

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

Appendix A6.4

Impact Assessments

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Appendix A6.4.1: Pedestrian Infrastructure Assessment

Table 1: Pedestrian Junction Assessment Criteria

Aspect	Indicator
Routing	Are pedestrian crossings (signalised or uncontrolled) available on all arms?
Directness	Where crossings are available, do they offer direct movements which do not require diversions or 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

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

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

1.1 Section 1 – Tallaght to Ballymount

Table 5: Section 1 – Pedestrian Infrastructure Assessment

Junctions	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
Blessington Road / Cookstown signalised junction	A0	Pedestrian Routing:	Signalised crossings on all arms.	✓	Signalised crossings on all arms.	✓	Medium	Medium	Positive Significant
		Pedestrian Directness:	Staggered crossing on Cookstown Way South and Alderpark Court.	✗	Direct crossings provided.	✓			
		Vehicular Speeds:	No particular constraints on vehicle speeds. Left hand bypass encourages higher traffic speeds.	✗	Removed bypass on Cookstown Way south and tightened corner radii.	✓			
		Accessibility:	Adequate tactile paving dropped kerbs in place at all crossing points. Some road marking in need of refreshing.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and Crossing Widths:	Existing footpath widths are minimum of 1.8m wide. Compliant crossing widths minimum 2.4m.	✓	Compliant footpaths and crossing width provided on all arms,	✓			
		Overall LoS	3 Indicator met:	C	5 Indicators met:	A			
Belgard Square South / Belgard Square West roundabout to signalised junction	A0	Pedestrian Routing:	No pedestrian facilities	✗	Roundabout converted to signalised junction. Pedestrian crossings on all arms.	✓	High	High	Positive Profound
		Pedestrian Directness:	No pedestrian facilities	✗	Direct crossings provided.	✓			
		Vehicular Speeds:	No pedestrian facilities	✗	Tight corner radii and 3m lane widths.	✓			
		Accessibility:	No pedestrian facilities	✗	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and Crossing Widths:	Existing footpath widths are minimum of 1.8m wide.	✓	Substantial pedestrianisation in area around junction.	✓			
		Overall LoS	1 Indicator met:	E	5 Indicators met:	A			
Belgard Square West / Old Blessington Road signalised junction	A175	Pedestrian Routing:	Signalised crossing on Belgrade Square West (north and south) and on Blessington Road east.	✗	Existing crossings retained.	✗	Medium	High	Positive Very Significant
		Pedestrian Directness:	Direct on minor arms, staggered crossing on Blessington Road east.	✗	Junction made more compact. Pedestrian crossings direct.	✓			
		Vehicular Speeds:	Reasonably tight lane widths and restrictive corner radii	✓	Junction made more compact and corner radii narrowed. Vehicle speeds reduced.	✓			
		Accessibility:	Adequate tactile paving dropped kerbs in place at all crossing points. Some road marking in need of refreshing.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and Crossing Widths:	Typically 2.0m+. Crossing widths 2.0m, less than 2.4m standard.	✗	Typically 2.0m+. Compliant crossing widths.	✓			
		Overall LoS	2 Indicators met:	D	4 Indicators met:	B			
Belgard Square West / Belgard Square North / Tallaght Hospital access roundabout to signalised junction	A400	Pedestrian Routing:	Uncontrolled crossings on Belgard Square West and Hospital access arms. Remote Pelican crossing on Belgard Square North (east) arm. No crossing on Belgard Square North (west)	✗	Roundabout converted to signalised junction.	✓	Medium	High	Positive Very Significant
		Pedestrian Directness:	Direct crossings on all arms.	✓	Direct crossings provided.	✓			
		Vehicular Speeds:	Minimal deflection for traffic entering roundabout. No restraint on vehicle speeds.	✗	Tight corner radii and 3m lane widths.	✓			
		Accessibility:	Inconsistent dropped kerbs, tactile paving and marking.	✗	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and Crossing Widths:	Substantial footpaths on all arms, commensurate with high footfall area.	✓	Minimum footpath width of 2m provided. Compliant crossing widths.	✓			
		Overall LoS	2 Indicators met:	D	5 Indicators met:	A			
Belgard Square North / Belgard Square East roundabout to signalised junction	A775	Pedestrian Routing:	Uncontrolled crossings on all arms.	✗	Roundabout converted to signalised junction. Signalised pedestrian crossings provided on all arms.	✓	Medium	Medium	Positive Significant

Junctions	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
		Pedestrian Directness:	Traffic islands are present on all arms, but crossings considered to be direct.	✓	Direct crossings provided.	✓			
		Vehicular Speeds:	Minimal deflection for traffic entering roundabout. No restraint on vehicle speeds.	✗	Tight corner radii and reduced lane widths.	✓			
		Accessibility:	Dropped kerbs but no tactile paving.	✗	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and Crossing Widths:	Adequate footpaths on all arms of ~2.0m in width.	✓	Minimum footpath widths of 2m provided. Compliant crossing widths.	✓			
		Overall LoS	2 Indicators met:	D	5 Indicators met:	A			
Blessington Road / Belgard Road signalised junction	A1075	Pedestrian Routing:	Signalised crossings on all arms.	✓	Signalised crossings on all arms.	✓	Low	Medium	Positive Moderate
		Pedestrian Directness:	Staggered crossing on Belgard Road (south) and staggered crossings on both Belgard Road arms.	✗	Staggered crossings on all arms.	✗			
		Vehicular Speeds:	No particular restraint on vehicle speeds.	✗	Left turn bypass lane removed to slow traffic.	✓			
		Accessibility:	Adequate tactile paving dropped kerbs in place at all crossing points. Some road marking in need of refreshing.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and Crossing Widths:	Substantial footpaths on north side of Blessington Road. All other footpaths of adequate width. Crossing widths of 2.4m.	✓	Substantial footpaths on north side of Blessington Road. All other footpaths of adequate width. Crossing widths of 2.4m.	✓			
		Overall LoS	3 Indicators met:	C	2 Indicators met:	B			
Main Street / Old Greenhills Road signalised junction	A1775	Pedestrian Routing:	Uncontrolled crossing on minor arm present.	✗	Signalised crossing added to western arm (three-arm junction so acceptable).	✓	Low	Medium	Positive Moderate
		Pedestrian Directness:	Direct crossings available.	✓	Direct crossings available.	✓			
		Vehicular Speeds:	Corner radii provide reasonable restraint on vehicle speeds.	✓	Corner radii provide reasonable restraint on vehicle speeds.	✓			
		Accessibility:	Adequate dropped kerb and tactile paving provided.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and Crossing Widths:	Complaint footpaths provided on all arms, minimum 2.5m wide.	✓	Complaint footpaths provided on all arms, minimum 2.5m wide.	✓			
		Overall LoS	4 Indicators met:	B	5 Indicators met:	A			
R819 Greenhills Road / Bancroft Park priority junction	A1975	Pedestrian Routing:	Pelican crossing on R819 Greenhills Road south - negates need for further crossing. Dropped kerb crossing on Bancroft Park.	✓	Toucan crossing on R819 Greenhills Road south – negates need for further crossing. Dropped kerb crossing on Bancroft Park.	✓	Medium	High	Positive Very Significant
		Pedestrian Directness:	Direct crossings (where present)	✓	Direct crossings (where present)	✓			
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✗	Raised table added to Bancroft Park	✓			
		Accessibility:	Suitable facilities at Pelican Crossing. Dropped kerbs, but no tactile paving at Bancroft Park crossing.	✗	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and Crossing Widths:	Adequate footpath widths of at least 2.0m. Crossing width of 2.4m	✓	Adequate footpath and crossing widths.	✓			
		Overall LoS	3 Indicators met:	C	5 Indicators met:	A			
R819 Greenhills Road / Airton Road signalised junction	A2450	Pedestrian Routing:	Signalised crossings on Airton Road and R819 Greenhills Rd south. No crossing on R19 Greenhills Road north-	✗	Signalised crossings on all arms.	✓	Medium	High	Positive Very Significant
		Pedestrian Directness:	Direct crossings (where present)	✓	Junction made much smaller. Pedestrian crossings direct than in Do Minimum.	✓			
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✗	Junction made much smaller and corner radii narrowed. Vehicle speeds reduced.	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs in place at all crossing points. Some road marking in need of refreshing.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			

