.0	-2.8	-8.8	1.6	0.4	-13.4	-2.0	0.0	0.0	0.0	-0.1	-1.2	1.2	0.0	-8.5	-35.4	-19.9	-28.1
St Stephen's Green	0.0	0.0	0.0	-1.1	-8.8	1.5	0.4	-11.9	-0.2	0.0	0.0	0.0	-0.1	-2.6	-2.9	-0.4	-12.6	-39.1	-20.4	-30.7
College Street (Trinity)	0.0	0.0	0.0	-0.3	-5.0	3.5	0.4	-9.7	0.6	0.0	0.0	0.0	-0.1	-0.9	3.3	0.0	0.0	-34.1	-14.2	-23.5
Glasnevin	-2.3	-5.6	0.2	0.0	0.0	-8.6	-8.1	1.1	-0.3	-13.8	0.4	0.8	-11.6	-1.0	-15.1	-16.0	-5.8	-36.0	-40.3	-28.5
DCU	-3.1	-8.0	-1.4	0.2	0.0	-9.9	-0.2	0.0	0.0	-14.9	0.4	0.3	-0.1	-0.9	-18.7	-17.8	7.4	-21.8	-25.0	-15.5
Rathgar Road	0.1	0.1	0.1	-7.0	-8.2	0.0	-3.4	-17.0	-6.3	0.0	-0.2	-0.3	-0.1	-3.8	-7.0	-10.5	-16.6	-35.0	-39.3	-28.6
Coolock	0.4	0.4	0.4	-4.7	0.0	1.4	0.0	0.0	0.0	-4.3	0.4	0.4	0.3	0.2	2.2	0.5	0.4	0.7	-0.2	-5.3
Ballymun	-8.7	-13.5	-6.9	1.6	0.1	-15.8	-2.9	0.0	0.5	-20.5	-5.1	-5.1	8.1	1.0	-15.1	-20.1	-13.6	-19.2	-21.7	-12.9
Finglas	0.4	-1.2	0.6	0.3	-0.2	-0.8	-0.4	0.4	0.0	-7.1	3.2	3.3	-0.1	0.1	-11.3	-16.0	3.2	-26.1	-10.8	-16.9
Sandyford	0.0	0.1	-0.2	-6.6	-11.6	0.0	-0.7	-17.5	-3.9	0.0	-5.7	-0.1	-0.3	-7.6	-6.6	-9.4	-16.2	-42.1	-40.9	-34.0
Tallaght	0.0	0.0	0.0	0.2	-6.3	-0.1	0.6	-9.4	3.9	1.4	0.0	0.0	-3.3	-0.8	5.2	0.0	0.0	-37.3	-13.1	-28.7
Red Cow	0.0	0.0	0.0	0.2	-6.4	-1.0	0.6	-9.4	3.9	-0.9	0.0	0.0	-0.1	-1.1	5.2	0.0	0.0	-35.2	-12.7	-13.2
Blanchardstown	2.7	2.7	2.7	-11.7	-0.1	2.7	0.8	-0.3	0.1	2.7	-0.2	0.5	0.0	0.1	3.7	0.0	0.0	-28.4	-32.1	-22.2
Ashbourne	1.6	1.6	1.6	1.4	1.5	1.5	1.8	1.2	1.2	0.6	1.8	1.8	-0.1	0.0	-0.3	-0.3	-0.2	-0.6	-0.6	2.8
Donabate	0.9	-1.2	1.1	-14.3	-14.3	-3.0	0.5	-14.3	-11.0	-8.4	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.2	0.4	-2.2
Balbriggan	0.0	0.0	0.0	-14.9	-12.3	-1.5	0.5	-11.6	-13.2	-5.2	-0.1	-0.1	0.0	0.0	0.0	0.0	0.5	0.0	0.1	-7.7
Drogheda	0.0	0.0	0.0	-4.8	14.6	2.0	0.5	-4.0	-6.2	-0.7	0.0	-0.1	0.0	-1.7	0.0	3.1	0.0	-10.4	-5.8	-8.1
Swords Pavilion	-27.2	-23.1	-17.3	-37.5	-16.9	-31.0	-10.4	-16.9	-21.3	-44.4	-18.8	-18.4	-10.4	-0.3	0.5	0.3	0.9	0.0	0.1	-11.9
Swords East	-25.9	-22.2	-16.5	-38.5	-17.9	-32.0	4.8	-17.9	-22.0	-43.9	-17.5	-17.3	-24.5	-0.3	0.1	0.3	0.9	0.0	0.0	-12.8
Dublin Airport	-18.7	-28.9	-21.0	-28.5	-8.2	-23.4	-1.1	-8.2	-5.7	-32.6	-8.4	11.7	-1.6	-2.2	-0.7	0.4	-0.4	-10.0	-9.8	0.0

Journey Time 2065 DS - 2065 DM Scenario A SR Peak Period	O'Connell Street	St Stephen's Green	College Street (Trinity)	Glasnevin	DCU	Rathgar Road	Coolock	Ballymun	Finglas	Sandyford	Tallaght	Red Cow	Blanchardstown	Ashbourne	Donabate	Balbriggan	Drogheda	Swords Pavilion	Swords East	Dublin Airport
O'Connell Street	0.0	0.0	0.0	-3.1	-9.0	-0.4	0.3	-13.9	-2.1	0.0	-0.1	-0.1	-0.8	-0.7	1.7	-0.2	-0.2	-38.3	-20.7	-19.4
St Stephen's Green	0.0	0.0	0.0	-1.8	-9.6	-0.4	0.4	-12.6	-0.7	0.0	-0.1	-0.1	-0.8	-3.0	-2.4	-0.5	-12.1	-41.2	-21.3	-25.5
College Street (Trinity)	0.0	0.0	0.0	0.0	-5.6	-0.5	0.4	-10.3	0.7	0.0	-0.1	-0.1	-0.7	-0.3	3.7	-0.2	-0.2	-35.3	-15.2	-21.7
Glasnevin	-2.2	-5.7	0.1	0.0	-0.1	-10.5	-9.6	0.9	0.0	-13.9	0.3	0.7	-15.2	-0.6	-16.7	-12.2	-6.6	-37.9	-41.2	-24.3
DCU	-3.3	-8.2	-1.6	0.2	0.0	-11.8	0.0	0.0	-0.2	-15.2	0.1	0.2	-0.9	-0.5	-19.7	-18.2	6.5	-24.1	-26.1	-16.8
Rathgar Road	0.1	0.1	0.1	-7.0	-8.7	0.0	-3.7	-17.7	-7.3	0.0	0.3	-0.3	-0.7	-3.4	-6.9	-8.5	-16.4	-37.4	-41.7	-30.4
Coolock	0.4	0.5	0.5	-5.1	0.1	-0.6	0.0	0.1	0.0	-5.2	0.4	0.5	-0.2	-0.9	1.5	0.3	0.3	3.2	0.0	-5.1
Ballymun	-8.9	-13.8	-7.2	1.6	0.1	-16.9	-0.5	0.0	0.1	-20.8	-5.5	-5.4	-3.9	-0.7	-15.6	-20.7	-13.3	-20.1	-22.2	-12.7
Finglas	0.3	-1.1	0.4	0.2	-0.1	-3.1	-0.1	-0.4	0.0	-7.1	2.3	2.6	-0.8	-0.7	-14.8	-11.3	2.3	-26.5	-13.7	-10.2
Sandyford	0.0	0.0	-0.3	-7.1	-12.3	0.0	-0.4	-18.3	-5.3	0.0	-3.2	-0.1	-1.0	-7.8	-6.0	-6.7	-15.6	-44.5	-39.7	-27.6
Tallaght	0.0	0.0	0.0	1.4	-8.1	-0.5	0.4	-9.8	3.5	-0.9	0.0	0.0	-10.6	-0.5	5.7	-0.3	-0.2	-41.9	-14.1	-21.1
Red Cow	-0.1	0.0	0.0	0.2	-8.3	-0.2	0.4	-9.8	3.5	-1.5	0.0	0.0	-0.8	-0.8	6.0	-0.3	-0.3	-34.2	-13.6	-4.3
Blanchardstown	2.9	2.9	2.9	0.5	0.0	2.3	4.3	3.1	0.1	3.2	-0.6	0.6	0.0	0.5	0.5	0.6	-1.2	-23.9	-20.1	-9.2
Ashbourne	0.0	0.0	0.0	-0.2	0.1	-0.7	0.2	-0.5	-0.3	-1.0	0.3	0.3	-0.2	0.0	0.2	0.3	0.4	0.0	0.0	9.9
Donabate	0.9	-1.0	1.1	-14.6	-11.8	-4.3	0.3	-11.5	-10.2	-8.9	-0.1	-0.1	0.0	0.2	0.0	0.0	0.0	0.3	0.4	-0.6
Balbriggan	0.0	-0.7	0.0	-17.0	-20.7	-7.0	0.4	-10.5	-15.8	-11.2	-0.1	-0.1	0.0	1.4	0.0	0.0	2.4	0.1	0.3	-1.1
Drogheda	0.0	0.0	0.0	-11.3	13.9	0.5	0.4	-17.6	-9.2	-1.2	-0.1	-0.1	0.0	-0.1	0.0	0.8	0.0	-9.9	-5.4	-1.5
Swords Pavilion	-26.2	-23.3	-17.5	-36.7	-15.8	-32.3	-8.4	-15.6	-21.4	-43.0	-18.9	-18.5	-21.7	-0.1	0.4	0.3	-4.2	0.0	0.0	-10.1
Swords East	-25.1	-22.4	-16.7	-37.6	-16.8	-33.5	3.8	-16.6	-21.4	-42.0	-17.6	-17.5	-20.5	-0.1	0.0	0.3	0.8	0.0	0.0	-11.1
Dublin Airport	-21.5	-20.9	-15.1	-29.7	-8.8	-26.3	-0.9	-8.4	-6.5	-38.6	-8.1	10.3	-14.7	-2.2	-1.2	0.3	-0.6	-10.3	-10.3	0.0

Journey Time 2065 DS - 2065 DM Scenario A PM Peak Period	O'Connell Street	St Stephen's Green	College Street (Trinity)	Glasnevin	DCU	Rathgar Road	Coolock	Ballymun	Finglas	Sandyford	Tallaght	Red Cow	Blanchardstown	Ashbourne	Donabate	Balbriggan	Drogheda	Swords Pavilion	Swords East	Dublin Airport
O'Connell Street	0.0	0.0	0.0	-3.4	-12.2	-0.1	0.4	-15.5	-4.2	0.0	0.0	0.0	-1.5	0.7	0.0	0.0	-4.0	-29.6	-12.1	-24.5
St Stephen's Green	0.0	0.0	0.0	-2.4	-10.3	0.0	0.4	-14.3	-0.5	0.0	0.0	0.0	-2.9	0.9	0.0	0.0	-4.0	-30.7	-13.6	-26.3
College Street (Trinity)	0.0	0.0	0.0	-1.1	-9.2	-0.2	0.5	-12.2	2.1	0.0	0.0	0.0	0.0	0.7	0.0	0.0	-4.0	-23.0	-5.5	-16.5
Glasnevin	-3.1	-7.6	-0.3	0.0	0.2	-12.3	-14.1	0.8	0.3	-16.0	0.3	0.3	-13.4	0.7	-7.6	-7.3	-10.1	-43.4	-32.7	-29.3
DCU	-4.3	-9.3	-2.8	0.2	0.0	-13.3	-0.1	0.1	-1.1	-16.2	-0.5	-0.5	-11.8	-10.8	-17.1	-14.0	-16.0	-26.5	-21.9	-17.2
Rathgar Road	0.2	0.1	0.2	-8.4	-13.9	0.0	-1.6	-20.4	-7.6	0.0	0.2	0.2	-7.3	-1.4	-0.1	-0.1	-1.4	-34.9	-9.7	-30.5
Coolock	0.8	1.7	1.8	-9.3	0.0	-1.1	0.0	-0.6	-1.2	-0.8	1.3	1.2	0.6	0.2	0.6	0.6	-3.5	3.7	-0.2	-1.4
Ballymun	-10.0	-15.4	-8.5	1.6	0.1	-18.4	-0.6	0.0	0.7	-22.0	-6.6	-6.6	-14.5	0.2	-19.4	-18.3	-12.7	-22.2	-19.7	-13.2
Finglas	0.3	-1.6	0.6	0.3	-0.3	-7.1	-0.9	-0.3	0.0	-8.6	2.0	1.9	-0.5	0.2	-5.0	-4.7	16.0	-26.7	-24.6	-15.2
Sandyford	0.0	0.1	0.0	-8.9	-16.1	0.0	0.1	-20.3	-5.7	0.0	-0.3	-0.1	-2.8	-4.5	-0.4	-0.4	-3.6	-38.5	-18.7	-36.3
Tallaght	-0.1	-0.1	-0.1	0.2	-6.6	0.0	0.4	-10.3	2.3	0.4	0.0	0.0	-1.7	0.8	-0.1	-0.1	-4.1	-24.4	-7.0	-18.2
Red Cow	-0.1	-0.1	-0.1	0.2	-6.6	-0.2	0.3	-10.3	2.3	-0.1	0.0	0.0	-1.7	0.8	-0.1	-0.1	-4.1	-24.0	-6.6	-0.2
Blanchardstown	0.5	-0.8	0.6	-14.6	-3.9	-1.3	0.4	-11.6	-0.1	-2.9	-0.3	-0.3	0.0	-0.2	0.0	0.0	-4.0	-39.3	-22.0	-28.0
Ashbourne	2.0	2.0	2.0	1.8	2.3	1.1	1.1	2.2	1.6	0.8	2.2	2.2	-10.8	0.0	0.4	1.1	0.1	-0.5	-0.5	-3.1
Donabate	0.0	0.0	0.0	-8.6	-17.4	2.1	0.4	-15.1	-17.1	-3.4	0.0	0.0	0.0	2.7	0.0	-0.1	-0.3	0.5	-0.2	-1.9
Balbriggan	-0.6	-0.1	0.0	-16.7	-13.0	-2.9	0.2	-20.5	-23.8	-10.1	0.6	0.4	-0.8	0.4	0.0	0.0	-0.1	-0.1	-0.1	0.0
Drogheda	0.0	0.0	0.0	-21.1	10.8	-3.0	0.2	-18.2	6.5	-6.3	-0.1	0.0	0.0	-0.5	0.0	0.4	0.0	-10.7	0.1	-1.1
Swords Pavilion	-27.9	-27.0	-21.6	-41.5	-19.5	-29.7	-9.7	-17.1	-24.7	-36.5	-24.0	-23.3	-37.8	2.5	1.0	1.6	-10.1	0.0	1.1	-11.4
Swords East	-1.8	-1.5	-0.2	-25.8	-16.0	-3.7	-0.1	-13.9	-18.7	-10.1	-0.5	-1.0	-13.6	2.5	0.0	-0.9	-0.2	0.0	0.0	-11.6
Dublin Airport	-20.4	-18.3	-12.5	-22.8	-11.2	-31.4	-1.3	-9.0	-11.9	-32.9	7.4	7.6	-28.3	-2.7	-2.7	1.7	0.5	-10.3	-5.8	0.0

A.5 Transfers to/from Stations

2035 Scenario A - AM Peak Period								
Station	Transfers to MetroLink				Transfers from MetroLink			
	First Boarders	From Bus	From Rail/DART	From Luas	Final Stop	To Bus	To Rail/DART	To Luas
Estuary Park-and-Ride	1,657	775	-	-	82	70	-	-
Seatown	875	98	-	-	526	19	-	-
Swords Central	1,111	185	-	-	396	74	-	-
Fosterstown	1,001	981	-	-	271	110	-	-
Dublin Airport	1,830	73	-	-	4,030	29	-	-
Dardistown and M50	-	-	-	-	-	-	-	-
Northwood	663	26	-	-	278	16	-	-
Ballymun	1,482	640	-	-	377	265	-	-
Collins Avenue	942	407	-	-	1,121	257	-	-
Griffiths Park	354	1	-	-	485	10	-	-
Glasnevin	343	528	984	-	237	116	178	-
Mater	347	302	-	-	492	187	-	-
O Connell Street	364	99	-	622	1,057	19	-	413
Tara	385	635	634	0	2,033	1,490	498	0
SSG	334	314	-	-	2,236	756	-	-
Charlemont	474	377	-	891	1,251	497	-	859

2035 Scenario A - LT Peak Period								
Station	Transfers to MetroLink				Transfers from MetroLink			
	First Boarders	From Bus	From Rail/DART	From Luas	Final Stop	To Bus	To Rail/DART	To Luas
Estuary Park-and-Ride	67	366	-	-	184	223	-	-
Seatown	173	10	-	-	200	8	-	-
Swords Central	258	57	-	-	202	81	-	-
Fosterstown	180	147	-	-	153	97	-	-
Dublin Airport	2325	71	-	-	2047	22	-	-
Dardistown and M50	-	-	-	-	-	-	-	-
Northwood	153	6	-	-	121	7	-	-
Ballymun	384	142	-	-	257	122	-	-
Collins Avenue	241	131	-	-	273	178	-	-
Griffiths Park	97	1	-	-	120	1	-	-
Glasnevin	119	119	53	-	134	46	52	-
Mater	186	139	-	-	178	131	-	-
O Connell Street	297	10	-	307	312	4	-	322
Tara	425	406	151	-	561	684	177	-
SSG	391	277	-	-	497	171	-	-
Charlemont	328	158	-	415	397	252	-	379

