

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

TIA Appendix 4

Impact Assessments

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Appendix A6.4.1: Pedestrian Infrastructure Assessment

Table 1: Pedestrian Junction Assessment Criteria

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

Table 2: Pedestrian Junction Assessment LoS

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

Table 3: Description of Impact for Pedestrian Qualitative Assessment

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

1.1 Section 1 – R137 Tallaght Road, R137 Templeogue Road to R114 Rathfarnham Road;

Table 4: Section 1 – Pedestrian Infrastructure Assessment

Junctions	Chainage	Criteria	Do Minimum		Do Something		Impact
			Comment	Criteria Met	Comment	Criteria Met	
Spawell Roundabout (roundabout to signalised junction)	J700	Pedestrian Routing:	Signalised crossings available on all arms.	✓	Signalised crossings available on all arms.	✓	Medium Positive
		Pedestrian Directness:	Signalised crossings on the R137 Templeogue arms and the Spawell Road arm are in two stages. Signalised crossing on the Wellington Lane is direct. All crossings and are circuitous, set-back approximately 50m from the junction.	✗	Signalised crossings on the Wellington Lane and Spawell Road arms are direct. Signalised crossings on the R137 Templeogue arms remain two stage.	✗	
		Vehicular Speeds:	No particular constraints on vehicle speeds. Roundabout junctions typically maintain the flow of traffic and higher vehicle speeds.	✗	Conversion from roundabout to signalised crossroads junction with tighter corner radii by introduction of hard islands will reduce vehicle speeds.	✓	
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings at existing crossing points.	✗	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths are in excess of 1.8m wide. Crossings are 4m wide.	✓	Similar geometry to Do Minimum. Footpaths are a minimum of 2.0m wide and crossings are 3.0m wide.	✓	
		Overall LoS	2 indicators met	D	4 indicators met	B	
R137 Templeogue Road / Substation Access / Corrybeg priority junction	J1250	Pedestrian Routing:	Uncontrolled crossings on the Substation and Corrybeg arms only.	✗	No change from Do Minimum.	✗	Medium Positive
		Pedestrian Directness:	Existing crossings are direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✗	Raised speed tables provided on the Substation and Corrybeg arms to manage vehicle speeds.	✓	
		Accessibility:	Dropped kerbs, but no tactile paving present on both uncontrolled crossings.	✗	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths are a minimum of 1.8m wide (no distinct crossing width).	✓	Similar geometry to Do Minimum.	✓	
		Overall LoS	2 indicators met	D	4 indicators met	B	
R137 Templeogue Road / R817 Cypress Grove Road / R817 Old Bridge Road signalised junction	J1450	Pedestrian Routing:	Signalised crossings on R137 Templeogue Road East and R817 Cypress Grove Road arms only.	✗	Signalised crossings to be available three out of four arms of the junction. No crossing on the R137 Templeogue Road West arm.	✗	Medium Positive
		Pedestrian Directness:	Two stage crossing on R137 Templeogue Road East arm and direct crossing on R817 Cypress Grove Road.	✗	Direct crossings on the R817 Cypress Grove Road and Old Bridge Road arms, however, the R137 Templeogue Road East crossings is staggered in two stages.	✗	
		Vehicular Speeds:	Generous turning radii and left-turn slip road between R817 Old Bridge Road and R137 Templeogue Road West arms could encourage higher vehicle speeds for these movements.	✗	Left-turn slip road removed and corner radii tightened by introduction of hard island segregation for cyclists which will reduce vehicle speeds for vehicles turning.	✓	
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings at existing crossing points.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points.	✓	

Junctions	Chainage	Criteria	Do Minimum		Do Something		Impact
			Comment	Criteria Met	Comment	Criteria Met	
		Footpath and Crossing Widths:	Existing footpaths are in excess of 1.8m wide, however, crossings are only 2.0m wide.	✘	Footpaths are a minimum of 2.0m wide and wider at corners where left-turn lanes have been removed. Crossings are 3.0m wide.	✓	
		Overall LoS	1 indicator met	E	3 indicators met	C	
R137 Templeogue Road / Riverside Cottages priority junction	J2025	Pedestrian Routing:	Uncontrolled crossing on the Riverside Cottages arm only.	✘	No change from Do Minimum.	✘	Medium Positive
		Pedestrian Directness:	Existing crossing is direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✘	Raised table added to reduce vehicle speeds.	✓	
		Accessibility:	Inadequate tactile paving, dropped kerbs and road markings at uncontrolled crossing points.	✘	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths are a minimum of 1.8m wide (no distinct crossing width).	✓	Similar geometry to Do Minimum.	✓	
		Overall LoS	2 indicators met	D	3 indicators met	B	
R137 Templeogue Road / R112 Templeville Road / R112 Springfield Avenue signalised junction	J2150	Pedestrian Routing:	Signalised crossings available on all arms.	✓	Signalised crossings available on all arms.	✓	Medium Positive
		Pedestrian Directness:	All crossings are in stages. Crossings on R137 Templeogue Road South and R112 Templeville Road are in two stages. Crossings on R137 Templeogue Road North and R112 Springfield Avenue are in three stages.	✘	All crossings are direct.	✓	
		Vehicular Speeds:	Left-turn slip roads between R137 Templeogue Road and R112 Springfield Avenue could encourage higher vehicle speeds for these movements.	✘	Removal of left-turn slip lanes and corner radii tightened by introduction of hard island segregation for cyclists will reduce vehicle speeds.	✓	
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings at existing crossing points.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths are in excess of 1.8m wide, however, crossings are only 2.0m wide.	✘	All footpaths are a minimum of 2.0m wide and crossings are 3.0m wide.	✓	
		Overall LoS	2 indicators met	D	5 indicators met	A	
R137 Templeogue Road / Springfield Road priority junction	J2250	Pedestrian Routing:	Uncontrolled crossing on the Springfield Road arm only.	✘	No change from Do Minimum.	✘	Medium Positive
		Pedestrian Directness:	Existing crossing is direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✘	Raised speed table provided on the Springfield Road arm to manage vehicle speeds.	✓	
		Accessibility:	Dropped kerbs, but no tactile paving present at the crossing.	✘	Fully compliant tactile paving, dropped kerbs, road markings at the crossing point at the junction.	✓	

Junctions	Chainage	Criteria	Do Minimum		Do Something		Impact
			Comment	Criteria Met	Comment	Criteria Met	
		Footpath and Crossing Widths:	Existing footpaths are a minimum of 2.0m wide (no distinct crossing width).	✓	All footpaths and the uncontrolled crossing are a minimum of 2.0m wide.	✓	
		Overall LoS	2 indicators met	D	4 indicators met	B	
R137 Templeogue Road / Fortfield Road / Bushy Park House signalised junction	J2450	Pedestrian Routing:	Crossings on three out of four arms. Signalised crossings on the R137 Templeogue Road West arm only. Uncontrolled crossings on the Fortfield Road and Bushy Park House arms.	✗	Signalised crossings available on all arms. Toucan crossings on three arms.	✓	High Positive
		Pedestrian Directness:	Direct signalised crossing on R137 Templeogue Road West arm and uncontrolled crossing on the Fortfield Road arm with traffic islands for pedestrian refuge. However, the uncontrolled crossing on the Bushy Park Road arm is in two stages.	✗	Two stage crossing on southern arm	✗	
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✗	Corner radii is tightened by the introduction of kerb segregation for cyclists which should reduce vehicle speeds for vehicles turning.	✓	
		Accessibility:	Inadequate tactile paving, dropped kerbs and road markings at uncontrolled crossing points.	✗	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Footpaths are a minimum of 1.8m wide, however, the existing signalised crossing is only 2.0m wide.	✗	All footpaths are a minimum of 1.8m wide and crossings are a minimum of 2.4m wide.	✓	
		Overall LoS	0 indicators met	F	4 indicators met	B	
R137 Templeogue Road / Rathdown Avenue priority junction	J2800	Pedestrian Routing:	Uncontrolled crossing on the Rathdown Avenue arm and signalised crossing on the R137 Templeogue Road immediately west of the junction.	✓	No change from Do Minimum. Toucan crossing on R137 Templeogue Road immediately west of the junction.	✓	Medium Positive
		Pedestrian Directness:	Both existing crossings are direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	Adequate raised speed table provided on the Rathdown Avenue arm to manage vehicle speeds.	✓	Fully compliant raised speed table provided on the Rathdown Avenue arm to manage vehicle speeds.	✓	
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings at the signalised crossing on R137 Templeogue Road. However, only dropped kerbs and no tactile paving present at the uncontrolled crossing.	✗	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Footpaths and the uncontrolled crossing are a minimum of 2.0m wide, however, the signalised crossing is only 2.0m wide.	✗	All footpaths and uncontrolled crossings are a minimum of 2.0m wide and the toucan crossing 4m wide.	✓	
		Overall LoS	3 indicators met	C	5 indicators met	A	
R137 Templeogue Road / Lakelands Park priority junction	J3100	Pedestrian Routing:	Uncontrolled crossing on the Lakelands Park arm only.	✗	No change from Do Minimum.	✗	Medium Positive
		Pedestrian Directness:	Existing crossing is direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✗	Raised speed table provided on the Lakelands Park arm to manage vehicle speeds.	✓	

Junctions	Chainage	Criteria	Do Minimum		Do Something		Impact
			Comment	Criteria Met	Comment	Criteria Met	
		Accessibility:	Dropped kerbs, but no tactile paving and road markings present.	✗	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths are a minimum of 1.8m wide (no distinct crossing width).	✓	Similar geometry to Do Minimum. Uncontrolled crossing will be a minimum of 2.0m wide.	✓	
		Overall LoS	2 indicators met	D	4 indicators met	B	
R137 Templeogue Road / Rathdown Park priority junction	J3375	Pedestrian Routing:	Uncontrolled crossing on the Rathdown Park arm only.	✗	No change from Do Minimum.	✗	Medium Positive
		Pedestrian Directness:	Existing crossing is direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	Generous corner radii and no particular constraints on vehicle speeds. There is a speed bump present on the Rathdown Park arm, however, it is approximately 22m back from the stop line.	✗	Raised speed table and minimised corner radii provided on the Lakelands Park arm to manage vehicle speeds.	✓	
		Accessibility:	Dropped kerbs, but no tactile paving and road markings present.	✗	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Footpaths under 1.8m	✗	Similar geometry to Do Minimum. Uncontrolled crossing will be a minimum of 2.0m wide.	✓	
		Overall LoS	1 indicator met	E	4 indicators met	B	
R137 Templeogue Road / Olney Crescent priority junction	J3450	Pedestrian Routing:	Uncontrolled crossing on the Olney Crescent arm only.	✗	No change from Do Minimum.	✗	Medium Positive
		Pedestrian Directness:	Existing crossing is direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	Generous corner radii and no particular constraints on vehicle speeds.	✗	Raised speed table and minimised corner radii provided on the Olney Crescent arm to manage vehicle speeds.	✓	
		Accessibility:	Inadequate tactile paving, dropped kerbs and road markings at uncontrolled crossing points.	✗	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths are a minimum of 1.8m wide (no distinct crossing width).	✓	Similar geometry to Do Minimum. Uncontrolled crossing will be a minimum of 2.0m wide.	✓	
		Overall LoS	2 indicators met	D	4 indicators met	B	
R137 Templeogue Road / Fergus Road / priority junction	J3500	Pedestrian Routing:	Uncontrolled crossing on the Fergus Road arm only.	✗	No change from Do Minimum.	✗	Medium Positive
		Pedestrian Directness:	Existing crossing is direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	Generous corner radii and no particular constraints on vehicle speeds.	✗	Raised speed table and minimised corner radii provided on the Fergus Road arm to manage vehicle speeds. Road made one-way.	✓	

Junctions	Chainage	Criteria	Do Minimum		Do Something		Impact
			Comment	Criteria Met	Comment	Criteria Met	
		Accessibility:	Dropped kerbs, but no tactile paving present at the crossing.	✗	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths are a minimum of 1.8m wide (no distinct crossing width).	✓	Similar geometry to Do Minimum. Uncontrolled crossing will be a minimum of 2.0m wide.	✓	
		Overall LoS	2 indicators met	D	4 indicators met	B	
R137 Templeogue Road / R818 Terenure Road West / R137 Terenure Place signalised junction	J3700	Pedestrian Routing:	Signalised crossings on R818 Terenure Road West and R137 Templeogue Road arms only.	✗	No change to Do Minimum.	✗	Medium Positive
		Pedestrian Directness:	Existing crossings are direct.	✓	No change to Do Minimum.	✓	
		Vehicular Speeds:	Standard corner radii, no particular restraints to vehicular speeds.	✗	Access is restricted to bus, taxi and cyclists only. Removing access for general traffic should result in lower vehicle speeds overall.	✓	
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings at existing crossing points.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Footpaths are a minimum of 1.8m wide, however, crossings are only 2.0m wide.	✗	All footpaths are a minimum of 2.0m wide and crossings are a minimum of 2.4m wide.	✓	
		Overall LoS	2 indicators met	D	4 indicators met	B	
Alternative Quiet Route for Cyclists (via Rathdown Drive)							
Rathdown Crescent / Rathdown Park roundabout	J3225	Pedestrian Routing:	No crossings present.	✗	No change to Do Minimum.	✗	Low Positive
		Pedestrian Directness:	No crossings present.	✗	No change to Do Minimum.	✗	
		Vehicular Speeds:	No particular restraints to vehicular speeds.	✗	Quietway route, slowing down vehicle speeds.	✓	
		Accessibility:	Suitable road markings. No crossings so no tactile paving or dropped kerbs.	✓	Suitable road markings. No crossings so no tactile paving or dropped kerbs.	✓	
		Footpath and Crossing Widths:	Footpaths are a minimum of 1.8m wide.	✓	Footpaths are a minimum of 1.8m wide.	✓	
		Overall LoS	2 indicators met	D	3 indicators met	C	
Rathdown Drive / Rathdown Crescent roundabout	J3225	Pedestrian Routing:	Dropped kerbs present on all arms.	✓	No change to Do Minimum.	✓	Medium Positive
		Pedestrian Directness:	Direct crossings.	✓	No change to Do Minimum.	✓	

Junctions	Chainage	Criteria	Do Minimum		Do Something		Impact
			Comment	Criteria Met	Comment	Criteria Met	
		Vehicular Speeds:	No particular restraints to vehicular speeds.	x	Quietway route, slowing down vehicle speeds.	✓	
		Accessibility:	No tactile paving present.	x	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Footpaths are under 1.8m wide.	x	Footpaths are a minimum of 1.8m wide.	✓	
		Overall LoS	2 indicators met	D	5 indicators met	A	
Rathdown Park four-arm priority junction	A1500	Pedestrian Routing:	Dropped kerbs on one arm only.	x	No change to Do Minimum.	x	Medium Positive
		Pedestrian Directness:	Existing crossing is direct.	✓	No change to Do Minimum.	✓	
		Vehicular Speeds:	No particular restraints to vehicular speeds.	x	Raised table added across all arms and junction.	✓	
		Accessibility:	No tactile paving present.	x	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Footpaths are a minimum of 1.8m wide.	✓	Footpaths are a minimum of 1.8m wide.	✓	
		Overall LoS	2 indicators met	D	4 indicators met	B	

1.2 Section 2 – R821 Nutgrove Avenue to R137 Terenure Road North – Grange Road, Rathfarnham Road

Table 5: Section 2 – Pedestrian Infrastructure Assessment

Junctions	Chainage	Criteria	Do Minimum		Do Something		Impact
			Comment	Criteria Met	Comment	Criteria Met	
R821 Nutgrove Avenue / R821 Grange Road / R822 Grange Road signalised junction	A000	Pedestrian Routing:	Signalised crossings on three out of four arms. No crossing on R821 Grange Road.	✘	Signalised crossings available on all arms.	✓	Medium Positive
		Pedestrian Directness:	All existing crossings are direct.	✓	All crossings are direct.	✓	
		Vehicular Speeds:	No particular constraints to vehicular speeds.	✘	Corner radii is tightened by the introduction of kerb segregation for cyclists which will reduce vehicle speeds for turning vehicles.	✓	
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings at existing crossing points.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Footpaths are a minimum of 1.8m wide, however, crossings are only 2.0m wide.	✘	All footpaths are a minimum of 2.0m wide and crossing widths are a minimum of 2.4m wide.	✓	
		Overall LoS	2 indicators met	D	5 indicators met	A	
R115 Rathfarnham Road / R821 Grange Road / R115 Willbrook Road signalised junction	A350	Pedestrian Routing:	Signalised crossings on R821 Grange Road and R115 Willbrook Avenue arms only.	✘	Signalised crossings available on all arms.	✓	Medium Positive
		Pedestrian Directness:	Existing crossings are direct.	✓	All crossings are direct.	✓	
		Vehicular Speeds:	No particular constraints on vehicular speeds.	✘	Corner radii is tightened and hard traffic islands will be introduced on the R115 Rathfarnham Road and R821 Grange Road arms which could reduce vehicle speeds.	✓	
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings at existing crossing points.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Footpaths are a minimum of 1.8m wide, however, crossings are only 2.0m wide.	✘	All footpaths are a minimum of 2.0m wide and crossings are a minimum of 3.0m wide.	✓	
		Overall LoS	2 indicators met	D	5 indicators met	A	
R115 Rathfarnham Road / L8451 St Mary's Avenue priority junction	A375	Pedestrian Routing:	Uncontrolled crossing on the L8451 St Mary's Avenue arm only.	✘	Uncontrolled crossing on the L8451 St Mary's Avenue arm and signalised crossing on the R115 Rathfarnham Road arm.	✓	Medium Positive
		Pedestrian Directness:	Existing crossing is direct.	✓	Both crossings are direct.	✓	
		Vehicular Speeds:	No particular constraints on vehicular speeds.	✘	Raised speed table provided on the L8451 St Mary's Avenue arm and minimised corner radii to manage vehicle speeds.	✓	
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings at the existing crossing point.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths are a minimum of 1.8m wide, however, the uncontrolled crossing is only 1.2m wide.	✘	All footpaths are a minimum of 1.8m wide. The uncontrolled crossing will be a minimum of 2.0m wide and the signalised crossing on the R115 Rathfarnham Road arm will be 4.0m wide (toucan crossing).	✓	

Junctions	Chainage	Criteria	Do Minimum		Do Something		Impact
			Comment	Criteria Met	Comment	Criteria Met	
		Overall LoS	2 indicators met	D	5 indicators met	A	
R114 Rathfarnham Road / R115 Rathfarnham Road / R114 Butterfield Avenue signalised junction	A475	Pedestrian Routing:	No existing crossings at the junction.	*	Signalised crossings available on all arms.	✓	High Positive
		Pedestrian Directness:	No existing crossings at the junction.	*	Direct crossings on all arms.	✓	
		Vehicular Speeds:	Generous corner radii and no particular restraints on vehicle speeds.	*	Corner radii is tightened by the introduction of hard island segregation for cyclists which will reduce vehicle speeds for vehicles turning.	✓	
		Accessibility:	No existing crossings at the junction.	*	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Footpaths are approximately 2.0m (no crossing widths).	✓	All footpaths are a minimum of 2.0m wide and crossings will be a minimum of 2.4m wide.	✓	
		Overall LoS	1 Indicator met:	E	5 Indicators met	A	
R114 Rathfarnham Road / L4014 Main Street / L8103 Castleside Drive signalised junction	A750	Pedestrian Routing:	Signalised crossings on three out of four arms. No crossing on the R114 Rathfarnham Road North arm.	*	Signalised crossings available on all arms.	✓	Medium Positive
		Pedestrian Directness:	All existing crossings are direct.	✓	Direct crossings on all arms.	✓	
		Vehicular Speeds:	No particular constraints on vehicle speeds.	*	More compact junction design with minimum standard corner radii to reduce vehicle speeds.	✓	
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings at existing crossing points.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Footpaths are a minimum of 1.8m wide. The Main street crossings is 2.4m wide, however, the other two crossings are only 2.0m wide.	*	All footpaths are a minimum of 2.0m wide and crossings are a minimum of 3.0m wide.	✓	
		Overall LoS	2 Indicators met	D	5 Indicators met	A	
R114 Rathfarnham Road / L8122 Crannagh Road priority junction	A900	Pedestrian Routing:	Uncontrolled crossing on the L8122 Crannagh Road arm only.	*	No change from Do Minimum.	*	Medium Positive
		Pedestrian Directness:	Existing crossing is direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	No particular constraints on vehicle speeds.	*	Raised speed table provided on the L8122 Crannagh Road arm to manage vehicle speeds.	✓	
		Accessibility:	Inadequate tactile paving, dropped kerbs and road markings at existing crossing points.	*	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Footpaths are a minimum of 1.8 wide (no distinct crossing width).	✓	All footpaths are a minimum of 1.8m wide and the uncontrolled crossing is 2.0m wide.	✓	
		Overall LoS	2 Indicators met	D	4 indicators met	B	

Junctions	Chainage	Criteria	Do Minimum		Do Something		Impact
			Comment	Criteria Met	Comment	Criteria Met	
R114 Rathfarnham Road / L8068 Brookvale Road priority junction	A1000	Pedestrian Routing:	Uncontrolled crossing on the L8068 Brookvale Road arm only.	✘	No change from Do Minimum.	✘	Medium Positive
		Pedestrian Directness:	Existing crossing is direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✘	Raised speed table and provided on the L8086 Brookvale Road arm and minimised corner radii to manage vehicle speeds.	✓	
		Accessibility:	Dropped kerbs, but no tactile paving present at the crossing.	✘	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Footpaths are a minimum of 1.8 wide (no distinct crossing width).	✓	All footpaths are a minimum of 1.8m wide and the uncontrolled crossing is 2.0m wide.	✓	
		Overall LoS	2 Indicators met	D	4 indicators met	B	
R114 Rathfarnham Road / L8384 Rathfarnham Park priority junction	A1150	Pedestrian Routing:	Uncontrolled crossing on the L8384 Rathfarnham Park arm only.	✘	No change from Do Minimum.	✘	Medium Positive
		Pedestrian Directness:	Existing crossing is direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✘	Raised speed table provided on the L8384 Rathfarnham Park arm to manage vehicle speeds.	✓	
		Accessibility:	Dropped kerbs, but no tactile paving present at the crossing.	✘	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Footpaths are a minimum of 1.8 wide (no distinct crossing width).	✓	All footpaths are a minimum of 1.8m wide and the uncontrolled crossing is 2.0m wide.	✓	
		Overall LoS	2 Indicators met	D	4 indicators met	B	
R114 Rathfarnham Road / R112 Dodder Park Road / R112 Dodder View Road signalised junction	A1250	Pedestrian Routing:	Signalised crossings available on all arms.	✓	Signalised crossings available on all arm including Toucan crossing on eastern arm.	✓	Medium Positive
		Pedestrian Directness:	Direct crossings on all arms.	✓	Direct crossings on all arms.	✓	
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✘	More compact junction design with minimum standard corner radii to reduce vehicle speeds.	✓	
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings at existing crossing points.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Footpaths are a minimum of 1.8m wide, however, crossings are only 2.0m wide.	✘	All footpaths are a minimum of 2.0m wide and crossings are a minimum of 3.0m wide.	✓	
		Overall LoS	3 indicators met	C	5 indicators met	A	
R114 Rathfarnham Road / Westbourne Road priority junction	A1400	Pedestrian Routing:	Uncontrolled crossing on the Westbourne Road arm only.	✘	No change from Do Minimum.	✘	Medium Positive