Junctions	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
		Footpath and Crossing Widths:	Typically 2.0m+. Crossing widths 2.0m, below standard 2.4m.	x	Typically 2.0m+ Compliant crossing widths.	✓			
		Overall LoS	4 Indicators met:	D	5 Indicators met:	A			
R819 Greenhills Road / Harvey Norman Retail Park signalised junction	A2550	Pedestrian Routing:	Signalised crossings on all arms apart from Greenhills Road north, where no facilities are present.	x	Signalised crossings on three arms (exception is Greenhills Road south)	x	Medium	High	Positive Very Significant
		Pedestrian Directness:	Direct crossings (where present)	✓	Direct crossings (where present).	✓			
		Vehicular Speeds:	No particular constraints on vehicle speeds.	x	Corner radii on minor arms tightened.	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings in place at all crossing points.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and Crossing Widths:	Sub-standard footway width of 1.5m on east side of Greenhills Road to south of junction. All other footpath and crossing widths adequate.	x	Footway widths of at least 1.8m and compliant crossing widths.	✓			
		Overall LoS	2 Indicators met:	D	4 Indicators met:	B			
R819 Greenhills Road / Broomhill Road priority junction	A2725	Pedestrian Routing:	Uncontrolled crossing point on Broomhill Road only.	x	Uncontrolled crossing point on Broomhill Road only - upgraded to a raised table.	x	Medium	Medium	Positive Significant
		Pedestrian Directness:	Direct crossings (where present).	✓	Direct crossings (where present).	✓			
		Vehicular Speeds:	No particular constraints on vehicle speeds.	x	Corner radii on Broomhill Road tightened, and raised table provide. Both features will reduce speeds of vehicles turning into and out of Broomhill Road.	✓			
		Accessibility:	Broomhill crossing point has dropped kerb, but no tactile paving.	x	Fully complaint tactile paving and dropped kerbs. Raised table present on minor arm.	✓			
		Footpath and Crossing Widths:	Adequate footpath widths of at least 1.8m.	✓	Adequate footpath widths of at least 1.8m.	✓			
		Overall LoS	2 Indicators met:	D	4 Indicators met:	B			
R819 Greenhills Road / Hibernian Industrial Estate priority junction	A2775	Pedestrian Routing:	Uncontrolled crossing point on Industrial Access only.	x	Uncontrolled crossing point on Industrial access only. Signalised crossing on eastern arm - acceptable as this is a three arm junction.	✓	Medium	Medium	Positive Significant
		Pedestrian Directness:	Direct crossings (where present).	✓	Direct crossings (where present).	✓			
		Vehicular Speeds:	No particular constraints on vehicle speeds.	x	Corner radii on Industrial access tightened, and raised table provide. Both features will reduce speeds of vehicles turning into and out of minor arm.	✓			
		Accessibility:	Industrial access crossing point has dropped kerb, but no tactile paving.	x	Fully complaint tactile paving and dropped kerbs. Raised table present on minor arm.	✓			
		Footpath and Crossing Widths:	Adequate footpath widths of at least 1.8m.	✓	Adequate footpath widths of at least 1.8m, and compliant crossing widths.	✓			
		Overall LoS	2 Indicators met:	D	5 Indicators met:	A			
R819 Greenhills Road / Mayberry Road signalised junction	A2950	Pedestrian Routing:	Signalised crossings on Mayberry Road and Greenhills Rd south only.	✓	Signalised crossings on Mayberry Road and Greenhills Rd south only - three arm junction so negates need for further crossing	✓	Medium	Medium	Positive Significant
		Pedestrian Directness:	Direct crossings (where present).	✓	Direct crossing on Mayberry Road and two-stage crossing on Greenhills Road south (still reasonably direct)	✓			
		Vehicular Speeds:	No particular constraints on vehicle speeds.	x	Junction radii on Mayberry Road tightened by cycle protection islands, reducing vehicle speeds.	✓			
		Accessibility:	Adequate tactile paving, road markings and dropped kerbs in place at all crossing points.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and Crossing Widths:	Adequate footpath widths of at least 1.8m. Sub-standard crossing widths of 2.0m, below 2.4m standard.	x	Footway widths of at least 1.8m and compliant crossing widths.	✓			
		Overall LoS	3 Indicators met:	C	5 Indicators met:	A			

Junctions	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
R819 Greenhills Road / Castletymon Road signalised junction	B225	Pedestrian Routing:	Signalised pedestrian crossings on Greenhills Road north and Castletymon Road.	✓	Toucan crossings on eastern and southern arms of junction only - three arm junction so negates need for further crossing	✓	Medium	Low	Positive Moderate
		Pedestrian Directness:	Direct crossings (where present).	✓	Direct crossings provided.	✓			
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✗	Tight corner radii and reduced lane widths.	✓			
		Accessibility:	Adequate tactile paving, road markings and dropped kerbs in place at all crossing points.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and Crossing Widths:	Sub-standard footway width of 1.5m on south side of Castletymon Road. All other footpath widths adequate. Sub-standard crossing widths of 2.0m on both crossings.	✗	Minimum footway width of 2m provided.	✓			
		Overall LoS	3 Indicators met:	C	5 Indicators met:	A			
R819 Greenhills Road / Temple Woods priority junction	B425	Pedestrian Routing:	Signalised crossing on northern arm and unsignalized crossing on eastern arm. No crossing on southern arm - not required.	✓	Signalised crossing on northern arm upgraded to toucan crossing, and unsignalized crossing on eastern arm. No crossing on southern arm - not required.	✓	Low	Medium	Positive Moderate
		Pedestrian Directness:	Direct crossings (where present).	✓	Direct crossings (where present).	✓			
		Vehicular Speeds:	Tight corner radii present.	✓	Tight corner radii present. Raised Table present.	✓			
		Accessibility:	Dropped kerbs and tactile paving present at crossings.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and Crossing Widths:	Crossing width under 1.8m to the south of Greenhills Road due to grass verge and trees acting as pinch points.	✗	All footpath widths at 2m minimum, with widening of Greenhills south footpath.	✓			
		Overall LoS	4 Indicators met:	B	5 Indicators met:	A			
R819 Greenhills Road / Tymon Lane priority junction	B551	Pedestrian Routing:	No crossings present, however footpath continuous on southern side of junction.	✗	No crossings present, however footpath continuous on southern side of junction. Same as Do Minimum.	✗	Medium	Medium	Positive Significant
		Pedestrian Directness:	Direct crossings (where present).	✓	Direct crossings (where present).	✓			
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✗	Corner radii on Industrial access tightened, and raised table provide. Both features will reduce speeds of vehicles turning into and out of minor arm.	✓			
		Accessibility:	Industrial access crossing point has dropped kerb, but no tactile paving.	✗	Fully complaint tactile paving and dropped kerbs. Raised table present on minor arm.	✓			
		Footpath and Crossing Widths:	Adequate footpath widths of at least 1.8m.	✓	Adequate footpath widths of at least 1.8m, and compliant crossing widths.	✓			
		Overall LoS	2 Indicators met:	D	4 Indicators met:	B			

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

- Belgard Square North / Belgard Lane priority junction;
- Belgard Square North / Exchange Hall Access signalised junction;
- Belgard Square East / Blessington Road signalised junction;
- Blessington Road / Main Road signalised junction;
- R819 Greenhills Road / TU Access priority junction; and
- R819 Greenhills Road / Fitness Centre Access priority junction.