2035 Scenario A - SR Peak Period								
Station	Transfers to MetroLink				Transfers from MetroLink			
	First Boarders	From Bus	From Rail/DART	From Luas	Final Stop	To Bus	To Rail/DART	To Luas
Estuary Park-and-Ride	420	117	-	-	468	312	-	-
Seatown	189	7	-	-	267	15	-	-
Swords Central	209	44	-	-	346	91	-	-
Fosterstown	141	87	-	-	264	217	-	-
Dublin Airport	2782	24	-	-	1882	62	-	-
Dardistown and M50	-	-	-	-	-	-	-	-
Northwood	111	5	-	-	161	10	-	-
Ballymun	270	96	-	-	393	207	-	-
Collins Avenue	417	111	-	-	229	244	-	-
Griffiths Park	166	1	-	-	114	1	-	-
Glasnevin	105	90	42	-	129	80	74	-
Mater	190	131	-	-	171	118	-	-
O Connell Street	371	12	-	356	300	3	-	396
Tara	682	374	156	-	492	721	250	-
SSG	591	328	-	-	443	154	-	-
Charlemont	379	174	-	473	334	260	-	442

2035 Scenario A - PM Peak Period								
Station	Transfers to MetroLink				Transfers from MetroLink			
	First Boarders	From Bus	From Rail/DART	From Luas	Final Stop	To Bus	To Rail/DART	To Luas
Estuary Park-and-Ride	496	107	-	-	1,695	311	-	-
Seatown	461	12	-	-	612	75	-	-
Swords Central	408	38	-	-	771	336	-	-
Fosterstown	225	140	-	-	542	611	-	-
Dublin Airport	3,036	40	-	-	1,670	140	-	-
Dardistown and M50	-	-	-	-	-	-	-	-
Northwood	224	7	-	-	386	17	-	-
Ballymun	358	160	-	-	1,063	695	-	-
Collins Avenue	725	149	-	-	655	469	-	-
Griffiths Park	292	1	-	-	300	3	-	-
Glasnevin	167	158	197	-	276	228	708	-
Mater	428	191	-	-	291	108	-	-
O Connell Street	948	23	-	416	319	17	-	376
Tara	1,642	603	333	1	408	1,012	433	0
SSG	1,728	480	-	-	366	292	-	-
Charlemont	1,085	351	-	858	500	282	-	523

2050 Scenario A - AM Peak Period								
Station	Transfers to MetroLink				Transfers from MetroLink			
	First Boarders	From Bus	From Rail/DART	From Luas	Final Stop	To Bus	To Rail/DART	To Luas
Estuary Park-and-Ride	1,664	644	-	-	86	80	-	-
Seatown	1,047	177	-	-	638	22	-	-
Swords Central	1,404	223	-	-	545	95	-	-
Fosterstown	1,503	920	-	-	326	122	-	-
Dublin Airport	2,697	83	-	-	5,552	25	-	-
Dardistown and M50	-	-	-	-	-	-	-	-
Northwood	862	34	-	-	320	21	-	-
Ballymun	1,975	717	-	-	448	285	-	-
Collins Avenue	1,030	483	-	-	1,238	285	-	-
Griffiths Park	395	1	-	-	540	11	-	-
Glasnevin	386	637	1,324	-	267	123	263	-
Mater	410	355	-	-	576	225	-	-
O Connell Street	440	136	-	833	1,222	19	-	540
Tara	479	807	810	0	2,395	1,837	602	0
SSG	392	345	-	-	2,528	862	-	-
Charlemont	544	421	-	1,056	1,524	582	-	1,033

2050 Scenario A - LT Peak Period								
Station	Transfers to MetroLink				Transfers from MetroLink			
	First Boarders	From Bus	From Rail/DART	From Luas	Final Stop	To Bus	To Rail/DART	To Luas
Estuary Park-and-Ride	747	212	-	-	509	141	-	-
Seatown	229	15	-	-	285	10	-	-
Swords Central	356	69	-	-	304	110	-	-
Fosterstown	231	186	-	-	203	122	-	-
Dublin Airport	3659	84	-	-	3178	23	-	-
Dardistown and M50	-	-	-	-	-	-	-	-
Northwood	217	8	-	-	163	11	-	-
Ballymun	525	175	-	-	344	163	-	-
Collins Avenue	275	173	-	-	323	277	-	-
Griffiths Park	120	1	-	-	156	1	-	-
Glasnevin	154	153	96	-	192	61	102	-
Mater	235	190	-	-	246	195	-	-
O Connell Street	400	17	-	494	466	5	-	487
Tara	606	621	214	1	852	1027	259	0
SSG	519	356	-	-	719	227	-	-
Charlemont	419	209	-	561	516	331	-	522

2050 Scenario A - SR Peak Period								
Station	Transfers to MetroLink				Transfers from MetroLink			
	First Boarders	From Bus	From Rail/DART	From Luas	Final Stop	To Bus	To Rail/DART	To Luas
Estuary Park-and-Ride	241	150	-	-	308	323	-	-
Seatown	218	9	-	-	329	22	-	-
Swords Central	263	50	-	-	442	126	-	-
Fosterstown	170	101	-	-	341	270	-	-
Dublin Airport	4203	25	-	-	2774	67	-	-
Dardistown and M50	-	-	-	-	-	-	-	-
Northwood	146	6	-	-	219	17	-	-
Ballymun	354	118	-	-	525	263	-	-
Collins Avenue	480	130	-	-	265	350	-	-
Griffiths Park	198	1	-	-	135	1	-	-
Glasnevin	139	116	70	-	154	98	125	-
Mater	248	182	-	-	210	160	-	-
O Connell Street	424	17	-	523	347	4	-	588
Tara	779	536	208	1	581	993	372	0
SSG	640	394	-	-	496	192	-	-
Charlemont	451	222	-	611	412	322	-	591

2050 Scenario A - PM Peak Period								
Station	Transfers to MetroLink				Transfers from MetroLink			
	First Boarders	From Bus	From Rail/DART	From Luas	Final Stop	To Bus	To Rail/DART	To Luas
Estuary Park-and-Ride	658	114	-	-	2,203	297	-	-
Seatown	579	14	-	-	768	86	-	-
Swords Central	590	42	-	-	1,004	396	-	-
Fosterstown	274	161	-	-	701	711	-	-
Dublin Airport	4,264	38	-	-	2,390	159	-	-
Dardistown and M50	-	-	-	-	-	-	-	-
Northwood	279	10	-	-	508	23	-	-
Ballymun	460	163	-	-	1,420	791	-	-
Collins Avenue	796	163	-	-	731	537	-	-
Griffiths Park	324	1	-	-	337	4	-	-
Glasnevin	192	198	297	-	309	266	977	-
Mater	502	219	-	-	334	112	-	-
O Connell Street	1,147	31	-	552	376	19	-	526
Tara	2,028	742	411	1	525	1,244	562	0
SSG	2,024	591	-	-	448	322	-	-
Charlemont	1,334	416	-	1,025	584	324	-	644

2065 Scenario A - AM Peak Period								
Station	Transfers to MetroLink				Transfers from MetroLink			
	First Boarders	From Bus	From Rail/DART	From Luas	Final Stop	To Bus	To Rail/DART	To Luas
Estuary Park-and-Ride	1,714	628	-	-	98	96	-	-
Seatown	1,317	282	-	-	757	25	-	-
Swords Central	1,684	243	-	-	756	121	-	-
Fosterstown	1,890	909	-	-	406	140	-	-
Dublin Airport	3,472	106	-	-	6,965	28	-	-
Dardistown and M50	-	-	-	-	-	-	-	-
Northwood	1,119	43	-	-	383	26	-	-
Ballymun	2,526	824	-	-	539	319	-	-
Collins Avenue	1,179	542	-	-	1,299	324	-	-
Griffiths Park	458	0	-	-	610	12	-	-
Glasnevin	451	787	1,838	-	316	139	352	-
Mater	496	377	-	-	708	256	-	-
O Connell Street	532	161	-	1,040	1,476	23	-	670
Tara	586	1,015	1,008	0	2,892	2,179	728	0
SSG	456	377	-	-	2,967	1,038	-	-
Charlemont	648	482	-	1,263	1,872	688	-	1,244

2065 Scenario A - LT Peak Period								
Station	Transfers to MetroLink				Transfers from MetroLink			
	First Boarders	From Bus	From Rail/DART	From Luas	Final Stop	To Bus	To Rail/DART	To Luas
Estuary Park-and-Ride	36	301	-	-	163	188	-	-
Seatown	265	20	-	-	313	14	-	-
Swords Central	436	86	-	-	353	134	-	-
Fosterstown	270	223	-	-	229	146	-	-
Dublin Airport	4772	95	-	-	4282	26	-	-
Dardistown and M50	-	-	-	-	-	-	-	-
Northwood	283	11	-	-	206	15	-	-
Ballymun	688	231	-	-	436	207	-	-
Collins Avenue	324	224	-	-	365	351	-	-
Griffiths Park	148	2	-	-	182	1	-	-
Glasnevin	183	198	156	-	223	76	140	-
Mater	285	259	-	-	294	247	-	-
O Connell Street	456	26	-	699	503	6	-	641
Tara	664	822	284	1	892	1306	338	0
SSG	508	430	-	-	664	263	-	-
Charlemont	484	263	-	696	582	386	-	658

2065 Scenario A - SR Peak Period								
Station	Transfers to MetroLink				Transfers from MetroLink			
	First Boarders	From Bus	From Rail/DART	From Luas	Final Stop	To Bus	To Rail/DART	To Luas
Estuary Park-and-Ride	361	190	-	-	86	387	-	-
Seatown	267	12	-	-	409	35	-	-
Swords Central	346	71	-	-	556	159	-	-
Fosterstown	217	127	-	-	447	333	-	-
Dublin Airport	5263	24	-	-	4381	87	-	-
Dardistown and M50	-	-	-	-	-	-	-	-
Northwood	206	9	-	-	288	23	-	-
Ballymun	476	171	-	-	681	325	-	-
Collins Avenue	538	198	-	-	312	414	-	-
Griffiths Park	247	1	-	-	165	1	-	-
Glasnevin	175	170	125	-	188	127	179	-
Mater	338	273	-	-	263	177	-	-
O Connell Street	531	34	-	789	444	5	-	760
Tara	991	818	304	1	757	1253	475	0
SSG	741	495	-	-	606	225	-	-
Charlemont	553	297	-	804	507	373	-	731

2065 Scenario A - PM Peak Period								
Station	Transfers to MetroLink				Transfers from MetroLink			
	First Boarders	From Bus	From Rail/DART	From Luas	Final Stop	To Bus	To Rail/DART	To Luas
Estuary Park-and-Ride	1,006	128	-	-	2,656	372	-	-
Seatown	689	16	-	-	984	94	-	-
Swords Central	828	48	-	-	1,302	421	-	-
Fosterstown	336	194	-	-	881	807	-	-
Dublin Airport	5,456	45	-	-	3,234	193	-	-
Dardistown and M50	-	-	-	-	-	-	-	-
Northwood	354	13	-	-	655	30	-	-
Ballymun	585	202	-	-	1,806	923	-	-
Collins Avenue	840	192	-	-	834	584	-	-
Griffiths Park	364	0	-	-	388	5	-	-
Glasnevin	221	230	407	-	366	352	1,368	-
Mater	604	247	-	-	405	125	-	-
O Connell Street	1,444	41	-	713	482	24	-	720
Tara	2,584	954	504	1	699	1,519	729	0
SSG	2,432	698	-	-	572	362	-	-
Charlemont	1,660	501	-	1,241	719	371	-	794

Appendix B. Modelling Results: Scenario B

B.1 Boardings, Alightings and Loading Profile

2035 Scenario B – Northbound Direction												
Station	AM			LT			SR			PM		
Station	Boarding	Alighting	Load	Boarding	Alighting	Load	Boarding	Alighting	Load	Boarding	Alighting	Load
Charlemont	1911	0	1911	914	0	914	1086	0	1086	2426	0	2426
St Stephen's Green	683	12	2582	728	4	1638	1079	3	2162	2261	1	4686
Tara	1258	258	3582	877	86	2429	1125	98	3189	1934	409	6210
O'Connell Street	798	54	4326	526	18	2936	674	20	3843	1147	56	7301
Mater	260	134	4451	198	45	3089	226	57	4012	386	160	7526
Glasnevin	1171	256	5366	367	106	3350	338	217	4133	532	906	7153
Griffith Park	56	228	5193	35	60	3325	82	70	4146	129	216	7066
Collins Avenue	204	632	4765	132	203	3254	271	258	4158	459	817	6708
Ballymun	214	473	4506	105	266	3093	74	462	3770	109	1416	5401
Northwood	106	223	4389	39	87	3045	30	126	3675	69	337	5133
Dardistown and M50	0	0	4389	0	0	3045	0	0	3675	0	0	5133
Dublin Airport	75	3318	1145	129	2066	1108	219	1874	2019	336	1672	3798
Fosterstown	29	380	794	22	274	856	35	545	1509	35	1413	2419
Swords Central	19	318	495	30	257	629	56	377	1188	73	944	1549
Seatown	3	392	106	17	196	450	55	239	1004	99	616	1031
Estuary Park-and-Ride	0	106	0	0	450	0	0	1004	0	0	1031	0

2035 Scenario B – Southbound Direction												
Station	AM			LT			SR			PM		
Station	Boarding	Alighting	Load	Boarding	Alighting	Load	Boarding	Alighting	Load	Boarding	Alighting	Load
Estuary Park-and-Ride	1667	0	1667	673	0	673	470	0	470	313	0	313
Seatown	1037	118	2587	162	28	808	163	28	605	300	23	590
Swords Central	1162	109	3640	253	31	1030	206	21	789	309	20	879
Fosterstown	2087	40	5686	320	28	1322	243	17	1015	350	25	1204
Dublin Airport	2004	553	7137	2536	84	3774	2831	63	3783	2484	89	3599
Dardistown and M50	0	0	7137	0	0	3774	0	0	3783	0	0	3599
Northwood	545	82	7600	105	44	3835	82	51	3814	171	68	3701
Ballymun	1870	135	9335	386	101	4121	290	124	3980	407	172	3936
Collins Avenue	1113	681	9768	236	252	4105	257	197	4040	509	160	4284
Griffith Park	229	213	9784	47	65	4087	65	49	4057	116	60	4341
Glasnevin	942	680	10046	128	436	3778	107	522	3642	212	945	3608
Mater	181	477	9750	55	206	3627	43	191	3494	130	258	3480
O'Connell Street	99	1282	8567	19	609	3037	18	596	2916	61	495	3046
Tara	178	3189	5556	39	1252	1824	47	1204	1759	100	1203	1943
St Stephen's Green	1	2758	2799	2	737	1088	5	626	1137	13	579	1377
Charlemont	0	2799	0	0	1088	0	0	1137	0	0	1377	0

2050 Scenario B – Northbound Direction

Station	AM			LT			SR			PM		
Station	Boarding	Alighting	Load	Boarding	Alighting	Load	Boarding	Alighting	Load	Boarding	Alighting	Load
Charlemont	2026	0	2026	1237	0	1237	1312	0	1312	2259	0	2259
St Stephen's Green	855	11	2869	916	4	2150	999	2	2309	2142	1	4400
Tara	1712	190	4391	1516	64	3602	1483	71	3721	2596	224	6771
O'Connell Street	1301	48	5644	800	16	4385	825	17	4528	1548	45	8274
Mater	353	112	5885	286	44	4628	306	46	4787	512	120	8667
Glasnevin	1038	131	6792	406	67	4966	358	98	5048	408	351	8724
Griffith Park	64	231	6625	45	59	4953	94	63	5079	144	195	8674
Collins Avenue	259	561	6324	221	174	4999	387	198	5268	543	645	8572
Ballymun	305	400	6229	183	300	4882	123	488	4903	160	1511	7221
Northwood	153	233	6149	75	104	4853	53	145	4810	103	368	6956
Dardistown and M50	0	0	6149	0	0	4853	0	0	4810	0	0	6956
Dublin Airport	159	4883	1425	227	3759	1322	308	3300	1818	1016	2327	5644
Fosterstown	45	442	1027	28	341	1010	17	670	1165	86	1710	4020
Swords Central	24	468	583	34	340	704	24	508	681	301	1234	3088
Seatown	2	496	89	19	252	470	13	315	379	204	789	2502
Estuary Park-and-Ride	0	89	0	0	470	0	0	379	0	0	2502	0