Junctions	Chainage	Criteria	Do Minimum		Do Something		Impact
			Comment	Criteria Met	Comment	Criteria Met	
		Pedestrian Directness:	Existing crossing is direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✗	Raised speed table provided on the Westbourne Road arm to manage vehicle speeds.	✓	
		Accessibility:	Dropped kerbs, but no tactile paving present at the crossing.	✗	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Footpaths are a minimum of 1.8 wide (no distinct crossing width).	✓	All footpaths are a minimum of 1.8m wide and the uncontrolled crossing is 2.0m wide.	✓	
		Overall LoS	2 Indicators met	D	4 indicators met	B	
R114 Rathfarnham Road / Rathdown Park signalised junction	A1500	Pedestrian Routing:	No existing crossings available.	✗	Signalised crossings available on the R114 Rathfarnham Road South and Rathdown Park arms, however no crossing on the R114 Rathfarnham Road North arm.	✗	Medium Positive
		Pedestrian Directness:	No existing crossings available.	✗	Both new crossings are direct.	✓	
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✗	More compact junction design with minimum standard corner radii to reduce vehicle speeds.	✓	
		Accessibility:	No tactile paving, dropped kerbs and road markings available at the crossing.	✗	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Footpaths are a minimum of 1.8m wide (no crossing widths).	✓	All footpaths are a minimum of 2.0m wide and crossings are a minimum of 3.0m wide.	✓	
		Overall LoS	1 indicator met:	E	4 indicators met	B	
R114 Rathfarnham Road / Bushy Park Road signalised junction	A1550	Pedestrian Routing:	Signalised crossings available on the R114 Rathfarnham Road North and Bushypark Road arms. No crossing on the R114 Rathfarnham Road South arm.	✗	No change from Do Minimum.	✗	Low Positive
		Pedestrian Directness:	All existing crossings are direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✗	More compact junction design with rationalised traffic lanes and minimum standard corner radii to reduce vehicle speeds.	✓	
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings at existing crossing points.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Footpaths are approximately 2.0m wide and crossings are a minimum of 2.4m wide.	✓	Similar geometry to Do Minimum.	✓	
		Overall LoS	3 indicators met	C	4 indicators met	B	
R114 Rathfarnham Road / Fergus Road priority junction	A1650	Pedestrian Routing:	Uncontrolled crossing on the Fergus Road arm only.	✗	No change from Do Minimum.	✗	Medium Positive

Junctions	Chainage	Criteria	Do Minimum		Do Something		Impact
			Comment	Criteria Met	Comment	Criteria Met	
		Pedestrian Directness:	Existing crossing is direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	Minimal corner radii but no other particular constraints on vehicle speeds.	✗	Raised speed table provided on the Fergus Road arm to manage vehicle speeds.	✓	
		Accessibility:	Dropped kerbs, but no tactile paving present at the crossing.	✗	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Footpaths are a minimum of 1.8 wide (no distinct crossing width).	✓	All footpaths are a minimum of 1.8m wide and the uncontrolled crossing is 2.0m wide.	✓	
		Overall LoS	2 Indicators met	D	4 indicators met	B	
R114 Rathfarnham Road / Cormac Terrace priority junction	A1700	Pedestrian Routing:	Uncontrolled crossing on the Cormac Terrace arm only.	✗	No change from Do Minimum.	✗	Medium Positive
		Pedestrian Directness:	Existing crossing is direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	Minimal corner radii but no other particular constraints on vehicle speeds.	✗	Raised speed table provided on the Cormac Terrace arm to manage vehicle speeds.	✓	
		Accessibility:	Dropped kerbs, but no tactile paving present at the crossing.	✗	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Footpaths are a minimum of 1.8 wide (no distinct crossing width).	✓	All footpaths are a minimum of 1.8m wide and the uncontrolled crossing is 2.0m wide.	✓	
		Overall LoS	2 Indicators met	D	4 indicators met	B	
R114 Rathfarnham Road / Beechlawn Way priority junction	A1750	Pedestrian Routing:	Uncontrolled crossing on the Beechlawn Way arm only.	✗	No change from Do Minimum.	✗	Medium Positive
		Pedestrian Directness:	Existing crossing is direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✗	Raised speed table provided on the Beechlawn Way arm to manage vehicle speeds.	✓	
		Accessibility:	Dropped kerbs, but no tactile paving present at the crossing.	✗	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Footpaths and uncontrolled crossing are a minimum of 2.0m wide.	✓	Similar geometry to Do Minimum.	✓	
		Overall LoS	2 Indicators met	D	4 indicators met	B	
R137 Terenure Road North / R114 Terenure Road East / R114 Rathfarnham Road / R137 Terenure Place (priority to signalised junction)	H000	Pedestrian Routing:	Signalised crossings on R137 Terenure Road North and R137 Terenure Place arms and uncontrolled crossings on the R114 Terenure Road East and R114 Rathfarnham Road arms.	✓	Signalised crossings on all arms.	✓	Medium Positive

Junctions	Chainage	Criteria	Do Minimum		Do Something		Impact
			Comment	Criteria Met	Comment	Criteria Met	
		Pedestrian Directness:	All existing signalised crossings and the R114 Rathfarnham Road uncontrolled crossing are staggered in two stages.	✘	Direct crossings on all arms.	✓	
		Vehicular Speeds:	No particular constraints on vehicle speeds. Left-turn slip lane from R114 Rathfarnham Road to R137 Terenure Place could encourage vehicle speeds.	✘	Removal of left-turn slip lane and the minimum standard corner radii to provide a more compact junction should reduce vehicle speeds.	✓	
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings at existing crossing points.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Footpaths are approximately 2.0m wide, however, signalised crossings are only 2.0m wide.	✘	All footpaths are approximately 2.0m wide and crossings are 3.0m wide.	✓	
		Overall LoS	2 Indicators met	D	5 indicators met	A	
Alternative Quiet Route for Cyclists							
Orwell Road / Zion Road signalised junction	B900	Pedestrian Routing:	Signalised crossings on the Zion Road and Orwell Road North arms. Uncontrolled crossing on the Orwell Road South arm.	✓	Signalised crossings on all arms of the junction.	✓	High Positive
		Pedestrian Directness:	Uncontrolled crossing on Orwell Road South is direct, however, the Orwell Road North and Zion Road crossings are staggered and made in two stages.	✘	All crossings are direct.	✓	
		Vehicular Speeds:	No particular constraints on vehicle speeds and left-turn slip lane from Zion Road to Orwell Road North encourages higher vehicle speeds.	✘	Removal of left-turn slip lane and minimised corner radii due to kerb segregation for cyclists provides a more compact junction should reduce vehicle speeds.	✓	
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings at the signalised crossing, however, inadequate tactile paving and dropped kerbs at the uncontrolled crossing.	✘	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths are approximately 2.0m wide, however, the signalised crossings are only 2.0m wide.	✘	All footpaths are a minimum of 2.0m wide and the signalised crossings are approximately 2.4m wide.	✓	
		Overall LoS	1 indicator met	E	5 indicators met	A	

1.3 Section 3 – R137 Terenure Road North to Charleville Road – R114 Terenure Road East, Rathgar Road

Table 6: Section 3 – Pedestrian Infrastructure Assessment

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact
			Comment	Criteria Met	Comment	Criteria Met	
R114 Terenure Road East / Heathfield Road / Greenmount Road priority junction	A2050	Pedestrian Routing:	Uncontrolled crossings on the Heathfield Road and Greenmount Road arms only.	✘	No change from Do Minimum.	✘	Medium Positive
		Pedestrian Directness:	Existing crossings are direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	Adequate raised speed table provided on the Greenmount Road arm, however, generous corner radii provided and no speed reduction measures provided on the Heathfield Road arm.	✘	Minimised corner radii and fully compliant raised speed tables provided on the Heathfield Road and Greenmount Road arms to manage vehicle speeds.	✓	
		Accessibility:	Dropped kerbs, but no tactile paving present at both uncontrolled crossings.	✘	Fully compliant tactile paving, dropped kerbs, road markings at the crossing point at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths and uncontrolled crossing are approximately 2.0m wide.	✓	Similar geometry to Do Minimum.	✓	
		Overall LoS	2 indicators met	D	4 indicators met	B	
R114 Terenure Road East / Ferrard Road priority junction	A2150	Pedestrian Routing:	Uncontrolled crossing on the Ferrard Road arm only.	✘	No change from Do Minimum.	✘	Medium Positive
		Pedestrian Directness:	Existing crossing is direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	Generous corner radii and no particular constraints on vehicular speeds.	✘	Raised speed table provided on the Ferrard Road arm and minimised corner radii to manage vehicle speeds.	✓	
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings at the existing crossing point.	✓	Fully compliant tactile paving, dropped kerbs, road markings at the crossing point at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths are a minimum of 1.8m wide, however, the uncontrolled crossing is only 1.6m wide.	✘	All footpaths are a minimum of 1.8m wide and the uncontrolled crossing is 2.0m wide.	✓	
		Overall LoS	2 indicators met	D	4 indicators met	B	
R114 Terenure Road East / Brighton Road priority junction	A2250	Pedestrian Routing:	Uncontrolled crossings on the Brighton Road arm only.	✘	Uncontrolled crossing over Brighton Road remains but a new signalised crossing over Terenure Road East is included.	✓	Medium Positive
		Pedestrian Directness:	Existing crossings are direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	Adequate raised speed table provided on the Brighton Road arm to manage vehicle speeds.	✓	Fully compliant raised speed table provided on the Brighton Road arm to manage vehicle speeds.	✓	
		Accessibility:	Dropped kerbs, but no tactile paving present at the crossing.	✘	Fully compliant tactile paving, dropped kerbs, road markings at the crossing point at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths and uncontrolled crossing are approximately 2.0m wide.	✓	Similar geometry to Do Minimum.	✓	

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact
			Comment	Criteria Met	Comment	Criteria Met	
		Overall LoS	3 indicators met	C	5 indicators met	A	
R114 Terenure Road East / Rathgar Park priority junction	A2450	Pedestrian Routing:	Uncontrolled crossing on the Rathgar Park arm only.	✗	No change from Do Minimum.	✗	Low Positive
		Pedestrian Directness:	Existing crossing is direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	Minimised corner radii and narrow lane width reduces vehicle speeds.	✓	No change from Do Minimum.	✓	
		Accessibility:	Inadequate tactile paving, dropped kerbs and road markings at the existing crossing point.	✗	Fully compliant tactile paving, dropped kerbs, road markings at the crossing point at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths are a minimum of 1.8m wide (no distinct crossing width).	✓	Similar geometry to Do Minimum.	✓	
		Overall LoS	3 indicators met	C	4 indicators met	B	
R114 Rathgar Road / Orwell Road / R114 Terenure Road East / Rathgar Avenue signalised junction	A2500	Pedestrian Routing:	Signalised crossings available on all arms.	✓	No change from Do Minimum. Upgrade crossings to toucan crossings.	✓	Low Positive
		Pedestrian Directness:	All crossings are direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	Compact junction design with minimised corner radii will reduce vehicle speeds.	✓	No change from Do Minimum.	✓	
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings at existing crossing points.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Footpaths are a minimum of 1.8m wide, however, crossings are only 2.0m wide on R114 Terenure Road East and Orwell Road arms.	✗	All footpaths are a minimum of 2.0m wide and crossings are a minimum of 2.4m wide.	✓	
		Overall LoS	4 indicators met	B	5 indicators met	A	
R114 Rathgar Road / Highfield Road priority junction	A2550	Pedestrian Routing:	Uncontrolled crossing on the Highfield Road arm only.	✗	Additional toucan crossing over Rathgar Road added to both arms.	✓	High Positive
		Pedestrian Directness:	Crossing is made in two stages.	✗	Crossings direct.	✓	
		Vehicular Speeds:	Left-turn slip lane between Highfield Road and the R114 Rathgar Road West encourages higher vehicle speeds and no particular constraints on vehicle speeds.	✗	Left-turn slip lane removed, minimised corner radii and one-way only for general traffic should reduce vehicle speeds.	✓	
		Accessibility:	Inadequate tactile paving, dropped kerbs and road markings at the existing crossing point.	✗	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths are approximately 2.0m wide (no distinct crossing width).	✗	All footpaths and the crossing are a minimum of 2.0m wide.	✓	
		Overall LoS	0 indicators met	F	5 indicators met	A	

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact
			Comment	Criteria Met	Comment	Criteria Met	
R114 Rathgar Road / Wesley Road priority junction	A2725	Pedestrian Routing:	Uncontrolled crossing on the Wesley Road arm only.	✘	Additional toucan crossing over Rathgar Road added	✓	Medium Positive
		Pedestrian Directness:	Existing crossing is direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✘	Raised speed table provided on the Wesley Road arm and minimised corner radii and one-way only for general traffic will manage vehicle speeds.	✓	
		Accessibility:	Dropped kerbs, but no tactile paving at the crossing.	✘	Fully compliant tactile paving, dropped kerbs, road markings at the crossing point at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths are approximately 2.0m wide (no distinct crossing width).	✓	Similar geometry to Do Minimum.	✓	
		Overall LoS	3 indicators met	D	5 indicators met	A	
R114 Rathgar Road / Winton Avenue priority junction	A2775	Pedestrian Routing:	Uncontrolled crossing on the Winton Avenue arm only.	✘	No change from Do Minimum.	✘	Low Positive
		Pedestrian Directness:	Existing crossing is direct.	✓	Existing crossing is direct.	✓	
		Vehicular Speeds:	Adequate raised speed table provided on the Winton Avenue arm to manage vehicle speeds.	✓	Fully compliant raised speed table provided on the Winton Avenue arm and one-way only for general traffic will manage vehicle speeds.	✓	
		Accessibility:	Dropped kerbs, but no tactile paving present at the crossing.	✘	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths are approximately 2.0m wide (no distinct crossing width).	✓	All footpaths and uncontrolled crossing are approximately 2.0m wide, signalised crossing is a minimum of 2.4m wide.	✓	
		Overall LoS	3 indicators met	C	4 indicators met	B	
R114 Rathgar Road / Auburn Villas priority junction	A2825	Pedestrian Routing:	Uncontrolled crossing on the Auburn Villas arm only.	✘	No change from Do Minimum.	✘	Low Positive
		Pedestrian Directness:	Existing crossing is direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	Minimised corner radii and single lane width reduces vehicle speeds.	✓	Minimised corner radii, single lane width and raised speed table provided to manage vehicle speeds.	✓	
		Accessibility:	Dropped kerbs, but no tactile paving present at the crossing.	✘	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths are approximately 2.0m wide (no distinct crossing width).	✓	Similar geometry to Do Minimum.	✓	
		Overall LoS	3 indicators met	C	4 indicators met	B	
R114 Rathgar Road / Garville Mews priority junction	A2875	Pedestrian Routing:	Continuous footpath across Garville Mews, but no crossing of the R114 Rathgar Road.	✘	No change from Do Minimum.	✘	Medium Positive

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact
			Comment	Criteria Met	Comment	Criteria Met	
		Pedestrian Directness:	Existing crossing is direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✗	Raised speed table provided on the Garville Mews arm to manage vehicle speeds.	✓	
		Accessibility:	Inadequate tactile paving, dropped kerbs and road markings at the existing crossing point.	✗	Fully compliant tactile paving, dropped kerbs, road markings at the crossing point at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths and crossing are approximately 2.0m wide.	✓	Similar geometry to Do Minimum.	✓	
		Overall LoS	2 indicators met	D	4 indicators met	B	
R114 Rathgar Avenue / Belleville Avenue priority junction	A2950	Pedestrian Routing:	Uncontrolled crossing on the Belleville Avenue arm only.	✗	No change from Do Minimum.	✗	Low Positive
		Pedestrian Directness:	Existing crossing is direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	Minimised corner radii and single lane width reduces vehicle speeds.	✓	Minimised corner radii and raised speed table provided on the Belleville Avenue arm to manage vehicle speeds.	✓	
		Accessibility:	Dropped kerbs, but no tactile paving present at the crossing.	✗	Fully compliant tactile paving, dropped kerbs, road markings at the crossing point at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths are approximately 2.0m wide (no distinct crossing width).	✓	Similar geometry to Do Minimum.	✓	
		Overall LoS	3 indicators met	C	4 indicators met	B	
R114 Rathgar Avenue / Garville Avenue priority junction	A2975	Pedestrian Routing:	Uncontrolled crossing on the Garville Avenue arm only.	✗	No change from Do Minimum.	✗	Medium Positive
		Pedestrian Directness:	Existing crossing is direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✗	Raised speed table provided on the Garville Avenue arm to manage vehicle speeds.	✓	
		Accessibility:	Dropped kerbs, but no tactile paving present at the crossing.	✗	Fully compliant tactile paving, dropped kerbs, road markings at the crossing point at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths are approximately 2.0m wide (no distinct crossing width).	✓	Similar geometry to Do Minimum.	✓	
		Overall LoS	2 indicators met	D	4 indicators met	B	
R114 Rathgar Avenue / Garville Road priority junction	A2975	Pedestrian Routing:	Uncontrolled crossing on the Garville Road arm only.	✗	No change from Do Minimum.	✗	Low Positive
		Pedestrian Directness:	Existing crossing is direct.	✓	No change from Do Minimum.	✓	

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact
			Comment	Criteria Met	Comment	Criteria Met	
		Vehicular Speeds:	Adequate speed table provided on the Garville Road arm to manage vehicle speeds.	✓	Fully compliant raised speed table provided on the Garville Road arm to manage vehicle speeds.	✓	
		Accessibility:	Dropped kerbs, but no tactile paving present at the crossing.	✗	Fully compliant tactile paving, dropped kerbs, road markings at the crossing point at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths are approximately 2.0m wide (no distinct crossing width).	✓	Similar geometry to Do Minimum.	✓	
		Overall LoS	3 indicators met	C	4 indicators met	B	
R114 Rathgar Road / Frankfort Avenue / Leicester Avenue signalised junction	A3150	Pedestrian Routing:	Signalised crossings available on all arms.	✓	No change from Do Minimum - crossings upgraded to toucan crossings.	✓	Medium Positive
		Pedestrian Directness:	All crossings are direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	Compact junction design, however, no other particular constraints on vehicle speeds.	✗	Compact junction design and single, one-way lane for general traffic will manage vehicle speeds.	✓	
		Accessibility:	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	No change from Do Minimum	✓	
		Footpath and Crossing Widths:	Footpaths are a minimum of 2.0m wide, however, crossings are only 2.0m wide.	✗	Footpaths are a minimum of 2.0m wide and crossings are a minimum of 4m wide	✓	
		Overall LoS	3 indicators met	C	5 indicators met	A	
R114 Rathgar Road / Grosvenor Road priority junction	A3200	Pedestrian Routing:	Uncontrolled crossing on the Grosvenor Road arm only.	✗	No change from Do Minimum.	✗	Low Positive
		Pedestrian Directness:	Existing crossing is direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	Adequate speed table provided on the Grosvenor Road arm to manage vehicle speeds.	✓	Fully compliant raised speed table provided on the Grosvenor Road arm to manage vehicle speeds.	✓	
		Accessibility:	Dropped kerbs, but no tactile paving present at the crossing.	✗	Fully compliant tactile paving, dropped kerbs, road markings at the crossing point at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths and crossing are approximately 2.0m wide (no distinct crossing width).	✓	All footpaths and crossing are 2.0m wide.	✓	
		Overall LoS	3 indicators met	C	4 indicators met	B	
R114 Rathgar Road / Spire View Lane priority junction	A3550	Pedestrian Routing:	Uncontrolled crossing on the Spire View Lane arm only.	✗	No change from Do Minimum.	✗	Medium Positive
		Pedestrian Directness:	Existing crossing is direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✗	Raised speed table provided on the Spire View Lane arm to manage vehicle speeds.	✓	

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact
			Comment	Criteria Met	Comment	Criteria Met	
		Accessibility:	Dropped kerbs, but no tactile paving present at the crossing.	✘	Fully compliant tactile paving, dropped kerbs, road markings at the crossing point at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths are approximately 2.0m wide (no distinct crossing width).	✓	Similar geometry to Do Minimum.	✓	
		Overall LoS	2 indicators met	D	4 indicators met	B	
R114 Rathgar Road / Rathgar Place junction	A3375	Pedestrian Routing:	Footway continues across junction. No crossing on major arm.	✘	No change from DoMinimum.	✘	Medium Positive
		Pedestrian Directness:	Direct footway.	✓	No change from DoMinimum.	✓	
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✘	Raised table present.	✓	
		Accessibility:	No tactile paving.	✘	Fully compliant tactile paving, dropped kerbs, road markings at the crossing point at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths are approximately 2.0m wide (no distinct crossing width).	✓	Similar geometry to DoMinimum.	✓	
		Overall LoS	2 indicators met	D	4 indicators met	B	
R114 Rathgar Road / Rathmines Park priority junction	A3500	Pedestrian Routing:	Uncontrolled crossing on the Rathmines Park arm only.	✘	No change from Do Minimum.	✘	Low Positive
		Pedestrian Directness:	Existing crossing is direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	Minimised corner radii and single lane width reduces vehicle speeds.	✓	No change from Do Minimum.	✓	
		Accessibility:	Inadequate tactile paving, dropped kerbs and road markings at the existing crossing point.	✘	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpath is a minimum of 1.8m wide (no distinct crossing with).	✓	Similar geometry to Do Minimum.	✓	
		Overall LoS	3 indicators met	C	4 indicators met	B	
R114 Rathgar Road / Grosvenor Road / Charleville Road signalised junction	A3650	Pedestrian Routing:	Signalised crossings available on the R114 Rathgar Road South and Grosvenor Road arms and uncontrolled crossing on the Charleville Road arm. No crossing on R114 Rathgar Road North arm.	✘	Toucan crossings provided on the R114 Rathgar Road North and South arms and the Grosvenor Road arm. Uncontrolled crossing on the Charleville Road arm.	✓	High Positive
		Pedestrian Directness:	Grosvenor Road crossing is direct, however, R114 Rathgar Road South crossing is staggered in two stages. The uncontrolled crossing on Charleville Road is in direct across the vehicle lane.	✘	All signalised crossings are direct and the uncontrolled crossing on Charleville Road remains direct across the vehicle lane.	✓	
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✘	More compact junction design with minimum standard corner radii by the introduction of kerb segregation for cyclists could reduce vehicle speeds for vehicles turning. Raised table on Charleville Road.	✓	

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact
			Comment	Criteria Met	Comment	Criteria Met	
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings at existing signalised crossing points. Inadequate tactile paving at the uncontrolled crossing.	✘	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Footpaths are a minimum of 1.8m wide, however, the signalised crossings are only 2.0m wide.	✘	All footpaths are a minimum of 1.8m wide. The uncontrolled crossing is a minimum of 2.0m wide and the signalised crossings are a minimum of 3.0m wide.	✓	
		Overall LoS	0 indicators met	F	5 indicators met	A	
Alternative Quiet Route for Cyclists (Link to CBC11: Kimmage to City Centre)							
R137 Terenure Road North / Yewlands Terrace priority junction	H050	Pedestrian Routing:	Uncontrolled crossing on the Yewlands Terrace arm only.	✘	No change from Do Minimum.	✘	Low Positive
		Pedestrian Directness:	Existing crossing is direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	Minimised corner radii and single lane width reduces vehicle speeds.	✓	Raised table present.	✓	
		Accessibility:	Inadequate tactile paving, dropped kerbs and road markings at the existing crossing point.	✘	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpath is approximately 2.0m wide (no distinct crossing with).	✓	Similar geometry to Do Minimum.	✓	
		Overall LoS	3 indicators met	C	4 indicators met	B	
R137 Terenure Road North / Elm Park Terrace priority junction	H150	Pedestrian Routing:	Continuous footpath across Elm Park Terrace arm but no crossing of the R137 Terenure Road North.	✘	No change from Do Minimum.	✘	Low Positive
		Pedestrian Directness:	Existing crossing is direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✘	Raised speed table provided on the Elm Park Terrace arm to manage vehicle speeds.	✓	
		Accessibility:	Tactile paving and dropped kerbs not required as the crossing is currently a continuous footpath.	✓	Fully compliant tactile paving, dropped kerbs, road markings at the crossing point at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths and crossing are approximately 2.0m wide.	✓	Similar geometry to Do Minimum.	✓	
		Overall LoS	3 indicators met	C	4 indicators met	B	
R137 Terenure Road North / Rathmore Villas priority junction	H175	Pedestrian Routing:	Uncontrolled crossing on the Rathmore Villas arm only.	✘	No change from Do Minimum.	✘	Medium Positive
		Pedestrian Directness:	Existing crossing is direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✘	Raised speed table provided on the Rathmore Villas arm to manage vehicle speeds.	✓	