1.2 Section 2 – Ballymount to Crumlin

Table 6: Section 2 – Pedestrian Infrastructure Assessment

Junctions	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
R819 Greenhills Road / Ballymount Road Upper priority junction	A3959	Pedestrian Routing:	Uncontrolled crossings on minor arms.	✘	Toucan crossing provided on Greenhills Road west. Ballymount Road Upper closed to traffic, allowing continuous footpath to be provided - no further crossing required. Raised table on Tymon Park.	✓	Medium	Medium	Positive Significant
		Pedestrian Directness:	Direct crossings (where present).	✓	Direct crossings (where present).	✓			
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✘	No particular constraints on vehicle speeds, however Ballymount Road upper closed to traffic so therefore no constrained required.	✓			
		Accessibility:	Dropped kerbs but no tactile paving.	✘	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and Crossing Widths:	Adequate footpath widths of at least 1.8m.	✓	Adequate footpath widths of at least 1.8m provided. Compliant crossing width.	✓			
		Overall LoS	2 Indicators met:	D	5 Indicators met:	A			
New junction: Ballymount Avenue / R819 Greenhills Road priority junction	A4200	Pedestrian Routing:	No junction in Do Minimum.		Toucan crossing provided Greenhills Road to east of junction	✘	-	Low	-
		Pedestrian Directness:			Direct crossings (where present).	✓			
		Vehicular Speeds:			Raised table present at junction to help reduce vehicle speeds.	✓			
		Accessibility:			Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and Crossing Widths:			Adequate footpath widths of at least 1.8m provided. Compliant crossing width.	✓			
		Overall LoS			2 indicators met				
New junction: Ballymount Avenue / Ballymount Avenue priority junction	A4400	Pedestrian Routing:	No junction in Do Minimum.		Uncontrolled crossing on Calmount Avenue arm only	✘	-	Medium	-
		Pedestrian Directness:			Direct crossing provided.	✓			
		Vehicular Speeds:			Corner radii on Calmount reduced to minimum. Raised table crossing on Ballymount Avenue.	✓			
		Accessibility:			Fully compliant tactile paving and dropped kerbs provided.	✓			
		Footpath and Crossing Widths:			Adequate footpath widths of at least 1.8m provided. Compliant crossing width.	✓			
		Overall LoS			2 indicators met				
Ballymount Avenue / Calmount Road signalised junction	A4650	Pedestrian Routing:	Uncontrolled crossings on all arms.	✓	Roundabout converted to signalised junction. Signalised crossings on all arms.	✓	Medium	Low	Positive Moderate
		Pedestrian Directness:	Direct crossings on all arms.	✓	Direct crossings provided.	✓			
		Vehicular Speeds:	Minimal deflection for traffic entering roundabout. No restraint on vehicle speeds.	✘	Tight corner radii and reduced lane widths.	✓			
		Accessibility:	Dropped kerbs but no tactile paving.	✘	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and Crossing Widths:	Adequate footways on all arms of ~1.8m.	✓	Minimum footway widths of 2m provided. Crossing widths of 3.0m.	✓			
		Overall LoS	3 Indicators met:	C	5 Indicators met:	A			
	C425	Pedestrian Routing:	No junction in Do Minimum.		Zebra crossing on all arms.	✓	-	Low	-

Junctions	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
New junction: Calmount Road / R819 Greenhills Road roundabout		Pedestrian Directness:			Direct crossing provided.	✓			
		Vehicular Speeds:			Narrow corner radii and stop lines at roundabout to reduce vehicle speeds.	✓			
		Accessibility:			Dropped Kerbs and tactile paving provided as necessary.	✓			
		Footpath and Crossing Widths:			Crossing provided at minimum 2m wide.	✓			
		Overall LoS	2 indicators met		5 Indicators met:	A			
Calmount Road / Calmount Avenue priority junction	A4950	Pedestrian Routing:	Uncontrolled crossing point on Calmount Avenue only.	✗	Priority converted to signalised junction. Signalised crossings provided on Calmount Avenue and eastern arm	✓	Medium	Medium	Positive Significant
		Pedestrian Directness:	Direct crossings (where present).	✓	Direct crossings (where present).	✓			
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✗	Corner radii and lane widths reduced to minimum.	✓			
		Accessibility:	Calmount Avenue crossing point has dropped kerb, but no tactile paving.	✗	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and Crossing Widths:	Adequate footpath widths of at least 1.8m.	✓	Minimum footway widths of 2m provided. Crossing widths of 4.0m	✓			
		Overall LoS	2 Indicators met:	D	4 Indicators met:	A			
R819 Greenhills Road / B&G Ltd priority junction	A5650	Pedestrian Routing:	No crossings present.	✗	Unsignalised crossing on the southern arm only.	✗	High	Medium	Positive Very Significant
		Pedestrian Directness:	No crossings present.	✗	Direct crossings (where present).	✓			
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✗	Reduced corner radii and raised table to help reduce vehicle speeds.	✓			
		Accessibility:	No dropped kerbs or tactile paving present.	✗	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and Crossing Widths:	No footpath on one side of the road due to fencing at Chadwicks Plumbing Centre.	✗	Footpath added on one side of the road, off appropriate width.	✓			
		Overall LoS	0 Indicators met:	F	4 Indicators met:	B			
Walkinstown Roundabout	A5900	Pedestrian Routing:	Remote Pelican Crossings on R819 Walkinstown Road, R818 Cromwellsfort Rd and R112 St Peter's Road, R819 Greenhills Road and R112 Walkinstown Ave. Dropped kerb priority crossings on remaining two arms. Pelican crossings considered to be remote from the junction, i.e. they do not provide crossing facilities at the junction itself.	✗	Crossings provided on all arms.	✓	High	High	Positive Profound
		Pedestrian Directness:	Remote Pelican Crossings providing indirect crossing facilities.	✗	Direct crossings on all arms.	✓			
		Vehicular Speeds:	Standard deflection for traffic entering roundabout. No particular restraint on vehicle speeds.	✗	Raised tables at each of the crossings.	✓			
		Accessibility:	Inconsistent, little provision.	✗	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and Crossing Widths:	Adequate footways on all arms of at least ~1.8m in width. Crossing widths at least 2.4m.	✓	Minimum footway width of 2m provided.	✓			
		Overall LoS	1 Indicators met:	E	5 Indicators met:	A			