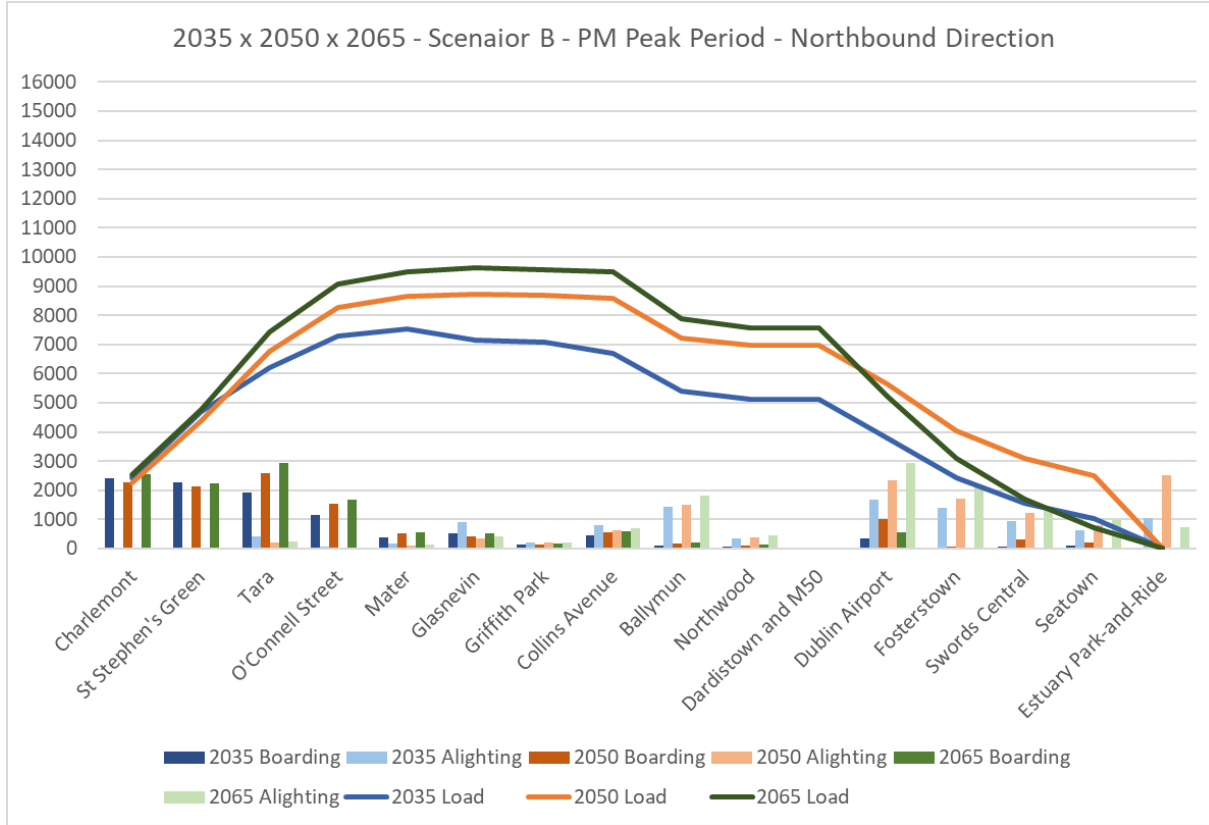
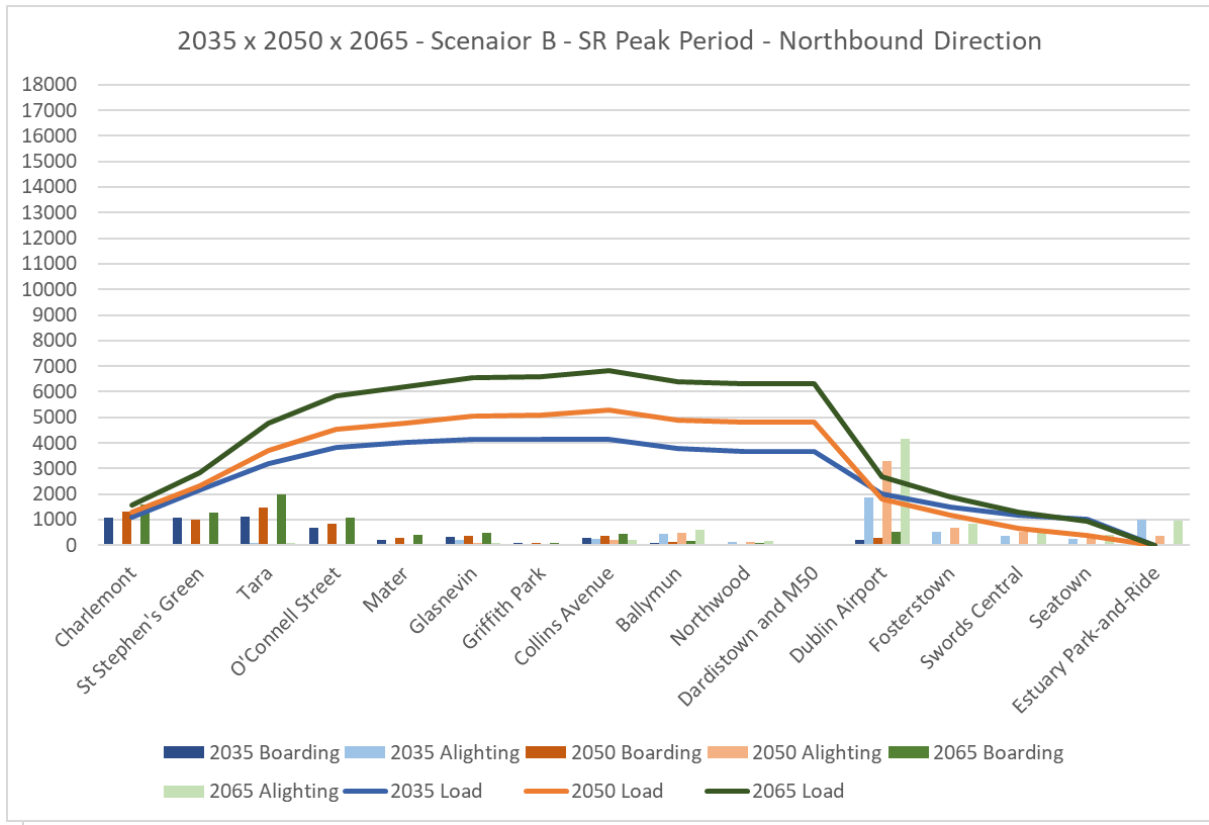
2050 Scenario B – Southbound Direction

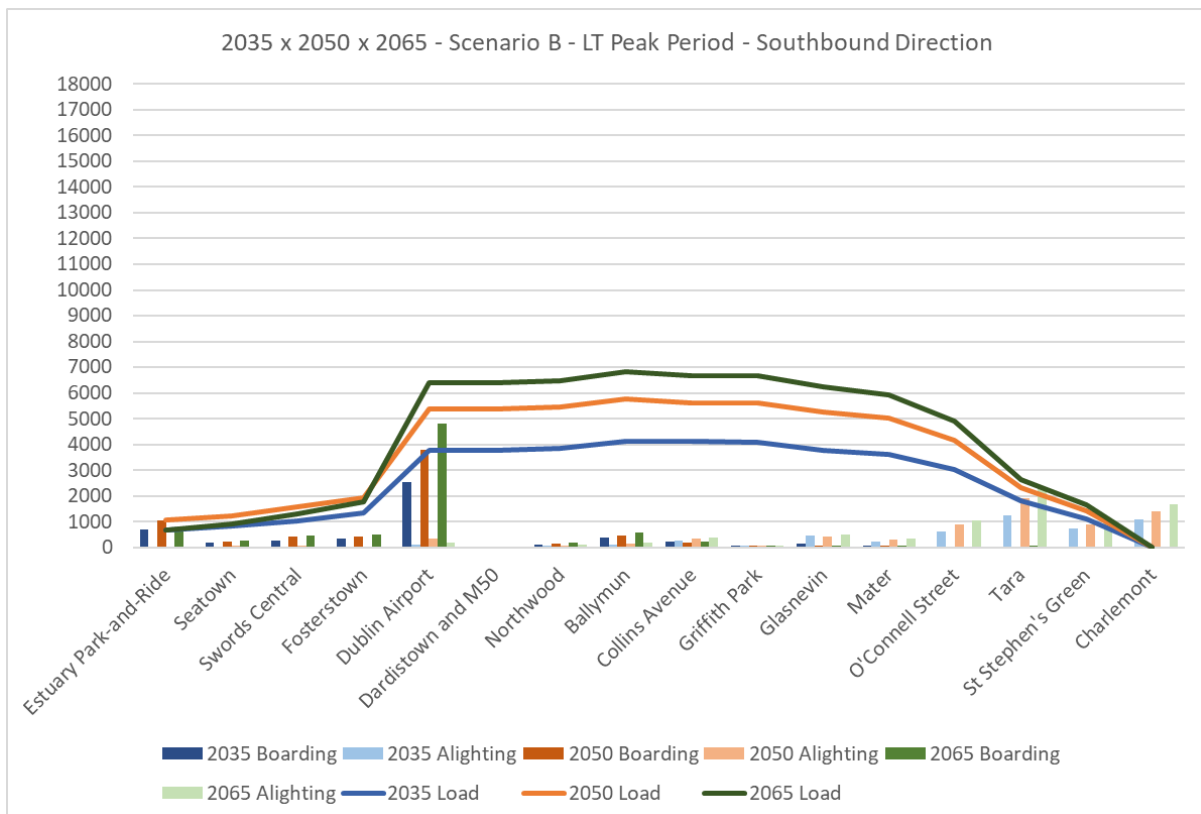
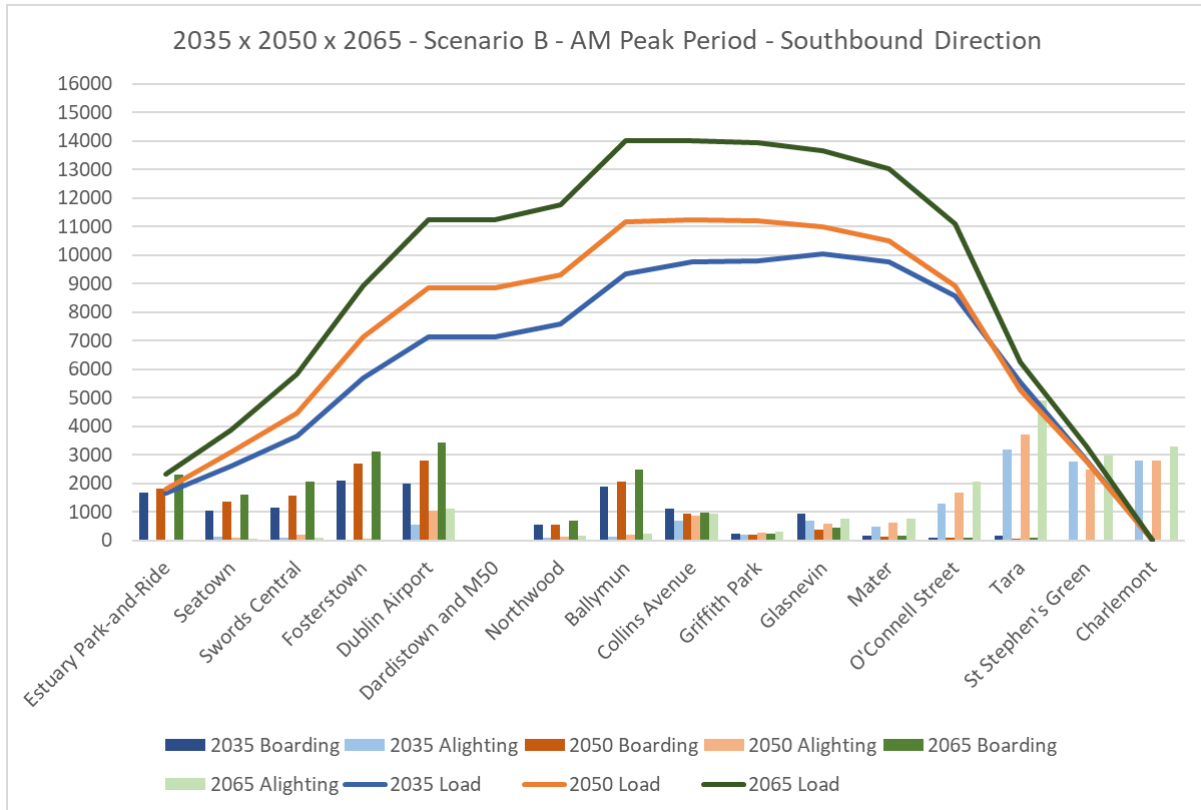
Station	AM			LT			SR			PM		
	Boarding	Alighting	Load	Boarding	Alighting	Load	Boarding	Alighting	Load	Boarding	Alighting	Load
Estuary Park-and-Ride	1803	0	1803	1046	0	1046	469	0	469	847	0	847
Seatown	1362	83	3082	233	52	1227	226	44	651	376	60	1164
Swords Central	1584	210	4456	398	69	1556	307	38	921	453	57	1559
Fosterstown	2708	49	7115	417	40	1933	299	19	1201	421	48	1932
Dublin Airport	2798	1054	8860	3782	325	5390	4143	221	5123	3849	296	5486
Dardistown and M50	0	0	8860	0	0	5390	0	0	5123	0	0	5486
Northwood	556	121	9295	138	70	5458	102	78	5147	193	103	5575
Ballymun	2063	199	11159	455	157	5756	327	184	5290	432	272	5736
Collins Avenue	941	850	11251	197	338	5615	215	233	5272	385	207	5913
Griffith Park	214	265	11200	48	59	5604	72	47	5297	122	68	5967
Glasnevin	373	598	10976	65	412	5257	55	471	4881	94	1011	5049
Mater	145	629	10492	51	288	5019	41	228	4693	110	280	4880
O'Connell Street	91	1662	8921	18	870	4167	17	808	3902	50	866	4065
Tara	77	3715	5283	37	1893	2311	39	1772	2168	77	1874	2268
St Stephen's Green	2	2491	2795	2	904	1409	4	735	1438	11	606	1673
Charlemont	0	2795	0	0	1409	0	0	1438	0	0	1673	0

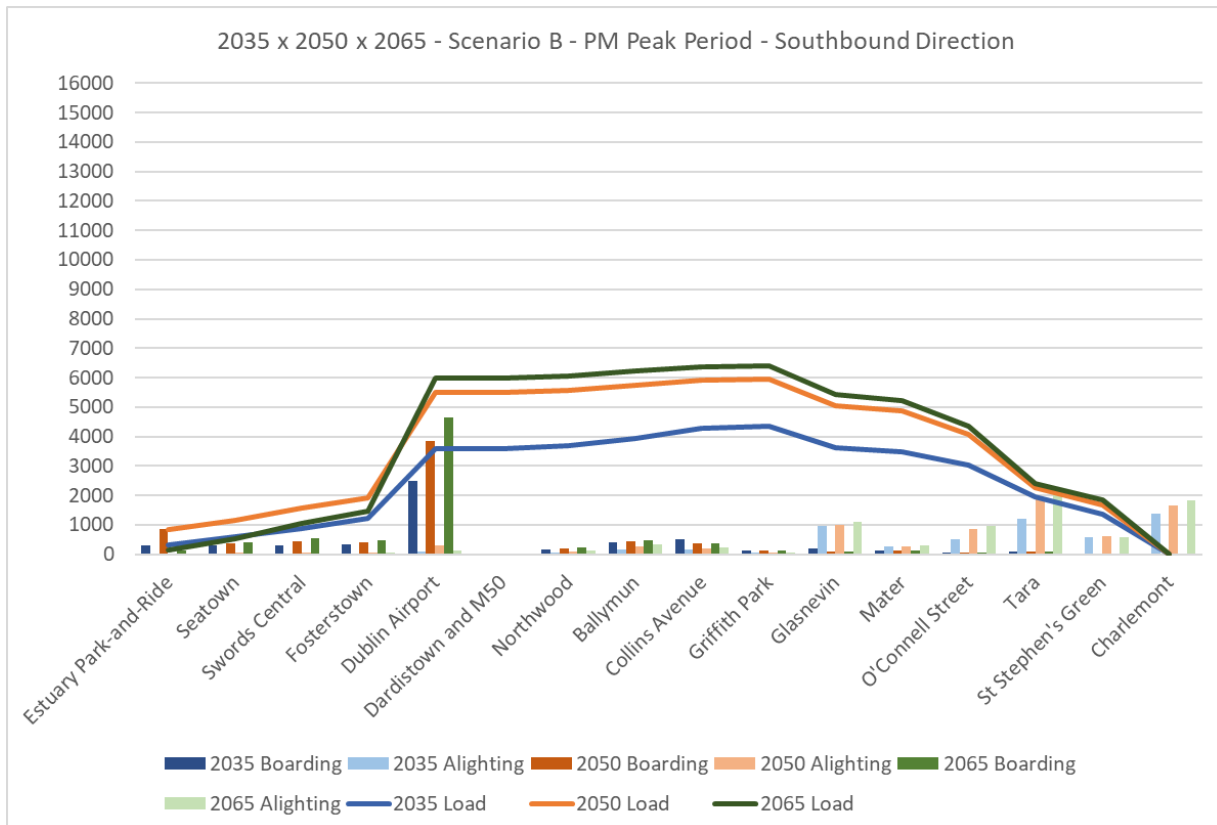
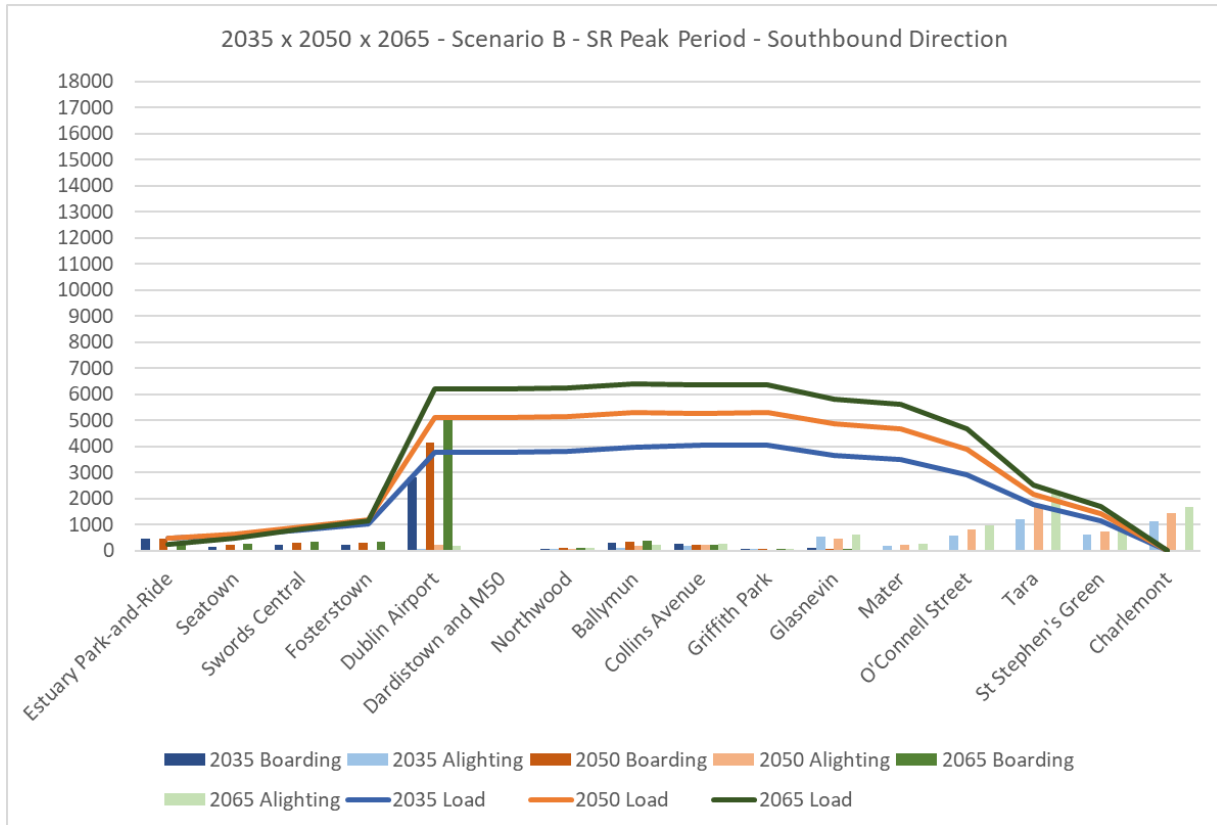
2065 Scenario B – Northbound Direction												
Station	AM			LT			SR			PM		
Station	Boarding	Alighting	Load	Boarding	Alighting	Load	Boarding	Alighting	Load	Boarding	Alighting	Load
Charlemont	2283	0	2283	1419	0	1419	1589	0	1589	2547	0	2547
St Stephen's Green	816	12	3087	1060	4	2474	1270	3	2856	2227	1	4773
Tara	2259	222	5124	1818	81	4212	2004	86	4774	2921	251	7443
O'Connell Street	1264	52	6336	946	19	5139	1089	19	5843	1670	49	9064
Mater	389	124	6601	327	51	5415	391	50	6184	571	130	9505
Glasnevin	1296	137	7760	466	75	5807	469	103	6550	523	413	9616
Griffith Park	75	235	7600	50	65	5791	109	66	6593	163	202	9576
Collins Avenue	308	583	7326	213	189	5815	445	214	6824	604	688	9491
Ballymun	405	441	7290	213	359	5670	177	592	6409	206	1802	7895
Northwood	208	254	7244	86	125	5630	80	179	6309	135	453	7577
Dardistown and M50	0	0	7244	0	0	5630	0	0	6309	0	0	7577
Dublin Airport	254	5820	1678	372	4322	1680	543	4164	2688	564	2933	5208
Fosterstown	64	524	1219	28	417	1290	22	835	1875	24	2126	3106
Swords Central	32	561	690	45	461	874	59	620	1314	36	1445	1697
Seatown	3	550	143	18	309	584	32	391	956	14	994	717
Estuary Park-and-Ride	0	143	0	0	583	0	0	956	0	0	717	0