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact
			Comment	Criteria Met	Comment	Criteria Met	
		Accessibility:	Dropped kerbs, but no tactile paving present at the crossing.	✗	Fully compliant tactile paving, dropped kerbs, road markings at the crossing point at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths are approximately 2.0m wide (no distinct crossing width).	✓	Similar geometry to Do Minimum.	✓	
		Overall LoS	2 indicators met	D	4 indicators met	B	
R137 Terenure Road North / Eaton Road priority junction	H225	Pedestrian Routing:	Uncontrolled crossing on the Easton Road arm only.	✗	No change from Do Minimum.	✗	Medium Positive
		Pedestrian Directness:	Existing crossing is direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✗	Raised speed table provided on the Easton Road arm to manage vehicle speeds.	✓	
		Accessibility:	Dropped kerbs, but no tactile paving present.	✗	Fully compliant tactile paving, dropped kerbs, road markings at the crossing point at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths are approximately 2.0m wide (no distinct crossing width).	✓	Similar geometry to Do Minimum.	✓	
		Overall LoS	2 indicators met	D	4 indicators met	B	
R137 Terenure Road North / Terenure Car Park Access / Eagle Hill Avenue priority junction	H250	Pedestrian Routing:	Uncontrolled crossings on the Terenure Car Park access and Eagle Hill arms. Signalised crossing on the R137 Terenure Road North immediately north of the junction.	✓	No change from Do Minimum.	✓	Medium Positive
		Pedestrian Directness:	All crossings are direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✗	Raised speed table provided on the Eagle Hill arm and narrowed traffic lanes along the R137 Terenure Road North due to the provision of 2.0m wide cycle lanes.	✓	
		Accessibility:	Fully compliant tactile paving, dropped kerbs, road markings at the signalised crossing point. However, only dropped kerbs and no tactile paving at the uncontrolled crossing points.	✗	Fully compliant tactile paving, dropped kerbs, road markings at the crossing point at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths are approximately 2.0m wide (and no distinct widths on the uncontrolled crossings), however, the signalised crossing on the R137 Terenure Road North is only 2.0 wide.	✗	All footpaths and uncontrolled crossing are approximately 2.0m wide, the signalised crossing is a minimum of 2.4m wide.	✓	
		Overall LoS	2 indicators met	D	5 indicators met	A	
R137 Terenure Road North / Eaton Hall Access / Whitton Road priority junction	H325	Pedestrian Routing:	Uncontrolled crossings on the Eaton Hall and Whitton Road arms only.	✗	No change from Do Minimum.	✗	Low Positive
		Pedestrian Directness:	Existing crossings are direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	Adequate raised speed table provided on the Whitton Road arm and minimal corner radii at both crossings to manage vehicle speeds.	✓	Fully compliant raised speed tables provided on both the Eaton Hall and Whitton Road arms and minimal corner radii to manage vehicle speeds.	✓	

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact
			Comment	Criteria Met	Comment	Criteria Met	
		Accessibility:	Dropped kerbs, but no tactile paving at both crossing points.	✘	Fully compliant tactile paving, dropped kerbs, road markings at the crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths are a minimum of 1.8m wide and uncontrolled crossings are approximately 2.0m wide.	✓	Similar geometry to Do Minimum.	✓	
		Overall LoS	3 indicators met	C	4 indicators met	B	
R137 Terenure Road North / St Enda's Road priority junction	H425	Pedestrian Routing:	Uncontrolled crossing on the St Edna's Road arm only.	✘	No change from Do Minimum.	✘	Low Positive
		Pedestrian Directness:	Existing crossing is direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	Adequate raised speed table provided on the St Edna's Road arm and minimal corner radii at both crossings to manage vehicle speeds.	✓	Fully compliant raised speed tables provided on the St Edna's Road arm and minimal corner radii to manage vehicle speeds.	✓	
		Accessibility:	Dropped kerbs, but no tactile paving present at the crossing.	✘	Fully compliant tactile paving, dropped kerbs, road markings at the crossing point at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths are a minimum of 1.8m wide and uncontrolled crossings are approximately 2.0m wide.	✓	Similar geometry to Do Minimum.	✓	
		Overall LoS	3 indicators met	C	4 indicators met	B	
R137 Terenure Road North / Westhampton Place / McMorrough Road priority junction	H475	Pedestrian Routing:	Uncontrolled crossings on the Westhampton Place and McMorrough Road arms only.	✘	No change from Do Minimum.	✘	Medium Positive
		Pedestrian Directness:	Existing crossings are direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✘	Raised speed tables provided on both the Westhampton Place and McMorrough Road arms to manage vehicle speeds.	✓	
		Accessibility:	Dropped kerbs, but no tactile paving present at the crossings.	✘	Fully compliant tactile paving, dropped kerbs, road markings at the crossing point at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths are a minimum of 1.8m wide and uncontrolled crossings are approximately 2.0m wide.	✓	Similar geometry to Do Minimum.	✓	
		Overall LoS	2 indicators met	D	4 indicators met	B	
R137 Terenure Road North / Ashdale Road / Brighton Square priority junction	H550	Pedestrian Routing:	Uncontrolled crossings on the Ashdale Road and Brighton Square arms. Signalised crossing on the R137 Terenure Road South arm, immediately south of the junction.	✘	No Change from Do Minimum - toucan crossing upgrade. .	✘	Low Positive
		Pedestrian Directness:	All existing crossings are direct.	✓	Both crossings are direct.	✓	
		Vehicular Speeds:	Adequate raised speed table provided on the Brighton Square arm and minimal corner radii on the Ashdale Road arm to manage vehicle speeds.	✓	Fully compliant raised speed tables on both the Ashdale Road and Brighton Road arms and minimal corner radii to manage vehicle speeds.	✓	

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact
			Comment	Criteria Met	Comment	Criteria Met	
		Accessibility:	Adequate tactile paving, dropped kerbs, road markings at the signalised crossing, however, only dropped kerbs and no tactile paving at both uncontrolled crossings.	✘	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths and uncontrolled crossings are approximately 2.0m wide and the signalised crossing is 4.0m wide.	✓	All footpaths and uncontrolled crossings are approximately 2.0m wide.	✓	
		Overall LoS	3 indicators met	C	4 indicators met	B	
R137 Harold's Cross Road / Mount Tallant Avenue priority junction	H725	Pedestrian Routing:	Uncontrolled crossing on the Mount Tallant Avenue arm only.	✘	No change from Do Minimum.	✘	Low Positive
		Pedestrian Directness:	Existing crossing is direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	Adequate raised speed table provided on the Mount Tallant Avenue arm to manage vehicle speeds.	✓	Fully compliant raised speed tables on both the Mount Tallant Avenue arm to manage vehicle speeds.	✓	
		Accessibility:	Dropped kerbs, but no tactile paving present at crossing point.	✘	Fully compliant tactile paving, dropped kerbs, road markings at the crossing point at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths and uncontrolled crossings are approximately 2.0m wide.	✓	All footpaths and uncontrolled crossings are approximately 2.0m wide.	✓	
		Overall LoS	3 indicators met	C	4 indicators met	B	
R137 Harold's Cross Road / Brighton Square priority junction	H800	Pedestrian Routing:	Uncontrolled crossing on the Brighton Square arm only.	✘	No change from Do Minimum.	✘	Low Positive
		Pedestrian Directness:	Existing crossing is direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	Adequate raised speed table provided on the Brighton Square arm to manage vehicle speeds.	✓	Fully compliant raised speed table on the Brighton Square arm to manage vehicle speeds.	✓	
		Accessibility:	Dropped kerbs, but no tactile paving present at crossing point.	✘	Fully compliant tactile paving, dropped kerbs, road markings at the crossing point at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths and uncontrolled crossings are approximately 2.0m wide.	✓	All footpaths and uncontrolled crossings are approximately 2.0m wide.	✓	
		Overall LoS	3 indicators met	C	4 indicators met	B	
R137 Harold's Cross Road / Kenilworth Manor priority junction	H900	Pedestrian Routing:	Continuous footpath across the Kenilworth Manor arm. No crossing on the R137 Harold's Cross Road.	✘	Uncontrolled crossing of the Kenilworth Manor arm only.	✘	Low Positive
		Pedestrian Directness:	Continuous footpath allows a direct crossing of Kenilworth Manor.	✓	Crossing is direct.	✓	
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✘	Raised speed table provided on the Kenilworth Manor arm to manage vehicle speeds.	✓	
		Accessibility:	No dropped kerbs or tactile paving required as the crossing is a continuous footpath.	✓	Fully compliant tactile paving, dropped kerbs, road markings at the crossing point at the junction.	✓	

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact
			Comment	Criteria Met	Comment	Criteria Met	
		Footpath and Crossing Widths:	Existing footpath is approximately 2.0m wide.	✓	All footpaths and uncontrolled crossings are approximately 2.0m wide.	✓	
		Overall LoS	3 indicators met	C	4 indicators met	B	
R137 Harold's Cross Road / Laundry Lane priority junction	H950	Pedestrian Routing:	Uncontrolled crossing on the Laundry Lane arm only.	✗	Uncontrolled crossing of the Kenilworth Manor arm only.	✗	Low Positive
		Pedestrian Directness:	Existing crossing is direct.	✓	Crossing is direct.	✓	
		Vehicular Speeds:	Minimised corner radii and single lane width on the Laundry Lane arm reduces vehicle speeds.	✓	Raised speed table provided on the Laundry Lane arm to manage vehicle speeds.	✓	
		Accessibility:	Dropped kerbs, but no tactile paving present at the crossing.	✗	Fully compliant tactile paving, dropped kerbs, road markings at the crossing point at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpath is approximately 2.0m wide (no distinct crossing with).	✓	All footpaths and uncontrolled crossings are approximately 2.0m wide.	✓	
		Overall LoS	3 indicators met	C	4 indicators met	B	
R137 Harold's Cross Road / Kenilworth Lane West priority junction	H1150	Pedestrian Routing:	Uncontrolled crossing on the Kenilworth Lane West arm only.	✗	No change from Do Minimum.	✗	Medium Positive
		Pedestrian Directness:	Existing crossing is direct.	✓	Crossing is direct.	✓	
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✗	Raised speed table provided on the Kenilworth Lane West arm to manage vehicle speeds.	✓	
		Accessibility:	Inadequate tactile paving, dropped kerbs and road markings at the existing crossing point.	✗	Fully compliant tactile paving, dropped kerbs, road markings at the crossing point at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths and crossing are approximately 2.0m wide.	✓	All footpaths and uncontrolled crossings are approximately 2.0m wide.	✓	
		Overall LoS	2 indicators met	D	4 indicators met	B	
R137 Harold's Cross Road / Leinster Road West priority junction	H1200	Pedestrian Routing:	Uncontrolled crossing on the Leinster Road West arm only.	✗	No change from Do Minimum.	✗	Medium Positive
		Pedestrian Directness:	Existing crossing is direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✗	Raised speed table provided on the Leinster Road West arm to manage vehicle speeds.	✓	
		Accessibility:	Dropped kerbs, but no tactile paving present at the crossing.	✗	Fully compliant tactile paving, dropped kerbs, road markings at the crossing point at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths and crossing are approximately 2.0m wide.	✓	All footpaths and uncontrolled crossings are approximately 2.0m wide.	✓	

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact
			Comment	Criteria Met	Comment	Criteria Met	
		Overall LoS	2 indicators met	D	4 indicators met	B	
R137 Harold's Cross Road / Tivoli Avenue priority junction	H1350	Pedestrian Routing:	Uncontrolled crossing on the Tivoli Avenue arm and signalised crossing on the R137 Harold's Cross Road approximately 12.0m south of the junction.	✓	No change from Do Minimum - toucan crossing upgrade	✓	Medium Positive
		Pedestrian Directness:	Existing crossings are direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	Minimised corner radii and single lane width on the Laundry Lane arm reduces vehicle speeds.	✓	Minimised corner radii and single lane width on the Laundry Lane arm in addition to provision of a raised speed table to manage vehicle speeds.	✓	
		Accessibility:	Adequate tactile paving, dropped kerbs, road markings at the signalised crossing point. However, dropped kerbs, but no tactile paving present at the uncontrolled crossing.	✗	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths and uncontrolled crossing are approximately 2.0m wide. However, the signalised crossing is also only 2.0m wide.	✗	All footpaths and uncontrolled crossings are approximately 2.0m wide. The signalised crossing is a minimum of 2.4m wide.	✓	
		Overall LoS	3 indicators met	C	5 indicators met	A	
R137 Harold's Cross Road / Leinster Road signalised junction	H1400	Pedestrian Routing:	Uncontrolled crossing on the Leinster Road arm only.	✗	Toucan crossings provided on all arms of the junction.	✓	Medium Positive
		Pedestrian Directness:	Existing crossing is direct.	✓	All crossings are direct.	✓	
		Vehicular Speeds:	Minimal corner radii at the junction should lower vehicle speeds.	✓	No change from Do Minimum.	✓	
		Accessibility:	Inadequate tactile paving, dropped kerbs, road markings at the existing uncontrolled crossing point.	✗	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths are approximately 2.0m wide (no distinct crossing width).	✓	All footpaths are approximately 2.0m wide and signalised crossings are approximately 4.0m wide.	✓	
		Overall LoS	3 indicators met	C	5 indicators met	A	
R137 Harold's Cross Road / Mountain View Avenue priority junction	H1450	Pedestrian Routing:	Uncontrolled crossing on the Mountain View Avenue arm only.	✗	No change from Do Minimum.	✗	Low Positive
		Pedestrian Directness:	Existing crossing is direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	Minimised corner radii and single lane width on the Mountain View Avenue arm lowers vehicle speeds.	✓	No change from Do Minimum - raised table added.	✓	
		Accessibility:	Dropped kerbs, but no tactile paving present at the crossing.	✗	Fully compliant tactile paving, dropped kerbs, road markings at the crossing point at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths are approximately 2.0m wide (no distinct crossing width).	✓	Similar geometry to Do Minimum. Uncontrolled crossing will be a minimum of 2.0m wide.	✓	

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact
			Comment	Criteria Met	Comment	Criteria Met	
		Overall LoS	3 indicators met	C	4 indicators met	B	

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

- R114 Terenure Road East / Aldi Supermarket Access priority junction

1.4 Section 4 – Charleville Road to R137 Dame Street

Table 7: Section 4 – Pedestrian Infrastructure Assessment

Junctions	Chainage	Criteria	Do Minimum		Do Something		Impact
			Comment	Criteria Met	Comment	Criteria Met	
R114 Rathmines Road Lower / R820 Rathmines Road Upper / R114 Rathgar Road signalised junction	A3750	Pedestrian Routing:	Signalised crossings on two out of three arms only. No crossing on R114 Rathmines Road Lower.	✘	Signalised crossings available on all arms.	✓	High Positive
		Pedestrian Directness:	Crossing on R820 Rathmines Road Upper is staggered in three stages and crossing on R114 Rathgar Road is staggered in two stages.	✘	All crossings are direct.	✓	
		Vehicular Speeds:	Multiple traffic lanes encourage higher speeds and there are no particular constraints on vehicle speeds.	✘	More compact junction design with minimum standard corner radii and rationalisation of traffic lanes should reduce vehicle speeds.	✓	
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings at existing crossing points.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Footpaths are a minimum of 2.0m wide, however, signalised crossings are only 2.0m wide.	✘	All footpaths are a minimum of 2.0m wide and crossings are 3.0m wide.	✓	
		Overall LoS	1 indicators met	E	5 indicators met	A	
R114 Rathmines Road Lower / Wynnefield Road priority junction	A3800	Pedestrian Routing:	Uncontrolled crossing on the Wynnefield Road arm only.	✘	No change from Do Minimum.	✘	Low Positive
		Pedestrian Directness:	Existing crossing is direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	Minimised corner radii and single lane width on the Wynnefield Road arm reduces vehicle speeds.	✓	Minimised corner radii and single lane width on the Wynnefield Road arm in addition to provision of a raised speed table to manage vehicle speeds.	✓	
		Accessibility:	Inadequate tactile paving, dropped kerbs and road markings at existing crossing points.	✘	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths are approximately 2.0m (no distinct crossing width).	✓	All footpaths are and the uncontrolled crossing are approximately of 2.0m wide.	✓	
		Overall LoS	3 indicators met	C	4 indicators met	B	
R114 Rathmines Road Lower / Castlewood Avenue signalised junction	A3820	Pedestrian Routing:	Signalised crossings on two out of three arms only. No crossing on R114 Rathmines Road Lower South arm.	✘	New toucan crossing over R114 Rathmines Road Lower South arm - all arms contain toucan crossings	✓	Medium Positive
		Pedestrian Directness:	Both existing crossings are direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✘	More compact junction design with minimum standard corner radii to reduce vehicle speeds.	✓	
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings at existing crossing points.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Footpaths are approximately 2.0m, however, crossings are only 2.0m wide.	✘	All footpaths are a minimum of 2.0m wide and crossings are a minimum of 4m wide.	✓	

Junctions	Chainage	Criteria	Do Minimum		Do Something		Impact
			Comment	Criteria Met	Comment	Criteria Met	
		Overall LoS	2 indicators met	D	5 indicators met	A	
R114 Rathmines Road Lower / Swanville Place priority junction	A3875	Pedestrian Routing:	Uncontrolled crossing on the Swanville Place arm only.	✗	No change from Do Minimum.	✗	Low Positive
		Pedestrian Directness:	Existing crossing is direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	Minimised corner radii and single lane width on the Swanville Place arm reduces vehicle speeds.	✓	Minimised corner radii and single lane width on the Swanville Place arm in addition to provision of a raised speed table to manage vehicle speeds.	✓	
		Accessibility:	Inadequate tactile paving, dropped kerbs and road markings at existing crossing points.	✗	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths are approximately 2.0m (no distinct crossing width).	✓	All footpaths and the uncontrolled crossing are approximately 2.0m wide.	✓	
		Overall LoS	3 indicators met	C	4 indicators met	B	
R114 Rathmines Road Lower / Swan Centre Car Park Access / Leinster Square priority junction	A3975	Pedestrian Routing:	Uncontrolled crossings on the Swan Centre Car Park access and Leinster Square arms only.	✗	No change from Do Minimum.	✗	Low Positive
		Pedestrian Directness:	Existing crossing is direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	Adequate raised speed table provided on the Leinster Square arm and minimised corner radii and single lane entry provided on the Swan Centre Car Park access arm to manage vehicle speeds.	✓	Fully compliant raised speed tables provided on both the Swan Centre Car Park access and Leinster Square arm with minimal corner radii maintained to manage vehicle speeds.	✓	
		Accessibility:	Inadequate tactile paving, dropped kerbs and road markings at existing crossing points.	✗	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths are approximately 2.0m (no distinct crossing width).	✓	All footpaths and the uncontrolled crossing are approximately 2.0m wide.	✓	
		Overall LoS	3 indicators met	C	4 indicators met	B	
R114 Rathmines Road Lower / Leinster Road signalised junction	A4250	Pedestrian Routing:	Signalised crossings on two out of three arms. No crossing on R114 Rathmines Road Lower North arm.	✗	Toucan crossings available on all arms.	✓	Medium Positive
		Pedestrian Directness:	Both existing crossings are direct.	✓	All crossings are direct.	✓	
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✗	More compact junction design and minimum standard corner radii to reduce vehicle speeds.	✓	
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings at existing crossing points.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths are approximately 2.0m, however, the signalised crossings are only 2.0m wide.	✗	All footpaths are a minimum of 2.0m wide and crossings are a minimum of 3.0m wide.	✓	

Junctions	Chainage	Criteria	Do Minimum		Do Something		Impact
			Comment	Criteria Met	Comment	Criteria Met	
		Overall LoS	2 indicators met:	D	5 indicators met	A	
R114 Rathmines Road Lower / Parker Hill / Williams Park priority junction	A4125	Pedestrian Routing:	Uncontrolled crossings on the Swan Centre Car Park access and Leinster Square arms only.	✗	No change from Do Minimum.	✗	Low Positive
		Pedestrian Directness:	Existing crossing is direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	Adequate raised speed table provided on the Williams Park arm and minimised corner radii and single lane entry provided on the Parker Hill arm to manage vehicle speeds.	✓	Fully compliant raised speed tables provided on both the Parker Hill and Williams Park arm with minimal corner radii maintained to manage vehicle speeds.	✓	
		Accessibility:	Inadequate tactile paving, dropped kerbs and road markings at existing crossing points.	✗	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths are approximately 2.0m (no distinct crossing width).	✓	All footpaths and the uncontrolled crossing are approximately 2.0m wide.	✓	
		Overall LoS	3 indicators met	C	4 indicators met	B	
R114 Rathmines Road Lower / Observatory Lane priority junction	A4200	Pedestrian Routing:	Uncontrolled crossing on the Observatory Lane arm only.	✗	No change from Do Minimum.	✗	Medium Positive
		Pedestrian Directness:	Existing crossing is direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✗	Raised speed table provided on the Observatory Lane arm to manage vehicle speeds.	✓	
		Accessibility:	Dropped kerbs, but no tactile paving present at the existing crossing point.	✗	Fully compliant tactile paving, dropped kerbs, road markings at the crossing point at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths are approximately 2.0m (no distinct crossing width).	✓	All footpaths and the uncontrolled crossing are approximately 2.0m wide.	✓	
		Overall LoS	2 indicators met	D	4 indicators met	B	
R114 Rathmines Road Lower / Military Road priority junction	A4325	Pedestrian Routing:	Uncontrolled crossing on the Military Road arm and signalised crossing on the R114 Rathmines Road Lower approximately 20m south of the junction.	✓	No change from Do Minimum -upgrade to toucan crossing on signalised arm.	✓	Medium Positive
		Pedestrian Directness:	Both existing crossings are direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✗	Raised speed table provided on the Military Road arm to manage vehicle speeds.	✓	
		Accessibility:	Adequate tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths are approximately 2.0m wide, however, the uncontrolled crossing is only 1.6m wide and the signalised crossing is only 2.0m wide.	✗	All footpaths and the uncontrolled crossing are approximately 2.0m wide. The signalised crossing is a minimum of 4.0m wide.	✓	

Junctions	Chainage	Criteria	Do Minimum		Do Something		Impact
			Comment	Criteria Met	Comment	Criteria Met	
		Overall LoS	3 indicators met	C	5 indicators met	A	
R114 Rathmines Road Lower / Richmond Hill priority junction	A4375	Pedestrian Routing:	Uncontrolled crossing on the Richmond Hill arm only.	✗	No change from Do Minimum.	✗	Medium Positive
		Pedestrian Directness:	Existing crossing is direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✗	Raised speed table provided on the Richmond Hill arm to manage vehicle speeds.	✓	
		Accessibility:	Adequate tactile paving, dropped kerbs, road markings at the crossing point at the junction.	✓	Fully compliant tactile paving, dropped kerbs, road markings at the crossing point at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths are a minimum of 2.0m, however, the uncontrolled crossing is only 1.2m wide.	✓	All footpaths and the uncontrolled crossing are a minimum of 2.0m wide.	✓	
		Overall LoS	2 indicators met	D	4 indicators met	B	
R114 Rathmines Road Lower / Lissenfield priority junction	A4425	Pedestrian Routing:	Uncontrolled crossing on the Lissenfield Road arm and a signalised crossing on the R114 Rathmines Road Lower approximately 24m north of the junction.	✓	No change from Do Minimum.	✓	Medium Positive
		Pedestrian Directness:	Both existing crossings are direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✗	Raised speed table provided on the Lissenfield Road arm to manage vehicle speeds.	✓	
		Accessibility:	Adequate tactile paving, dropped kerbs, road markings at the signalised crossing point. However, dropped kerbs, but no tactile paving present at the uncontrolled crossing point.	✗	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths are approximately 2.0m and the signalised crossing is 4.8m wide (no distinct crossing width at the uncontrolled crossing).	✓	Similar geometry to Do Minimum.	✓	
		Overall LoS	3 indicators met	C	4 indicators met	A	
R114 Rathmines Road Lower / Blackberry Lane priority junction	A4525	Pedestrian Routing:	Uncontrolled crossing on the Blackberry Lane arm only.	✗	No change from Do Minimum.	✗	Medium Positive
		Pedestrian Directness:	Existing crossing is direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✗	Raised speed table provided on the Blackberry Lane arm to manage vehicle speeds.	✓	
		Accessibility:	Dropped kerbs, but no tactile paving present at the existing crossing point.	✗	Fully compliant tactile paving, dropped kerbs, road markings at the crossing point at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths are approximately 2.0m (no distinct crossing width).	✓	All footpaths and the uncontrolled crossing are a minimum of 2.0m wide.	✓	