1.3 Section 3 – Crumlin to Grand Canal

Table 7: Section 3 – Pedestrian Infrastructure Assessment

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
R819 Walkinstown Road / Walkinstown Drive priority junction	A6100	Pedestrian Routing:	Uncontrolled crossing on all arms.	✓	Uncontrolled crossing on all arms.	✓	Low	Medium	Positive Moderate
		Pedestrian Directness:	Direct crossings present.	✓	Direct crossings present.	✓			
		Vehicular Speeds:	Tight corner radii present. Raised table present.	✓	Tight corner radii present.	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs in place on minor arm. No tactile paving on other arms.	✗	Fully compliant tactile paving and dropped kerbs.	✓			
		Footpath and crossing widths:	Footpaths a minimum of 2m wide.	✓	Footpaths a minimum of 2m wide.	✓			
		Overall LoS	4 Indicators met:	B	4 Indicators met:	A			
R819 Walkinstown Road / Thomas Moore Road priority junction	A6150	Pedestrian Routing:	Uncontrolled crossing on all arms.	✓	Uncontrolled crossing on all arms.	✓	Low	Medium	Positive Moderate
		Pedestrian Directness:	Direct crossings present.	✓	Direct crossings present.	✓			
		Vehicular Speeds:	Raised table present on Thomas Moore Road. Tight corner radii present.	✓	Tight corner radii present.	✓			
		Accessibility:	Adequate tactile paving available on northern arm only. Dropped kerbs only on other arms.	✗	Fully compliant tactile paving and dropped kerbs.	✓			
		Footpath and crossing widths:	Footpaths a minimum of 2m wide.	✓	Footpaths a minimum of 2m wide.	✓			
		Overall LoS	4 Indicators met:	B	5 Indicators met:	A			
R819 Walkinstown Road / Kilnamanagh Road signalised junction	A6400	Pedestrian Routing:	Signalised crossings on all arms	✓	Signalised crossings on all arms	✓	Low	Low	Positive Slight
		Pedestrian Directness:	Direct crossings	✓	Direct crossings	✓			
		Vehicular Speeds:	Relatively tight corner radii.	✓	Relatively tight corner radii. Lane widths narrowed.	✓			
		Accessibility:	Adequate tactile paving, road markings and dropped kerbs in place at all crossing points.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Footpaths a minimum of 2.5m wide. Sub-standard crossing width of 1.5m across Shopping Centre arm.	✗	Footpath widths retained at minimum of 1.8m wide. Compliant crossing widths.	✓			
		Overall LoS	4 Indicators met:	B	5 Indicators met	A			
R110 Long Mile Road / R819 Walkinstown Road signalised junction	F4225	Pedestrian Routing:	Crossings on western and southern arm only. No crossing on Drimnagh Road.	✗	Crossing on Walkinstown Road retained and crossing on Long Mile Road moved to eastern arm (Drimnagh Road)	✗	Medium	High	Positive Very Significant
		Pedestrian Directness:	Crossing staggered where present.	✗	Crossing staggered on Drimnagh Road.	✗			
		Vehicular Speeds:	No particular constraints on vehicular speeds. Left turn lane onto Walkinstown Road encourages higher speeds.	✗	Left-turning slip into Walkinstown Road removed. Corner radii tightened.	✓			
		Accessibility:	Adequate dropped kerbs, tactile paving and road markings at pelican crossings.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Crossing on Walkinstown Road 2m only. Footpath widths minimum 1.8m.	✗	Compliant footpath widths of minimum 1.8m. Compliant crossings widths.	✓			
		Overall LoS	2 Indicators met	D	4 Indicators met	B			
R110 Long Mile Road / Slievebloom Road / Balfe Road priority junction	A6750 - A6850	Pedestrian Routing:	Signalised crossings on three arms.	✗	Raised tables present on minor arms, no crossings on major arms.	✗	Medium	High	Positive Very Significant

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
		Pedestrian Directness:	Long Mile Road, and Drimnagh Road two stag crossings. .	✗	Direct raised tables.	✓			
		Vehicular Speeds:	No particular restraint on vehicle speeds. Left-turn slip onto Walkinstown Road.	✗	Raised tables added to the minor arms to reduce vehicle speeds.	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs in place at all crossing points. Some road marking in need of refreshing.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Adequate footpath widths of at least 1.8m. Crossing widths compliant.	✓	Footpath widths of at least 1.8m.	✓			
		Overall LoS	2 Indicators met:	D	4 Indicators met:	B			
R110 Drimnagh Road / Boots Access priority junction	A7100	Pedestrian Routing:	Uncontrolled crossing on all arms.	✓	Uncontrolled crossing on all arms.	✓	Medium	High	Positive Very Significant
		Pedestrian Directness:	Direct crossings present.	✓	Direct crossings present.	✓			
		Vehicular Speeds:	No particular restraint on vehicle speeds	✗	Raised table added to reduce vehicle speeds (yellow box removed).	✓			
		Accessibility:	Tactile paving on northern arm only. Dropped kerbs only on other arms.	✗	Fully complaint tactile paving and dropped kerbs. Raised table present on minor arm.	✓			
		Footpath and crossing widths:	Footpaths a minimum of 2m wide.	✓	Footpaths a minimum of 2m wide.	✓			
		Overall LoS	3 Indicators met:	C	5 Indicators met:	A			
R110 Drimnagh Road / St Mary's Drive priority junction	A7200	Pedestrian Routing:	Uncontrolled crossings on southern and western arm. Pelican crossing located in close proximity to western arm negates the need for a further crossing directly associated with junction.	✓	Existing facilities retained.	✓	Medium	Low	Positive Moderate
		Pedestrian Directness:	Direct crossings.	✓	Direct crossings.	✓			
		Vehicular Speeds:	Raised table present and tight corner radii.	✓	Raised table present and tight corner radii.	✓			
		Accessibility:	Complaint raised table on minor arm, however no tactile paving present.	✗	Fully complaint tactile paving and dropped kerbs. Raised table present on minor arm.	✓			
		Footpath and crossing widths:	Adequate footpath and crossing widths.	✓	Adequate footpath and crossing widths.	✓			
		Overall LoS	4 Indicators met:	D	5 Indicators met:	A			
R110 Drimnagh Road / St. Mary's Road / Kildare Road signalised junction	A7450	Pedestrian Routing:	Signalised crossings on all arms.	✓	Signalised crossings on all arms.	✓	Medium	Low	Positive Moderate
		Pedestrian Directness:	Three stage crossings on Drimnagh Road east, and on St Mary's Road / Kildare Road	✗	Direct crossings on all arms. More compact junction (left slip removed) footprint provides shorter crossings.	✓			
		Vehicular Speeds:	No particular constraint on vehicle speeds.	✗	Reduced corner radii and lane widths.	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs in place at all crossing points. Some road marking in need of refreshing.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Adequate footpath widths of at least 1.8m. Adequate crossing widths.	✓	Adequate footpath widths of at least 1.8m. Compliant crossing widths.	✓			
		Overall LoS	2 Indicators met:	C	5 Indicators met	A			
R110 Crumlin Road / Cooley Road signalised junction	A7625	Pedestrian Routing:	Signalised crossing across Crumlin Road west. Uncontrolled crossing on Cooley Road and Crumlin Park - suitable and negates the need for further crossings.	✓	Crossings retained.	✓	Low	Low	Positive Slight
		Pedestrian Directness:	Direct crossings (where present)	✓	Direct crossing (where present)	✓			
		Vehicular Speeds:	No particular constraints on vehicle speeds, raised table on Crumlin Park, but not at Cooley.	✗	No particular constraints on vehicle speeds, raised table on Crumlin Park, but not at Cooley.	✗			
		Accessibility:	Adequate tactile paving, dropped kerbs in place on Crumlin Road crossing. Dropped kerb, but non-compliant tactile paving in place on Cooley Road.	✗	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
		Footpath and crossing widths:	Adequate footpath widths of at least 2.0m. Crossing width of 2.4m on R110 Crumlin Road.	✓	Adequate footpath widths of at least 2.0m. Compliant crossing widths.	✓			
		Overall LoS	3 Indicators met:	C	4 Indicators met:	b			
R110 Crumlin Road / Rafter's Road priority junction	A7775	Pedestrian Routing:	Uncontrolled crossing on northern arm. Pelican crossing in close proximity to eastern arm - suitable as negates the need for further crossing.	✓	Uncontrolled crossing on northern arm. Pelican crossing in close proximity to western arm - suitable as negates the need for further crossing.	✓	Medium	Low	Positive Moderate
		Pedestrian Directness:	Direct crossings (where present)	✓	Direct crossings (where present)	✓			
		Vehicular Speeds:	Raised table present, however not at junction entry.	✗	Raised table present at junction entry reducing vehicle speed, tightened corner radii.	✓			
		Accessibility:	No tactile paving present.	✗	Fully complaint tactile paving and dropped kerbs. Raised table present on minor arm.	✓			
		Footpath and crossing widths:	Footpaths minimum 2m wide and suitable pelican crossing width.	✓	Adequate footpath widths of at least 2.0m and crossing width.	✓			
		Overall LoS	3 Indicators met:	C	5 indicators met	A			
R110 Crumlin Road / Raphoe Road priority junction	A7875	Pedestrian Routing:	Uncontrolled crossing on northern arm only.	✗	Existing crossing points retained.	✗	Medium	Low	Positive Moderate
		Pedestrian Directness:	Direct crossings (where present)	✓	Direct crossings (where present)	✓			
		Vehicular Speeds:	Raised table present to reduce vehicle speeds.	✓	Raised table present to reduce vehicle speeds.	✓			
		Accessibility:	Complaint raised table on minor arm, however no tactile paving present.	✗	Fully complaint tactile paving and dropped kerbs. Raised table present on minor arm.	✓			
		Footpath and crossing widths:	Footpath width under 1.8m on one side of Raphoe Road. All other footpaths a minimum of 1.8m.	✗	Adequate footpath widths of at least 2.0m	✓			
		Overall LoS	2 indicators met	D	4 Indicators met:	B			
R110 Crumlin Road / Iveagh Gardens priority junction	A8000	Pedestrian Routing:	Uncontrolled crossing on northern and arm. Signalised crossing on western arm - negates the need for further crossing.	✓	Existing crossing points retained.	✓	Medium	Medium	Positive Significant
		Pedestrian Directness:	Direct Crossings.	✓	Direct Crossings.	✓			
		Vehicular Speeds:	Raised table present and tight corner radii.	✓	Raised table present and tight corner radii.	✓			
		Accessibility:	Tactile paving at signalised crossing only. Raised table present on minor arm.	✗	Fully complaint tactile paving and dropped kerbs. Raised table present on minor arm.	✓			
		Footpath and crossing widths:	Grass verges on Iveagh Gardens limit footpath width to 1.8m.	✗	Footpath widths of at least 2.0m	✓			
		Overall LoS	3 indicators met	C	5 Indicators met:	A			
R110 Crumlin Road / Windmill Road priority junction	A8125	Pedestrian Routing:	Uncontrolled crossings southern and eastern arm. Pelican crossing on western arm in close proximity.	✓	Existing crossing points retained.	✓	Low	Medium	Positive Moderate
		Pedestrian Directness:	Direct Crossings.	✓	Direct Crossings.	✓			
		Vehicular Speeds:	Raised table present on minor arm to help reduce vehicle speeds.	✓	Raised table present on minor arm to help reduce vehicle speeds.	✓			
		Accessibility:	Tactile paving and raised table only present on northern arm. Dropped kerbs present on all arms.	✗	Fully complaint tactile paving and dropped kerbs. Raised table present on minor arm.	✓			
		Footpath and crossing widths:	Adequate footpath widths of at least 2.0m	✓	Adequate footpath widths of at least 2.0m	✓			
		Overall LoS	4 Indicators met:	B	5 Indicators met:	A			
R110 Crumlin Road / Clonard Road priority junction	A8300	Pedestrian Routing:	Uncontrolled crossing on Clonard Road. Pelican Crossing to east of junction - negates the need for further crossing.	✓	Pelican Crossing relocated to west of junction. Clonard Road made one-way in, reducing crossing width for pedestrians.	✓	Medium	Low	Positive Moderate