2065 Scenario B – Southbound Direction

Station	AM			LT			SR			PM		
Station	Boarding	Alighting	Load	Boarding	Alighting	Load	Boarding	Alighting	Load	Boarding	Alighting	Load
Estuary Park-and-Ride	2320	0	2320	655	0	655	228	0	228	131	0	131
Seatown	1601	58	3863	262	17	900	257	4	480	403	2	532
Swords Central	2072	108	5827	441	32	1309	359	14	825	531	22	1041
Fosterstown	3129	35	8920	487	28	1769	346	15	1157	469	43	1467
Dublin Airport	3432	1118	11235	4798	188	6379	5217	174	6200	4636	121	5982
Dardistown and M50	0	0	11235	0	0	6379	0	0	6200	0	0	5982
Northwood	687	156	11766	171	88	6462	127	100	6227	223	135	6070
Ballymun	2474	248	13992	566	191	6837	387	231	6382	488	338	6220
Collins Avenue	970	940	14022	212	386	6664	220	258	6344	378	233	6364
Griffith Park	218	289	13951	52	66	6649	75	52	6366	123	72	6415
Glasnevin	434	748	13637	74	504	6219	60	598	5828	102	1092	5424
Mater	156	759	13034	57	354	5922	44	272	5600	117	305	5236
O'Connell Street	98	2046	11086	22	1024	4920	19	961	4658	56	949	4343
Tara	83	4911	6258	46	2346	2620	46	2200	2504	88	2040	2391
St Stephen's Green	3	2962	3298	2	972	1650	4	827	1681	12	567	1836
Charlemont	0	3298	0	0	1650	0	0	1681	0	0	1836	0







B.2 Overall Network Statistics

B.2.1 Scenario B Road Network Statistics

AM Peak Period						
Network Statistics	2035		2050		2065	
	Do Minimum	Do Something	Do Minimum	Do Something	Do Minimum	Do Something
Total Road Travel Time (pcu.hrs)	127,959	127,147	118,519	117,558	141,266	141,591
Total Road Distance Travelled (pcu.km)	5,019,246	5,010,909	5,061,970	5,077,862	5,551,807	5,586,370
Average Road Network Speed (kph)	39.1	39.1	40.5	40.5	39.5	39.5
LT Peak Period						
Network Statistics	2035		2050		2065	
	Do Minimum	Do Something	Do Minimum	Do Something	Do Minimum	Do Something
Total Road Travel Time (pcu.hrs)	210,951	208,301	246,249	242,891	297,162	292,510
Total Road Distance Travelled (pcu.km)	9,934,197	9,920,825	11,205,277	11,268,788	12,576,597	12,567,707
Average Road Network Speed (kph)	42.9	43.0	42.8	43.0	41.6	41.8
SR Peak Period						
Network Statistics	2035		2050		2065	
	Do Minimum	Do Something	Do Minimum	Do Something	Do Minimum	Do Something
Total Road Travel Time (pcu.hrs)	220,175	217,761	236,554	232,117	278,250	274,806
Total Road Distance Travelled (pcu.km)	10,386,698	10,385,993	11,174,622	11,188,528	12,358,284	12,364,477
Average Road Network Speed (kph)	42.3	42.4	42.8	42.9	41.6	41.7
PM Peak Period						
Network Statistics	2035		2050		2065	
	Do Minimum	Do Something	Do Minimum	Do Something	Do Minimum	Do Something
Total Road Travel Time (pcu.hrs)	117,757	117,127	108,713	109,334	127,698	127,175
Total Road Distance Travelled (pcu.km)	4,696,059	4,688,163	4,760,404	4,815,427	5,224,881	5,221,114
Average Road Network Speed (kph)	40.0	40.0	40.5	41.5	40.6	40.6

B.2.2 Public Transport Network Statistics

Passenger Km and Vehicle Km by mode - 3h and 12h period											
2035 Scenario B		Do Minimum					Do Something				
		AM	LT	SR	PM	12h	AM	LT	SR	PM	12h
Passenger Km	Bus	1,107,260	585,797	633,023	1,114,472	3,440,552	887,141	434,792	486,774	933,622	2,742,329
	Rail	1,397,654	286,635	361,591	1,553,788	3,599,669	1,375,668	297,838	363,082	1,535,623	3,572,211
	Luas	337,330	128,517	166,103	318,303	950,253	332,233	139,009	173,686	318,916	963,844
	Metro	0	0	0	0	0	384,412	252,277	267,611	335,627	1,239,927
	Total	2,842,245	1,000,950	1,160,716	2,986,563	7,990,474	2,979,454	1,123,916	1,291,153	3,123,789	8,518,312
2050 Scenario B		Do Minimum					Do Something				
		AM	LT	SR	PM	12h	AM	LT	SR	PM	12h
Passenger Km	Bus	1,102,110	692,230	699,314	1,139,407	3,633,062	883,188	502,677	518,458	954,132	2,858,455
	Rail	1,523,673	400,830	481,349	1,638,592	4,044,444	1,484,887	394,978	474,444	1,610,140	3,964,449
	Luas	534,625	227,531	269,419	516,068	1,547,644	530,975	243,353	281,335	517,080	1,572,742
	Metro	0	0	0	0	0	463,341	362,175	328,999	452,720	1,607,235
	Total	3,160,408	1,320,592	1,450,083	3,294,067	9,225,150	3,362,391	1,503,183	1,603,236	3,534,072	10,002,881
2065 Scenario B		Do Minimum					Do Something				
		AM	LT	SR	PM	12h	AM	LT	SR	PM	12h
Passenger Km	Bus	1,231,367	774,419	803,066	1,273,201	4,082,053	970,647	573,379	578,304	1,048,733	3,171,063
	Rail	1,824,559	503,616	603,729	1,955,416	4,887,319	1,757,376	480,843	573,516	1,913,607	4,725,342
	Luas	611,610	280,446	323,490	595,100	1,810,645	611,522	290,346	333,074	598,549	1,833,491
	Metro	0	0	0	0	0	564,469	417,808	412,092	463,618	1,857,986
	Total	3,667,535	1,558,481	1,730,284	3,823,716	10,780,017	3,904,014	1,762,376	1,896,986	4,024,506	11,587,882

B.3 Mode Share

2035 Scenario B								
DO MINIMUM	AM	% MODE SPLIT	LT	% MODE SPLIT	SR	% MODE SPLIT	PM	% MODE SPLIT
PT	131,481	21.41%	42,434	15.08%	51,591	13.51%	116,626	22.91%
Metro only	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Road	320,454	52.19%	160,853	57.17%	216,118	56.59%	280,141	55.03%
Cycle	17,878	2.91%	5,336	1.90%	7,173	1.88%	16,774	3.29%
Walk	144,244	23.49%	72,739	25.85%	107,022	28.02%	95,561	18.77%
DO SOMETHING	AM	% MODE SPLIT	LT	% MODE SPLIT	SR	% MODE SPLIT	PM	% MODE SPLIT
PT	117,200	19.01%	36,897	13.03%	45,256	11.78%	105,496	20.65%
Metro only	19,056	3.09%	8,448	2.98%	9,583	2.49%	14,967	2.93%
Road	319,893	51.89%	160,660	56.72%	215,967	56.21%	279,878	54.79%
Cycle	17,329	2.81%	5,235	1.85%	7,040	1.83%	16,240	3.18%
Walk	143,003	23.20%	72,013	25.42%	106,360	27.68%	94,247	18.45%

2050 Scenario B								
DO MINIMUM	AM	% MODE SPLIT	LT	% MODE SPLIT	SR	% MODE SPLIT	PM	% MODE SPLIT
PT	158,240	22.95%	55,521	17.27%	65,117	15.11%	140,223	24.54%
Metro only	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Road	346,911	50.31%	177,136	55.10%	236,340	54.84%	304,946	53.37%
Cycle	20,709	3.00%	6,134	1.91%	8,724	2.02%	18,719	3.28%
Walk	163,740	23.74%	82,670	25.72%	120,788	28.03%	107,541	18.82%
DO SOMETHING	AM	% MODE SPLIT	LT	% MODE SPLIT	SR	% MODE SPLIT	PM	% MODE SPLIT
PT	311,207	17.18%	135,518	14.25%	153,005	12.48%	320,767	20.60%
Metro only	48,174	2.66%	34,924	3.67%	32,535	2.65%	47,458	3.05%
Road	983,935	54.32%	514,198	54.08%	650,518	53.07%	885,746	56.89%
Cycle	51,533	2.84%	18,222	1.92%	25,933	2.12%	44,245	2.84%
Walk	416,552	23.00%	247,900	26.07%	363,688	29.67%	258,719	16.62%

2065 Scenario B								
DO MINIMUM	AM	% MODE SPLIT	LT	% MODE SPLIT	SR	% MODE SPLIT	PM	% MODE SPLIT
PT	182,007	23.79%	65,349	18.07%	76,419	15.94%	162,095	25.55%
Metro only	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Road	370,530	48.44%	194,392	53.76%	255,336	53.25%	327,732	51.65%
Cycle	24,751	3.24%	7,171	1.98%	10,719	2.24%	21,713	3.42%
Walk	187,632	24.53%	94,671	26.18%	137,041	28.58%	122,980	19.38%
DO SOMETHING	AM	% MODE SPLIT	LT	% MODE SPLIT	SR	% MODE SPLIT	PM	% MODE SPLIT
PT	163,100	21.22%	55,331	15.25%	64,930	13.51%	147,214	23.15%
Metro only	26,363	3.43%	14,183	3.91%	15,038	3.13%	19,464	3.06%
Road	369,727	48.10%	192,769	53.14%	254,365	52.91%	327,464	51.50%
Cycle	23,934	3.11%	7,006	1.93%	10,493	2.18%	20,941	3.29%
Walk	185,483	24.13%	93,499	25.77%	135,946	28.28%	120,776	18.99%

B.4 Journey Time

Journey Time 2035 DS - 2035 DM Scenario B AM Peak Period	O'Connell Street	St Stephen's Green	College Street (Trinity)	Glasnevin	DCU	Rathgar Road	Coolock	Ballymun	Finglas	Sandyford	Tallaght	Red Cow	Blanchardstown	Ashbourne	Donabate	Balbriggan	Drogheda	Swords Pavilion	Swords East	Dublin Airport
O'Connell Street	0.0	0.0	0.0	-4.2	-10.1	-0.2	0.0	-14.1	-6.6	-0.1	0.0	0.0	-0.4	-3.0	0.0	0.0	0.0	-17.2	1.4	-21.8
St Stephen's Green	0.0	0.0	0.0	-3.7	-8.9	0.1	0.0	-12.8	-1.1	0.0	0.0	0.0	0.0	-8.1	0.0	0.0	0.0	-19.0	0.1	-19.9
College Street (Trinity)	0.0	0.3	0.0	0.0	-6.5	-0.3	0.0	-10.5	-1.0	-0.1	0.0	0.0	0.0	-2.0	0.0	0.0	0.0	-10.6	2.8	-14.0
Glasnevin	-1.2	-6.1	-0.1	0.0	0.0	-12.5	-0.1	1.2	0.0	-16.2	0.3	1.0	0.0	-2.1	0.0	0.4	0.0	-26.0	-6.9	-26.8
DCU	-2.8	-8.3	-1.4	0.0	0.0	-13.3	0.0	0.0	0.2	-14.5	0.3	0.3	1.2	-0.3	-7.7	-1.6	-0.6	-15.9	-15.3	-9.0
Rathgar Road	0.0	0.0	0.0	-12.8	-18.6	0.0	-2.8	-21.2	-13.2	0.0	0.0	0.0	-5.3	-10.4	-0.1	-0.1	-0.1	-23.2	2.8	-26.6
Coolock	-0.1	-0.3	-0.2	-0.2	-0.1	-0.7	0.0	0.0	0.2	-0.4	0.0	0.1	0.0	8.4	0.0	0.0	-0.6	-6.9	0.2	-0.8
Ballymun	-8.7	-14.2	-7.3	0.1	0.1	-19.2	0.0	0.0	0.0	-20.4	-5.4	-5.5	-3.0	-0.3	-15.9	-16.9	-0.9	-17.6	-17.1	-10.7
Finglas	-0.8	-5.0	-0.3	0.1	-0.3	-14.8	-0.3	-2.3	0.0	-17.1	3.9	3.9	0.0	-2.4	2.3	-0.2	-0.9	-21.5	-18.7	-17.5
Sandyford	0.0	0.0	0.0	-13.8	-17.9	0.0	-3.2	-21.8	-14.5	0.0	-0.6	0.0	-4.0	-16.6	-1.8	-1.8	-2.4	-27.5	-5.5	-30.4
Tallaght	0.0	0.0	0.0	0.6	-7.5	0.0	0.0	-11.5	5.8	-0.1	0.0	0.0	-0.1	-1.7	0.0	0.0	0.0	-16.4	0.8	-10.2
Red Cow	0.0	0.0	0.0	1.5	-6.7	-0.2	0.0	-10.5	6.4	0.9	0.0	0.0	0.0	-1.6	0.0	0.0	0.0	-14.5	2.3	-1.2
Blanchardstown	-0.4	0.0	0.0	0.0	0.2	-1.9	0.0	-2.8	0.0	-2.3	-0.1	0.0	0.0	-2.2	0.0	0.0	0.0	-25.7	-5.7	-22.8
Ashbourne	-0.2	-0.5	-0.5	-0.2	0.1	-1.0	-0.6	-0.2	-0.2	-0.7	0.1	0.1	-0.2	0.0	1.3	0.1	0.1	0.7	0.3	3.3
Donabate	0.0	0.0	0.0	-0.1	-1.3	0.6	-0.1	-19.0	-0.1	-0.6	0.0	0.0	0.0	0.8	0.0	0.0	0.0	1.1	0.0	-0.1
Balbriggan	0.0	0.0	0.0	0.1	-3.9	0.6	0.0	-14.1	4.2	-0.6	0.0	0.0	0.0	0.8	0.0	0.0	0.0	3.0	0.0	3.9
Drogheda	0.0	0.0	0.0	-0.1	3.2	0.1	0.0	10.1	-0.2	-0.3	0.0	0.0	0.0	-0.5	0.0	-0.1	0.0	0.6	0.0	3.3
Swords Pavilion	-21.1	-21.6	-13.5	-28.1	-16.3	-25.3	-9.3	-16.1	-20.7	-26.5	-15.2	-14.7	-26.4	-0.3	0.7	-0.7	-9.6	0.0	0.1	-10.3
Swords East	-0.7	1.3	2.6	-10.7	-17.2	0.5	5.7	-17.0	-20.5	-6.7	1.6	1.6	-8.5	-0.3	-0.5	-0.6	-0.5	0.0	0.0	-11.3
Dublin Airport	-19.8	-17.6	-12.7	-29.4	-8.5	-27.2	-1.1	-7.9	-4.7	-27.5	15.9	12.3	-23.9	-5.3	0.3	-0.7	-0.5	-10.5	-8.9	0.0