Junctions	Chainage	Criteria	Do Minimum		Do Something		Impact
			Comment	Criteria Met	Comment	Criteria Met	
		Overall LoS	2 indicators met	D	4 indicators met	B	
R114 Rathmines Road Lower / Grove Park priority junction	A4600	Pedestrian Routing:	Uncontrolled crossing on the Grove Park arm only.	✗	No change from Do Minimum.	✗	Medium Positive
		Pedestrian Directness:	Existing crossing is direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✗	Raised speed table provided on the Grove Park arm to manage vehicle speeds.	✓	
		Accessibility:	Dropped kerbs, but no tactile paving present at the existing crossing point.	✗	Fully compliant tactile paving, dropped kerbs, road markings at the crossing point at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths are approximately 2.0m wide (no distinct crossing width).	✓	All footpaths and the uncontrolled crossing are a minimum of 2.0m wide.	✓	
		Overall LoS	2 indicators met	D	4 indicators met	B	
R114 Richmond Street South / R111 Cheltenham Place / R114 Rathmines Road Lower / R111 Grove Road signalised junction	A4675	Pedestrian Routing:	Signalised crossings on the R111 Cheltenham and R1 Grove Road arms only.	✗	Signalised crossings on all arms of the junction (toucan crossings on one arm).	✓	Medium Positive
		Pedestrian Directness:	Both existing crossings are direct.	✓	All crossings are direct.	✓	
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✗	More compact junction design and minimum standard corner radii to reduce vehicle speeds.	✓	
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings at existing crossing points.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Footpaths are a minimum of 2.0m wide and crossings are 2.4m wide.	✓	All footpaths are a minimum of 2.0m wide and crossings are a minimum of 3.0m wide.	✓	
		Overall LoS	3 indicators met:	C	5 indicators met	A	
R114 Richmond Street South / Charlemont Mall / R114 Rathmines Road Lower / Richmond Row signalised junction	A4700	Pedestrian Routing:	Signalised crossings on the Charlemont Mall and R114 Rathmines Road Lower arms, Uncontrolled crossing on the Richmond Row arm. No crossing on the R114 Richmond Street South arm.	✗	No change from Do Minimum.	✗	Low Positive
		Pedestrian Directness:	Both existing crossing are direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✗	More compact junction design and minimum standard corner radii to reduce vehicle speeds. One-way road reducing vehicle speeds.	✓	
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings at existing crossing points.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Footpaths are a minimum of 2.0m wide and crossings are 2.4m wide.	✓	All footpaths are a minimum of 2.0m wide and crossings are a minimum of 3.0m wide.	✓	

Junctions	Chainage	Criteria	Do Minimum		Do Something		Impact
			Comment	Criteria Met	Comment	Criteria Met	
		Overall LoS	3 indicators met	C	4 indicators met	B	
R114 Richmond Street South / Richmond Place South priority junction	A775	Pedestrian Routing:	Uncontrolled crossing on the Richmond Place South arm and signalised crossing on the R114 Richmond Street South approximately 8m south of the junction.	✓	No change from Do Minimum.	✓	Medium Positive
		Pedestrian Directness:	Both existing crossings are direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	Minimised corner radii and single lane width on the Richmond Place South arm lowers vehicle speeds.	✓	No change from Do Minimum.	✓	
		Accessibility:	Dropped kerbs, but no tactile paving present at the crossing.	✗	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths are a minimum of 2.0m wide (no distinct crossing width on the uncontrolled crossing), however, the signalised crossing is only 2.0m wide.	✗	All footpaths and uncontrolled crossing are a minimum of 2.0m wide and the signalised crossings is a minimum of 2.4m wide.	✓	
		Overall LoS	3 indicators met	C	5 indicators met	A	
R114 Richmond Street South / Gordon Place / Lennox Place priority junction	A4875	Pedestrian Routing:	Uncontrolled crossings on the Gordon Place and Lennox Place arms only.	✗	No change from Do Minimum.	✗	Low Positive
		Pedestrian Directness:	Both existing crossings are direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	Minimised corner radii and single lane width on the Gordon Place arm and adequate raised speed table provided on the Lennox Place arm to manage vehicle speeds.	✓	No change from Do Minimum.	✓	
		Accessibility:	Adequate tactile paving, dropped kerbs, road markings at the Lennox Place arm, however, only dropped kerbs and no tactile paving on the Gordon Place arm.	✗	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths are a minimum of 2.0m wide (no distinct crossing width).	✓	Similar geometry to Do Minimum. All uncontrolled crossings are a minimum of 2.0m wide.	✓	
		Overall LoS	3 indicators met	C	4 indicators met	B	
R114 Camden Street Upper / R114 Harcourt Road / R114 Richmond Street South / R811 Harrington Street signalised junction	A4975	Pedestrian Routing:	Signalised crossings on the R811 Harcourt Road and R114 Richmond Street South arms only.	✗	Signalised crossings available on all arms of the junction.	✓	Medium Positive
		Pedestrian Directness:	Existing crossings are direct.	✓	All crossings are direct.	✓	
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✗	More compact junction design and minimum standard corner radii to reduce vehicle speeds.	✓	
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings at existing crossing points.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Footpaths are a minimum of 2.0m wide and crossings are 2.4m wide.	✓	All footpaths are a minimum of 2.0m wide and crossings are a minimum of 2.4m wide.	✓	

Junctions	Chainage	Criteria	Do Minimum		Do Something		Impact
			Comment	Criteria Met	Comment	Criteria Met	
		Overall LoS	3 indicators met	C	5 indicators met	A	
R114 Camden Street Lower / Grantham Street priority junction	A5150	Pedestrian Routing:	Uncontrolled crossing on minor arm only.	✗	Toucan crossing added to major arm.	✓	Low Positive
		Pedestrian Directness:	Direct crossing.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	Raised table present to reduce vehicle speeds.	✓	No change from Do Minimum.	✓	
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings at existing crossing points.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Footpaths are a minimum of 2.0m wide.	✓	All footpaths are a minimum of 2.0m wide and crossings are a minimum of 2.4m wide.	✓	
		Overall LoS	4 indicators met	B	5 indicators met	A	
R114 Camden Street Lower / Camden Place / Pleasants Street priority junction	A5300	Pedestrian Routing:	Uncontrolled crossing on minor arms and signalised crossing on Camden Street Lower N only.	✗	No change from Do Minimum - upgrade to toucan crossing. .	✗	Low Positive
		Pedestrian Directness:	Signalised crossing is in two stages.	✗	Direct Crossings.	✓	
		Vehicular Speeds:	Raised table present to reduce vehicle speeds on minor roads.	✓	No change from Do Minimum.	✓	
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings at existing crossing points.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Footpaths are a minimum of 2.0m wide. Signalised crossing 3m wide.	✓	All footpaths are a minimum of 2.0m wide and crossings are a minimum of 4m wide.	✓	
		Overall LoS	3 indicators met	C	4 indicators met	B	
R114 Redmonds Hill / R110 Cuffe Street / R114 Wexford Street / R110 Kevin Street Lower signalised junction	A5550	Pedestrian Routing:	Signalised crossings on all arms of the junction.	✓	No change from Do Minimum.	✓	Medium Positive
		Pedestrian Directness:	The R114 Redmonds Hill and R110 Cuffe Street crossings are staggered in three stages and the R114 Wexford Street and R110 Kevin Street Lower crossings are staggered in two stages.	✗	All crossings are direct.	✓	
		Vehicular Speeds:	Left-turn slip lanes on all arms except R114 Wexford Street encourage higher vehicle speeds, despite raised speed tables.	✗	More compact junction design with the removal of left-turn slip lanes and minimum standard corner radii a should reduce vehicle speeds.	✓	
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings at existing crossing points.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Footpaths are a minimum of 2.0m wide, however, crossings are only 2.0m wide.	✗	All footpaths are a minimum of 2.0m wide and crossings are a minimum of 3.0m wide.	✓	

Junctions	Chainage	Criteria	Do Minimum		Do Something		Impact
			Comment	Criteria Met	Comment	Criteria Met	
		Overall LoS	2 indicators met:	D	5 Indicators met	A	
R114 Aungier Street / Digges Street Upper / R114 Redmonds Hill / Bishop Street priority junction	A5625	Pedestrian Routing:	Uncontrolled crossings of the Digges Street Upper and Bishop Street arms only.	✘	Uncontrolled crossing of the Digges Street Upper arm and Bishop Street crossing is paved over to become a continuous footpath.	✘	Low Positive
		Pedestrian Directness:	Both existing crossings are direct.	✓	Crossing is direct.	✓	
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✘	Raised table added on minor arm.	✓	
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings at existing crossing points.	✓	No change from Do Minimum.	✓	
		Footpath and Crossing Widths:	Existing footpaths and uncontrolled crossings are approximately 2.0m wide.	✓	Similar geometry to Do Minimum.	✓	
		Overall LoS	3 indicators met	C	4 indicators met	B	
R114 Aungier Street / Bishop Street / Peter's Row priority junction	A5650	Pedestrian Routing:	Uncontrolled crossing on the Peter's Row arms only.	✘	No change from Do Minimum.	✘	Medium Positive
		Pedestrian Directness:	Existing crossing is direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✘	Raised speed table provided on the Peter's Row arm to manage vehicle speeds.	✓	
		Accessibility:	Dropped kerbs, but no tactile paving present at the crossing.	✘	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths are a minimum of 2.0m wide (no distinct crossing width).	✓	All footpaths are a minimum of 2.0m wide.	✓	
		Overall LoS	2 indicators met	D	4 indicators met	B	
R114 Aungier Street / York Street / Whitefriar Place signalised junction	A5725	Pedestrian Routing:	Dropped kerbs on minor arms, signalised crossing on Aungier Street N only.	✘	No change from Do Minimum - signalised crossing upgraded to toucan crossing.	✘	Low Positive
		Pedestrian Directness:	Direct crossings.	✓	Direct crossings.	✓	
		Vehicular Speeds:	Raised tables present on minor arms.	✓	No change from Do Minimum.	✓	
		Accessibility:	No tactile paving on minor arms.	✘	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths are a minimum of 2.0m wide. Crossing width 3m.	✓	All footpaths are a minimum of 2.0m wide. Crossing width 4m.	✓	
		Overall LoS	3 indicators met	C	4 indicators met	B	

Junctions	Chainage	Criteria	Do Minimum		Do Something		Impact
			Comment	Criteria Met	Comment	Criteria Met	
R114 Aungier Street / Longford Street Little / Longford Street Great signalised junction	A5900	Pedestrian Routing:	Signalised crossings on the R114 Aungier Street and Longford Street Lower arms only.	✘	Toucan crossings on three out of four arms. No crossing on the R114 Aungier Street South arm.	✘	Low Positive
		Pedestrian Directness:	Both existing crossings are direct.	✓	All crossings are direct.	✓	
		Vehicular Speeds:	Compact junction design with minimum standard corner radii encourages lower vehicle speeds.	✓	No change from Do Minimum.	✓	
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings at existing crossing points.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Footpaths are a minimum of 2.0m wide, however, crossings are only 2.0m wide.	✘	All footpaths are a minimum of 2.0m wide and crossings are a minimum of 3.0m wide.	✓	
		Overall LoS	3 indicators met:	C	4 indicators met	B	
R114 South Great George's Street / Stephen Street Lower / R114 Aungier Street / Stephen Street Upper	A5975	Pedestrian Routing:	Signalised crossings available on all arms.	✓	No change from Do Minimum- signalised crossings upgraded to toucan crossings.	✓	Low Positive
		Pedestrian Directness:	All existing crossings are direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	Compact junction design with minimum standard corner radii encourages lower vehicle speeds.	✓	No change from Do Minimum.	✓	
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings at existing crossing points.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓	
		Footpath and Crossing Widths:	Footpaths are a minimum of 2.0m wide, however, crossings are only 2.0m wide.	✘	All footpaths are a minimum of 2.0m wide and crossings are a minimum of 3.0m wide.	✓	
		Overall LoS	4 indicators met	B	5 indicators met	A	
R114 South Great George's Street / Fade Street priority junction	A6025	Pedestrian Routing:	Uncontrolled crossing on the Fade Street arm only.	✘	No change from Do Minimum.	✘	Low Positive
		Pedestrian Directness:	Existing crossing is direct.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✘	Raised speed table provided on the Fade Street arm to manage vehicle speeds.	✓	
		Accessibility:	Adequate tactile paving, dropped kerbs, road markings at the crossing point at the junction.	✓	Fully compliant tactile paving, dropped kerbs, road markings at the crossing point at the junction.	✓	
		Footpath and Crossing Widths:	Existing footpaths and uncontrolled crossing are a minimum of 2.0m wide.	✓	Similar geometry to Do Minimum.	✓	
		Overall LoS	3 indicators met	C	4 indicators met	B	

Junctions	Chainage	Criteria	Do Minimum		Do Something		Impact
			Comment	Criteria Met	Comment	Criteria Met	
R114 South Great George's Street / Exchequer Street priority junction	A6150	Pedestrian Routing:	Uncontrolled crossings on the Exchequer Street East and West arms and signalised crossing on the R114 South Great George's Street approximately 6m north of the junction.	✘	No change from Do Minimum.	✘	Low Positive
		Pedestrian Directness:	All existing crossings are direct with traffic island for pedestrian refuge on the R114 South Great George's Street.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	Minimal corner radii and single lane entry/exit on the Exchequer Street arms lowers vehicle speeds.	✓	Similar geometry to Do Minimum.	✓	
		Accessibility:	Adequate tactile paving, dropped kerbs, road markings at the crossing point at the junction.	✓	Fully compliant tactile paving, dropped kerbs, road markings at the crossing point at the junction.	✓	
		Footpath and Crossing Widths:	All footpaths and uncontrolled crossings are a minimum of 2.0m, however, the signalised crossing is an inconsistent width and only 2.0m at its narrowest.	✘	All footpaths and uncontrolled crossings are a minimum of 2.0m and the signalised crossing is a minimum of 3.0m wide.	✓	
		Overall LoS	4 indicators met	C	5 Indicators met	B	
R114 South Great George's Street / Dame Lane priority junction	A6275	Pedestrian Routing:	Dropped kerbs on minor arms	✘	No change from Do Minimum.		Low Positive
		Pedestrian Directness:	Direct Crossings.	✓	No change from Do Minimum.	✓	
		Vehicular Speeds:	One-way traffic movement and raised table present on minor arms.	✓	No change from Do Minimum.	✓	
		Accessibility:	No tactile paving on minor arms.	✘	Fully compliant tactile paving, dropped kerbs, road markings at the crossing point at the junction.	✓	
		Footpath and Crossing Widths:	Footpath widths under 1.8m on one side due to shops, however no entry road. Shops position can not change - this is okay.	✓	No change from Do Minimum.	✓	
		Overall LoS	3 indicators met	C	4 indicators met	B	

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

- R114 Wexford Street / Montague Street / R114 Camden Street Lower / Camden Row priority junction
- R114 Camden Street Lower / R811 Charlotte Way / R114 Camden Street Upper signalised junction

Appendix A6.4.2: Cycling Infrastructure Assessment

Table 8: Cycling Assessment LoS

LoS	Segregation	No. of adjacent cyclists/width		Junction treatment
A+	High degree of separation. Minimal delay	2+1	2.5m	Cyclists get green signal priority at signalised junctions / has priority across uncontrolled junctions
A	Well separated at mid-link with some conflict at intersections	1+1	2.0m	Toucan crossings at signalised junctions for cyclists along CBC / Protected junctions not already classified as A+ for junction treatment
B	On-road cycle lanes or carriageway designated as 'quiet cycle routes'	1+1	1.75m	Cyclists share green time with general traffic and cycle lanes continue through the junction, for junctions not already classified as A or A+ for junction treatment
C	Bicycle share traffic or bus lanes	1+0	1.25m	Cyclists share green time with general traffic with cycle facilities (advanced stacking locations / cycle lanes) available up to the junction but don't continue through
D	No specific bicycle facilities	1+0	0.75m	No specific bicycle facilities

Table 9: Description of Impact for Cycling Qualitative Assessment

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

1.5 Section 1 – R137 Tallaght Road, R137 Templeogue Road to R114 Rathfarnham Road;

Table 10: Section 1 – Cycling Infrastructure Assessment

Location	Chainage	Criteria	Do Minimum		Do Something		Impact
Access junction for Cheeverstown House to R817 Cypress Grove Road	J1050 - J1500	Segregation	On-road cycle lanes for 230m followed by 150m of cyclists sharing the bus / traffic lanes.	C	Well separated cycle lane at mid-link with some conflict at intersections	A	Medium Positive
		Number of Adjacent Cyclists / Width	Each one-way cycle lane has capacity for cycling one cyclist only (1.25 - 1.75m, 1+0). Where cyclists share bus / traffic lanes, there is capacity for cycling two abreast and / or overtaking (>= 2.5m, 2+1)	C	Each cycle lane has capacity for cycling two abreast and / or overtaking (2.0 - 2.5m, 1+1)	A	
		Junction Treatment	No specific bicycle facilities at junctions.	D	Cycle lanes traverse priority junctions and continue through signalised junctions with protected treatment in the form of kerb segregation.	A	
		Overall		C		A	
Templeogue Village to Fortfield Road	J2150 - J2500	Segregation	Bicycle share traffic or bus lanes	C	Well separated cycle lane at mid-link with some conflict at intersections	A	Low Positive
		Number of Adjacent Cyclists / Width	Each cycle lane has capacity for cycling two abreast and / or overtaking (>= 2.5m, 2+1)	A	Each one-way cycle lane has capacity for cycling one cyclist only (1.25 - 1.75m, 1+0)	C	
		Junction Treatment	No specific bicycle facilities at junctions	D	Toucan crossings at the signalised junction as well as protected treatment in the form of kerb segregation.	A	
		Overall Comment		C		B	
Fortfield Road to Rathdown Avenue	J2500 - J2800	Segregation	Shared facility on south-eastern side of the carriageway. Well separated at mid-link with some conflict at intersections	A	High degree of separation. Minimal delay	A	Medium Positive
		Number of Adjacent Cyclists / Width	Each one-way cycle lane has capacity for cycling one cyclist only (1.25 - 1.75m, 1+0)	C	Each cycle lane has capacity for cycling two abreast and / or overtaking (>= 2.5m, 2+1)	A+	
		Junction Treatment	No specific bicycle facilities at the only junction.	D	Toucan crossings at the junction.	A	
		Overall Comment		C		A	
Rathdown Avenue to Rathdown Crescent	J2800 - J3250	Segregation	Bicycles share traffic or bus lanes travelling southbound. On-road cycle lane travelling northbound.	C	Alternative quiet route along Rathdown Drive - cyclists share traffic lanes	C	Low Positive
		Number of Adjacent Cyclists / Width	Bus lane has capacity for cycling two abreast and / or overtaking (2.5m, 2+1) travelling southbound. Cycle lane has capacity for one cyclist only (1.25 - 1.75m, 1+0) northbound	C	Each cycle lane has capacity for cycling two abreast and / or overtaking (>= 2.5m, 2+1)	A+	
		Junction Treatment	No specific bicycle facilities at junctions.	D	Toucan crossings on the R137 Templeogue Road at Rathdown Crescent.	A	
		Overall Comment		C		B	
Rathdown Crescent to R137 Terenure Place	J3250 - A1800	Segregation	On-road cycle lanes	B	Bicycles share the bus-only lane travelling northbound (bus gate). On-road cycle lane travelling southbound.	B	Low Positive

Location	Chainage	Criteria	Do Minimum	Do Something	Impact
		Number of Adjacent Cyclists / Width	Each one-way cycle lane has capacity for cycling one cyclist only (1.25 - 1.75m, 1+0)	C Bus lane has capacity for cycling two abreast and / or overtaking (3.0m, 2+1) travelling northbound. Cycle lane has capacity for cycling two abreast and / or overtaking (2.0 - 2.5m, 1+1) travelling southbound.	A
		Junction Treatment	Cycle lanes traverse priority junctions, but at the signalised junction, cyclists share green time with general traffic with cycle facilities (advanced stacking locations / cycle lanes) available up to the junction but don't continue through.	C Cyclists share green time with general traffic with cycle facilities (advanced stacking locations / cycle lanes) available up to the junction but don't continue through.	C
		Overall Comment		C	B

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

- M50 Junction 11 to L4023 Spawell Road
- L4023 Spawell Road to access junction for Cheeverstown House
- R817 Cypress Grove Road to Templeogue Village

1.6 Section 2 – - R821 Nutgrove Avenue to R137 Terenure Road North – Grange Road, Rathfarnham Road

Table 11: Section 2 – Cycling Infrastructure Assessment

Location	Chainage	Criteria	Do Minimum		Do Something		Impact
R821 Nutgrove Road to Butterfield Avenue	A000 - A475	Segregation	Bicycles share the bus lane travelling northbound. On-road cycle lanes travelling southbound.	C	Well separated cycle lane at mid-link with some conflict at intersections	A	Medium Positive
		Number of Adjacent Cyclists / Width	Bus lane has capacity for cycling two abreast and / or overtaking (2.5m, 2+1) travelling northbound. Cycle lane has capacity for one cyclist only (1.25m, 1+0) southbound	C	Each cycle lane has capacity for cycling two abreast and / or overtaking (2.0 - 2.5m, 1+1)	A	
		Junction Treatment	Cyclists share green with traffic at junctions	C	Cycle lanes traverse priority junctions. Cycle lanes also continue through signalised junctions with protected treatment in the form of kerb segregation.	A	
		Overall		C		A	
R114 Butterfield Avenue to Main Street	A475 - A750	Segregation	Bicycles share bus lanes	C	Well separated cycle lane at mid-link with some conflict at intersections	A	Medium Positive
		Number of Adjacent Cyclists / Width	Each cycle lane has capacity for cycling two abreast and / or overtaking (>= 2.5m, 2+1)	A+	Each cycle lane has capacity for cycling two abreast and / or overtaking (2.0 - 2.5m, 1+1)	A	
		Junction Treatment	No specific bicycle facilities at junctions	D	Cycle lanes traverse priority junctions and toucan crossing adjacent to Rathfarnham Castle.	A	
		Overall		C		A	
R112 Dodder View Road to Rathdown Park	A1250 - A1500	Segregation	Cyclists share bus lane travelling northbound. On-road cycle lanes travelling southbound.	C	Well separated cycle lane at mid-link with some conflict at intersections	A	Low Positive
		Number of Adjacent Cyclists / Width	Cycle lane has capacity for one cyclist only (1.25m, 1+0). Bus lanes travelling northbound has capacity for cycling two abreast and / or overtaking (2.5m, 2+1)	C	Cycle lane has capacity for one cyclist only (1.25m, 1+0).	C	
		Junction Treatment	Cyclists share green with traffic at junctions	C	Cyclists share green time with general traffic and cycle lanes continue through the junction, for junctions not already classified as A or A+ for junction treatment.	B	
		Overall		C		B	
Rathdown Park to R137 Terenure Road North	A1500 - H000	Segregation	Cyclists share bus lane travelling northbound. On-road cycle lanes travelling southbound.	C	Well separated cycle lane at mid-link with some conflict at intersections	A	Low Positive
		Number of Adjacent Cyclists / Width	Cycle lane has capacity for one cyclist only (1.25m, 1+0). Bus lanes travelling northbound has capacity for cycling two abreast and / or overtaking (2.5m, 2+1)	C	Cycle lane has capacity for one cyclist only (1.25m, 1+0).	C	
		Junction Treatment	Cyclists share green time with general traffic with cycle facilities (advanced stacking locations / cycle lanes) available up to the junction but don't continue through.	C	Cycle lanes traverse priority junctions. Cycle lanes also continue through signalised junctions with protected treatment in the form of kerb segregation.	A	
		Overall		C		B	