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
		Pedestrian Directness:	Clonard Road crossing in two stages.	x	Direct crossings (where present)	✓			
		Vehicular Speeds:	No particular constraints on vehicle speeds.	x	Raised table added to minor arm.	✓			
		Accessibility:	Dropped kerb, but no tactile paving at uncontrolled crossing points. Adequate tactile paving and markings at Pelican Crossing.	x	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Adequate footpath widths of at least 2.0m. Pelican crossing width 2.8m.	✓	Footpath widths of at least 2.0m. Compliant crossing widths.	✓			
		Overall LoS	2 indicator met:	D	5 Indicators met:	A			
R110 Crumlin Road / Bangor Drive priority junction	A8400	Pedestrian Routing:	Uncontrolled crossing on minor arm only.	x	Uncontrolled crossing on minor arm only.	x	Medium	Low	Positive Moderate
		Pedestrian Directness:	Direct Crossings.	✓	Direct crossings (where present): Bangor Drive made one-way.	✓			
		Vehicular Speeds:	No particular constraints on vehicle speeds.	x	Raised table added to minor arm.	✓			
		Accessibility:	Dropped kerb, but no tactile paving at uncontrolled crossing points.	x	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Adequate footpath widths of at least 2.0m.	✓	Adequate footpath widths of at least 2.0m.	✓			
		Overall LoS	2 indicators met:	D	4 Indicators met:	B			
R110 Crumlin Road / Ardagh Road priority junction	A8525	Pedestrian Routing:	Uncontrolled crossing on Ardagh Road. Pelican Crossing to west of junction - negates the need for further crossing.	✓	Pelican Crossing to east of junction. Uncontrolled crossing on Ardagh Road retained.	✓	Medium	Low	Positive Moderate
		Pedestrian Directness:	Direct crossings (where present)	✓	Direct crossings (where present)	✓			
		Vehicular Speeds:	Raised table on Ardagh Road	✓	Raised table on Ardagh Road, corner radii tightened.	✓			
		Accessibility:	Adequate tactile paving and markings at crossing points on pelican crossing. No tactile paving on uncontrolled crossing.	x	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Adequate footpath widths of at least 2.0m. Compliant crossing width.	✓	Footpath widths of at least 2.0m. Compliant crossing width.	✓			
		Overall LoS	4 Indicators met:	D	5 Indicators met:	A			
R110 Crumlin Road / Dunnes Stores priority junction	A8650	Pedestrian Routing:	Uncontrolled crossings on minor arm only.	x	Uncontrolled crossings on minor arm only.	x	Low	Low	Positive Slight
		Pedestrian Directness:	Direct crossings (where present)	✓	Direct crossings (where present)	✓			
		Vehicular Speeds:	Bumps on entry to the minor arm reduces vehicle speeds.	✓	Raised table on minor arm to reduce 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:	Footpath widths over 2m.	✓	Footpath widths over 2m.	✓			
		Overall LoS	3 Indicators met:	C	4 Indicators met:	B			
R110 Crumlin Road / Old County Road priority junction	A8800	Pedestrian Routing:	Uncontrolled crossings on minor arm only. Pelican crossing on western arm, west of Dunnes Stores - negates need for further crossing.	✓	Uncontrolled crossings on minor arm only. Pelican crossing on western arm, west of Dunnes Stores - negates need for further crossing.	✓	Medium	Medium	Positive Significant
		Pedestrian Directness:	Direct crossings (where present)	✓	Direct crossings (where present)	✓			
		Vehicular Speeds:	No particular constraints on vehicle speeds.	x	Raised tables added.	✓			
		Accessibility:	Dropped kerb, but no tactile paving at uncontrolled crossing point. Compliant dropped kerbs and tactile paving at Pelican Crossing.	x	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
		Footpath and crossing widths:	Adequate footpath widths of at least 2.5m. Pelican crossing width of 2.8m.	✓	Footpath widths of at least 2.5m. Compliant crossing widths.	✓			
		Overall LoS	3 indicators met	C	5 Indicators met:	A			
R110 Crumlin Road / Herberton Road / Sundrive Road signalised junction	A8900	Pedestrian Routing:	Signalised crossings on all arms.	✓	Signalised crossings on all arms.	✓	Medium	Low	Positive Moderate
		Pedestrian Directness:	Staggered crossing on R110 Crumlin Road. Staggered crossings on Sundance Road and Herberton Road.	✗	Crumlin Road crossings converted to direct.	✓			
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✗	No particular constraints on vehicle speeds.	✗			
		Accessibility:	Adequate tactile paving, dropped kerbs and markings at crossing points.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Adequate footpath widths of at least 1.8m. Typically 3.0m-4.0m. Some crossing widths (e.g. Sundrive Road east) only 2.0m wide.	✗	Footpath widths retained. Compliant crossing widths.	✓			
		Overall LoS	2 indicators met	D	4 Indicators met:	B			
R110 Crumlin Road / Rutland Avenue priority junction	A9240	Pedestrian Routing:	Uncontrolled crossing on minor arm. Signalised crossing on eastern arm - negates the need for a further crossing.	✓	Crossings retained.	✓	Medium	Low	Positive Moderate
		Pedestrian Directness:	Signalised crossing in is staggered.	✗	Direct crossings present.	✓			
		Vehicular Speeds:	Raised table present on Rutland Avenue.	✓	Raised table present on Rutland Avenue.	✓			
		Accessibility:	Adequate tactile paving and dropped kerbs at signalised crossing. No tactile paving at uncontrolled crossing.	✗	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Adequate footpath widths of minimum 2m. Signalised crossing widths adequate.	✓	Footpath widths of at least 2m. Compliant crossing widths.	✓			
		Overall LoS	3 indicators met	C	5 Indicators met:	A			
R110 Crumlin Road / R110 Dolphin's Barn / R111 Dolphin Road / Parnell Road signalised junction	A9275	Pedestrian Routing:	Signalised crossings on all arms except Dolphin's Barn, where no crossing facilities exist.	✗	Signalised crossings on all arms.	✓	High	Medium	Positive Very Significant
		Pedestrian Directness:	Staggered crossing on Crumlin Road. Dolphin Road and Parnell Road have direct crossings	✗	Direct Crossings (where present)	✓			
		Vehicular Speeds:	No particular constraint on vehicle speeds.	✗	Reduction in vehicle speed limit to 30km/h on Crumlin Road.	✓			
		Accessibility:	Adequate tactile paving dropped kerbs in place at all crossing points. Some road markings in need of refreshing.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Adequate footpath widths of at least 1.8m. Crossing widths on east and west arms only 2.0m wide.	✗	✗	✓			
		Overall LoS	1 indicator met	E	5 indicators met	A			