Journey Time 2035 DS - 2035 DM Scenario B LT Peak Period	O'Connell Street	St Stephen's Green	College Street (Trinity)	Glasnevin	DCU	Rathgar Road	Coolock	Ballymun	Finglas	Sandyford	Tallaght	Red Cow	Blanchardstown	Ashbourne	Donabate	Balbriggan	Drogheda	Swords Pavilion	Swords East	Dublin Airport
O'Connell Street	0.0	0.0	0.0	-3.5	-8.7	0.0	0.0	-12.4	-4.5	0.0	0.0	0.0	-1.1	-0.3	1.0	-0.5	0.0	-36.2	-26.4	-18.9
St Stephen's Green	0.0	0.0	0.0	-1.9	-6.9	0.0	0.0	-10.7	-2.0	0.0	0.0	0.0	-0.1	-3.2	1.1	-0.1	0.0	-40.6	-17.6	-15.8
College Street (Trinity)	0.0	0.0	0.0	0.1	-4.8	0.0	0.0	-8.6	0.3	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	-28.9	-11.5	-9.7
Glasnevin	-0.7	-3.8	0.5	0.0	0.0	-7.5	0.0	1.3	0.0	-13.7	0.4	0.7	0.0	0.5	1.0	-7.2	0.0	-37.4	-42.4	-26.8
DCU	-1.4	-6.1	0.2	0.0	0.0	-10.9	0.0	0.0	0.0	-12.6	1.0	1.0	0.6	0.5	-8.2	-5.9	-4.3	-14.6	-16.8	-8.1
Rathgar Road	-0.1	0.0	-0.1	-9.0	-15.3	0.0	-5.4	-17.6	-9.8	0.0	0.0	0.0	-5.6	-3.9	4.5	-3.5	1.6	-37.2	-41.6	-30.9
Coolock	0.0	0.0	0.0	-0.4	0.0	0.3	0.0	0.0	0.0	-1.0	-0.1	0.0	0.0	0.6	0.0	0.0	0.0	2.6	-0.1	-0.6
Ballymun	-7.2	-11.8	-5.4	0.0	0.0	-16.0	0.0	0.0	0.0	-18.8	-3.6	-3.6	-2.1	0.5	-10.1	-16.3	-12.1	-16.6	-18.7	-10.1
Finglas	0.2	-0.7	0.0	0.0	-0.1	-1.3	-0.1	-0.6	0.0	-4.8	3.0	3.0	0.0	0.5	-13.2	-15.8	-1.3	-19.1	-19.9	-9.5
Sandyford	0.0	0.0	0.0	-13.9	-17.1	0.0	-5.2	-20.9	-14.0	0.0	0.0	0.0	-2.3	-13.8	-1.9	-9.0	-1.2	-48.0	-33.3	-33.1
Tallaght	0.0	-0.1	0.0	1.5	-5.2	0.0	0.0	-9.0	6.0	0.0	0.0	0.0	-0.2	1.2	0.0	0.1	0.0	-36.7	-11.0	-1.3
Red Cow	0.0	0.0	0.0	0.0	-5.3	0.0	0.0	-9.0	4.8	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	-10.4	-12.1	9.0
Blanchardstown	-0.5	0.0	0.0	0.0	-0.1	-1.5	0.0	-1.9	0.0	-2.3	-1.5	0.0	0.0	-0.1	0.3	0.0	0.0	-31.0	-32.1	-24.1
Ashbourne	0.2	0.2	0.2	0.1	0.2	-0.5	0.0	0.1	0.1	-0.2	0.4	0.4	0.0	0.0	0.6	0.9	0.0	0.0	0.0	8.1
Donabate	1.1	1.1	0.0	1.7	-10.1	6.1	0.0	-10.5	-4.3	1.6	0.0	0.0	0.8	0.4	0.0	0.0	0.0	0.4	0.5	0.1
Balbriggan	0.0	0.0	0.0	-0.7	-15.0	1.8	0.0	-16.3	-10.2	-0.7	0.0	0.0	0.0	0.1	0.0	0.0	0.2	0.4	0.4	0.4
Drogheda	0.0	0.0	0.0	-0.4	14.8	1.1	0.0	-16.5	-1.9	-0.5	0.0	0.0	0.0	0.0	0.0	0.1	0.0	-11.7	-5.0	-0.9
Swords Pavilion	-25.5	-22.0	-16.2	-38.7	-14.5	-33.6	-9.3	-14.8	-18.5	-42.5	-17.3	-16.7	-31.3	0.0	0.7	0.9	1.1	0.0	0.0	-9.6
Swords East	-24.2	-21.1	-15.4	-39.7	-15.4	-34.9	4.2	-15.8	-19.2	-40.4	-16.0	-15.5	-32.3	0.0	0.8	0.9	1.1	0.0	0.0	-10.5
Dublin Airport	-21.0	-26.7	-15.8	-22.5	-7.0	-27.1	-1.2	-7.3	-3.7	-35.6	15.5	16.1	-28.4	-16.3	-1.9	-1.0	-1.4	-10.0	-9.8	0.0

Journey Time 2035 DS - 2035 DM Scenario B SR Peak Period	O'Connell Street	St Stephen's Green	College Street (Trinity)	Glasnevin	DCU	Rathgar Road	Coolock	Ballymun	Finglas	Sandyford	Tallaght	Red Cow	Blanchardstown	Ashbourne	Donabate	Balbriggan	Drogheda	Swords Pavilion	Swords East	Dublin Airport
O'Connell Street	0.0	0.0	0.0	-3.8	-9.3	0.0	0.0	-13.1	-5.4	0.0	0.0	-0.1	-1.1	-1.3	1.0	0.0	0.0	-36.6	-23.9	-21.3
St Stephen's Green	0.0	0.0	0.0	-2.3	-7.7	0.0	0.0	-11.7	-2.9	0.0	0.0	-0.1	0.0	-4.5	0.0	0.0	0.0	-41.1	-18.3	-18.0
College Street (Trinity)	0.0	0.0	0.0	-0.1	-5.5	0.0	0.0	-9.4	0.2	0.0	0.0	0.0	0.0	-0.3	0.0	0.0	0.0	-28.1	-11.8	-13.9
Glasnevin	-0.8	-4.1	0.4	0.0	-0.1	-8.1	0.0	1.1	0.0	-13.9	0.3	0.6	0.0	-0.5	2.4	-2.2	0.0	-38.5	-43.5	-26.8
DCU	-1.7	-6.5	0.0	0.0	0.0	-11.5	-0.1	-0.1	0.0	-13.2	0.8	0.8	1.3	-0.4	-7.8	-5.2	11.5	-15.1	-17.2	-8.4
Rathgar Road	0.0	0.0	-0.1	-9.3	-16.0	0.0	-5.0	-18.4	-10.6	0.0	0.0	0.0	-5.3	-5.5	5.6	-0.3	1.7	-38.6	-43.0	-28.9
Coolock	-0.1	-0.1	-0.1	-0.4	0.0	-0.4	0.0	0.0	0.0	-2.5	-0.2	-0.1	0.0	-0.4	-0.1	0.1	0.1	3.0	-0.1	-0.9
Ballymun	-7.5	-12.3	-5.8	0.0	0.0	-16.4	0.0	0.0	0.0	-19.0	-4.0	-4.0	-2.3	0.0	-9.6	-15.5	-11.6	-16.9	-19.1	-10.3
Finglas	0.1	-1.2	0.0	0.0	-0.1	-2.6	-0.2	-0.1	0.0	-5.8	2.6	2.6	0.0	-0.5	-13.3	-16.1	-1.1	-19.2	-20.4	-9.8
Sandyford	0.0	0.0	0.0	-14.2	-17.7	0.0	-4.9	-21.6	-14.9	0.0	-0.3	-0.1	-3.2	-15.1	-0.6	-3.5	-0.7	-49.3	-33.3	-31.7
Tallaght	0.0	0.0	0.0	1.5	-5.7	0.0	0.0	-9.6	5.9	-0.3	0.0	0.0	0.0	0.1	0.0	0.0	0.0	-38.5	-11.5	-1.5
Red Cow	0.0	0.0	0.0	0.0	-5.8	0.0	0.0	-9.6	4.5	0.0	0.0	0.0	0.0	-0.5	0.0	0.0	0.0	-11.0	-12.8	8.7
Blanchardstown	-0.5	0.0	0.0	0.0	-0.2	-1.8	0.0	-2.3	0.0	-2.3	-0.3	-0.1	0.0	0.0	0.5	0.0	0.0	-32.2	-32.7	-25.1
Ashbourne	0.2	0.2	0.2	0.2	0.1	-0.1	0.0	0.3	0.3	-0.1	0.4	0.4	0.2	0.0	1.7	2.4	0.3	0.0	0.0	-4.7
Donabate	1.1	1.0	0.0	1.9	-10.9	6.0	0.0	-11.0	-4.9	1.7	0.0	0.0	0.8	0.5	0.0	0.0	0.0	0.4	0.6	0.0
Balbriggan	0.0	0.0	0.0	-2.2	-16.0	1.5	0.0	-16.1	-13.7	-1.6	0.6	0.5	0.0	0.4	0.0	0.0	0.3	0.5	0.5	0.4
Drogheda	0.0	0.0	0.0	-0.4	12.0	-1.6	0.0	-16.3	-3.0	-1.4	0.0	0.0	0.0	0.0	0.0	0.1	0.0	-12.4	-4.7	0.0
Swords Pavilion	-24.3	-21.4	-15.6	-39.6	-15.1	-35.1	-9.5	-15.2	-19.2	-41.3	-17.1	-16.6	-32.3	0.2	1.6	2.4	-3.5	0.0	0.1	-9.8
Swords East	-22.6	-20.5	-14.8	-40.6	-16.1	-36.3	4.3	-16.1	-19.9	-38.3	-15.8	-15.4	-32.6	0.2	1.7	2.4	2.6	0.0	0.0	-10.8
Dublin Airport	-23.3	-20.2	-14.4	-23.1	-7.5	-28.4	-1.2	-7.4	-4.1	-36.5	14.8	13.9	-27.5	-4.8	-0.7	0.4	-0.8	-10.3	-10.0	0.0

Journey Time 2035 DS - 2035 DM Scenario B PM Peak Period	O'Connell Street	St Stephen's Green	College Street (Trinity)	Glasnevin	DCU	Rathgar Road	Coolock	Ballymun	Finglas	Sandyford	Tallaght	Red Cow	Blanchardstown	Ashbourne	Donabate	Balbriggan	Drogheda	Swords Pavilion	Swords East	Dublin Airport
O'Connell Street	0.0	0.0	0.0	-5.9	-11.6	0.0	0.1	-15.5	-6.3	0.0	0.0	0.0	-0.5	0.6	0.0	0.0	5.6	-20.8	-3.3	-17.8
St Stephen's Green	0.0	0.0	0.0	-4.2	-10.2	0.0	0.1	-14.2	-3.7	0.0	0.0	0.0	0.0	0.6	0.0	0.0	5.6	-22.6	-5.2	-18.3
College Street (Trinity)	0.0	0.0	0.0	0.0	-7.8	-0.1	0.1	-11.8	0.2	0.0	0.0	0.0	0.0	0.6	0.0	0.0	5.6	-14.1	2.4	-9.7
Glasnevin	-1.1	-4.9	0.1	0.0	-0.3	-12.1	0.1	0.8	0.1	-14.0	0.4	0.7	0.0	0.5	0.0	0.4	5.6	-37.7	-12.0	-25.6
DCU	-2.7	-7.7	-1.0	-0.2	0.0	-13.2	0.1	0.0	0.0	-14.0	0.3	0.3	1.2	0.5	-3.5	-2.6	0.5	-16.6	-14.3	-5.6
Rathgar Road	0.2	0.0	0.2	-13.3	-19.6	0.0	-3.1	-22.1	-10.5	0.0	0.0	0.0	-4.6	-2.4	-0.1	-0.1	0.0	-29.5	-1.0	-19.2
Coolock	0.0	0.0	0.0	-0.2	0.0	-0.8	0.0	0.0	0.0	-0.4	0.0	0.0	0.0	0.6	0.0	0.0	0.0	4.6	-0.1	0.6
Ballymun	-8.7	-13.7	-7.2	-0.2	0.0	-19.1	0.0	0.0	0.0	-19.9	-5.2	-5.2	-2.8	0.7	-19.5	-14.9	-10.3	-18.3	-18.8	-9.7
Finglas	0.0	-1.6	0.0	0.0	-0.2	-5.8	-0.1	0.0	0.0	-6.4	3.1	3.2	0.0	0.5	4.2	0.1	5.5	-22.0	-19.0	-10.5
Sandyford	0.0	0.0	0.0	-15.9	-19.7	0.0	-3.4	-23.6	-15.8	0.0	0.3	0.0	-2.8	-5.1	-1.4	-1.4	-1.5	-30.6	-10.9	-29.2
Tallaght	-0.1	-0.1	-0.1	1.2	-7.2	0.5	0.0	-11.1	5.4	-0.1	0.0	0.0	0.0	0.5	-0.1	-0.1	5.5	-17.6	-0.6	3.1
Red Cow	-0.1	-0.1	-0.1	1.6	-7.1	0.0	0.0	-11.1	3.8	0.0	0.0	0.0	0.1	0.5	-0.1	0.0	5.5	-17.2	-0.4	10.4
Blanchardstown	-0.4	0.0	0.0	0.0	-0.3	-2.0	0.1	-4.2	0.4	-2.7	1.4	0.1	0.0	0.0	0.0	0.0	5.6	-28.5	-10.6	-21.5
Ashbourne	0.1	0.1	0.1	0.1	-0.1	-0.5	0.3	0.5	0.0	-0.2	0.0	0.0	0.0	0.0	22.0	1.1	0.2	0.0	0.0	-0.9
Donabate	0.0	0.0	0.0	-0.2	-4.4	0.8	0.0	-12.0	-0.2	-0.6	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.4	-0.1	-0.4
Balbriggan	0.0	0.0	0.0	1.3	-13.0	2.4	0.0	-17.3	-1.9	-0.3	0.0	0.0	-0.1	0.0	0.0	0.0	0.0	0.2	0.1	0.2
Drogheda	0.0	0.0	0.0	-0.2	-0.7	0.4	0.0	-15.3	-1.1	-1.7	0.0	0.0	-0.1	0.0	0.0	0.0	0.0	-8.5	-0.1	-0.1
Swords Pavilion	-26.1	-25.1	-19.8	-34.4	-16.2	-31.2	-10.3	-16.0	-19.8	-31.4	-23.0	-22.3	-33.6	1.2	1.1	1.4	-2.7	0.0	0.0	-10.4
Swords East	-1.0	0.2	3.8	-11.0	-17.2	-0.1	1.3	-16.9	-20.7	-5.7	2.3	2.4	-8.7	1.2	0.1	0.1	0.1	0.0	0.0	-11.4
Dublin Airport	-23.6	-22.6	-16.8	-24.5	-8.0	-32.5	-0.7	-7.7	-2.8	-33.3	15.7	12.1	-29.0	0.5	0.2	-0.4	-0.6	-10.5	-6.1	0.0