Location	Chainage	Criteria	Do Minimum		Do Something	Impact	
Alternative Quiet Route: Bushy Park Road to Orwell Road	A1550 - A2500	Segregation	No specific bicycle facilities	D	Quiet street treatment along Bushy Park Road, Wasdale Park, Wasdale Grove, Victoria Road and Zion Road. Cyclists share traffic lanes.	C	Low Positive
		Number of Adjacent Cyclists / Width	No specific bicycle facilities	D	Each cycle lane has capacity for cycling two abreast and / or overtaking (>= 2.5m, 2+1)	A+	
		Junction Treatment	No specific bicycle facilities at junctions	D	No specific bicycle facilities at junctions.	D	
		Overall		D		C	
Alternative Route: Orwell Road to R114 Terenure Road East	A2500	Segregation	No specific bicycle facilities	D	Well separated cycle lane at mid-link with some conflict at intersections	A	High Positive
		Number of Adjacent Cyclists / Width	No specific bicycle facilities	D	Each cycle lane has capacity for cycling two abreast and / or overtaking (2.0 - 2.5m, 1+1)	A	
		Junction Treatment	No specific bicycle facilities at junctions	D	Cycle lanes traverse priority junctions. Cycle lanes also continue through signalised junctions with protected treatment in the form of kerb segregation.	A	
		Overall		D		A	

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

- Main Street to R112 Dodder View Road

1.7 Section 3 – Crumlin to Grand Canal

Table 12: Section 3 – R137 Terenure Road North to Charleville Road – R114 Terenure Road East, Rathgar Road

Location	Chainage	Criteria	Do Minimum		Do Something		Impact
Rathgar Avenue to Grosvenor Road	A2500 - A3650	Segregation	Bicycles share the bus lane travelling northbound. On-road cycle lane travelling southbound.	C	Well separated cycle lane at mid-link with some conflict at intersections	A	Low Positive
		Number of Adjacent Cyclists / Width	Bus lane has capacity for cycling two abreast and / or overtaking ($\geq 2.5m$, 2+1) travelling northbound. Southbound, cycle lane has capacity for cycling one cyclist only (1.25 - 1.75m, 1+0)	C	Each one-way cycle lane has capacity for cycling one cyclist only (1.25 - 1.75m, 1+0)	C	
		Junction Treatment	Cyclists share green with traffic at junctions	C	Cyclists get green signal priority at signalised junctions / has priority across uncontrolled junctions.	A+	
		Overall		C		B	
Additional Route Linking to CBC11: Kimmage Proposed Scheme							
Additional Route: R114 Terenure Road East to Eaton Road	H000 - A200	Segregation	Cycle lane travelling southbound, no specific cyclist facilities travelling northbound.	D	Well separated cycle lanes on both sides of the road with breaks at bus stops. Cycle lanes bypass on-street parking bays in Terenure Village.	A	Medium Positive
		Number of Adjacent Cyclists / Width	Southbound cycle lane has capacity for cycling one cyclist only (1.25 - 1.75m, 1+0)	C	Each cycle lane has capacity for cycling two abreast and / or overtaking (2.0 - 2.5m, 1+1)	A	
		Junction Treatment	Cyclists share green time with general traffic with cycle facilities (advanced stacking locations / cycle lanes) available up to the junction but don't continue through.	C	Cycle lanes traverse priority junctions.	A	
		Overall		C		A	
Additional Route: Eaton Road to Westhampton Place	H200 - H450	Segregation	On-road cycle lanes in both directions	B	Well separated cycle lanes in both directions with conflict at bus stops.	A	Low Positive
		Number of Adjacent Cyclists / Width	Each one-way cycle lane has capacity for cycling one cyclist only (1.25 - 1.75m, 1+0)	C	Each cycle lane has capacity for cycling two abreast and / or overtaking (2.0 - 2.5m, 1+1)	A	
		Junction Treatment	Cycle lanes traverse priority junctions.	A	Cycle lanes traverse priority junctions.	A	
		Overall		B		A	
Additional Route: Westhampton Place to Mount Tallant Avenue	H450 - H700	Segregation	On-road cycle lanes in both directions	B	Well separated cycle lane with breaks at bus stops. Cycle lane bypassed on-street parking bays immediately south of Ashdale Road.	A	Low Positive
		Number of Adjacent Cyclists / Width	Each one-way cycle lane has capacity for cycling one cyclist only (1.25 - 1.75m, 1+0)	C	Each cycle lane has capacity for cycling two abreast and / or overtaking (2.0 - 2.5m, 1+1)	A	
		Junction Treatment	Cycle lanes traverse priority junctions and continue through the signalised junction.	A	Cycle lanes traverse priority junctions.	A	

Location	Chainage	Criteria	Do Minimum		Do Something	Impact
		Overall		B		A
Additional Route: Mount Tallant Avenue to Kenilworth Park	H700 - H1050	Segregation	Cyclists share the bus lane travelling northbound, on-road cycle lanes travelling southbound.	C	Well separated cycle lanes in both directions with conflict at bus stops.	A
		Number of Adjacent Cyclists / Width	Bus lane has capacity for cycling two abreast and / or overtaking ($\geq 2.5m$, 2+1) travelling northbound. Southbound, cycle lane has capacity for cycling one cyclist only (1.25 - 1.75m, 1+0)	C	Each cycle lane has capacity for cycling two abreast and / or overtaking (2.0 - 2.5m, 1+1)	A
		Junction Treatment	Cyclists share green time with general traffic with cycle facilities (advanced stacking locations / cycle lanes) available up to the junction but don't continue through.	C	Cycle lanes traverse priority junctions.	A
		Overall		C		A
Additional Route: Kenilworth Park to Parkview Avenue (joining CBC11: Kimmage Proposed Scheme)	H1050 - H1550	Segregation	Cyclists share the bus lane travelling northbound, on-road cycle lanes travelling southbound.	C	Well separated cycle lanes in both directions with conflict at bus stops.	A
		Number of Adjacent Cyclists / Width	Bus lane has capacity for cycling two abreast and / or overtaking ($\geq 2.5m$, 2+1) travelling northbound. Southbound, cycle lane has capacity for cycling one cyclist only (1.25 - 1.75m, 1+0)	C	Each cycle lane has capacity for cycling two abreast and / or overtaking (2.0 - 2.5m, 1+1)	A
		Junction Treatment	Cycle lanes traverse priority junctions and cyclists share green time with general traffic at signalised junctions with cycle lanes continuing through the junction.	B	Toucan crossings at junctions. Cycle lanes traverse priority junctions and cyclists share green time with general traffic at signalised junctions with cycle lanes continuing through the junction.	A
		Overall		C		A

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

- R137 Terenure Road North to Brighton Road
- Brighton Road to Rathgar Avenue

1.8 Section 4 - Charleville Road to R137 Dame Street

Table 13: Section 4 – Cycling Infrastructure Assessment

Location	Chainage	Criteria	Do Minimum		Do Something	Impact	
Charleville Road to Swanville Place	A3650 - A3850	Segregation	On-road cycle lanes in both directions.	B	Well separated cycle lanes in both directions with conflict at bus stops.	A	Low Positive
		Number of Adjacent Cyclists / Width	Each one-way cycle lane has capacity for cycling one cyclist only (1.25 - 1.75m, 1+0)	C	Each cycle lane has capacity for cycling two abreast and / or overtaking (2.0 - 2.5m, 1+1)	B	
		Junction Treatment	Cycle lanes traverse priority junctions. Cycle lanes also continue through signalised junctions with protected treatment in the form of kerb segregation.	A	Toucan crossings at signalised junctions and cycle lanes traverse priority junctions. Cycle lanes also continue through signalised junctions with protected treatment in the form of kerb segregation.	A	
		Overall		B		A	
Swanville Place to R111 Grove Road	A3850 - A4700	Segregation	Bicycles share the bus lane travelling northbound. On-road cycle lanes travelling southbound.	C	Well separated cycle lanes in both directions with conflict at bus stops.	A	Medium Positive
		Number of Adjacent Cyclists / Width	Bus lane has capacity for cycling two abreast and / or overtaking (\geq 2.5m, 2+1) travelling northbound. Southbound, cycle lane has capacity for cycling one cyclist only (1.25 - 1.75m, 1+0)	C	Each cycle lane has capacity for cycling two abreast and / or overtaking (2.0 - 2.5m, 1+1)	B	
		Junction Treatment	Cyclists share green time with general traffic with cycle facilities (advanced stacking locations / cycle lanes) available up to the junction but don't continue through.	C	Cycle lanes traverse priority junctions. Cyclists share green time with general traffic and cycle lanes continue through the junction	B	
		Overall		C		A	
R111 Grove Road to R811 Harrington Street	A4700 - A5000	Segregation	On-road cycle lanes in both directions.	B	Well separated cycle lanes in both directions with conflict at bus stops.	A	Medium Positive
		Number of Adjacent Cyclists / Width	Each one-way cycle lane has capacity for cycling one cyclist only (1.25 - 1.75m, 1+0)	C	Each cycle lane has capacity for cycling two abreast and / or overtaking (2.0 - 2.5m, 1+1)	B	
		Junction Treatment	Cyclists share green time with general traffic with cycle facilities (advanced stacking locations / cycle lanes) available up to the junction but don't continue through.	C	Cycle lanes traverse priority junctions. Cyclists share green time with general traffic and cycle lanes continue through the junction	B	
		Overall		C		A	
R811 Harrington Street to Grantham Street	A5000 - A5150	Segregation	On-road cycle lanes travelling northbound. Bicycles share the bus lane travelling southbound.	C	Well separated at mid-link with some conflict at intersections	A	Low Positive
		Number of Adjacent Cyclists / Width	Bus lane has capacity for cycling two abreast and / or overtaking (\geq 2.5m, 2+1) travelling northbound. Southbound, cycle lane has capacity for cycling one cyclist only (1.25 - 1.75m, 1+0)	C	Each one-way cycle lane has capacity for cycling one cyclist only (1.25 - 1.75m, 1+0)	C	
		Junction Treatment	No specific bicycle facilities at junctions.	D	Cyclists share green time with general traffic and cycle lanes continue through the junction, for junctions not already classified as A or A+ for junction treatment.	C	
		Overall		C		B	
Grantham Street to Camden Row	A5150 - A5400	Segregation	Bicycles share bus lanes	C	High degree of separation. Minimal delay with cycle tracks bypassing bus stops and on-street parking bays.	A+	Low Positive

Location	Chainage	Criteria	Do Minimum		Do Something	Impact	
		Number of Adjacent Cyclists / Width	Each cycle lane has capacity for cycling two abreast and / or overtaking ($\geq 2.5m, 2+1$)	A+	Each one-way cycle lane has capacity for cycling one cyclist only (1.25 - 1.75m, 1+0)	C	
		Junction Treatment	No specific bicycle facilities	D	Cycle lanes traverse priority junctions.	A	
		Overall		C		B	
R110 Kevin Street Lower to Longford Street Great	A5550 - A5900	Segregation	On-road cycle lanes travelling northbound. Bicycles share the bus lane travelling southbound.	C	Well separated cycle lane at mid-link with some conflict at intersections.	A	Medium Positive
		Number of Adjacent Cyclists / Width	Northbound cycle lane has capacity for cycling one cyclist only (1.25 - 1.75m, 1+0). Bus lane has capacity for cycling two abreast and / or overtaking ($\geq 2.5m, 2+1$) travelling southbound.	C	Each cycle lane has capacity for cycling two abreast and / or overtaking (2.0 - 2.5m, 1+1)	A	
		Junction Treatment	Cyclists share green time with general traffic with cycle facilities (advanced stacking locations / cycle lanes) available up to the junction but don't continue through.	C	Cycle lanes traverse priority junctions. Toucan crossings at signalised junctions for cyclists along CBC / Protected junctions not already classified as A+ for junction treatment.	A	
		Overall		C		A	
Longford Street Great to Stephen Street Upper	A5900 - A6000	Segregation	On-road cycle lanes	B	Well separated cycle lane at mid-link with some conflict at intersections	A	Medium Positive
		Number of Adjacent Cyclists / Width	Each one-way cycle lane has capacity for cycling one cyclist only (1.25 - 1.75m, 1+0)	C	Each cycle lane has capacity for cycling two abreast and / or overtaking (2.0 - 2.5m, 1+1)	A	
		Junction Treatment	Cyclists share green time with general traffic with cycle facilities (advanced stacking locations / cycle lanes) available up to the junction but don't continue through.	C	Cycle lanes traverse priority junctions. Toucan crossings at signalised junctions for cyclists along CBC / Protected junctions not already classified as A+ for junction treatment.	A	
		Overall		C		A	
Stephen Street Upper to R137 Dame Street	A6000 - A6300	Segregation	Bicycles share the bus lane travelling northbound. On-road cycle lanes travelling southbound.	C	Well separated cycle lane at mid-link with some conflict at intersections	A	Medium Positive
		Number of Adjacent Cyclists / Width	Bus lane has capacity for cycling two abreast and / or overtaking ($\geq 2.5m, 2+1$) travelling northbound. Southbound, cycle lane has capacity for cycling one cyclist only (1.25 - 1.75m, 1+0)	C	Each cycle lane has capacity for cycling two abreast and / or overtaking (2.0 - 2.5m, 1+1)	A	
		Junction Treatment	No specific bicycle facilities at junctions	D	Cycle lanes traverse priority junctions. Toucan crossings at signalised junctions for cyclists along CBC / Protected junctions not already classified as A+ for junction treatment.	A	
		Overall		C		A	

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

- Camden Row to R110 Kevin Street Lower

Appendix A6.4.3: Average Bus Journey Times

Table 14: 2028 AM and PM Peak Hour Journey Times

PT Line	Direction	Peak Period	Do Minimum	Do Something	Abs Diff	% Diff
4007	A1 NB	AM Peak Hour	35.1	28.6	-6.6	-19%
		PM Peak Hour	30.3	28.4	-1.9	-6%
4008	A1 SB	AM Peak Hour	29.8	27.2	-2.6	-9%
		PM Peak Hour	34.4	26.7	-7.7	-22%
4009	A2 SB	AM Peak Hour	29.5	29.1	-0.4	-1%
		PM Peak Hour	35.2	27.0	-8.2	-23%
4010	A2 NB	AM Peak Hour	35.2	29.4	-5.8	-16%
		PM Peak Hour	31.1	29.2	-1.9	-6%
4011	A3 SB	AM Peak Hour	32.2	29.3	-2.9	-9%
		PM Peak Hour	37.3	28.9	-8.4	-22%
4012	A3 NB	AM Peak Hour	37.3	30.4	-6.9	-19%
		PM Peak Hour	32.6	30.1	-2.5	-8%
4013	A4 SB	AM Peak Hour	29.9	29.1	-0.8	-3%
		PM Peak Hour	35.4	27.2	-8.1	-23%
4014	A4 NB	AM Peak Hour	35.0	29.4	-5.6	-16%
		PM Peak Hour	31.5	29.3	-2.2	-7%
4072	O EB	AM Peak Hour	1.2	1.5	0.3	23%
		PM Peak Hour	1.2	1.4	0.2	17%
4073	86 NB	AM Peak Hour	2.0	2.2	0.3	15%
		PM Peak Hour	1.6	1.4	-0.2	-14%
4075	87 NB	AM Peak Hour	1.7	2.1	0.4	24%
		PM Peak Hour	1.5	1.4	-0.1	-7%
4077	88 NB	AM Peak Hour	1.9	1.9	0.0	-2%
		PM Peak Hour	1.5	1.7	0.1	9%
4088	71 SB	AM Peak Hour	5.4	3.8	-1.6	-29%
		PM Peak Hour	5.3	3.8	-1.5	-28%
4089	71 NB	AM Peak Hour	5.6	4.0	-1.5	-27%
		PM Peak Hour	4.9	3.8	-1.1	-22%
4110	72 SB	AM Peak Hour	5.5	3.4	-2.1	-38%
		PM Peak Hour	5.3	3.5	-1.7	-33%
4111	72 NB	AM Peak Hour	5.4	4.1	-1.3	-24%
		PM Peak Hour	4.8	4.0	-0.9	-18%
4160	P18 NB	AM Peak Hour	24.6	23.2	-1.5	-6%
		PM Peak Hour	-	-	-	-
4161	P18 SB	AM Peak Hour	-	-	-	-
		PM Peak Hour	23.8	18.6	-5.3	-22%
4178	P44 NB	AM Peak Hour	28.0	24.4	-3.6	-13%

PT Line	Direction	Peak Period	Do Minimum	Do Something	Abs Diff	% Diff
		PM Peak Hour	-	-	-	-
4179	P44 SB	AM Peak Hour	-	-	-	-
		PM Peak Hour	29.2	20.8	-8.4	-29%
4180	P43 NB	AM Peak Hour	28.4	25.1	-3.4	-12%
		PM Peak Hour	-	-	-	-
4181	P43 SB	AM Peak Hour	-	-	-	-
		PM Peak Hour	28.8	21.3	-7.5	-26%
4203	X77 NB	AM Peak Hour	-	-	-	-
		PM Peak Hour	7.3	7.0	-0.3	-5%
4204	X77 SB	AM Peak Hour	5.8	4.9	-0.9	-16%
		PM Peak Hour	-	-	-	-
4239	S2 WB	AM Peak Hour	2.1	1.1	-1.1	-50%
		PM Peak Hour	2.0	1.2	-0.8	-41%
4240	S2 EB	AM Peak Hour	1.9	1.7	-0.2	-9%
		PM Peak Hour	1.6	1.6	0.0	1%
4241	S4 EB	AM Peak Hour	4.5	5.7	1.2	26%
		PM Peak Hour	4.1	5.0	1.0	24%
4242	S4 WB	AM Peak Hour	4.2	6.1	1.9	44%
		PM Peak Hour	6.0	6.0	0.0	0%
4243	S6 WB	AM Peak Hour	2.6	2.1	-0.5	-18%
		PM Peak Hour	2.7	2.1	-0.7	-25%
4244	S6 EB	AM Peak Hour	2.4	2.6	0.1	6%
		PM Peak Hour	2.9	2.4	-0.5	-18%
4255	81 SB	AM Peak Hour	14.4	12.8	-1.6	-11%
		PM Peak Hour	18.8	12.3	-6.5	-34%
4256	81 NB	AM Peak Hour	17.3	15.6	-1.8	-10%
		PM Peak Hour	14.3	15.4	1.1	8%
4267	A9 NB	AM Peak Hour	10.8	8.0	-2.8	-26%
		PM Peak Hour	9.9	6.9	-3.0	-30%
4268	A9 SB	AM Peak Hour	7.5	6.2	-1.4	-18%
		PM Peak Hour	7.4	6.2	-1.2	-16%
40792	80 NB (2)	AM Peak Hour	17.7	13.3	-4.3	-24%
		PM Peak Hour	15.4	13.0	-2.4	-16%
40801	80 SB (1)	AM Peak Hour	14.0	12.0	-2.0	-14%
		PM Peak Hour	14.3	11.9	-2.4	-17%
40802	80 SB (2)	AM Peak Hour	1.6	8.7	7.1	444%
		PM Peak Hour	1.9	7.4	5.5	284%
40812	82 NEB (2)	AM Peak Hour	9.2	7.5	-1.7	-19%

PT Line	Direction	Peak Period	Do Minimum	Do Something	Abs Diff	% Diff
		PM Peak Hour	8.0	7.3	-0.7	-8%
40821	82 SWB (1)	AM Peak Hour	7.5	5.3	-2.2	-30%
		PM Peak Hour	7.8	5.5	-2.3	-29%
40832	85 SB (2)	AM Peak Hour	8.7	14.2	5.4	62%
		PM Peak Hour	10.1	13.7	3.6	36%
40841	85 NB (1)	AM Peak Hour	10.0	10.2	0.2	2%
		PM Peak Hour	9.9	9.7	-0.1	-1%
41182	74 SB	AM Peak Hour	7.2	8.8	1.6	22%
		PM Peak Hour	8.5	7.4	-1.1	-13%
41191	74 NB	AM Peak Hour	8.6	8.4	-0.3	-3%
		PM Peak Hour	8.4	8.2	-0.2	-3%
4011	A3 SB - section along CBC10 only	AM Peak Hour	10.7	9.3	-1.4	-13%
		PM Peak Hour	10.9	9.3	-1.7	-15%
4012	A3 NB - section along CBC10 only	AM Peak Hour	11.7	10.1	-1.6	-14%
		PM Peak Hour	11.0	9.9	-1.1	-10%

Table 15: 2043 AM and PM Peak Hour Journey Times

PT Line	Direction	Peak Period	Do Minimum	Do Something	Abs Diff	% Diff
4007	A1 NB	AM Peak Hour	32.7	28.3	-4.4	-14%
		PM Peak Hour	30.2	28.3	-1.9	-6%
4008	A1 SB	AM Peak Hour	28.9	26.9	-2.0	-7%
		PM Peak Hour	30.9	26.5	-4.5	-14%
4009	A2 SB	AM Peak Hour	28.4	28.1	-0.3	-1%
		PM Peak Hour	31.1	26.5	-4.6	-15%
4010	A2 NB	AM Peak Hour	33.2	29.4	-3.9	-12%
		PM Peak Hour	30.7	29.4	-1.3	-4%
4011	A3 SB	AM Peak Hour	31.6	29.0	-2.6	-8%
		PM Peak Hour	33.4	28.7	-4.8	-14%
4012	A3 NB	AM Peak Hour	35.7	30.4	-5.3	-15%
		PM Peak Hour	32.6	30.1	-2.5	-8%
4013	A4 SB	AM Peak Hour	28.8	27.9	-0.8	-3%
		PM Peak Hour	31.5	26.3	-5.2	-17%
4014	A4 NB	AM Peak Hour	33.8	29.2	-4.7	-14%
		PM Peak Hour	31.1	29.3	-1.8	-6%
4072	O EB	AM Peak Hour	1.1	1.5	0.4	37%
		PM Peak Hour	1.1	1.4	0.2	22%
4073	86 NB	AM Peak Hour	1.6	1.9	0.3	21%
		PM Peak Hour	1.6	1.6	0.1	4%
4075	87 NB	AM Peak Hour	1.4	1.8	0.4	27%
		PM Peak Hour	1.5	1.5	0.0	-3%
4077	88 NB	AM Peak Hour	1.6	1.9	0.3	20%
		PM Peak Hour	1.6	1.5	-0.1	-9%
4088	71 SB	AM Peak Hour	5.0	3.8	-1.2	-24%
		PM Peak Hour	5.3	3.7	-1.6	-30%
4089	71 NB	AM Peak Hour	5.5	4.2	-1.3	-23%
		PM Peak Hour	4.7	3.9	-0.8	-18%
4110	72 SB	AM Peak Hour	5.0	3.6	-1.4	-27%
		PM Peak Hour	5.1	3.5	-1.6	-32%
4111	72 NB	AM Peak Hour	5.3	4.4	-1.0	-18%
		PM Peak Hour	4.7	3.9	-0.8	-16%
4160	P18 NB	AM Peak Hour	23.3	22.0	-1.3	-6%
		PM Peak Hour	-	-	-	-
4161	P18 SB	AM Peak Hour	-	-	-	-
		PM Peak Hour	20.5	17.6	-2.9	-14%