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
R110 Crumlin Road / R110 Dolphin's Barn / R111 Dolphin Road / Parnell Road signalised junction	A9275	Pedestrian Routing:	Signalised crossings on all arms except Dolphin's Barn, where no crossing facilities exist.	x	Signalised crossings on all arms.	✓	High	Medium	Positive Very Significant
		Pedestrian Directness:	Staggered crossing on Crumlin Road.. Dolphin Road and Parnell Road have direct crossings	x	Direct Crossings (where present)	✓			
		Vehicular Speeds:	No particular constraint on vehicle speeds.	x	Reduction in vehicle speed limit to 30km/h on Crumlin Road.	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs in place at all crossing points. Some road markings in need of refreshing.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Adequate footpath widths of at least 1.8m. Crossing widths on east and west arms only 2.0m wide.	x	Adequate footpath widths of at least 1.8m. Compliant crossing widths.	✓			
		Overall LoS	1 indicators met	E	4 indicators met	A			
Cromwellsfort Road / Bunting Road priority junction	D0	Pedestrian Routing:	Uncontrolled crossing on Cromwellsfort Road. Toucan Crossing on Bunting Road east - negates need for further crossing.	✓	New signalised crossing to the west of the junction (part of Walkinstown Roundabout improvements) - negates the need for further crossing. Uncontrolled crossing retained on Cromwellsfort Road.	✓	Medium	Low	Positive Moderate
		Pedestrian Directness:	Direct crossings (where present)	✓	Direct crossings (where present)	✓			
		Vehicular Speeds:	No particular constraints on vehicle speeds.	x	Raised table introduced on Bunting Road.	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs and markings at crossing points.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Adequate footpath widths of at least 3.0m. Toucan crossing width 4.0m.	✓	Adequate footpath widths of at least 1.8m. Compliant crossing widths.	✓			
		Overall LoS	4 indicators met	B	5 Indicators met:	A			
Bunting Road / Wallace Road / Harty Avenue priority junction	D450	Pedestrian Routing:	Uncontrolled crossings on minor arms only.	x	Crossings retained.	x	Medium	Low	Positive Moderate
		Pedestrian Directness:	Direct crossings (where present)	✓	Direct crossings (where present)	✓			
		Vehicular Speeds:	No particular constraints on vehicle speeds.	x	Minor roads narrowed with tighter corner radii, and raised tables introduced on minor arms.	✓			
		Accessibility:	Dropped kerbs, but no tactile paving.	x	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Adequate footpath widths of at least 2.5m. Much wider footpaths of 3.0m-4.0m on most sides of junction.	✓	Footway widths at least retained.	✓			
		Overall LoS	2 indicators met	D	4 Indicators met:	B			
Bunting Road / Balfe Road priority junction	D625	Pedestrian Routing:	Uncontrolled crossing on Balfe Road only.	x	Crossings retained.	x	Low	Low	Positive Slight
		Pedestrian Directness:	Direct crossings (where present)	✓	Direct crossings (where present)	✓			
		Vehicular Speeds:	Bunting Road and Balfe Road traffic-calmed with ramps.	✓	Raised table crossing on Balfe Road. Corner radii on Balfe Road reduced.	✓			
		Accessibility:	Dropped kerb, but no tactile paving.	x	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Substantial footways of 4.0m wide. No footpaths on south side of Bunting Road, but no frontage so OK.	✓	Footpath widths retained.	✓			
		Overall LoS	3 indicators met	C	4 Indicators met:	B			
Bunting Road / St Agnes Terrace priority junction	D1025	Pedestrian Routing:	Uncontrolled crossings on minor arm only.	x	Crossings retained.	x	Low	Medium	Positive Moderate
		Pedestrian Directness:	Direct crossings (where present)	✓	Direct crossings (where present).	✓			
		Vehicular Speeds:	No particular constraints on vehicle speeds.	x	Raised table crossing on St Agnes Road to help reduce vehicle speeds. .	✓			