Journey Time 2050 DS - 2050 DM Scenario B AM Peak Period	O'Connell Street	St Stephen's Green	College Street (Trinity)	Glasnevin	DCU	Rathgar Road	Coolock	Ballymun	Finglas	Sandyford	Tallaght	Red Cow	Blanchardstown	Ashbourne	Donabate	Balbriggan	Drogheda	Swords Pavilion	Swords East	Dublin Airport
O'Connell Street	0.0	0.0	0.0	-4.7	-11.1	0.0	0.0	-14.1	0.0	0.0	0.0	0.0	-0.3	-0.5	-2.6	0.0	-0.1	-18.2	0.9	-21.7
St Stephen's Green	0.0	0.0	0.0	-3.5	-9.5	0.0	0.0	-13.5	0.0	0.0	0.1	0.0	0.0	-1.3	0.0	0.0	0.0	-19.7	-0.6	-22.7
College Street (Trinity)	0.0	0.0	0.0	0.1	-6.9	0.0	0.0	-10.8	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	1.4	-11.5	2.7	-17.1
Glasnevin	-1.0	-4.2	0.4	0.0	-0.1	-11.1	-0.1	1.1	0.1	-13.3	0.5	1.3	0.0	0.1	-3.9	-3.5	-0.1	-32.1	-10.2	-23.3
DCU	-2.7	-8.2	-0.8	0.0	0.0	-9.7	0.0	0.0	0.0	-11.4	0.4	0.4	1.1	0.3	-0.2	-0.1	-0.1	-15.4	-14.9	-8.6
Rathgar Road	0.0	-0.1	-0.1	-11.0	-13.8	0.0	-1.5	-19.2	0.0	0.0	0.0	0.4	-1.9	-2.3	-0.1	-0.1	-6.5	-24.9	2.3	-27.4
Coolock	0.0	0.0	-0.2	-0.3	-0.1	0.0	0.0	0.3	0.0	-0.1	0.0	0.1	-0.1	0.2	0.0	0.0	-0.1	-4.8	0.2	-0.8
Ballymun	-8.6	-14.1	-7.1	0.0	0.0	-16.2	0.0	0.0	0.0	-18.0	-5.1	-5.1	-2.9	0.0	-13.3	-8.9	-0.3	-17.4	-16.7	-10.5
Finglas	0.0	0.0	0.0	0.1	0.1	0.0	-0.4	0.0	0.0	0.0	0.2	0.2	0.0	0.0	-0.2	-0.5	0.0	-20.9	-1.4	-9.2
Sandyford	-0.1	0.0	0.0	-10.8	-15.5	0.0	-1.2	-19.4	0.0	0.0	8.1	0.0	-1.1	-0.7	0.0	0.0	2.8	-26.8	-6.1	-32.2
Tallaght	0.0	0.0	0.0	1.2	-7.5	0.0	0.0	-10.4	0.0	0.4	0.0	0.0	0.0	0.1	0.0	0.0	0.0	-13.0	2.1	-16.6
Red Cow	0.0	0.0	0.0	1.4	-7.8	0.0	-0.1	-10.6	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	-14.2	2.4	-4.7
Blanchardstown	-0.1	0.1	0.1	0.1	-0.5	-0.7	0.1	-3.1	0.1	-0.8	0.0	0.1	0.0	0.2	-0.1	0.1	0.1	-25.6	-7.2	-18.3
Ashbourne	0.0	0.0	0.0	-0.1	0.4	-0.1	-0.2	-0.1	-0.1	-0.1	0.4	0.4	-0.4	0.0	2.2	0.8	-0.3	1.7	0.4	8.1
Donabate	0.0	0.0	0.0	-2.9	-0.2	0.0	0.0	-14.8	0.2	0.0	0.1	0.2	0.0	0.3	0.0	0.0	0.0	0.9	-2.5	-1.7
Balbriggan	0.0	0.0	0.0	-2.0	-0.9	0.0	0.0	-17.7	-0.3	0.0	0.1	0.2	0.0	1.9	0.0	0.0	0.1	2.5	-3.3	2.8
Drogheda	-0.1	0.0	0.0	-10.6	-2.3	0.0	0.0	-2.5	-2.2	0.0	0.0	0.1	0.0	0.5	0.0	0.4	0.0	1.8	-2.6	-2.5
Swords Pavilion	-28.5	-28.4	-20.8	-35.0	-16.9	-29.5	-10.2	-16.7	-12.4	-31.1	-21.3	-22.0	-35.1	-0.6	0.7	6.9	-5.1	0.0	0.0	-10.7
Swords East	-10.2	-8.4	-3.9	-22.9	-17.9	-9.8	5.7	-17.6	-23.4	-14.0	-4.2	-5.7	-19.7	-0.6	-1.4	6.0	-1.4	0.0	0.0	-11.6
Dublin Airport	-24.3	-19.8	-15.0	-31.9	-8.2	-26.7	-0.9	-7.8	1.1	-28.7	3.2	14.8	-27.1	-6.4	-1.6	6.9	0.1	-10.8	-8.9	0.0

Journey Time 2050 DS - 2050 DM Scenario B LT Peak Period	O'Connell Street	St Stephen's Green	College Street (Trinity)	Glasnevin	DCU	Rathgar Road	Coolock	Ballymun	Finglas	Sandyford	Tallaght	Red Cow	Blanchardstown	Ashbourne	Donabate	Balbriggan	Drogheda	Swords Pavilion	Swords East	Dublin Airport
O'Connell Street	0.0	0.0	0.0	-3.1	-8.9	0.0	0.0	-12.4	0.0	0.0	0.0	0.0	-0.3	-5.0	-8.9	-20.0	9.3	-30.0	-29.3	-19.3
St Stephen's Green	0.0	0.0	0.0	-2.3	-7.7	0.0	0.1	-11.5	0.0	0.0	-0.1	-0.2	0.0	-6.2	0.0	0.0	0.0	-33.5	-15.4	-18.5
College Street (Trinity)	0.0	0.0	0.0	-0.2	-5.1	0.0	0.0	-9.0	0.0	0.0	0.0	0.0	0.0	-4.3	0.0	0.0	11.2	-27.8	-18.9	-12.2
Glasnevin	-0.7	-4.3	0.2	0.0	0.0	-9.1	-0.4	1.2	0.0	-12.1	0.4	0.7	0.0	-4.4	-10.3	-20.7	8.1	-30.2	-33.6	-21.4
DCU	-1.4	-6.3	0.2	0.0	0.0	-8.0	0.0	0.0	0.0	-10.4	0.9	0.9	0.5	-4.4	-3.9	-5.1	-6.5	-14.3	-16.4	-7.9
Rathgar Road	0.0	0.0	0.0	-9.3	-10.9	0.0	-2.9	-17.3	0.0	0.0	-0.1	-0.4	-1.3	-7.1	1.7	-5.3	-4.6	-30.3	-34.5	-23.8
Coolock	0.0	0.0	0.0	-0.6	0.0	-0.5	0.0	0.0	0.0	-1.5	-0.1	0.0	0.0	-4.4	0.0	0.0	0.0	1.6	0.0	-0.6
Ballymun	-7.1	-12.1	-5.4	0.0	0.0	-13.8	0.0	0.0	0.0	-16.2	-3.5	-3.6	-2.1	-4.0	-10.0	-15.8	-11.4	-16.5	-18.6	-10.0
Finglas	0.0	0.0	0.0	-0.1	-0.3	0.0	-0.2	-0.6	0.0	0.0	0.0	0.0	0.0	-4.4	-5.3	-14.1	0.0	-14.4	-15.6	-8.8
Sandyford	0.0	0.0	0.0	-10.1	-13.9	0.0	-2.7	-18.7	0.0	0.0	0.0	-0.1	-0.9	-5.6	1.9	-4.3	-1.0	-37.9	-41.9	-30.2
Tallaght	0.0	-0.1	0.0	1.3	-6.6	0.0	-0.1	-9.2	0.0	0.0	0.0	0.0	-0.6	-4.4	-0.1	-0.1	0.0	-32.0	-13.6	-10.4
Red Cow	0.0	-0.1	0.0	1.5	-5.4	-0.1	0.1	-9.3	0.0	0.0	0.0	0.0	0.0	-4.4	-0.1	0.0	0.0	-31.9	-13.4	0.6
Blanchardstown	-0.2	0.0	0.0	0.0	-0.2	-0.7	0.0	-2.2	0.0	-0.7	-1.3	0.0	0.0	0.4	-3.9	-4.3	0.0	-23.7	-26.9	-16.9
Ashbourne	-0.3	-0.3	-0.3	-0.3	-0.5	-0.3	-0.3	0.0	-0.3	-0.3	-0.2	-0.2	-0.3	0.0	0.7	0.8	0.0	-0.3	-0.3	7.0
Donabate	-10.5	0.0	0.5	-12.9	-6.4	2.0	0.0	-10.8	-7.5	2.1	-0.1	-0.1	-6.5	0.4	0.0	0.0	0.0	0.4	0.6	0.0
Balbriggan	-10.2	0.0	0.0	-18.2	-14.1	-0.6	0.0	-17.5	-11.8	-1.3	-0.1	-0.1	-4.1	0.7	0.0	0.0	0.2	0.6	0.6	0.8
Drogheda	5.1	0.0	6.6	3.2	14.6	-10.0	0.0	-17.4	6.8	-1.6	0.0	-0.1	8.0	0.5	0.0	0.2	0.0	-13.0	-2.7	-2.6
Swords Pavilion	-26.0	-24.0	-18.1	-30.7	-14.7	-26.8	-9.7	-15.2	-13.2	-36.3	-18.0	-19.4	-23.6	-0.1	1.0	1.2	-1.0	0.0	0.0	-10.0
Swords East	-25.4	-17.9	-17.1	-31.7	-15.7	-28.0	4.8	-16.1	-14.3	-35.5	-16.7	-18.6	-24.6	-0.1	1.0	1.2	1.3	0.0	0.0	-10.9
Dublin Airport	-14.4	-23.2	-16.9	-23.0	-6.9	-19.7	-1.1	-7.3	-0.1	-26.0	14.1	15.7	-17.4	10.4	-1.8	-0.7	-1.4	-10.2	-9.7	0.0

Journey Time 2050 DS - 2050 DM Scenario B SR Peak Period	O'Connell Street	St Stephen's Green	College Street (Trinity)	Glasnevin	DCU	Rathgar Road	Coolock	Ballymun	Finglas	Sandyford	Tallaght	Red Cow	Blanchardstown	Ashbourne	Donabate	Balbriggan	Drogheda	Swords Pavilion	Swords East	Dublin Airport
O'Connell Street	0.0	0.0	0.0	-3.3	-9.2	0.0	0.1	-12.9	0.0	0.0	0.0	-0.1	-0.3	-0.8	-8.6	-17.3	9.7	-30.8	-28.3	-16.7
St Stephen's Green	0.0	0.0	0.0	-2.7	-8.2	0.0	0.1	-12.2	0.0	0.0	0.0	-0.1	0.0	-2.1	0.0	0.0	0.0	-33.6	-15.9	-20.1
College Street (Trinity)	0.0	0.0	0.0	-0.3	-5.5	-0.1	0.1	-9.5	0.0	0.0	0.0	-0.1	0.0	0.0	0.0	0.0	11.6	-28.4	-17.9	-16.7
Glasnevin	-0.8	-4.7	0.1	0.0	-0.1	-9.4	-0.4	1.1	0.0	-12.2	0.4	0.7	0.0	-0.1	-10.0	-18.0	8.5	-30.6	-34.0	-20.6
DCU	-1.7	-6.7	-0.1	0.0	0.0	-8.3	0.0	0.0	0.0	-10.6	0.8	0.8	1.0	0.0	-4.0	-5.7	9.3	-14.8	-17.0	-8.1
Rathgar Road	0.1	0.0	0.1	-9.6	-10.9	0.0	-3.0	-17.8	0.0	0.0	0.6	-1.1	-1.3	-2.8	1.8	-0.6	-6.3	-30.7	-34.9	-23.6
Coolock	0.1	0.0	0.0	-0.6	0.0	-0.8	0.0	0.1	0.0	-1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.9	0.0	-0.8
Ballymun	-7.5	-12.5	-5.8	0.0	0.0	-14.0	0.0	0.0	0.0	-16.4	-3.9	-4.0	-2.3	0.4	-10.7	-17.0	-11.5	-16.9	-19.2	-10.2
Finglas	0.0	0.0	0.0	-0.6	-0.2	0.0	-0.5	0.0	0.0	0.0	0.0	0.0	0.0	-0.1	-5.6	-4.8	0.0	-14.6	-16.8	-9.3
Sandyford	0.0	0.0	0.0	-11.7	-15.2	0.0	-2.6	-19.3	0.0	0.0	2.2	-0.1	-0.9	-1.3	2.1	-0.5	-0.7	-38.5	-41.5	-30.6
Tallaght	0.0	-0.1	0.0	1.3	-7.7	-0.1	0.0	-9.6	0.0	-0.3	0.0	0.0	-0.5	-0.1	-0.1	-0.1	0.0	-32.8	-13.7	-15.8
Red Cow	0.0	-0.1	0.0	1.5	-7.8	0.0	0.1	-9.7	0.0	0.0	0.0	0.0	0.0	0.0	-0.1	-0.1	0.0	-32.9	-13.6	0.5
Blanchardstown	-0.2	0.0	0.0	0.0	-0.2	-0.8	0.0	-2.3	0.0	-0.7	-0.7	0.0	0.0	0.0	-3.6	0.0	0.0	-24.3	-26.8	-17.1
Ashbourne	-0.3	-0.3	-0.3	-0.3	-1.2	-0.3	-0.4	-0.2	-0.2	-0.3	-0.1	-0.2	-0.3	0.0	0.5	0.6	-0.3	-0.2	-0.2	-9.2
Donabate	-9.9	0.0	0.5	-12.8	-6.6	2.0	0.0	-11.3	-7.8	2.1	0.0	0.0	-6.5	0.3	0.0	0.0	0.0	0.3	0.5	-0.2
Balbriggan	-17.4	0.0	-1.0	-19.8	-10.8	-2.4	0.0	-17.3	-15.2	-3.5	0.3	0.6	-10.2	0.1	0.0	0.0	0.1	0.5	0.5	0.3
Drogheda	3.6	-8.3	5.2	2.0	12.1	-11.7	0.0	-18.0	8.4	-3.4	20.9	17.3	6.6	0.0	0.0	0.2	0.0	-13.4	-8.9	-1.7
Swords Pavilion	-25.3	-22.8	-17.1	-30.9	-15.0	-27.5	-9.8	-15.4	-13.8	-35.8	-17.9	-19.2	-23.8	0.0	0.6	0.8	-6.1	0.0	0.0	-10.0
Swords East	-24.5	-19.6	-16.2	-31.8	-16.0	-28.6	4.2	-16.3	-14.9	-34.7	-16.6	-18.0	-24.8	0.0	0.7	0.8	0.7	0.0	0.0	-11.0
Airport	-16.3	-23.4	-17.1	-23.7	-7.2	-20.6	-1.1	-7.4	-0.4	-29.4	7.8	13.7	-18.1	-5.1	-0.7	-1.2	-1.3	-10.5	-10.2	0.0

Journey Time 2050 DS - 2050 DM Scenario B PM Peak Period	O'Connell Street	St Stephen's Green	College Street (Trinity)	Glasnevin	DCU	Rathgar Road	Coolock	Ballymun	Finglas	Sandyford	Tallaght	Red Cow	Blanchardstown	Ashbourne	Donabate	Balbriggan	Drogheda	Swords Pavilion	Swords East	Dublin Airport
O'Connell Street	0.0	0.0	0.0	-5.3	-11.0	0.0	0.1	-15.0	0.0	0.0	0.0	0.0	-0.3	0.3	0.0	-0.5	0.0	-23.7	-6.4	-20.8
St Stephen's Green	0.0	0.0	0.0	-3.8	-10.3	0.0	0.0	-14.3	0.0	0.0	0.0	0.0	0.0	-0.7	0.0	0.0	0.0	-25.5	-8.3	-22.8
College Street (Trinity)	0.0	0.0	0.0	0.0	-7.7	0.0	0.1	-11.6	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.1	-17.0	0.3	-13.7
Glasnevin	-1.6	-4.2	0.2	0.0	0.0	-10.2	0.0	1.1	0.0	-12.4	0.4	0.6	0.0	0.3	-0.1	-2.2	-0.1	-37.4	-17.4	-24.8
DCU	-2.6	-7.8	-0.8	-0.1	0.0	-9.9	0.0	0.0	-0.1	-11.2	0.4	0.3	1.1	0.1	0.0	-2.4	13.8	-16.4	-14.4	-7.9
Rathgar Road	0.0	0.0	0.0	-11.8	-17.2	0.0	-2.0	-20.0	0.0	0.0	-0.1	0.0	-1.7	-2.7	0.0	0.0	0.0	-32.4	-4.3	-26.9
Coolock	0.0	0.0	0.0	0.0	0.0	-0.3	0.0	0.0	-0.1	-0.2	0.0	0.0	0.0	0.2	0.0	-0.3	-0.3	3.3	-0.1	-0.5
Ballymun	-8.5	-13.7	-7.0	-0.1	0.0	-15.9	-0.7	0.0	0.1	-17.7	-5.1	-5.1	-2.7	0.3	-12.5	-18.0	-6.5	-18.2	-18.6	-9.7
Finglas	0.0	0.0	0.0	0.0	-0.4	0.0	0.0	-0.1	0.0	0.0	0.0	0.0	0.0	0.2	-0.3	-0.8	1.1	-26.3	-10.7	-10.8
Sandyford	0.0	0.0	0.0	-12.5	-16.7	0.0	-1.3	-20.7	0.0	0.0	-0.3	0.0	-1.0	-0.7	0.0	0.0	0.0	-32.0	-14.0	-28.1
Tallaght	0.0	0.0	0.0	0.7	-8.5	0.0	0.1	-10.9	0.0	2.6	0.0	0.0	0.0	0.3	0.0	0.0	0.2	-17.9	-1.0	-15.4
Red Cow	-0.1	-0.1	-0.1	1.4	-7.3	0.1	0.0	-11.3	-0.1	0.0	0.0	0.0	-0.1	0.2	0.0	0.0	0.2	-19.2	-2.2	3.8
Blanchardstown	-0.2	0.0	0.0	0.0	-1.0	-0.6	0.1	-4.1	0.0	-0.8	0.0	0.0	0.0	-0.2	0.0	0.0	0.0	-31.1	-14.5	-20.1
Ashbourne	0.6	0.7	0.6	0.6	0.0	0.6	1.3	1.2	0.6	0.6	0.7	0.6	0.6	0.0	2.4	0.7	0.2	0.6	0.6	-4.9
Donabate	-3.4	0.0	0.0	-6.4	-1.8	0.0	0.0	-12.6	-3.4	0.0	0.0	0.0	-1.3	2.0	0.0	0.0	0.0	0.5	-0.4	-0.4
Balbriggan	-14.8	0.0	-0.2	-16.2	-10.2	-1.0	0.0	-18.1	-13.2	-1.2	0.0	0.0	-5.0	2.4	0.0	0.0	0.0	0.5	0.3	-1.2
Drogheda	4.9	0.0	6.4	4.6	13.7	-8.9	0.0	-18.2	11.0	-1.0	0.1	15.1	7.6	-0.2	0.0	0.2	0.0	-9.5	-0.4	-1.5
Swords Pavilion	-30.0	-29.1	-23.6	-34.2	-15.7	-32.2	-9.7	-15.8	-12.4	-34.1	-26.1	-27.2	-27.2	1.5	2.0	0.4	-4.2	0.0	0.0	-10.6
Swords East	-0.9	0.1	3.1	-13.8	-16.6	-0.8	1.4	-16.8	-15.4	-4.4	1.8	1.5	-10.7	1.5	-0.1	-0.7	-0.1	0.0	0.0	-11.5
Dublin Airport	-18.7	-26.2	-19.9	-25.9	-7.4	-26.0	-0.3	-7.5	1.3	-32.6	14.0	16.3	-19.0	11.4	-0.2	-1.4	3.2	-10.0	-4.8	0.0