4178	P44 NB	AM Peak Hour	27.3	24.4	-2.9	-11%
		PM Peak Hour	-	-	-	-
4179	P44 SB	AM Peak Hour	-	-	-	-
		PM Peak Hour	25.2	21.5	-3.8	-15%
4180	P43 NB	AM Peak Hour	27.2	24.7	-2.5	-9%
		PM Peak Hour	-	-	-	-
4181	P43 SB	AM Peak Hour	-	-	-	-
		PM Peak Hour	25.0	21.0	-4.1	-16%
4203	X77 NB	AM Peak Hour	-	-	-	-
		PM Peak Hour	7.1	6.9	-0.1	-2%
4204	X77 SB	AM Peak Hour	5.7	4.9	-0.8	-15%
		PM Peak Hour	-	-	-	-
4239	S2 WB	AM Peak Hour	2.4	1.2	-1.2	-51%
		PM Peak Hour	2.3	1.2	-1.1	-49%
4240	S2 EB	AM Peak Hour	1.8	1.7	0.0	-1%
		PM Peak Hour	1.6	1.8	0.2	14%
4241	S4 EB	AM Peak Hour	3.6	5.7	2.1	60%
		PM Peak Hour	3.4	5.0	1.5	45%
4242	S4 WB	AM Peak Hour	4.1	5.4	1.3	33%
		PM Peak Hour	4.6	5.6	1.0	21%
4243	S6 WB	AM Peak Hour	2.5	2.1	-0.4	-17%
		PM Peak Hour	2.6	2.1	-0.5	-20%
4244	S6 EB	AM Peak Hour	2.2	2.5	0.3	12%
		PM Peak Hour	2.4	2.3	-0.1	-6%
4255	81 SB	AM Peak Hour	14.1	12.7	-1.4	-10%
		PM Peak Hour	15.4	12.0	-3.4	-22%
4256	81 NB	AM Peak Hour	16.4	15.2	-1.1	-7%
		PM Peak Hour	14.1	15.4	1.4	10%
4267	A9 NB	AM Peak Hour	9.9	7.6	-2.3	-24%
		PM Peak Hour	9.6	7.0	-2.6	-27%
4268	A9 SB	AM Peak Hour	7.6	6.2	-1.4	-19%
		PM Peak Hour	7.0	6.0	-1.0	-15%
40792	80 NB (2)	AM Peak Hour	16.6	12.8	-3.8	-23%
		PM Peak Hour	15.1	12.8	-2.3	-15%
40801	80 SB (1)	AM Peak Hour	13.8	11.9	-1.8	-13%
		PM Peak Hour	13.5	11.9	-1.6	-12%
40802	80 SB (2)	AM Peak Hour	1.5	3.2	1.7	111%
		PM Peak Hour	1.7	4.0	2.3	137%
40812	82 NEB (2)	AM Peak Hour	8.8	7.5	-1.3	-15%

		PM Peak Hour	7.8	7.4	-0.4	-5%
40821	82 SWB (1)	AM Peak Hour	7.3	5.1	-2.1	-29%
		PM Peak Hour	7.3	5.4	-1.9	-26%
40832	85 SB (2)	AM Peak Hour	8.5	9.9	1.4	16%
		PM Peak Hour	9.7	8.5	-1.2	-13%
40841	85 NB (1)	AM Peak Hour	9.4	9.5	0.1	1%
		PM Peak Hour	9.7	9.7	0.0	-1%
41182	74 SB	AM Peak Hour	6.9	7.8	0.8	12%
		PM Peak Hour	7.5	6.8	-0.7	-9%
41191	74 NB	AM Peak Hour	8.1	7.5	-0.5	-7%
		PM Peak Hour	8.2	7.9	-0.3	-4%
4011	A3 SB - section along CBC10 only	AM Peak Hour	10.4	9.3	-1.1	-11%
		PM Peak Hour	10.2	9.4	-0.8	-8%
4012	A3 NB - section along CBC10 only	AM Peak Hour	10.7	10.0	-0.7	-7%
		PM Peak Hour	10.8	9.8	-1.0	-9%

Appendix A6.4.4: General Traffic Assessment

Table 16: 2028 AM Peak Hour Junction Analysis

Location					Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Ranges		Description of Impact
Orientation	Map ID	Road Name	Junction ID	Junction Name	Do Minimum Flow	Do Something Flow	Do Minimum VoC	Do Something VoC	Do Minimum VoC	Do Something VoC	
Eastern Side of Proposed Scheme	A.1	Belgrave Square North	11357	Belgrave Square East / Belgrave Square North / Charleston Road / Mount Pleasant Avenue Upper	817	1025	56	37	≤85%	≤85%	Negligible
		Butterfield Avenue	21132	Butterfield Avenue / Marian Road	834	942	58	66	≤85%	≤85%	Negligible
		Churchtown Road Lower	19384	Churchtown Road Lower / Woodlawn Park	930	1016	71	74	≤85%	≤85%	Negligible
		Dartry Road	11355	Dartry Road / Sunbury Gardens	993	1378	42	56	≤85%	≤85%	Negligible
		Grange Road	21175	Grange Road / Taylors Lane	1105	1306	52	64	≤85%	≤85%	Negligible
	A.10	Milltown Road	11316	Milltown Road / Dundrum Road	1574	1751	60	68	≤85%	≤85%	Negligible
		Palmerston Park	11276	Palmerston Park / Palmerston Road	129	327	5	13	≤85%	≤85%	Negligible
	A.11	Northbrook Road	11205	Northbrook Road / Cambridge Terrace	282	382	8	12	≤85%	≤85%	Negligible
		Orwell Park	11228	Orwell Park / Orwell Road	1468	1611	72	92	≤85%	85%-100%	Low
		Taylors Lane	21162	Taylors Ln / Ballyboden Way Rbt	887	890	55	47	≤85%	≤85%	Negligible
	A.12	M50	9226	M50 Jct 11	3400	3337	100	88	>100%	85%-100%	Low
	A.2	Ashfield Road	11260	Ashfield Road / Beechwood Road	373	489	20	30	≤85%	≤85%	Negligible
		Butterfield Avenue	21121	Butterfield Avenue / Firhouse Road / Old Bridge Road	1982	1728	51	58	≤85%	≤85%	Negligible
		Dunville Avenue	11259	Dunville Avenue / Oakley Road	293	443	13	22	≤85%	≤85%	Negligible
			11254	Dunville Avenue / Palmerston Road	353	512	24	53	≤85%	≤85%	Negligible
		Firhouse Road	21204	Firhouse Road / Spawell Link Road	1557	1616	54	53	≤85%	≤85%	Negligible
		Frankfort Avenue	11269	Garville Road / Frankfort Avenue	96	270	4	18	≤85%	≤85%	Negligible
	A.3	Braemor Road	11297	Braemor Road / Lower Dodder Road	1238	1215	75	96	≤85%	85%-100%	Low
		Broadford Road	19305	Broadford Road / Stonemason'S Way	934	1054	65	75	≤85%	≤85%	Negligible
		Canal Road	6316	Canal Road / Charlemont Street / Grand Parade / Ranelagh Road	1676	1400	95	87	85%-100%	85%-100%	Negligible
		Castlewood Avenue	11286	Castlewood Avenue / Cambridge Road	626	825	21	26	≤85%	≤85%	Negligible
			40073	Castlewood Avenue / Castlewood Park	549	764	20	25	≤85%	≤85%	Negligible
		Charlemont Street	6100	Charlemont Street / Charlemont Mall	783	876	75	82	≤85%	≤85%	Negligible
		Charleston Road	11257	Charleston Road / Oxford Road	729	926	27	60	≤85%	≤85%	Negligible
		Frankfort Avenue	11270	Frankfort Avenue / Vernon Grove	168	304	6	15	≤85%	≤85%	Negligible
	A.4	Broadford Road	19215	Barton Road East / Broadford Rd Rbt	924	1031	40	44	≤85%	≤85%	Negligible
		Butterfield Avenue	21129	Anne Devlin Road / Butterfield Avenue	991	1095	67	76	≤85%	≤85%	Negligible
			21185	Butterfield Avenue / Fairways	1209	1185	70	98	≤85%	85%-100%	Low
		Chelmsford Road	11305	Chelmsford Road / Sallymount Avenue / The Appian Way	791	876	39	44	≤85%	≤85%	Negligible
	A.5	Beechwood Road	11399	Beechwood Road / Dunville Avenue	335	449	11	17	≤85%	≤85%	Negligible
		Churchtown Road Lower	11339	Churchtown Road Lower / Patrick Doyle Road	834	912	25	32	≤85%	≤85%	Negligible
		Churchtown Road Upper	19396	Churchtown Road Lower / Churchtown Road Upper	1495	1483	48	56	≤85%	≤85%	Negligible
		Dartry Road	11359	Dartry Road / Orwell Park	1393	1657	61	74	≤85%	≤85%	Negligible
		Dundrum Road	19385	Bird Avenue / Dundrum Road	665	782	40	44	≤85%	≤85%	Negligible
			19386	Dundrum Road / Farrenboley Park	596	698	36	38	≤85%	≤85%	Negligible
		Grand Parade	6301	Grand Parade / Leeson Street Lower / Leeson Street Upper / Mespil Road	2368	2400	60	46	≤85%	≤85%	Negligible
		Grange Road	19436	Grange Road / Stonemason'S Way	1595	1744	90	99	85%-100%	85%-100%	Negligible
	A.6	Leeson Street Upper	11125	Leeson Street Upper / Burlington Road	1376	1510	51	55	≤85%	≤85%	Negligible
			11131	Leeson Street Upper / Dartmouth Road	996	1265	66	85	≤85%	≤85%	Negligible
			11136	Leeson Street Upper / Leeson Street Upper	877	1177	47	64	≤85%	≤85%	Negligible
Milltown Road		11221	Churchtown Road Lower / Milltown Road	1717	1810	101	101	>100%	>100%	Negligible	
		11166	Eglinton Road / Milltown Road / Sandford Road / Clonskeagh Road	1946	1962	91	91	85%-100%	85%-100%	Negligible	
		11400	Milltown Road / Milltown Road / Milltown Road	1335	1502	44	50	≤85%	≤85%	Negligible	
		11299	Richmond Avenue South / Milltown Road	829	943	44	51	≤85%	≤85%	Negligible	
Mountpleasant Place		11241	Mountpleasant Place / Oxford Road	109	316	8	22	≤85%	≤85%	Negligible	

Location					Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Ranges		Description of Impact
Orientation	Map ID	Road Name	Junction ID	Junction Name	Do Minimum Flow	Do Something Flow	Do Minimum VoC	Do Something VoC	Do Minimum VoC	Do Something VoC	
		Northbrook Road	11197	Northbrook Road / Dartmouth Terrace	221	332	8	13	≤85%	≤85%	
		Orwell Road	11315	Lower Dodder Road / Orwell Road	1340	1492	51	86	≤85%	85%-100%	Low
	A.7	Leeson Street Lower	6266	Adelaide Road / Leeson Street Lower / Fitzwilliam Place	1672	1845	73	74	≤85%	≤85%	Negligible
			6265	Adelaide Road / Leeson Street Lower / Wilton Terrace	1775	2005	36	43	≤85%	≤85%	Negligible
			6268	Hatch Street Lower / Leeson Street Lower	1405	1600	37	37	≤85%	≤85%	Negligible
		Leeson Street Upper	11124	Leeson Street Upper / The Appian Way	1800	1864	95	84	85%-100%	≤85%	Low Positive
		Lower Dodder Road	11246	Dodder Road Lower / Dodder Road Lower	444	556	15	21	≤85%	≤85%	Negligible
		Palmerston Park	11311	Palmerston Park / Rathmines Road Upper	1084	1176	51	76	≤85%	≤85%	Negligible
			11329	Palmerston Park / Sunbury Gardens	952	1308	52	76	≤85%	≤85%	Negligible
		Palmerston Road	11290	Cowper Road / Palmerston Road	162	348	9	21	≤85%	≤85%	Negligible
		Ranelagh	11184	Mountpleasant Place / Ranelagh / Ranelagh Road	935	1392	59	91	≤85%	85%-100%	Low
		Rathmines Road Upper	11295	Rathmines Road Upper / Frankfort Avenue	773	781	26	53	≤85%	≤85%	Negligible
		Taylor's Lane	21148	Palmer Park / Taylor's Lane	827	977	27	31	≤85%	≤85%	Negligible
			21149	Pearse Brothers Park / Taylor's Lane	904	1041	25	29	≤85%	≤85%	Negligible
	A.8	M50	21225	M50 Jct 12	3941	4023	93	93	85%-100%	85%-100%	Negligible
		Ranelagh	11233	Ashfield Road / Ranelagh	1222	1244	78	79	≤85%	≤85%	Negligible
			11250	Cullenswood Road / Ranelagh	1324	1360	54	64	≤85%	≤85%	Negligible
		Ranelagh Road	11185	Northbrook Road / Ranelagh Road	910	1192	51	75	≤85%	≤85%	Negligible
			11261	Ranelagh Road / Beechwood Avenue Lower	1142	1258	79	92	≤85%	85%-100%	Low
	A.9	Leeson Street Upper	6300	Leeson Street Upper / Sussex Road (North)	1314	1597	45	60	≤85%	≤85%	Negligible
			11138	Leeson Street Upper / Sussex Road (South)	716	904	36	47	≤85%	≤85%	Negligible
		Ranelagh Road	11201	Ranelagh Road / Mountpleasant Place	948	1314	58	79	≤85%	≤85%	Negligible
			11338	Ranelagh Road / Mountpleasant Square / Orchard Lane	965	1338	54	77	≤85%	≤85%	Negligible
			11186	Ranelagh Road / Mountpleasant Terrace / Dartmouth Road	788	917	42	55	≤85%	≤85%	Negligible
		Taylor's Lane	21153	Taylor's Lane / Whitechurch Road	1256	1384	54	66	≤85%	≤85%	Negligible
Western Side of Proposed Scheme	A.1	Ballymount Avenue	16138	Ballymount Av / Calmount Rd Rbt	492	663	70	65	≤85%	≤85%	Negligible
		Ballymount Road Lower	16143	Ballymount Road Lower / Robinhood Road	1274	1431	46	45	≤85%	≤85%	Negligible
		Bride Street	6171	Bride Street / Bishop Street	694	827	36	43	≤85%	≤85%	Negligible
			6362	Bride Street / Golden Lane	1042	1237	36	39	≤85%	≤85%	Negligible
			6183	Bride Street / New Bride Street	1623	1813	62	66	≤85%	≤85%	Negligible
		Grosvenor Place	11242	Grosvenor Place / Effra Road	85	228	3	7	≤85%	≤85%	Negligible
			11238	Grosvenor Place / Grosvenor Road	438	646	27	33	≤85%	≤85%	Negligible
		Grove Road	6306	Grove Road / Harolds Cross Road / Parnell Road	2274	2109	72	61	≤85%	≤85%	Negligible
		Harolds Cross Road	8267	Harolds Cross Road / Mount Drummond Avenue	1333	1445	79	85	≤85%	≤85%	Negligible
	A.10	Harrington Street	6130	Harrington Street / Heytesbury Street / South Circular Road	1335	1486	47	49	≤85%	≤85%	Negligible
		South Circular Road	6484	Emorville Avenue / South Circular Road	988	1185	30	38	≤85%	≤85%	Negligible
			6134	South Circular Road / Bloomfield Avenue	983	1141	27	32	≤85%	≤85%	Negligible
			6132	South Circular Road / Curzon Street	919	1043	26	30	≤85%	≤85%	Negligible
		Stephen Street Upper	6331	Stephen Street Upper / Longford Street Great	153	274	12	33	≤85%	≤85%	Negligible
	A.11	Harolds Cross Road	8265	Harolds Cross Road / Harolds Cross Road	1508	1631	55	63	≤85%	≤85%	Negligible
		Stephen Street Upper	6332	Stephen Street Upper / Great Ship Street	353	563	28	44	≤85%	≤85%	Negligible
	A.12	M50	16177	M50 Jct 10	3232	3294	99	97	85%-100%	85%-100%	Negligible
	A.2	Bride Street	6172	Bride Street / Peter Street	603	742	26	33	≤85%	≤85%	Negligible
	A.3	Calmount Road	16118	Calmount Rd Rbt	1538	1594	72	78	≤85%	≤85%	Negligible
		Golden Lane	6438	Chancery Lane / Golden Lane	501	729	15	24	≤85%	≤85%	Negligible
			6105	Golden Lane / Stephen Street Upper	255	454	5	13	≤85%	≤85%	Negligible
			6196	Golden Lane / Whitefriar Street	530	748	23	34	≤85%	≤85%	Negligible

Location					Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Ranges		Description of Impact
Orientation	Map ID	Road Name	Junction ID	Junction Name	Do Minimum Flow	Do Something Flow	Do Minimum VoC	Do Something VoC	Do Minimum VoC	Do Something VoC	
		Kenilworth Square South	11255	Kenilworth Square South / Leicester Avenue	155	332	8	10	≤85%	≤85%	
A.4	Clareville Road	8413	8413	Clareville Road / Kenilworth Park	801	919	64	76	≤85%	≤85%	Negligible
		8133	8133	Clareville Road / Larkfield Park	718	859	21	25	≤85%	≤85%	Negligible
	Cromwellsfort Road	8367	8367	Cromwellsfort Road / Bigger Road	1627	1730	50	56	≤85%	≤85%	Negligible
		8390	8390	Cromwellsfort Road / Moeran Road	1648	1741	53	58	≤85%	≤85%	Negligible
		8411	8411	St Agnes Road / Cromwellsfort Road / Kimmage Road West / Whitehall Road West	2287	2285	101	101	>100%	>100%	Negligible
	8353	8353	Walkinstown Rbt	1889	1900	99	104	85%-100%	>100%	Medium	
	Kenilworth Square North	8151	8151	Kenilworth Square West / Kenilworth Square North	396	566	17	22	≤85%	≤85%	Negligible
Kenilworth Square South	11244	11244	Kenilworth Square South / Kenilworth Square West	123	341	6	21	≤85%	≤85%	Negligible	
A.5	Ballymount Road Lower	16145	16145	Ballymount Avenue / Ballymount Road Lower	1667	1749	103	108	>100%	>100%	Negligible
	Ballymount Road Upper	16213	16213	Ballymount Avenue / Ballymount Road Upper	841	860	46	42	≤85%	≤85%	Negligible
		16127	16127	Ballymount Cross Rbt	1011	1095	43	46	≤85%	≤85%	Negligible
	Clanbrassil Street Lower	6220	6220	Clanbrassil Street Lower / South Circular Road	2350	2481	88	91	85%-100%	85%-100%	Negligible
	Clareville Road	8132	8132	Clareville Road / Priory Road	733	869	21	25	≤85%	≤85%	Negligible
		8148	8148	Clareville Road / Westfield Road	762	895	21	25	≤85%	≤85%	Negligible
	Greenhills Road	9157	9157	Greenhills Road / Limekiln Road	1685	1644	95	88	85%-100%	85%-100%	Negligible
	Grosvenor Place	11370	11370	Grosvenor Place / Kenilworth Road	427	668	41	48	≤85%	≤85%	Negligible
		11243	11243	Grosvenor Place / Leinster Road	264	592	9	22	≤85%	≤85%	Negligible
	Walkinstown Avenue	8422	8422	Walkinstown Avenue / Walkinstown Green	1241	1391	39	58	≤85%	≤85%	Negligible
A.6	Heytesbury Street	6194	6194	Heytesbury Street / Arnott Street	555	763	20	29	≤85%	≤85%	Negligible
		6420	6420	Heytesbury Street / Grantham Street	703	884	23	31	≤85%	≤85%	Negligible
		6170	6170	Heytesbury Street / New Bride Street	582	790	19	28	≤85%	≤85%	Negligible
	Katharine Tynan Road	24203	24203	Katharine Tynan Road / Sylvan Drive	1139	1262	114	115	>100%	>100%	Negligible
	Kenilworth Road	11280	11280	Kenilworth Road / Kenilworth Square North	353	482	13	14	≤85%	≤85%	Negligible
	Kenilworth Square South	11279	11279	Kenilworth Square South / Kenilworth Square East	112	294	4	8	≤85%	≤85%	Negligible
	Larkfield Avenue	8415	8415	Larkfield Avenue / Larkfield Park	788	949	20	25	≤85%	≤85%	Negligible
		8323	8323	Larkfield Avenue / Sundrive Road	1855	1980	98	99	85%-100%	85%-100%	Negligible
	Naas Road	16181	16181	Naas Road / Killeen Road	2500	2500	64	66	≤85%	≤85%	Negligible
		16101	16101	Naas Road / Long Mile Road Jct	1553	1646	96	97	85%-100%	85%-100%	Negligible
		8245	8245	R112 / Naas Road / Kylemore Road	3396	3445	90	91	85%-100%	85%-100%	Negligible
	Rathgar Avenue	11278	11278	Kenilworth Square South / Rathgar Avenue	594	718	21	35	≤85%	≤85%	Negligible
	South Circular Road	6131	6131	South Circular Road / Kingsland Park Avenue	1025	1215	28	50	≤85%	≤85%	Negligible
A.7	Heytesbury Street	6581	6581	Heytesbury Street / Pleasants Street	555	763	20	28	≤85%	≤85%	Negligible
	Robinhood Road	16100	16100	Robinhood Road / Robinhood Industrial Estate	1246	1298	44	53	≤85%	≤85%	Negligible
	Turnpike Road	16231	16231	Turnpike Road / Merrywell Business Park	1496	1638	91	96	85%-100%	85%-100%	Negligible
		16211	16211	Turnpike Road / Robinhood Road	1144	1217	53	67	≤85%	≤85%	Negligible
	Walkinstown Avenue	8400	8400	Walkinstown Avenue / Long Mile Road	2282	2287	97	98	85%-100%	85%-100%	Medium
A.8	Leinster Road	11287	11287	Charleville Road / Leinster Road	381	446	24	21	≤85%	≤85%	Negligible
		11160	11160	Leinster Road / Leinster Road West	207	476	7	17	≤85%	≤85%	Negligible
	Limekiln Road	9186	9186	Limekiln Avenue / Limekiln Road	295	408	20	25	≤85%	≤85%	Negligible
A.9	M50	16113	16113	M50 Jct 09	1375	1482	112	112	>100%	>100%	Negligible