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
		Accessibility:	Adequate dropped kerbs and tactile paving at crossing points.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Adequate footpath widths of at least 2.0m. Much wider footpaths of 3.0m-4.0m on north side of Bunting Road, and at corner of St Agnes Road.	✓	Footpath widths retained.	✓			
		Overall LoS	3 Indicators met:	C	4 Indicators met:	B			
St Mary's Road / Fernvale Drive priority junction	D1250	Pedestrian Routing:	Uncontrolled crossings on all arms.	✓	Crossings retained.	✓	Medium	Low	Positive Moderate
		Pedestrian Directness:	Direct crossings (where present)	✓	Direct crossings (where present).	✓			
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✗	Raised table crossing on Fernvale Drive. Road width and corner radii reduced on Fernvale Drive.	✓			
		Accessibility:	Dropped kerbs but no tactile paving at crossing points.	✗	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Adequate footpath widths of at least 2.5m	✓	Footpath widths retained.	✓			
		Overall LoS	3 indicators met	C	5 Indicators met:	A			
Kildare Road / Kildare Park priority junction	E325	Pedestrian Routing:	Uncontrolled crossing on minor arm only.	✗	Crossings retained.	✗	Medium	Low	Positive Moderate
		Pedestrian Directness:	Direct crossings (where present)	✓	Direct crossings (where present).	✓			
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✗	Raised table crossing on Kildare Park. Corner radii reduced on Kildare Park.	✓			
		Accessibility:	Dropped kerbs but no tactile paving at crossing point.	✗	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Adequate footpath widths of at least 2.5m	✓	Footpath widths retained.	✓			
		Overall LoS	2 Indicators met:	D	4 Indicators met:	B			
Kildare Road / Windmill Road signalised junction	E550	Pedestrian Routing:	Partially signalised crossing on Kildare Road west. Uncontrolled crossings on Windmill Road north. No other crossings present.	✗	Signalised crossings on all arms.	✓	Medium	Low	Positive Moderate
		Pedestrian Directness:	Direct crossings (where present)	✓	Direct crossings on all arms.	✓			
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✗	Lane widths narrowed; all corner radii tightened. Raised table covering the junction.	✓			
		Accessibility:	Dropped kerbs but no tactile paving. No dropped kerb on south side of signalised crossing.	✗	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Adequate footpath widths of at least 2.5m. Crossing width of 2.4m.	✓	Footpath widths at least retained. Compliant crossing widths.	✓			
		Overall LoS	2 Indicator met:	D	5 Indicators met:	A			
Kildare Road / Cashel Road priority junction	E650	Pedestrian Routing:	Uncontrolled crossing on Cashel Road only.	✗	Crossings retained.	✗	Medium	Low	Positive Moderate
		Pedestrian Directness:	Extremely long (40m) crossing of Cashel Road required.	✗	Left turning slip stopped up. Cashel Road reduced to 6m in width.	✓			
		Vehicular Speeds:	Kildare Road east traffic calmed, but extremely large junction footprint, wide approach on Cashel Road and left-turning slip onto Kildare Road west are all factors which would encourage higher vehicle speeds.	✗	Cashel Road reduced to 6m in width. Corner radii on Cashel Road reduced to minimum and raised table added.	✓			
		Accessibility:	Dropped kerbs but no tactile paving at Cashel Road crossing points.	✗	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Adequate footpath widths, typically 3.5m wide.	✓	Footpath widths at least retained.	✓			
		Overall LoS	1 Indicator met:	E	4 Indicators met:	B			

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
Kildare Road / Clonard Road priority junction	E750	Pedestrian Routing:	Uncontrolled crossings on all arms of the roundabout.	✓	Roundabout replaced with two priority junctions. No specific crossing points, but raised table covering the whole junction.	✓	Low	Low	Positive Slight
		Pedestrian Directness:	Direct crossings (where present)	✓	Direct crossings (where present)	✓			
		Vehicular Speeds:	Narrow approach widths and tight corner radii will encourage lower speeds.	✓	Geometry further tightened and raised table added.	✓			
		Accessibility:	Dropped kerbs but no tactile paving at crossing points.	✗	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Adequate footpath widths, typically 3.0m-4.0m wide.	✓	Footpath widths at least retained.	✓			
		Overall LoS	4 Indicators met:	B	5 Indicators met:	A			
Kildare Road / Kildare Road priority junction	E850	Pedestrian Routing:	Uncontrolled crossing on minor arm only.	✗	Crossings retained.	✗	Low	Low	Positive Slight
		Pedestrian Directness:	Direct crossings (where present)	✓	Direct crossings (where present)	✓			
		Vehicular Speeds:	Kildare Road traffic calmed.	✓	Raised table added to minor arm.	✓			
		Accessibility:	Dropped kerbs but no tactile paving at minor arm crossing points.	✗	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Adequate footpath widths, typically 3.0m-4.0m wide.	✓	Footpath widths at least retained.	✓			
		Overall LoS	3 Indicators met:	C	4 Indicators met:	B			
Kildare Road / Bangor Road priority junction	E1025	Pedestrian Routing:	Signalised crossings on all arms apart from Kildare Road east, where an uncontrolled crossing is present.	✓	Signalised crossings on all arms	✓	Medium	Low	Positive Moderate
		Pedestrian Directness:	Direct crossings (where present)	✓	Direct crossings provided.	✓			
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✗	Lane widths reduced and corner radii tightened. Entire junction made into raised table.	✓			
		Accessibility:	Dropped kerbs and tactile paving at signalised crossings points. Dropped kerbs only at priority crossings.	✗	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Adequate footpath widths, typically 3.0m-4.0m wide. Crossings 2.4m wide.	✓	Footpath widths at least retained. Compliant crossing widths.	✓			
		Overall LoS	3 Indicators met:	C	5 Indicators met:	A			
Kildare Road / Clogher Road priority junction	E1175	Pedestrian Routing:	No formal crossing facilities.	✗	Raised table facilitates pedestrian movements across junction.	✓	High	Low	Positive Moderate
		Pedestrian Directness:	No formal crossing facilities.	✗	Direct crossings via raised table.	✓			
		Vehicular Speeds:	No constraints on vehicles speeds, particularly for east to west movement from Kildare Road to Clogher Road.	✗	Raised table will constrain vehicle speeds. Slip from Kildare Road to Clogher Road stopped up.	✓			
		Accessibility:	No dropped kerbs or tactile paving present.	✗	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Typically 3.0m - 3.5m	✓	Footpath widths at least retained. Compliant crossing widths.	✓			
		Overall LoS	1 Indicator met:	E	5 Indicators met:	A			
Clogher Road / Slane Road priority junction	E1325	Pedestrian Routing:	Dropped kerbs on minor arm only.	✗	Crossings retained.	✗	Low	Low	Positive Slight
		Pedestrian Directness:	Direct crossings (where present)	✓	Direct crossings (where present)	✓			
		Vehicular Speeds:	Slow zone notice on entry into minor arm, 30km/h speed limit.	✓	Raised table added to minor arm.	✓			

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
		Accessibility:	Dropped kerbs, but no tactile paving.	x	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Adequate footpath widths, typically 3.0m wide.	✓	Footpath widths at least retained.	✓			
		Overall LoS	3 Indicators met:	C	4 Indicators met:	B			
Clogher Road / Sundrive Road signalised junction	E1400	Pedestrian Routing:	Signalised crossings on Clogher Road west and Sundrive Road north. Uncontrolled crossings on other arms.	✓	Signalised crossings on all arms of the junction.	✓	Medium	Low	Positive Slight
		Pedestrian Directness:	Direct crossings (where present)	✓	Direct crossings provided.	✓			
		Vehicular Speeds:	No particular constraints on vehicle speeds.	x	Lane widths and corner radii reduced to minimum- entry to buses and cyclists only.	✓			
		Accessibility:	Dropped kerbs and tactile paving at controlled crossing points. Dropped kerbs only at uncontrolled points	x	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Adequate footpath widths, typically 3.0m wide. Crossing widths less than 2.0m wide.	x	Footpath widths at least retained. Compliant crossing widths.	✓			
		Overall LoS	2 Indicators met:	D	5 Indicators met:	A			
Clogher Road / Clogher Road priority junction	E1750	Pedestrian Routing:	Uncontrolled crossing on minor arm only.	x	Raised table facilitates uncontrolled pedestrian movements across junction.	✓	Medium	Medium	Positive Significant
		Pedestrian Directness:	Existing crossing is direct.	✓	No change from Do Minimum.	✓			
		Vehicular Speeds:	No particular constraints on vehicle speeds.	x	Raised speed table provided on the Marino Avenue arm to manage vehicle speeds.	✓			
		Accessibility:	Dropped kerbs provided, however, no tactile paving present.	x	Fully compliant tactile paving, dropped kerbs, road markings at the crossing point at the junction.	✓			
		Footpath widths:	Existing footpaths are a minimum of 1.8m wide (no distinct crossing width).	✓	No change from Do Minimum.	✓			
		Overall LoS	3 indicators met	D	4 indicators met	A			