Journey Time 2065 DS - 2065 DM Scenario B AM Peak Period	O'Connell Street	St Stephen's Green	College Street (Trinity)	Glasnevin	DCU	Rathgar Road	Coolock	Ballymun	Finglas	Sandyford	Tallaght	Red Cow	Blanchardstown	Ashbourne	Donabate	Balbriggan	Drogheda	Swords Pavilion	Swords East	Dublin Airport
O'Connell Street	0.0	0.0	0.0	-4.7	-10.5	0.0	0.0	-14.5	0.0	0.0	0.0	0.0	-0.3	-1.0	-2.5	0.0	0.1	-19.3	-0.3	-23.5
St Stephen's Green	0.0	0.0	0.0	-3.5	-9.9	0.0	0.0	-13.9	0.0	0.0	0.1	0.1	0.0	-1.8	0.0	0.0	0.0	-21.2	-2.2	-26.9
College Street (Trinity)	0.0	0.0	0.0	0.1	-6.8	0.1	0.0	-11.3	0.0	0.0	0.0	0.0	0.0	-0.5	0.0	0.0	0.0	-12.6	3.2	-23.0
Glasnevin	-0.9	-4.2	0.4	0.0	-0.1	-11.0	-0.1	1.0	0.0	-13.1	0.5	1.6	0.0	-0.5	-3.9	-5.6	0.1	-31.3	-11.5	-23.3
DCU	-2.5	-8.1	-0.7	0.0	0.0	-9.4	0.0	0.0	-0.3	-11.1	0.4	0.4	1.1	0.1	-0.2	-2.5	0.1	-15.6	-14.9	-7.8
Rathgar Road	-0.1	-0.1	-0.1	-10.8	-12.7	0.0	-1.6	-20.1	0.0	0.0	0.0	-0.3	-2.0	-2.9	-0.1	-0.2	-7.9	-26.2	1.4	-26.3
Coolock	0.0	0.0	-0.1	-0.2	-0.1	-0.2	0.0	0.0	0.4	-0.2	0.0	0.0	0.0	9.4	0.0	0.0	0.2	-5.4	0.7	-0.2
Ballymun	-8.4	-14.0	-6.9	0.0	0.0	-16.0	0.1	0.0	0.0	-17.7	-5.0	-5.0	-2.8	0.0	-16.7	-19.1	0.0	-17.6	-16.7	-9.7
Finglas	0.0	0.0	0.0	-0.2	-0.2	0.0	0.1	-0.5	0.0	0.0	0.2	0.2	0.0	-0.6	0.0	-1.6	-0.2	-22.0	-2.6	-11.1
Sandyford	-0.1	0.0	0.0	-10.5	-15.6	0.0	-1.1	-19.8	0.0	0.0	0.0	0.0	-1.1	-1.3	0.0	0.0	0.1	-28.2	-7.8	-31.2
Tallaght	0.0	0.0	0.0	1.1	-7.3	0.2	0.0	-10.3	0.0	0.1	0.0	0.0	0.0	-0.6	0.0	0.0	0.0	-14.0	2.8	-23.3
Red Cow	0.0	0.0	0.0	0.0	-6.5	0.0	0.0	-10.6	0.0	0.0	0.0	0.0	0.0	-0.7	-0.2	0.0	0.0	-15.2	2.5	-11.3
Blanchardstown	-0.5	-0.3	-0.3	-0.2	-0.9	-1.0	-0.2	-4.5	-0.2	-1.1	-0.4	2.2	0.0	-0.7	-0.5	-0.3	-0.2	-25.8	-8.8	-16.8
Ashbourne	0.5	0.6	0.5	0.5	0.7	0.6	0.5	0.5	0.5	0.5	0.9	1.0	0.5	0.0	2.5	2.6	2.7	1.9	1.9	8.0
Donabate	0.0	0.0	0.0	-0.7	2.3	0.0	0.0	-15.8	0.4	0.0	0.0	0.1	0.0	0.2	0.0	0.0	0.0	1.4	7.7	-0.8
Balbriggan	0.1	0.0	0.0	-0.4	1.0	-0.1	0.0	-19.1	0.3	0.0	0.0	0.1	0.0	-0.1	0.0	0.0	-0.1	1.2	8.3	1.3
Drogheda	1.0	0.0	0.0	7.0	-3.8	0.0	0.0	-4.0	-3.2	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.0	-1.1	7.7	-2.4
Swords Pavilion	-29.5	-29.4	-21.7	-42.3	-17.0	-30.6	-11.1	-16.8	-13.2	-32.2	-22.1	-22.9	-35.2	-1.2	0.7	-1.6	-10.6	0.0	0.1	-10.8
Swords East	-10.7	-8.7	-4.4	-23.2	-17.9	-10.3	2.8	-17.7	-23.1	-14.4	-4.5	-6.5	-20.0	-1.2	0.3	-1.1	0.3	0.0	0.0	-11.7
Dublin Airport	-23.8	-21.5	-16.6	-29.8	-7.8	-30.0	-0.8	-7.6	0.9	-31.2	-0.9	12.4	-28.1	-6.5	-1.5	-1.7	0.0	-11.1	-10.3	0.0

Journey Time 2065 DS - 2065 DM Scenario B LT Peak Period	O'Connell Street	St Stephen's Green	College Street (Trinity)	Glasnevin	DCU	Rathgar Road	Coolock	Ballymun	Finglas	Sandyford	Tallaght	Red Cow	Blanchardstown	Ashbourne	Donabate	Balbriggan	Drogheda	Swords Pavilion	Swords East	Dublin Airport
O'Connell Street	0.0	0.0	0.0	-2.9	-8.5	-0.1	0.0	-12.4	0.0	0.0	0.0	-0.1	-0.3	0.3	-9.0	-20.7	11.2	-28.3	-26.7	-22.4
St Stephen's Green	0.0	0.0	0.0	-1.7	-7.8	0.0	0.1	-11.6	0.0	0.0	-0.1	-0.1	0.0	-0.6	0.0	0.0	0.0	-32.5	-15.8	-25.2
College Street (Trinity)	0.0	0.0	0.0	-0.2	-4.4	0.0	0.1	-9.0	0.0	0.0	0.0	-0.1	0.0	1.0	0.0	0.0	-4.8	-26.8	-13.7	-19.8
Glasnevin	-0.5	-4.2	0.2	0.0	-0.1	-9.0	-0.4	1.1	0.0	-12.0	0.4	0.6	0.0	1.0	-10.5	-21.4	10.1	-29.4	-34.0	-22.4
DCU	-0.9	-6.8	0.3	-0.1	0.0	-6.9	-0.1	0.0	0.0	-10.3	0.9	0.9	0.7	1.0	-4.3	-12.2	-5.5	-14.3	-16.7	-7.8
Rathgar Road	0.0	0.0	0.0	-9.3	-9.8	0.0	-2.9	-17.4	0.0	0.0	0.2	-0.4	-1.3	-1.7	2.4	-9.6	4.6	-29.2	-33.7	-22.6
Coolock	0.0	0.0	0.0	-0.6	-0.1	-0.5	0.0	0.0	0.0	-1.4	-0.1	0.0	0.0	1.4	0.0	0.0	0.0	1.3	-0.2	-0.9
Ballymun	-7.0	-11.9	-5.2	-0.1	0.0	-13.6	-2.4	0.0	0.0	-16.0	-3.4	-3.5	-2.1	1.5	-10.5	-17.9	-9.8	-16.4	-18.7	-10.0
Finglas	0.0	0.0	0.0	0.2	-0.8	0.0	-0.3	-1.8	0.0	0.0	0.0	-0.1	0.0	1.1	-7.6	-16.6	0.0	-14.4	-16.9	-12.7
Sandyford	0.0	0.0	0.0	-9.9	-13.6	0.0	-2.8	-18.7	0.0	0.0	0.2	-0.1	-0.9	-0.1	1.7	-4.1	13.2	-36.9	-40.9	-30.2
Tallaght	0.0	0.0	0.0	1.2	-5.7	0.1	0.0	-8.8	0.0	0.2	0.0	0.0	-0.9	1.1	0.0	0.0	0.0	-30.1	-11.6	-21.6
Red Cow	0.0	-0.1	0.0	0.0	-4.9	0.5	0.0	-8.2	0.0	-0.1	0.0	0.0	0.0	1.0	0.0	0.0	-0.1	-29.7	-12.1	-14.1
Blanchardstown	-0.2	0.0	0.0	0.0	-0.3	-0.8	0.0	-2.3	0.0	-0.7	-1.3	-0.1	0.0	-0.5	-4.1	-3.8	0.0	-22.3	-25.8	-15.9
Ashbourne	1.3	1.3	1.3	1.3	0.6	1.3	1.6	0.4	1.3	1.3	1.3	1.3	1.4	0.0	0.1	-0.1	-0.1	-0.1	-0.1	6.3
Donabate	-10.8	0.0	0.4	-13.1	-6.7	1.8	0.0	-11.3	-7.9	1.8	0.0	0.0	-6.7	0.0	0.0	0.0	0.0	0.1	0.3	-0.4
Balbriggan	-8.4	0.0	0.0	-18.3	-11.6	-0.5	0.0	-10.7	-11.5	-0.9	0.0	0.0	-2.9	-1.0	0.0	0.0	0.2	0.0	0.0	-6.9
Drogheda	8.7	0.0	10.3	7.0	17.0	2.5	0.0	3.7	-5.9	13.6	-0.2	0.0	0.0	-0.9	0.0	0.0	0.0	-10.6	-3.2	-5.9
Swords Pavilion	-25.4	-25.2	-19.2	-29.4	-14.9	-25.3	-10.4	-15.4	-12.4	-34.6	-21.8	-24.2	-22.3	-0.1	0.2	0.0	0.2	0.0	0.0	-10.3
Swords East	-25.7	-17.2	-18.2	-30.3	-15.8	-26.4	4.8	-16.3	-13.5	-34.5	-19.5	-20.8	-23.3	-0.1	0.3	0.0	0.2	0.0	0.0	-11.3
Dublin Airport	-13.3	-21.3	-15.0	-21.5	-6.7	-18.3	-1.2	-7.2	1.1	-27.3	-4.5	13.1	-16.2	-18.0	-0.3	0.0	0.2	-10.4	-9.8	0.0

Journey Time 2065 DS - 2065 DM Scenario B SR Peak Period	O'Connell Street	St Stephen's Green	College Street (Trinity)	Glasnevin	DCU	Rathgar Road	Coolock	Ballymun	Finglas	Sandyford	Tallaght	Red Cow	Blanchardstown	Ashbourne	Donabate	Balbriggan	Drogheda	Swords Pavilion	Swords East	Dublin Airport
O'Connell Street	0.0	0.0	-0.1	-3.2	-8.9	-0.1	0.0	-12.9	0.0	0.0	0.0	0.0	-0.3	-0.7	-8.3	-17.6	12.6	-29.3	-25.1	-18.3
St Stephen's Green	0.0	0.0	0.0	-2.6	-8.3	0.0	0.1	-12.2	0.0	0.0	0.0	-0.1	0.0	-1.9	0.0	0.0	0.0	-32.9	-16.3	-22.8
College Street (Trinity)	0.0	0.0	0.0	-0.2	-4.9	-0.2	0.1	-9.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-3.4	-27.5	-12.8	-19.9
Glasnevin	-0.6	-4.4	0.2	0.0	-0.1	-9.3	-0.4	1.1	0.0	-11.9	0.4	0.7	0.0	0.0	-9.8	-18.3	11.4	-29.9	-33.7	-22.1
DCU	-1.5	-7.1	0.1	-0.1	0.0	-7.5	0.0	0.0	0.0	-10.4	0.8	0.8	0.8	0.0	-4.1	-9.2	10.2	-15.0	-17.1	-8.1
Rathgar Road	-0.2	0.0	-0.1	-9.4	-10.2	0.0	-3.0	-17.9	0.0	0.0	-0.1	0.5	-1.4	-3.0	1.8	-0.6	7.1	-30.1	-34.5	-23.2
Coolock	0.0	0.0	0.0	-0.6	-0.1	-0.8	0.0	0.0	-0.1	-1.7	-0.1	0.0	0.0	0.2	0.0	0.0	0.0	4.2	-0.1	-0.8
Ballymun	-7.3	-12.4	-5.7	-0.1	0.0	-13.9	0.0	0.0	0.0	-16.2	-3.8	-3.8	-2.2	0.5	-11.4	-18.0	-9.2	-17.1	-19.3	-10.2
Finglas	0.0	0.0	0.0	0.0	-0.3	0.0	-0.4	-0.1	0.0	0.0	0.0	-0.1	0.0	0.0	-6.6	-5.8	0.0	-14.9	-17.0	-8.0
Sandyford	0.0	0.0	0.0	-10.2	-14.5	0.0	-2.7	-19.3	0.0	0.0	1.8	0.0	-0.9	-1.3	2.1	-0.4	13.6	-37.6	-40.3	-30.6
Tallaght	0.0	-0.1	0.0	1.2	-6.9	0.0	0.0	-9.3	0.0	-0.7	0.0	0.0	-0.5	0.1	0.0	0.0	0.0	-31.2	-12.2	-21.9
Red Cow	0.0	-0.1	0.0	0.0	-5.3	0.0	0.0	-8.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.1	-30.8	-12.7	-18.7
Blanchardstown	-0.2	0.0	0.0	0.0	-0.4	-0.9	0.1	-2.5	0.0	-0.7	-1.1	0.0	0.0	-0.1	-3.3	0.0	0.0	-22.9	-25.7	-16.2
Ashbourne	0.1	0.1	0.1	0.1	-0.6	0.1	0.0	0.1	0.1	0.1	0.2	0.2	0.1	0.0	-0.5	-0.7	-0.1	-0.5	-0.5	8.5
Donabate	-10.7	0.0	0.5	-13.0	-6.9	1.8	0.0	-11.9	-8.8	2.0	0.0	0.1	-6.6	0.0	0.0	0.0	0.0	-0.1	0.1	-0.7
Balbriggan	-17.4	0.0	-0.7	-19.9	-11.0	-2.3	0.0	-18.5	-16.7	-3.2	0.3	0.4	-8.7	-0.2	0.0	0.0	0.0	-0.2	-0.2	-0.2
Drogheda	5.3	0.0	6.9	3.6	13.0	-10.2	0.0	-18.8	9.6	-1.7	-0.1	-0.6	8.2	0.0	0.0	-0.1	0.0	-12.8	-8.1	-2.1
Swords Pavilion	-26.2	-24.6	-18.8	-29.9	-15.3	-26.3	-10.2	-15.6	-13.8	-35.2	-20.3	-22.2	-22.8	0.0	0.0	-0.2	-4.4	0.0	0.1	-10.3
Swords East	-25.7	-19.8	-17.9	-30.8	-16.3	-27.5	4.9	-16.6	-15.0	-35.0	-18.7	-20.5	-23.8	0.0	0.0	-0.2	-0.5	0.0	0.0	-11.3
Dublin Airport	-18.4	-22.6	-15.7	-22.0	-7.0	-19.2	-0.9	-7.3	0.3	-28.0	-5.3	12.4	-16.7	-5.3	-1.4	-0.2	0.9	-10.8	-10.4	0.0