Table 17: 2028 PM Junction Analysis

Location					Peak Hour Traffic Flow		Max Volume over Capacity Ratio (%)		Ranges		Description of Impact
Orientation	Map ID	Road Name	Junction ID	Junction Name	Do Minimum Flow	Do Something Flow	Do Minimum VoC	Do Something VoC	Do Minimum VoC	Do Something VoC	
Eastern Side of Proposed Scheme	P.1	Leeson Street Upper	6300	Leeson Street Upper / Sussex Road (North)	1415	1594	44	46	≤85%	≤85%	Negligible
		Longford Street Little	6327	Longford Street Little / Noel Purcell Walk	306	489	8	13	≤85%	≤85%	Negligible
		Mercer Street Lower	6347	Mercer Street Lower / Mercer Street Lower / Glovers Alley	323	414	47	67	≤85%	≤85%	Negligible
		Milltown Road	11299	Richmond Avenue South / Milltown Road	435	569	24	31	≤85%	≤85%	Negligible
		Palmerston Park	11311	Palmerston Park / Rathmines Road Upper	920	1098	44	58	≤85%	≤85%	Negligible
			11329	Palmerston Park / Sunbury Gardens	902	1204	64	96	≤85%	85%-100%	Low
		Scholarstown Road	21192	Scholarstown Rd Rbt	620	739	104	105	>100%	>100%	Negligible
	Whitechurch Road	21169	Grange Park / Whitechurch Road	309	417	10	22	≤85%	≤85%	Negligible	
	P.2	Milltown Road	11221	Churchtown Road Lower / Milltown Road	1500	1733	102	102	>100%	>100%	Negligible
			11166	Eglinton Road / Milltown Road / Sandford Road / Clonskeagh Road	1854	1861	92	90	85%-100%	85%-100%	Negligible
			11316	Milltown Road / Dundrum Road	1405	1622	44	50	≤85%	≤85%	Negligible
			11400	Milltown Road / Milltown Road / Milltown Road	1185	1435	39	46	≤85%	≤85%	Negligible
		Ranelagh	11233	Ashfield Road / Ranelagh	1059	1284	59	66	≤85%	≤85%	Negligible
			11251	Chelmsford Road / Ranelagh	1443	1219	63	97	≤85%	85%-100%	Low
		Ranelagh Road	11261	Ranelagh Road / Beechwood Avenue Lower	1082	1327	73	97	≤85%	85%-100%	Low
			11201	Ranelagh Road / Mountpleasant Place	1122	1335	72	76	≤85%	≤85%	Negligible
			11338	Ranelagh Road / Mountpleasant Square / Orchard Lane	1067	1274	71	69	≤85%	≤85%	Negligible
			11186	Ranelagh Road / Mountpleasant Terrace / Dartmouth Road	854	926	46	55	≤85%	≤85%	Negligible
		Rathmines Road Upper	11303	Church Avenue / Rathmines Road Upper	584	536	17	23	≤85%	≤85%	Negligible
			11296	Rathmines Road Upper / Cowper Road	651	751	24	26	≤85%	≤85%	Negligible
		P.3	Butterfield Avenue	21141	Butterfield Avenue / Butterfield Park	935	717	59	39	≤85%	≤85%
	Lower Dodder Road		11246	Dodder Road Lower / Dodder Road Lower	352	463	10	14	≤85%	≤85%	Negligible
	M50		9226	M50 Jct 11	3354	3312	103	96	>100%	85%-100%	Low
			21225	M50 Jct 12	3481	3664	105	103	>100%	>100%	Negligible
	Mercer Street Lower		6348	Mercer Street Lower / Noel Purcell Walk	265	380	8	12	≤85%	≤85%	Negligible
	Noel Purcell Walk		6326	Noel Purcell Walk / Mercer Street Lower	247	431	23	38	≤85%	≤85%	Negligible
	Ranelagh		11250	Cullenswood Road / Ranelagh	1346	1599	42	89	≤85%	85%-100%	Low
			11184	Mountpleasant Place / Ranelagh / Ranelagh Road	1046	1258	52	77	≤85%	≤85%	Negligible
	Ranelagh Road		11185	Northbrook Road / Ranelagh Road	1031	1233	45	60	≤85%	≤85%	Negligible
	Taylor's Lane		21153	Taylor's Lane / Whitechurch Road	1272	1319	57	56	≤85%	≤85%	Negligible
	P.4	Dartry Road	11359	Dartry Road / Orwell Park	1171	1496	64	75	≤85%	≤85%	Negligible
			11355	Dartry Road / Sunbury Gardens	964	1285	41	64	≤85%	≤85%	Negligible
		Orwell Park	11228	Orwell Park / Orwell Road	1360	1493	78	85	≤85%	≤85%	Negligible
		Orwell Road	11315	Lower Dodder Road / Orwell Road	1332	1422	44	54	≤85%	≤85%	Negligible
	P.5	Adelaide Road	6211	Adelaide Road / R811	725	831	43	55	≤85%	≤85%	Negligible
		Anglesea Road	11109	Ailesbury Drive / Anglesea Road	1337	1464	40	43	≤85%	≤85%	Negligible
			11107	Aylesbury Rd / Anglesea Rd Jct	1323	1454	101	101	>100%	>100%	Negligible
			11381	Anglesea Road / Simmonscourt Road	1337	1464	46	50	≤85%	≤85%	Negligible
		Broadford Road	19215	Barton Road East / Broadford Rd Rbt	646	832	37	43	≤85%	≤85%	Negligible
			19305	Broadford Road / Stonemason's Way	626	817	30	41	≤85%	≤85%	Negligible
		Butterfield Avenue	21129	Anne Devlin Road / Butterfield Avenue	972	1060	62	64	≤85%	≤85%	Negligible
			21121	Butterfield Avenue / Firhouse Road / Old Bridge Road	1820	1719	46	50	≤85%	≤85%	Negligible
			21132	Butterfield Avenue / Marian Road	857	926	73	84	≤85%	≤85%	Negligible
		Castlewood Park	11235	Castlewood Park / Church Avenue	157	266	8	22	≤85%	≤85%	Negligible
	Charleston Road	11257	Charleston Road / Oxford Road	903	1000	66	34	≤85%	≤85%	Negligible	

Location					Peak Hour Traffic Flow		Max Volume over Capacity Ratio (%)		Ranges		Description of Impact
Orientation	Map ID	Road Name	Junction ID	Junction Name	Do Minimum Flow	Do Something Flow	Do Minimum VoC	Do Something VoC	Do Minimum VoC	Do Something VoC	
Western Side of Proposed Scheme	P.6	Butterfield Park	21146	Butterfield Park / Ballyroan Road	557	632	30	32	≤85%	≤85%	Negligible
			21139	Butterfield Park / Butterfield Orchard	124	353	7	16	≤85%	≤85%	Negligible
		Canal Road	6316	Canal Road / Charlemont Street / Grand Parade / Ranelagh Road	1828	1532	82	76	≤85%	≤85%	Negligible
		Castlewood Avenue	11286	Castlewood Avenue / Cambridge Road	602	824	18	25	≤85%	≤85%	Negligible
		Dodderview Road	9144	Dodderview Road / Fairways / Springfield Avenue	1599	1362	89	91	85%-100%	85%-100%	Negligible
		Dundrum Road	19385	Bird Avenue / Dundrum Road	594	697	32	39	≤85%	≤85%	Negligible
			11327	Dundrum Road / Milltown Bridge Road	997	1086	86	92	85%-100%	85%-100%	Negligible
		Firhouse Road	21204	Firhouse Road / Spawell Link Road	1542	1556	92	85	85%-100%	85%-100%	Negligible
		Grand Parade	6301	Grand Parade / Leeson Street Lower / Leeson Street Upper / Mespil Road	2480	2395	67	58	≤85%	≤85%	Negligible
	Grange Road	19436	Grange Road / Stonemason'S Way	1338	1587	56	96	≤85%	85%-100%	Low	
		21175	Grange Road / Taylors Lane	866	1059	50	60	≤85%	≤85%	Negligible	
	P.7	Ballyboden Road	21144	Ballyboden Road / Whitechurch Road / Willbrook Road	951	791	47	31	≤85%	≤85%	Negligible
		Belgrave Square North	11357	Belgrave Square East / Belgrave Square North / Charleston Road / Mount Pleasant Avenue Upper	945	1036	68	47	≤85%	≤85%	Negligible
			61000	Belgrave Square North / Castlewood Avenue	0	810	0	23	≤85%	≤85%	Negligible
		Braemor Road	11297	Braemor Road / Lower Dodder Road	1099	1129	59	68	≤85%	≤85%	Negligible
		Castlewood Avenue	40073	Castlewood Avenue / Castlewood Park	516	678	15	28	≤85%	≤85%	Negligible
	Leeson Street Upper	11136	Leeson Street Upper / Leeson Street Upper	640	869	35	47	≤85%	≤85%	Negligible	
	P.8	Charlemont Street	6100	Charlemont Street / Charlemont Mall	836	945	51	55	≤85%	≤85%	Negligible
		Charleston Road	11312	Charleston Road / Cullenswood Road	691	1057	17	32	≤85%	≤85%	Negligible
		Leeson Street Upper	11131	Leeson Street Upper / Dartmouth Road	1060	1228	60	64	≤85%	≤85%	Negligible
	P.1	Leinster Road	11287	Charleville Road / Leinster Road	378	450	18	18	≤85%	≤85%	Negligible
11160			Leinster Road / Leinster Road West	240	391	10	13	≤85%	≤85%	Negligible	
Limekiln Road			9186	Limekiln Avenue / Limekiln Road	360	436	24	40	≤85%	≤85%	Negligible
South Circular Road			7258	Dufferin Avenue / South Circular Road	1098	1248	46	58	≤85%	≤85%	Negligible
Wellington Road		9195	Limekiln Road / Wellington Road	1422	1560	69	85	≤85%	≤85%	Negligible	
P.2		Parnell Road	7211	Donore Avenue / Parnell Road	1583	1484	98	96	85%-100%	85%-100%	Negligible
P.3		Bride Street	6172	Bride Street / Peter Street	433	604	14	22	≤85%	≤85%	Negligible
			South Circular Road	6484	Emorville Avenue / South Circular Road	865	1079	32	46	≤85%	≤85%
		6134	South Circular Road / Bloomfield Avenue	846	1040	28	36	≤85%	≤85%	Negligible	
		6132	South Circular Road / Curzon Street	790	979	34	42	≤85%	≤85%	Negligible	
		6131	South Circular Road / Kingsland Park Avenue	946	1162	41	51	≤85%	≤85%	Negligible	
		7209	South Circular Road / Raymond Street	952	1109	35	40	≤85%	≤85%	Negligible	
		7208	South Circular Road / St Albans Road	1117	1267	32	37	≤85%	≤85%	Negligible	
7213		Washington Street / South Circular Road	1000	1141	40	46	≤85%	≤85%	Negligible		
Stephen Street Upper		6332	Stephen Street Upper / Great Ship Street	216	326	17	27	≤85%	≤85%	Negligible	
P.4		Clareville Road	8133	Clareville Road / Larkfield Park	647	893	18	26	≤85%	≤85%	Negligible
	Golden Lane	6438	Chancery Lane / Golden Lane	504	648	20	21	≤85%	≤85%	Negligible	
	M50	16177	M50 Jct 10	3055	3111	89	91	85%-100%	85%-100%	Negligible	
	Wellington Lane	9163	Wellington Lane / Orwell Road Rbt	589	722	31	38	≤85%	≤85%	Negligible	
P.5	Ballymount Avenue	16138	Ballymount Av / Calmount Rd Rbt	554	609	37	41	≤85%	≤85%	Negligible	
	Ballymount Road Lower	16145	Ballymount Avenue / Ballymount Road Lower	1135	1343	95	96	85%-100%	85%-100%	Negligible	
	Clanbrassil Street Lower	6220	Clanbrassil Street Lower / South Circular Road	2343	2591	100	101	>100%	>100%	Negligible	
	Clareville Road	8413	Clareville Road / Kenilworth Park	744	935	51	73	≤85%	≤85%	Negligible	
	Donore Avenue	7210	Donore Avenue / South Circular Road	1348	1506	85	95	≤85%	85%-100%	Low	
	Greenhills Road	24220	Greenhills Road / Castletymon Road	1763	1804	119	124	>100%	>100%	Negligible	
		9157	Greenhills Road / Limekiln Road	1606	1710	94	99	85%-100%	85%-100%	Negligible	
Grosvenor Place	11238	Grosvenor Place / Grosvenor Road	393	571	20	27	≤85%	≤85%	Negligible		

Location					Peak Hour Traffic Flow		Max Volume over Capacity Ratio (%)		Ranges		Description of Impact
Orientation	Map ID	Road Name	Junction ID	Junction Name	Do Minimum Flow	Do Something Flow	Do Minimum VoC	Do Something VoC	Do Minimum VoC	Do Something VoC	
			11370	Grosvenor Place / Kenilworth Road	387	563	29	38	≤85%	≤85%	Negligible
			11243	Grosvenor Place / Leinster Road	291	466	9	13	≤85%	≤85%	Negligible
		Harrington Street	6130	Harrington Street / Heytesbury Street / South Circular Road	1372	1600	71	62	≤85%	≤85%	Negligible
			40003	Synge Place / Grantham Place / Harrington Street	1287	1475	51	65	≤85%	≤85%	Negligible
			6212	Synge Street / Harrington Street	1257	1432	38	51	≤85%	≤85%	Negligible
		Kenilworth Road	11280	Kenilworth Road / Kenilworth Square North	312	447	9	12	≤85%	≤85%	Negligible
		Kenilworth Square North	8151	Kenilworth Square West / Kenilworth Square North	341	527	11	20	≤85%	≤85%	Negligible
		Larkfield Avenue	8415	Larkfield Avenue / Larkfield Park	736	956	18	26	≤85%	≤85%	Negligible
	P.6	Ballymount Road Lower	16143	Ballymount Road Lower / Robinhood Road	792	1046	32	46	≤85%	≤85%	Negligible
		Clareville Road	8132	Clareville Road / Priory Road	657	901	18	26	≤85%	≤85%	Negligible
		Golden Lane	6196	Golden Lane / Whitefriar Street	537	655	19	21	≤85%	≤85%	Negligible
	P.7	Bride Street	6171	Bride Street / Bishop Street	409	569	15	23	≤85%	≤85%	Negligible
			6362	Bride Street / Golden Lane	1052	1249	42	36	≤85%	≤85%	Negligible
			6183	Bride Street / New Bride Street	1568	1607	83	75	≤85%	≤85%	Negligible
		Calmount Road	16118	Calmount Rd Rbt	1196	1227	68	69	≤85%	≤85%	Negligible
	P.8	Ballymount Road Upper	16127	Ballymount Cross Rbt	480	560	24	25	≤85%	≤85%	Negligible
			9235	Ballymount Road Upper / Greenhills Road	1796	1930	86	92	85%-100%	85%-100%	Negligible
	P.9	Clareville Road	8148	Clareville Road / Westfield Road	713	931	21	25	≤85%	≤85%	Negligible
		Cromwellsfort Road	8353	Walkinstown Rbt	1746	1830	86	85	85%-100%	≤85%	Low
		Larkfield Avenue	8323	Larkfield Avenue / Sundrive Road	1932	2002	87	96	85%-100%	85%-100%	Negligible

Table 18: 2043 AM Junction Analysis

Location						Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Ranges		Description of Impact
Orientation	Map ID	Road Name	Road Sensitivity	Junction ID	Junction Name	Do Minimum Flow	DoSomething Flow	Do Minimum VoC	DoSomething VoC	Do Minimum VoC	DoSomething VoC	
Eastern Side of Proposed Scheme	A.1	Leeson Street Lower	Low	6266	Adelaide Road / Leeson Street Lower / Fitzwilliam Place	1545	1608	72	73	≤85%	≤85%	Negligible
		Leeson Street Upper	Negligible	11136	Leeson Street Upper / Leeson Street Upper	661	864	36	46	≤85%	≤85%	Negligible
		Milltown Road	Low	11166	Eglinton Road / Milltown Road / Sandford Road / Clonskeagh Road	1616	1616	70	74	≤85%	≤85%	Negligible
		Palmerston Park	Low	11311	Palmerston Park / Rathmines Road Upper	799	747	42	56	≤85%	≤85%	Negligible
		Rathmines Road Upper	Low	11295	Rathmines Road Upper / Frankfort Avenue	539	531	18	30	≤85%	≤85%	Negligible
	A.10	Belgrave Square North	Medium	11357	Belgrave Square East / Belgrave Square North / Charleston Road / Mount Pleasant Avenue Upper	521	771	34	28	≤85%	≤85%	Negligible
			Medium	61000	Belgrave Square North / Castlewood Avenue	0	577	0	19	≤85%	≤85%	Negligible
		Braemor Road	Negligible	11297	Braemor Road / Lower Dodder Road	891	1011	54	73	≤85%	≤85%	Negligible
	A.11	Beechwood Road	High	11399	Beechwood Road / Dunville Avenue	173	161	6	6	≤85%	≤85%	Negligible
			High	61002	Belgrave Avenue / Belgrave Square East	0	146	0	8	≤85%	≤85%	Negligible
	A.12	Dundrum Road	Low	19386	Dundrum Road / Farrenboley Park	439	450	30	32	≤85%	≤85%	Negligible
			High	11259	Dunville Avenue / Oakley Road	146	154	6	7	≤85%	≤85%	Negligible
	A.2	Lower Dodder Road	High	11246	Dodder Road Lower / Dodder Road Lower	341	503	10	19	≤85%	≤85%	Negligible
			Low	11186	Ranelagh Road / Mountpleasant Terrace / Dartmouth Road	612	800	31	42	≤85%	≤85%	Negligible
	A.3	Leeson Street Upper	Negligible	11138	Leeson Street Upper / Sussex Road (South)	583	684	29	35	≤85%	≤85%	Negligible
			Negligible	11124	Leeson Street Upper / The Appian Way	1473	1472	58	45	≤85%	≤85%	Negligible
		Palmerston Road	High	11290	Cowper Road / Palmerston Road	91	149	6	10	≤85%	≤85%	Negligible
		Ranelagh	Low	11233	Ashfield Road / Ranelagh	938	1051	50	55	≤85%	≤85%	Negligible
			Low	11250	Cullenswood Road / Ranelagh	961	1120	35	45	≤85%	≤85%	Negligible
			Low	11184	Mountpleasant Place / Ranelagh / Ranelagh Road	676	1149	42	71	≤85%	≤85%	Negligible
		Ranelagh Road	Low	11185	Northbrook Road / Ranelagh Road	650	1017	34	54	≤85%	≤85%	Negligible
	A.4	Milltown Road	Low	11316	Milltown Road / Dundrum Road	1201	1290	45	55	≤85%	≤85%	Negligible
			Low	11400	Milltown Road / Milltown Road / Milltown Road	962	1060	33	38	≤85%	≤85%	Negligible
			Low	11299	Richmond Avenue South / Milltown Road	618	723	33	38	≤85%	≤85%	Negligible
		Mountpleasant Place	High	11241	Mountpleasant Place / Oxford Road	63	194	5	15	≤85%	≤85%	Negligible
		Palmerston Park	Low	11329	Palmerston Park / Sunbury Gardens	678	755	36	39	≤85%	≤85%	Negligible
		Ranelagh Road	Low	11201	Ranelagh Road / Mountpleasant Place	684	1160	40	69	≤85%	≤85%	Negligible
	Low		11338	Ranelagh Road / Mountpleasant Square / Orchard Lane	690	1112	37	61	≤85%	≤85%	Negligible	
	A.5	Leeson Street Lower	Low	6265	Adelaide Road / Leeson Street Lower / Wilton Terrace	1598	1702	32	33	≤85%	≤85%	Negligible
			Low	6268	Hatch Street Lower / Leeson Street Lower	1292	1386	39	35	≤85%	≤85%	Negligible
		Leeson Street Upper	Negligible	11125	Leeson Street Upper / Burlington Road	1192	1255	37	42	≤85%	≤85%	Negligible
			Negligible	11131	Leeson Street Upper / Dartmouth Road	780	956	47	64	≤85%	≤85%	Negligible
		M50	Negligible	6300	Leeson Street Upper / Sussex Road (North)	1151	1302	35	44	≤85%	≤85%	Negligible
			Negligible	9226	M50 Jct 11	3429	3332	100	96	85%-100%	85%-100%	Negligible
		Milltown Road	Negligible	21225	M50 Jct 12	3945	4009	85	88	85%-100%	85%-100%	Negligible
			Low	11221	Churchtown Road Lower / Milltown Road	1293	1351	83	94	≤85%	85%-100%	Low
		Northbrook Road	High	11205	Northbrook Road / Cambridge Terrace	169	311	5	10	≤85%	≤85%	Negligible
			High	11197	Northbrook Road / Dartmouth Terrace	126	273	5	10	≤85%	≤85%	Negligible
		Orwell Park	Medium	11228	Orwell Park / Orwell Road	928	1143	40	55	≤85%	≤85%	Negligible
		Orwell Road	Low	11315	Lower Dodder Road / Orwell Road	839	1050	28	57	≤85%	≤85%	Negligible
		Palmerston Park	High	11276	Palmerston Park / Palmerston Road	69	142	3	13	≤85%	≤85%	Negligible
		Taylors Lane	Low	21148	Palmer Park / Taylors Lane	606	717	22	28	≤85%	≤85%	Negligible
	Low		21149	Pearse Brothers Park / Taylors Lane	666	775	22	26	≤85%	≤85%	Negligible	
	Low		21153	Taylors Lane / Whitechurch Road	1040	1117	48	64	≤85%	≤85%	Negligible	
	Low		21162	Taylors Ln / Ballyboden Way Rbt	887	896	50	41	≤85%	≤85%	Negligible	
	A.6	Broadford Road	Medium	19215	Barton Road East / Broadford Rd Rbt	443	470	17	20	≤85%	≤85%	Negligible
			Medium	19305	Broadford Road / Stonemason'S Way	463	498	26	28	≤85%	≤85%	Negligible
Butterfield Avenue		Negligible	21129	Anne Devlin Road / Butterfield Avenue	847	882	55	51	≤85%	≤85%	Negligible	
Churchtown Road Upper		Negligible	19396	Churchtown Road Lower / Churchtown Road Upper	1094	1130	36	37	≤85%	≤85%	Negligible	
Dartry Road		Low	11359	Dartry Road / Orwell Park	1024	1128	48	72	≤85%	≤85%	Negligible	
	Low	11355	Dartry Road / Sunbury Gardens	716	814	31	37	≤85%	≤85%	Negligible		

Location						Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Ranges		Description of Impact
Orientation	Map ID	Road Name	Road Sensitivity	Junction ID	Junction Name	Do Minimum Flow	DoSomething Flow	Do Minimum VoC	DoSomething VoC	Do Minimum VoC	DoSomething VoC	
	A.7	Grand Parade	Negligible	6301	Grand Parade / Leeson Street Lower / Leeson Street Upper / Mespil Road	2115	2055	57	39	≤85%	≤85%	
		Ashfield Road	High	11260	Ashfield Road / Beechwood Road	197	189	10	10	≤85%	≤85%	Negligible
		Charlemont Street	Low	6100	Charlemont Street / Charlemont Mall	584	731	34	43	≤85%	≤85%	Negligible
		Charleston Road	Medium	11257	Charleston Road / Oxford Road	481	722	13	45	≤85%	≤85%	Negligible
		Churchtown Road Lower	Medium	11339	Churchtown Road Lower / Patrick Doyle Road	643	666	18	19	≤85%	≤85%	Negligible
			Medium	19384	Churchtown Road Lower / Woodlawn Park	673	734	50	49	≤85%	≤85%	Negligible
		Firhouse Road	Low	21204	Firhouse Road / Spawell Link Road	1276	1363	58	57	≤85%	≤85%	Negligible
	A.8	Butterfield Avenue	Negligible	21185	Butterfield Avenue / Fairways	1027	1009	59	95	≤85%	85%-100%	Low
			Negligible	21121	Butterfield Avenue / Firhouse Road / Old Bridge Road	1603	1400	39	41	≤85%	≤85%	Negligible
		Castlewood Avenue	Medium	11286	Castlewood Avenue / Cambridge Road	393	584	12	18	≤85%	≤85%	Negligible
			Medium	40073	Castlewood Avenue / Castlewood Park	346	538	12	21	≤85%	≤85%	Negligible
		Dunville Avenue	High	11254	Dunville Avenue / Palmerston Road	181	231	12	21	≤85%	≤85%	Negligible
		Frankfort Avenue	High	11270	Frankfort Avenue / Vernon Grove	98	196	3	8	≤85%	≤85%	Negligible
			High	11269	Garville Road / Frankfort Avenue	40	149	2	11	≤85%	≤85%	Negligible
	A.9	Butterfield Avenue	Negligible	21132	Butterfield Avenue / Marian Road	759	806	53	73	≤85%	≤85%	Negligible
		Canal Road	Negligible	6316	Canal Road / Charlemont Street / Grand Parade / Ranelagh Road	1393	1252	81	70	≤85%	≤85%	Negligible
		Dundrum Road	Low	19385	Bird Avenue / Dundrum Road	497	518	33	34	≤85%	≤85%	Negligible
		Grange Road	Low	19436	Grange Road / Stonemason'S Way	1080	1123	43	45	≤85%	≤85%	Negligible
			Low	21175	Grange Road / Taylors Lane	784	843	32	34	≤85%	≤85%	Negligible
Western Side of Proposed Scheme	A.1	Kenilworth Square South	High	11244	Kenilworth Square South / Kenilworth Square West	92	163	3	6	≤85%	≤85%	Negligible
			High	11255	Kenilworth Square South / Leicester Avenue	115	175	8	8	≤85%	≤85%	Negligible
		Larkfield Avenue	Medium	8415	Larkfield Avenue / Larkfield Park	430	622	11	18	≤85%	≤85%	Negligible
			Low	8323	Larkfield Avenue / Sundrive Road	1392	1552	77	77	≤85%	≤85%	Negligible
		Rathgar Avenue	High	11278	Kenilworth Square South / Rathgar Avenue	429	550	17	20	≤85%	≤85%	Negligible
		Robinhood Road	High	16100	Robinhood Road / Robinhood Industrial Estate	1259	1373	50	56	≤85%	≤85%	Negligible
		South Circular Road	Medium	6484	Emorville Avenue / South Circular Road	768	916	21	27	≤85%	≤85%	Negligible
			Medium	6131	South Circular Road / Kingsland Park Avenue	836	949	26	27	≤85%	≤85%	Negligible
		Turnpike Road	High	16231	Turnpike Road / Merrywell Business Park	945	947	69	69	≤85%	≤85%	Negligible
			High	16211	Turnpike Road / Robinhood Road	415	420	17	18	≤85%	≤85%	Negligible
	A.10	Bride Street	High	6171	Bride Street / Bishop Street	526	651	27	34	≤85%	≤85%	Negligible
		Katharine Tynan Road	Low	24203	Katharine Tynan Road / Sylvan Drive	1404	1422	114	115	>100%	>100%	Negligible
		Kenilworth Square South	High	11279	Kenilworth Square South / Kenilworth Square East	85	149	2	4	≤85%	≤85%	Negligible
	A.11	Clanbrassil Street Lower	Low	6220	Clanbrassil Street Lower / South Circular Road	1929	2075	74	85	≤85%	≤85%	Negligible
		Clareville Road	Medium	8413	Clareville Road / Kenilworth Park	450	641	37	58	≤85%	≤85%	Negligible
		Kenilworth Road	Medium	11280	Kenilworth Road / Kenilworth Square North	228	356	9	11	≤85%	≤85%	Negligible
		Kenilworth Square North	Medium	8151	Kenilworth Square West / Kenilworth Square North	233	371	9	12	≤85%	≤85%	Negligible
	A.2	Limekiln Road	High	9186	Limekiln Avenue / Limekiln Road	299	312	22	27	≤85%	≤85%	Negligible
		M50	Negligible	16113	M50 Jct 09	1541	1512	110	110	>100%	>100%	Negligible
			Negligible	16177	M50 Jct 10	3267	3286	98	97	85%-100%	85%-100%	Negligible
		South Circular Road	Medium	6134	South Circular Road / Bloomfield Avenue	763	892	19	23	≤85%	≤85%	Negligible
		Walkinstown Avenue	Negligible	8400	Walkinstown Avenue / Long Mile Road	2129	2099	101	102	>100%	>100%	Negligible
			Negligible	8422	Walkinstown Avenue / Walkinstown Green	1164	1121	41	41	≤85%	≤85%	Negligible
	A.3	Leinster Road	Medium	11287	Charleville Road / Leinster Road	232	294	17	14	≤85%	≤85%	Negligible
			Medium	11160	Leinster Road / Leinster Road West	127	301	5	12	≤85%	≤85%	Negligible
		South Circular Road	Medium	6132	South Circular Road / Curzon Street	719	836	20	22	≤85%	≤85%	Negligible
	A.4	Naas Road	Negligible	16181	Naas Road / Killeen Road	2076	2126	87	94	85%-100%	85%-100%	Negligible
			Negligible	16101	Naas Road / Long Mile Road Jct	1808	1666	100	100	85%-100%	85%-100%	Negligible
			Negligible	8245	R112 / Naas Road / Kylemore Road	3216	3244	92	100	85%-100%	85%-100%	Negligible
	A.5	Stephen Street Upper	High	6332	Stephen Street Upper / Great Ship Street	315	508	27	46	≤85%	≤85%	Negligible
			High	6331	Stephen Street Upper / Longford Street Great	114	194	7	24	≤85%	≤85%	Negligible
	A.6	Bride Street	High	6362	Bride Street / Golden Lane	854	990	30	32	≤85%	≤85%	Negligible
		Clareville Road	Medium	8133	Clareville Road / Larkfield Park	389	585	12	18	≤85%	≤85%	Negligible
			Medium	8132	Clareville Road / Priory Road	394	590	12	18	≤85%	≤85%	Negligible
			Medium	8148	Clareville Road / Westfield Road	424	622	12	19	≤85%	≤85%	Negligible
		Cromwellsfort Road	Low	8367	Cromwellsfort Road / Bigger Road	1387	1483	38	42	≤85%	≤85%	Negligible

Location					Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Ranges		Description of Impact	
Orientation	Map ID	Road Name	Road Sensitivity	Junction ID	Junction Name	Do Minimum Flow	DoSomething Flow	Do Minimum VoC	DoSomething VoC	Do Minimum VoC		DoSomething VoC
			Low	8390	Cromwellsfort Road / Moeran Road	1381	1456	40	43	≤85%		≤85%
			Low	8411	St Agnes Road / Cromwellsfort Road / Kimmage Road West / Whitehall Road West	1853	1854	95	101	85%-100%	>100%	Medium
			Low	8353	Walkinstown Rbt	1899	1897	72	76	≤85%	≤85%	Negligible
		Golden Lane	High	6105	Golden Lane / Stephen Street Upper	209	390	4	9	≤85%	≤85%	Negligible
			High	6196	Golden Lane / Whitefriar Street	438	592	18	23	≤85%	≤85%	Negligible
		Grosvenor Place	Medium	11243	Grosvenor Place / Leinster Road	159	367	6	14	≤85%	≤85%	Negligible
		Grove Road	Negligible	6306	Grove Road / Harolds Cross Road / Parnell Road	1915	1767	62	51	≤85%	≤85%	Negligible
		Harolds Cross Road	Negligible	8265	Harolds Cross Road / Harolds Cross Road	1313	1384	47	48	≤85%	≤85%	Negligible
			Negligible	8267	Harolds Cross Road / Mount Drummond Avenue	1146	1206	68	76	≤85%	≤85%	Negligible
		Harrington Street	Medium	6130	Harrington Street / Heytesbury Street / South Circular Road	1065	1198	27	32	≤85%	≤85%	Negligible
		Heytesbury Street	High	6194	Heytesbury Street / Arnott Street	321	496	11	18	≤85%	≤85%	Negligible
			High	6420	Heytesbury Street / Grantham Street	414	565	12	18	≤85%	≤85%	Negligible
			High	6170	Heytesbury Street / New Bride Street	342	515	11	18	≤85%	≤85%	Negligible
	A.7	Ballymount Avenue	High	16138	Ballymount Av / Calmount Rd Rbt	593	663	77	79	≤85%	≤85%	Negligible
		Ballymount Road Lower	Medium	16145	Ballymount Avenue / Ballymount Road Lower	1727	1814	102	102	>100%	>100%	Negligible
			Medium	16143	Ballymount Road Lower / Robinhood Road	826	850	27	28	≤85%	≤85%	Negligible
		Ballymount Road Upper	High	16213	Ballymount Avenue / Ballymount Road Upper	723	877	37	46	≤85%	≤85%	Negligible
		Bride Street	Low	6183	Bride Street / New Bride Street	1256	1420	69	62	≤85%	≤85%	Negligible
			High	6172	Bride Street / Peter Street	470	596	21	28	≤85%	≤85%	Negligible
		Greenhills Road	Medium	9157	Greenhills Road / Limekiln Road	1416	1529	73	77	≤85%	≤85%	Negligible
		Grosvenor Place	High	11242	Grosvenor Place / Effra Road	43	98	1	3	≤85%	≤85%	Negligible
			Medium	11238	Grosvenor Place / Grosvenor Road	283	432	18	22	≤85%	≤85%	Negligible
			Medium	11370	Grosvenor Place / Kenilworth Road	266	435	27	33	≤85%	≤85%	Negligible
		Heytesbury Street	High	6581	Heytesbury Street / Pleasants Street	321	496	11	18	≤85%	≤85%	Negligible
	A.8	Golden Lane	High	6438	Chancery Lane / Golden Lane	414	582	11	16	≤85%	≤85%	Negligible
	A.9	Ballymount Road Upper	Medium	16127	Ballymount Cross Rbt	1037	1090	62	63	≤85%	≤85%	Negligible
		Calmount Road	Medium	16118	Calmount Rd Rbt	1564	1592	79	78	≤85%	≤85%	Negligible

Table 19: 2043 PM Junction Analysis

Location						Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Ranges		Description of Impact
Orientation	Map ID	Road Name	Road Sensitivity	Junction ID	Junction Name	Do Minimum Flow	Do Something Flow	Do Minimum VoC	Do Something VoC	Do Minimum VoC	Do Something VoC	
Eastern Side of Proposed Scheme	P.1	Leeson Street Upper	Negligible	6300	Leeson Street Upper / Sussex Road (North)	1354	1534	42	51	≤85%	≤85%	Negligible
		Longford Street Little	High	6327	Longford Street Little / Noel Purcell Walk	309	440	8	12	≤85%	≤85%	Negligible
		Mercer Street Lower	High	6347	Mercer Street Lower / Mercer Street Lower / Glovers Alley	311	337	44	57	≤85%	≤85%	Negligible
		Milltown Road	Low	11299	Richmond Avenue South / Milltown Road	340	435	18	24	≤85%	≤85%	Negligible
		Palmerston Park	Low	11311	Palmerston Park / Rathmines Road Upper	776	790	30	40	≤85%	≤85%	Negligible
			Low	11329	Palmerston Park / Sunbury Gardens	712	864	57	69	≤85%	≤85%	Negligible
		Scholarstown Road	Low	21192	Scholarstown Rd Rbt	657	750	102	102	>100%	>100%	Negligible
	Whitechurch Road	Medium	21169	Grange Park / Whitechurch Road	245	295	7	15	≤85%	≤85%	Negligible	
	P.2	Milltown Road	Low	11221	Churchtown Road Lower / Milltown Road	1132	1225	82	82	≤85%	≤85%	Negligible
			Low	11166	Eglinton Road / Milltown Road / Sandford Road / Clonskeagh Road	1576	1590	92	92	85%-100%	85%-100%	Negligible
			Low	11316	Milltown Road / Dundrum Road	1043	1169	33	35	≤85%	≤85%	Negligible
			Low	11400	Milltown Road / Milltown Road / Milltown Road	836	968	26	28	≤85%	≤85%	Negligible
		Ranelagh	Low	11233	Ashfield Road / Ranelagh	952	1092	59	65	≤85%	≤85%	Negligible
			Low	11251	Chelmsford Road / Ranelagh	1231	1210	47	89	≤85%	85%-100%	Low
		Ranelagh Road	Low	11261	Ranelagh Road / Beechwood Avenue Lower	940	1129	68	84	≤85%	≤85%	Negligible
			Low	11201	Ranelagh Road / Mountpleasant Place	882	1261	52	74	≤85%	≤85%	Negligible
			Low	11338	Ranelagh Road / Mountpleasant Square / Orchard Lane	843	1194	46	65	≤85%	≤85%	Negligible
			Low	11186	Ranelagh Road / Mountpleasant Terrace / Dartmouth Road	743	836	39	45	≤85%	≤85%	Negligible
		Rathmines Road Upper	Low	11303	Church Avenue / Rathmines Road Upper	467	382	16	17	≤85%	≤85%	Negligible
			Low	11296	Rathmines Road Upper / Cowper Road	514	514	21	19	≤85%	≤85%	Negligible
		P.3	Butterfield Avenue	Negligible	21141	Butterfield Avenue / Butterfield Park	771	597	48	36	≤85%	≤85%
	Lower Dodder Road		High	11246	Dodder Road Lower / Dodder Road Lower	257	419	8	16	≤85%	≤85%	Negligible
	M50		Negligible	9226	M50 Jct 11	3323	3299	103	96	>100%	85%-100%	Low Positive
			Negligible	21225	M50 Jct 12	3486	3662	105	105	>100%	>100%	Negligible
	Mercer Street Lower		High	6348	Mercer Street Lower / Noel Purcell Walk	273	318	7	10	≤85%	≤85%	Negligible
	Noel Purcell Walk		High	6326	Noel Purcell Walk / Mercer Street Lower	256	389	20	34	≤85%	≤85%	Negligible
	Ranelagh		Low	11250	Cullenswood Road / Ranelagh	1146	1404	40	62	≤85%	≤85%	Negligible
			Low	11184	Mountpleasant Place / Ranelagh / Ranelagh Road	831	1212	53	76	≤85%	≤85%	Negligible
	Ranelagh Road		Low	11185	Northbrook Road / Ranelagh Road	817	1141	43	57	≤85%	≤85%	Negligible
	Taylor Lane		Low	21153	Taylor Lane / Whitechurch Road	1073	1139	36	47	≤85%	≤85%	Negligible
	P.4	Dartry Road	Low	11359	Dartry Road / Orwell Park	947	1119	53	51	≤85%	≤85%	Negligible
			Low	11355	Dartry Road / Sunbury Gardens	775	940	36	47	≤85%	≤85%	Negligible
		Orwell Park	Medium	11228	Orwell Park / Orwell Road	1014	1218	52	56	≤85%	≤85%	Negligible
		Orwell Road	Low	11315	Lower Dodder Road / Orwell Road	977	1178	26	55	≤85%	≤85%	Negligible
	P.5	Adelaide Road	Medium	6211	Adelaide Road / R811	677	718	43	50	≤85%	≤85%	Negligible
		Anglesea Road	High	11109	Ailesbury Drive / Anglesea Road	1301	1376	42	45	≤85%	≤85%	Negligible
			Negligible	11107	Aylesbury Rd / Anglesea Rd Jct	1287	1363	101	101	>100%	>100%	Negligible
			High	11381	Anglesea Road / Simmons Court Road	1301	1376	48	53	≤85%	≤85%	Negligible
		Broadford Road	Medium	19215	Barton Road East / Broadford Rd Rbt	453	494	21	22	≤85%	≤85%	Negligible
			Medium	19305	Broadford Road / Stonemason's Way	450	506	24	29	≤85%	≤85%	Negligible
		Butterfield Avenue	Negligible	21129	Anne Devlin Road / Butterfield Avenue	839	926	64	67	≤85%	≤85%	Negligible
			Negligible	21121	Butterfield Avenue / Firhouse Road / Old Bridge Road	1689	1571	43	52	≤85%	≤85%	Negligible
			Negligible	21132	Butterfield Avenue / Marian Road	760	831	53	59	≤85%	≤85%	Negligible
		Castlewood Park	High	11235	Castlewood Park / Church Avenue	113	162	8	16	≤85%	≤85%	Negligible
		Charleston Road	Medium	11257	Charleston Road / Oxford Road	628	750	25	22	≤85%	≤85%	Negligible
	P.6	Butterfield Park	Low	21146	Butterfield Park / Ballyroan Road	435	491	26	31	≤85%	≤85%	Negligible
			High	21139	Butterfield Park / Butterfield Orchard	68	212	5	8	≤85%	≤85%	Negligible
		Canal Road	Negligible	6316	Canal Road / Charlemont Street / Grand Parade / Ranelagh Road	1634	1405	79	74	≤85%	≤85%	Negligible
		Castlewood Avenue	Medium	11286	Castlewood Avenue / Cambridge Road	471	620	16	16	≤85%	≤85%	Negligible
		Dodderview Road	Negligible	9144	Dodderview Road / Fairways / Springfield Avenue	1221	1195	79	90	≤85%	85%-100%	Low
Dundrum Road		Low	19385	Bird Avenue / Dundrum Road	495	512	25	26	≤85%	≤85%	Negligible	
		Low	11327	Dundrum Road / Milltown Bridge Road	740	805	58	67	≤85%	≤85%	Negligible	
Firhouse Road	Low	21204	Firhouse Road / Spawell Link Road	1465	1375	88	74	85%-100%	≤85%	Low Positive		

Location						Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Ranges		Description of Impact	
Orientation	Map ID	Road Name	Road Sensitivity	Junction ID	Junction Name	Do Minimum Flow	Do Something Flow	Do Minimum VoC	Do Something VoC	Do Minimum VoC	Do Something VoC		
		Grand Parade	Negligible	6301	Grand Parade / Leeson Street Lower / Leeson Street Upper / Mespil Road	2362	2309	65	54	≤85%	≤85%	Negligible	
		Grange Road	Low	19436	Grange Road / Stonemason'S Way	1175	1234	50	52	≤85%	≤85%	Negligible	
	P.7			Low	21175	Grange Road / Taylors Lane	777	820	46	48	≤85%	≤85%	Negligible
		Ballyboden Road	Low	21144	Ballyboden Road / Whitechurch Road / Willbrook Road	802	648	37	28	≤85%	≤85%	Negligible	
		Belgrave Square North	Medium	11357	Belgrave Square East / Belgrave Square North / Charleston Road / Mount Pleasant Avenue Upper	658	779	42	31	≤85%	≤85%	Negligible	
			Medium	61000	Belgrave Square North / Castlewood Avenue	0	612	0	17	≤85%	≤85%	Negligible	
		Braemor Road	Negligible	11297	Braemor Road / Lower Dodder Road	792	905	35	50	≤85%	≤85%	Negligible	
		Castlewood Avenue	Medium	40073	Castlewood Avenue / Castlewood Park	422	548	16	17	≤85%	≤85%	Negligible	
	Leeson Street Upper	Negligible	11136	Leeson Street Upper / Leeson Street Upper	770	962	43	53	≤85%	≤85%	Negligible		
	P.8	Charlemont Street	Low	6100	Charlemont Street / Charlemont Mall	719	825	41	47	≤85%	≤85%	Negligible	
		Charleston Road	Medium	11312	Charleston Road / Cullenswood Road	560	803	16	22	≤85%	≤85%	Negligible	
		Leeson Street Upper	Negligible	11131	Leeson Street Upper / Dartmouth Road	971	1181	48	58	≤85%	≤85%	Negligible	
	Western Side of Proposed Scheme	P.1	Leinster Road	Medium	11287	Charleville Road / Leinster Road	235	292	11	10	≤85%	≤85%	Negligible
				Medium	11160	Leinster Road / Leinster Road West	162	270	7	9	≤85%	≤85%	Negligible
Limekiln Road			High	9186	Limekiln Avenue / Limekiln Road	284	309	21	28	≤85%	≤85%	Negligible	
South Circular Road			Medium	7258	Dufferin Avenue / South Circular Road	973	1026	28	31	≤85%	≤85%	Negligible	
Wellington Road			Medium	9195	Limekiln Road / Wellington Road	1270	1326	62	74	≤85%	≤85%	Negligible	
P.2		Parnell Road	Negligible	7211	Donore Avenue / Parnell Road	1468	1269	81	68	≤85%	≤85%	Negligible	
P.3		Bride Street	High	6172	Bride Street / Peter Street	344	471	14	20	≤85%	≤85%	Negligible	
			Medium	6484	Emorville Avenue / South Circular Road	780	913	27	31	≤85%	≤85%	Negligible	
		South Circular Road	Medium	6134	South Circular Road / Bloomfield Avenue	772	882	25	28	≤85%	≤85%	Negligible	
			Medium	6132	South Circular Road / Curzon Street	743	847	30	34	≤85%	≤85%	Negligible	
			Medium	6131	South Circular Road / Kingsland Park Avenue	848	969	35	40	≤85%	≤85%	Negligible	
			Medium	7209	South Circular Road / Raymond Street	878	956	30	33	≤85%	≤85%	Negligible	
			Medium	7208	South Circular Road / St Albans Road	992	1063	27	30	≤85%	≤85%	Negligible	
			Medium	7213	Washington Street / South Circular Road	914	981	35	37	≤85%	≤85%	Negligible	
		Stephen Street Upper	High	6332	Stephen Street Upper / Great Ship Street	295	413	25	35	≤85%	≤85%	Negligible	
		P.4	Clareville Road	Medium	8133	Clareville Road / Larkfield Park	430	637	11	19	≤85%	≤85%	Negligible
Golden Lane			High	6438	Chancery Lane / Golden Lane	396	621	13	18	≤85%	≤85%	Negligible	
M50			Negligible	16177	M50 Jct 10	3078	3098	88	88	85%-100%	85%-100%	Negligible	
P.5		Wellington Lane	Medium	9163	Wellington Lane / Orwell Road Rbt	601	719	69	84	≤85%	≤85%	Negligible	
		Ballymount Avenue	High	16138	Ballymount Av / Calmount Rd Rbt	569	605	57	59	≤85%	≤85%	Negligible	
		Ballymount Road Lower	Medium	16145	Ballymount Avenue / Ballymount Road Lower	1370	1555	82	101	≤85%	85%-100%	Low	
		Clanbrassil Street Lower	Low	6220	Clanbrassil Street Lower / South Circular Road	2140	2348	89	96	85%-100%	85%-100%	Negligible	
		Clareville Road	Medium	8413	Clareville Road / Kenilworth Park	493	682	32	54	≤85%	≤85%	Negligible	
		Donore Avenue	Medium	7210	Donore Avenue / South Circular Road	1274	1258	77	79	≤85%	≤85%	Negligible	
		Greenhills Road	Medium	24220	Greenhills Road / Castletymon Road	2108	2084	115	118	>100%	>100%	Negligible	
			Medium	9157	Greenhills Road / Limekiln Road	1511	1574	95	97	85%-100%	85%-100%	Negligible	
		Grosvenor Place	Medium	11238	Grosvenor Place / Grosvenor Road	308	466	18	22	≤85%	≤85%	Negligible	
			Medium	11370	Grosvenor Place / Kenilworth Road	297	456	28	37	≤85%	≤85%	Negligible	
			Medium	11243	Grosvenor Place / Leinster Road	196	321	6	8	≤85%	≤85%	Negligible	
		Harrington Street	Medium	6130	Harrington Street / Heytesbury Street / South Circular Road	1183	1352	51	52	≤85%	≤85%	Negligible	
			Medium	40003	Synge Place / Grantham Place / Harrington Street	1091	1306	36	45	≤85%	≤85%	Negligible	
			Medium	6212	Synge Street / Harrington Street	1073	1288	33	42	≤85%	≤85%	Negligible	
		Kenilworth Road	Medium	11280	Kenilworth Road / Kenilworth Square North	247	389	9	12	≤85%	≤85%	Negligible	
		Kenilworth Square North	Medium	8151	Kenilworth Square West / Kenilworth Square North	250	389	9	12	≤85%	≤85%	Negligible	
	Larkfield Avenue	Medium	8415	Larkfield Avenue / Larkfield Park	473	681	12	19	≤85%	≤85%	Negligible		
	P.6	Ballymount Road Lower	Medium	16143	Ballymount Road Lower / Robinhood Road	532	689	16	23	≤85%	≤85%	Negligible	
		Clareville Road	Medium	8132	Clareville Road / Priory Road	435	642	12	20	≤85%	≤85%	Negligible	
Golden Lane		High	6196	Golden Lane / Whitefriar Street	431	629	14	26	≤85%	≤85%	Negligible		
P.7	Bride Street	High	6171	Bride Street / Bishop Street	359	478	16	23	≤85%	≤85%	Negligible		
		High	6362	Bride Street / Golden Lane	744	968	24	28	≤85%	≤85%	Negligible		
		Low	6183	Bride Street / New Bride Street	1428	1436	66	64	≤85%	≤85%	Negligible		
	Calmount Road	Medium	16118	Calmount Rd Rbt	1226	1228	116	115	>100%	>100%	Negligible		
P.8	Ballymount Road Upper	Medium	16127	Ballymount Cross Rbt	605	532	43	37	≤85%	≤85%	Negligible		

Location					Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Ranges		Description of Impact	
Orientation	Map ID	Road Name	Road Sensitivity	Junction ID	Junction Name	Do Minimum Flow	Do Something Flow	Do Minimum VoC	Do Something VoC	Do Minimum VoC		Do Something VoC
			Medium	9235	Ballymount Road Upper / Greenhills Road	2090	2113	78	78	≤85%		≤85%
	P.9	Clareville Road	Medium	8148	Clareville Road / Westfield Road	476	681	14	18	≤85%	≤85%	Negligible
		Cromwellsfort Road	Negligible	8353	Walkinstown Rbt	1764	1832	90	86	85%-100%	85%-100%	Negligible
		Larkfield Avenue	Low	8323	Larkfield Avenue / Sundrive Road	1552	1671	79	86	≤85%	85%-100%	Low