Journey Time 2065 DS - 2065 DM Scenario B PM Peak Period	O'Connell Street	St Stephen's Green	College Street (Trinity)	Glasnevin	DCU	Rathgar Road	Coolock	Ballymun	Finglas	Sandyford	Tallaght	Red Cow	Blanchardstown	Ashbourne	Donabate	Balbriggan	Drogheda	Swords Pavilion	Swords East	Dublin Airport
O'Connell Street	0.0	0.0	0.0	-5.3	-10.5	0.0	0.1	-14.5	0.0	0.0	0.0	0.0	-0.5	0.1	0.0	0.0	0.0	-24.3	-6.8	-25.8
St Stephen's Green	0.0	0.0	0.0	-3.8	-9.8	0.0	0.0	-13.8	0.0	0.0	0.0	0.0	-0.2	-0.8	0.0	0.0	0.0	-26.0	-9.0	-27.0
College Street (Trinity)	0.0	0.0	0.0	0.0	-7.2	0.0	0.0	-11.2	0.0	0.0	0.0	0.0	-0.2	0.1	0.0	0.0	0.3	-17.7	-0.2	-16.5
Glasnevin	-0.9	-4.1	0.2	0.0	-0.1	-9.9	-0.1	1.1	0.1	-12.1	0.4	0.8	-0.1	0.3	0.6	-3.6	-0.1	-36.4	-17.9	-26.2
DCU	-2.4	-8.2	-0.6	-0.1	0.0	-9.5	0.2	0.1	0.0	-10.9	0.5	0.4	0.5	0.0	1.9	-2.1	-0.2	-16.6	-14.3	-7.9
Rathgar Road	0.1	0.0	0.1	-11.4	-15.8	0.0	-2.1	-19.5	0.0	0.0	0.0	0.0	-2.1	-3.1	0.0	0.0	0.0	-33.3	-5.1	-28.9
Coolock	0.0	0.0	0.0	0.0	0.0	-0.3	0.0	-0.4	0.0	-0.2	0.0	0.0	-0.1	0.1	0.0	0.3	0.3	3.8	-0.4	0.0
Ballymun	-8.3	-13.5	-6.8	-0.2	-0.1	-15.1	0.0	0.0	0.3	-17.4	-4.9	-4.9	-2.7	0.3	-17.2	-20.3	-8.6	-18.4	-18.6	-9.7
Finglas	0.0	0.0	0.0	0.0	-0.1	0.0	0.1	-0.1	0.0	0.0	0.0	0.0	-0.1	0.1	0.2	-0.7	2.3	-26.4	-10.6	-5.7
Sandyford	0.0	0.0	0.0	-12.6	-16.2	0.0	-1.3	-20.1	0.0	0.0	1.0	0.0	-1.2	-1.0	0.0	0.0	0.0	-32.8	-14.6	-34.2
Tallaght	0.0	0.1	0.0	1.2	-6.0	0.2	0.0	-10.0	0.0	1.6	0.0	0.0	0.0	0.2	0.0	0.0	0.5	-18.6	-1.2	-20.8
Red Cow	-0.1	0.0	-0.1	-0.1	-5.7	0.1	-0.1	-10.5	-0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	-19.9	-2.8	-10.4
Blanchardstown	-0.2	0.0	0.0	0.0	-0.7	-0.6	0.1	-3.1	0.0	-0.9	0.0	-0.1	0.0	-1.3	0.0	0.0	0.0	-30.6	-15.0	-20.1
Ashbourne	0.1	0.2	0.1	0.1	0.6	0.1	0.2	0.6	0.1	0.1	0.2	0.2	0.0	0.0	-0.4	0.2	0.0	-0.3	-0.3	3.6
Donabate	-2.9	0.0	0.0	-6.0	-2.0	0.0	0.0	-12.2	-4.0	0.0	0.0	0.0	-1.3	2.7	0.0	0.0	0.0	0.5	0.1	-0.5
Balbriggan	-14.8	0.0	-0.1	-16.2	-10.6	-1.0	0.0	-18.8	-14.3	-1.1	0.0	0.0	-5.5	-0.7	0.0	0.0	0.0	-0.2	-0.2	-4.0
Drogheda	5.5	0.0	7.0	5.2	13.4	-8.4	0.0	-20.0	9.0	-0.7	0.1	-0.6	8.1	0.1	0.0	-0.1	0.0	-10.0	0.1	-3.4
Swords Pavilion	-30.1	-29.6	-24.1	-31.3	-15.9	-32.2	-10.3	-16.0	-12.7	-34.5	-26.6	-27.7	-24.4	2.0	-0.1	-0.6	-0.9	0.0	-0.1	-10.9
Swords East	-2.3	-1.2	1.9	-15.1	-16.8	-2.4	2.3	-17.0	-17.4	-5.6	0.6	0.3	-12.2	2.0	0.5	0.5	0.5	0.0	0.0	-11.9
Dublin Airport	-19.9	-24.3	-17.5	-23.1	-7.4	-23.1	-0.3	-7.5	1.7	-29.9	7.0	13.2	-16.2	9.5	-2.2	-0.6	1.1	-10.0	-4.8	0.0

B.5 Transfers to/from Stations

2035 Scenario B - AM Peak Period								
Station	Transfers to MetroLink				Transfers from MetroLink			
	First Boarders	From Bus	From Rail/DART	From Luas	Final Stop	To Bus	To Rail/DART	To Luas
Estuary Park-and-Ride	1,268	399	-	-	74	32	-	-
Seatown	754	286	-	-	490	19	-	-
Swords Central	1,024	157	-	-	350	77	-	-
Fosterstown	1,362	754	-	-	281	139	-	-
Dublin Airport	2,007	71	-	-	3,852	19	-	-
Dardistown and M50	-	-	-	-	-	-	-	-
Northwood	626	24	-	-	285	20	-	-
Ballymun	1,455	629	-	-	372	236	-	-
Collins Avenue	931	386	-	-	1,093	220	-	-
Griffiths Park	284	1	-	-	435	6	-	-
Glasnevin	250	298	1,564	-	193	130	614	-
Mater	327	113	-	-	468	144	-	-
O Connell Street	366	74	-	456	994	22	-	320
Tara	363	485	588	0	1,733	1,297	416	0
SSG	339	345	-	-	2,112	657	-	-
Charlemont	525	460	-	927	1,332	561	-	906

2035 Scenario B - LT Peak Period								
Station	Transfers to MetroLink				Transfers from MetroLink			
	First Boarders	From Bus	From Rail/DART	From Luas	Final Stop	To Bus	To Rail/DART	To Luas
Estuary Park-and-Ride	556	117	-	-	390	60	-	-
Seatown	170	8	-	-	215	8	-	-
Swords Central	235	48	-	-	203	84	-	-
Fosterstown	213	128	-	-	197	104	-	-
Dublin Airport	2635	30	-	-	2142	8	-	-
Dardistown and M50	-	-	-	-	-	-	-	-
Northwood	139	5	-	-	122	8	-	-
Ballymun	364	127	-	-	251	116	-	-
Collins Avenue	222	146	-	-	276	179	-	-
Griffiths Park	82	0	-	-	123	2	-	-
Glasnevin	96	68	331	-	104	53	385	-
Mater	179	74	-	-	170	82	-	-
O Connell Street	302	9	-	234	352	3	-	272
Tara	422	375	119	1	574	611	153	0
SSG	421	310	-	-	558	183	-	-
Charlemont	341	168	-	404	394	290	-	404

2035 Scenario B - SR Peak Period								
Station	Transfers to MetroLink				Transfers from MetroLink			
	First Boarders	From Bus	From Rail/DART	From Luas	Final Stop	To Bus	To Rail/DART	To Luas
Estuary Park-and-Ride	375	95	-	-	883	121	-	-
Seatown	211	7	-	-	251	16	-	-
Swords Central	218	44	-	-	307	91	-	-
Fosterstown	183	95	-	-	337	225	-	-
Dublin Airport	3033	17	-	-	1909	29	-	-
Dardistown and M50	-	-	-	-	-	-	-	-
Northwood	108	4	-	-	165	11	-	-
Ballymun	270	95	-	-	392	195	-	-
Collins Avenue	400	127	-	-	240	215	-	-
Griffiths Park	147	1	-	-	117	1	-	-
Glasnevin	90	55	301	-	113	106	520	-
Mater	193	76	-	-	170	79	-	-
O Connell Street	417	11	-	264	306	3	-	307
Tara	726	320	125	1	503	608	191	0
SSG	709	375	-	-	458	171	-	-
Charlemont	431	190	-	465	354	314	-	469

2035 Scenario B - PM Peak Period								
Station	Transfers to MetroLink				Transfers from MetroLink			
	First Boarders	From Bus	From Rail/DART	From Luas	Final Stop	To Bus	To Rail/DART	To Luas
Estuary Park-and-Ride	242	71	-	-	880	151	-	-
Seatown	386	13	-	-	561	79	-	-
Swords Central	344	38	-	-	683	281	-	-
Fosterstown	262	123	-	-	775	663	-	-
Dublin Airport	2,784	37	-	-	1,690	71	-	-
Dardistown and M50	-	-	-	-	-	-	-	-
Northwood	233	7	-	-	388	18	-	-
Ballymun	369	147	-	-	1,045	544	-	-
Collins Avenue	786	181	-	-	655	322	-	-
Griffiths Park	244	1	-	-	273	2	-	-
Glasnevin	131	90	523	-	207	316	1,327	-
Mater	398	118	-	-	265	153	-	-
O Connell Street	864	23	-	320	296	19	-	236
Tara	1,307	409	317	2	333	873	406	0
SSG	1,708	566	-	-	314	266	-	-
Charlemont	1,167	403	-	856	502	361	-	514

2050 Scenario B - AM Peak Period								
Station	Transfers to MetroLink				Transfers from MetroLink			
	First Boarders	From Bus	From Rail/DART	From Luas	Final Stop	To Bus	To Rail/DART	To Luas
Estuary Park-and-Ride	1,012	791	-	-	51	38	-	-
Seatown	952	412	-	-	558	22	-	-
Swords Central	1,433	175	-	-	562	116	-	-
Fosterstown	1,827	926	-	-	350	141	-	-
Dublin Airport	2,889	69	-	-	5,925	12	-	-
Dardistown and M50	-	-	-	-	-	-	-	-
Northwood	683	27	-	-	329	25	-	-
Ballymun	1,860	508	-	-	435	164	-	-
Collins Avenue	920	281	-	-	1,265	145	-	-
Griffiths Park	278	1	-	-	493	3	-	-
Glasnevin	242	183	986	-	226	70	434	-
Mater	342	156	-	-	553	189	-	-
O Connell Street	396	246	-	750	1,142	20	-	547
Tara	437	609	490	348	1,861	1,419	396	258
SSG	358	365	134	-	1,822	664	15	-
Charlemont	499	433	-	1,093	1,200	521	-	1,074

2050 Scenario B - LT Peak Period								
Station	Transfers to MetroLink				Transfers from MetroLink			
	First Boarders	From Bus	From Rail/DART	From Luas	Final Stop	To Bus	To Rail/DART	To Luas
Estuary Park-and-Ride	888	158	-	-	404	66	-	-
Seatown	238	14	-	-	293	11	-	-
Swords Central	347	85	-	-	311	99	-	-
Fosterstown	281	164	-	-	258	123	-	-
Dublin Airport	3969	41	-	-	4070	14	-	-
Dardistown and M50	-	-	-	-	-	-	-	-
Northwood	205	9	-	-	159	15	-	-
Ballymun	510	128	-	-	332	125	-	-
Collins Avenue	252	166	-	-	313	200	-	-
Griffiths Park	92	0	-	-	117	1	-	-
Glasnevin	111	62	298	-	119	57	303	-
Mater	217	119	-	-	211	121	-	-
O Connell Street	393	24	-	400	448	4	-	434
Tara	559	582	177	247	762	865	190	156
SSG	480	348	90	-	651	208	48	-
Charlemont	382	210	-	646	451	300	-	658

2050 Scenario B - SR Peak Period								
Station	Transfers to MetroLink				Transfers from MetroLink			
	First Boarders	From Bus	From Rail/DART	From Luas	Final Stop	To Bus	To Rail/DART	To Luas
Estuary Park-and-Ride	335	134	-	-	231	148	-	-
Seatown	230	10	-	-	335	24	-	-
Swords Central	271	61	-	-	410	135	-	-
Fosterstown	209	106	-	-	435	254	-	-
Dublin Airport	4430	20	-	-	3479	42	-	-
Dardistown and M50	-	-	-	-	-	-	-	-
Northwood	148	7	-	-	206	17	-	-
Ballymun	361	89	-	-	498	174	-	-
Collins Avenue	463	139	-	-	252	180	-	-
Griffiths Park	165	1	-	-	109	1	-	-
Glasnevin	108	43	262	-	114	78	377	-
Mater	234	112	-	-	189	85	-	-
O Connell Street	415	22	-	405	346	3	-	476
Tara	650	485	154	241	549	885	223	210
SSG	549	378	77	-	480	192	64	-
Charlemont	408	228	-	676	376	316	-	746

2050 Scenario B - PM Peak Period								
Station	Transfers to MetroLink				Transfers from MetroLink			
	First Boarders	From Bus	From Rail/DART	From Luas	Final Stop	To Bus	To Rail/DART	To Luas
Estuary Park-and-Ride	764	83	-	-	2,281	221	-	-
Seatown	565	15	-	-	733	116	-	-
Swords Central	697	57	-	-	938	354	-	-
Fosterstown	341	166	-	-	1,018	740	-	-
Dublin Airport	4,828	37	-	-	2,570	53	-	-
Dardistown and M50	-	-	-	-	-	-	-	-
Northwood	286	10	-	-	447	23	-	-
Ballymun	464	129	-	-	1,306	477	-	-
Collins Avenue	815	113	-	-	641	212	-	-
Griffiths Park	265	1	-	-	261	2	-	-
Glasnevin	153	61	287	-	209	234	919	-
Mater	484	139	-	-	272	128	-	-
O Connell Street	1,078	28	-	493	371	17	-	522
Tara	1,634	494	253	300	497	1,165	331	160
SSG	1,528	567	58	-	411	175	22	-
Charlemont	1,021	373	-	864	501	404	-	767

2065 Scenario B - AM Peak Period								
Station	Transfers to MetroLink				Transfers from MetroLink			
	First Boarders	From Bus	From Rail/DART	From Luas	Final Stop	To Bus	To Rail/DART	To Luas
Estuary Park-and-Ride	1,546	774	-	-	96	47	-	-
Seatown	1,168	436	-	-	582	26	-	-
Swords Central	1,730	374	-	-	537	132	-	-
Fosterstown	2,298	895	-	-	394	165	-	-
Dublin Airport	3,632	54	-	-	6,933	5	-	-
Dardistown and M50	-	-	-	-	-	-	-	-
Northwood	862	33	-	-	385	25	-	-
Ballymun	2,287	592	-	-	515	174	-	-
Collins Avenue	979	300	-	-	1,363	160	-	-
Griffiths Park	293	0	-	-	519	5	-	-
Glasnevin	265	207	1,259	-	251	83	552	-
Mater	384	161	-	-	660	224	-	-
O Connell Street	449	112	-	801	1,388	22	-	689
Tara	525	958	595	386	2,449	1,936	457	329
SSG	416	355	48	-	2,248	706	20	-
Charlemont	556	474	-	1,253	1,454	595	-	1,250

2065 Scenario B - LT Peak Period								
Station	Transfers to MetroLink				Transfers from MetroLink			
	First Boarders	From Bus	From Rail/DART	From Luas	Final Stop	To Bus	To Rail/DART	To Luas
Estuary Park-and-Ride	470	185	-	-	497	86	-	-
Seatown	261	19	-	-	310	15	-	-
Swords Central	406	80	-	-	336	157	-	-
Fosterstown	320	195	-	-	295	150	-	-
Dublin Airport	5128	42	-	-	4497	13	-	-
Dardistown and M50	-	-	-	-	-	-	-	-
Northwood	247	10	-	-	194	20	-	-
Ballymun	633	146	-	-	411	139	-	-
Collins Avenue	276	149	-	-	344	231	-	-
Griffiths Park	101	0	-	-	130	1	-	-
Glasnevin	124	73	343	-	143	52	384	-
Mater	247	137	-	-	246	159	-	-
O Connell Street	459	23	-	486	495	5	-	543
Tara	676	720	189	289	837	1173	244	198
SSG	539	402	121	-	663	245	68	-
Charlemont	437	239	-	743	504	352	-	794

2065 Scenario B - SR Peak Period								
Station	Transfers to MetroLink				Transfers from MetroLink			
	First Boarders	From Bus	From Rail/DART	From Luas	Final Stop	To Bus	To Rail/DART	To Luas
Estuary Park-and-Ride	102	126	-	-	793	163	-	-
Seatown	277	12	-	-	360	35	-	-
Swords Central	355	63	-	-	471	162	-	-
Fosterstown	249	119	-	-	546	304	-	-
Dublin Airport	5744	16	-	-	4298	40	-	-
Dardistown and M50	-	-	-	-	-	-	-	-
Northwood	197	10	-	-	259	21	-	-
Ballymun	454	110	-	-	627	197	-	-
Collins Avenue	500	165	-	-	282	190	-	-
Griffiths Park	183	0	-	-	117	1	-	-
Glasnevin	131	65	333	-	125	77	499	-
Mater	300	135	-	-	219	103	-	-
O Connell Street	555	27	-	526	381	4	-	595
Tara	902	661	186	310	640	1133	291	258
SSG	714	450	111	-	515	224	91	-
Charlemont	504	269	-	815	421	366	-	894

2065 Scenario B - PM Peak Period								
Station	Transfers to MetroLink				Transfers from MetroLink			
	First Boarders	From Bus	From Rail/DART	From Luas	Final Stop	To Bus	To Rail/DART	To Luas
Estuary Park-and-Ride	40	92	-	-	411	306	-	-
Seatown	400	17	-	-	842	154	-	-
Swords Central	516	52	-	-	1,098	369	-	-
Fosterstown	314	180	-	-	1,258	911	-	-
Dublin Airport	5,171	28	-	-	2,992	61	-	-
Dardistown and M50	-	-	-	-	-	-	-	-
Northwood	346	12	-	-	559	30	-	-
Ballymun	574	119	-	-	1,626	514	-	-
Collins Avenue	865	116	-	-	691	230	-	-
Griffiths Park	285	1	-	-	273	2	-	-
Glasnevin	171	89	365	-	223	180	1,101	-
Mater	542	146	-	-	293	142	-	-
O Connell Street	1,116	32	-	579	357	19	-	622
Tara	1,655	722	295	349	427	1,345	405	190
SSG	1,560	606	73	-	353	185	30	-
Charlemont	1,135	423	-	990	516	444	-	876