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
Clogher Road / Rutland Avenue priority junction	E1850	Pedestrian Routing:	Pelican crossing on Clogher Road east. Dropped kerb crossings on all other arms.	✓	Raised table facilitates uncontrolled pedestrian movements across junction.	✓	Medium	Medium	Positive Significant
		Pedestrian Directness:	Direct crossing (where present)	✓	Direct crossings via raised table.	✓			
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✗	Raised table will constrain vehicle speeds. Corner radii tightened, and lane widths minimised.	✓			
		Accessibility:	Suitable dropped kerbs, tactile paving and road markings at Pelican Crossing. Uncontrolled crossing points only have dropped kerbs - no tactile paving.	✗	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Adequate footpath widths, typically 3.0m wide. Pelican crossing width 2.4m.	✓	Footpath widths at least retained.	✓			
		Overall LoS	3 Indicators met:	C	5 Indicators met:	A			
Clogher Road / Aughavannagh Road priority junction	E2050	Pedestrian Routing:	Uncontrolled crossing on minor arm only.	✗	Raised table facilitates uncontrolled pedestrian movements across junction.	✓	Medium	Low	Positive Moderate
		Pedestrian Directness:	Direct crossing (where present)	✓	Direct crossings via raised table.	✓			
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✗	Raised table will constrain vehicle speeds.	✓			
		Accessibility:	Dropped kerb only at crossing points, no tactile paving.	✗	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Adequate footpath widths, typically 2.5m - 3.0m wide.	✓	Footpath widths at least retained.	✓			
		Overall LoS	2 Indicators met:	D	5 Indicators met:	A			

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

- Kildare Road / Monasterboice Road priority junction; and
- R110 Drimnagh Road / Errigal Road signalised junction.

1.4 Section 4 – Grand Canal to Christchurch

Table 8: Section 4 – Pedestrian Infrastructure Assessment

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
R110 Dolphin's Barn Street, R811 South Circular Road signalised junction	A9475	Pedestrian Routing:	Signalised crossings on all arms.	✓	Signalised crossings on all arms.	✓	Medium	High	Positive Very Significant
		Pedestrian Directness:	Dolphins Barn crossings are staggered– both north and south arm. Minor arm crossing is direct.	✗	Direct crossings.	✓			
		Vehicular Speeds:	No particular restraint on vehicle speeds.	✗	Introduction of cycle refuges, removal of left-turn slip onto Dolphin's Barn south and tightening corner radii will all help to constrain vehicle speeds. Raised table across junction.	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs in place at all crossing points. Some road marking in need of refreshing.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Adequate footpath widths of at least 1.8m. Crossing widths on South Circular Road arms of 2.0m, below required 2.4m.	✗	Adequate footpath widths of at least 1.8m. Compliant crossing widths.	✓			
		Overall LoS	3 Indicators met:	C	5 Indicators met:	A			
R110 Cork Street / Cameron Street priority junction	A9900	Pedestrian Routing:	Uncontrolled crossing on minor arm only.	✗	Crossings retained.	✗	Low	High	Positive Moderate
		Pedestrian Directness:	Direct Crossings (where present)	✓	Direct Crossings (where present)	✓			
		Vehicular Speeds:	Raised table present on Cameron Street.	✓	Raised table retained.	✓			
		Accessibility:	Dropped kerbs, but no tactile paving.	✗	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Adequate footpath widths minimum 2m.	✓	Footpath widths minimum 2m.	✓			
		Overall LoS	3 Indicators met	C	4 Indicators met	B			
R110 Cork Street / Marrowbone Lane / Donore Avenue signalised junction	A10025	Pedestrian Routing:	Signalised crossings on all arms.	✓	Raised tables on minor arms and toucan crossings on major arms.	✓	Low	High	Positive Moderate
		Pedestrian Directness:	Direct crossings on all arms.	✓	Direct crossings on all arms.	✓			
		Vehicular Speeds:	No particular restraint on vehicle speeds.	✗	Raised tables added to Marrowbone Lane and Donore Avenue crossings.	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs in place at all crossing points.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Adequate footpath widths of at least 1.8m. Crossing widths compliant.	✗	Adequate footpath widths of at least 1.8m. Compliant crossing widths.	✓			
		Overall LoS	4 indicators met:	B	5 indicators met:	A			
R110 Cork Street / Ormond Street priority junction	A10350	Pedestrian Routing:	Uncontrolled crossing on minor arm. Pelican crossing located to the east of the junction - negates the need for further crossing points.	✓	Crossings retained.	✓	Low	High	Positive Moderate
		Pedestrian Directness:	Direct Crossings.	✓	Direct Crossings.	✓			
		Vehicular Speeds:	Raised table present on Ormond Street.	✓	Raised table present on Ormond Street.	✓			
		Accessibility:	Inadequate tactile paving on one side of uncontrolled crossing due to drainage coverage.	✗	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Compliant footpath and crossing widths.	✓	Compliant footpath and crossing widths.	✓			

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
		Overall LoS	4 indicators met:	B	5 indicators met:	A			
R110 Cork Street / Robinson's Court priority junction	A10425	Pedestrian Routing:	Uncontrolled crossing on minor arm. Pelican crossing located to the west of the junction - negates the need for further crossing points.	✓	Crossings retained.	✓	Low	High	Positive Moderate
		Pedestrian Directness:	Direct Crossings.	✓	Direct Crossings.	✓			
		Vehicular Speeds:	Raised table present on Robinson's Court.	✓	Raised table present on Robinson's Court.	✓			
		Accessibility:	Inadequate tactile paving (only 1.6m) dropped kerbs in place at all crossing points	✗	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Compliant footpath and crossing widths.	✓	Compliant footpath and crossing widths.	✓			
		Overall LoS	4 indicators met:	B	5 indicators met:	A			
R110 Cork Street / Ardee Street / R110 St Luke's Avenue signalised junction	A10510	Pedestrian Routing:	Signalised crossings on all arms.	✓	Raised tables on minor arms and toucan crossings on major arms.	✓	Medium	Low	Positive Moderate
		Pedestrian Directness:	Crossing in two stages.	✗	Direct crossings on all arms.	✓			
		Vehicular Speeds:	No particular restraint on vehicle speeds.	✗	Raised, surfaced tables added to Ardee Street crossings north and south arm	✓			
		Accessibility:	Tactile paving and dropped kerbs on crossings. Surfacing and lane markings in need of refresh.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Adequate footpath widths of at least 1.8m. Crossing widths on one arm are 2.0m, less than standard 2.4m.	✗	Adequate footpath widths of at least 1.8m. Compliant crossing widths.	✓			
		Overall LoS	4 indicators met:	D	5 indicators met:	A			
R110 St Luke's Avenue / The Coombe / Dean Street signalised junction	A10850	Pedestrian Routing:	Signalised crossings on all arms.	✓	Signalised crossings on all arms.	✓	Medium	Medium	Positive Moderate
		Pedestrian Directness:	Staggered crossings on all arms.	✗	Direct crossings.	✓			
		Vehicular Speeds:	No particular restraint on vehicle speeds.	✗	Cycle priority at junction and reduced number of lanes reduced vehicular speed.	✗			
		Accessibility:	Adequate tactile paving, dropped kerbs in place at all crossing points.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Adequate footpath widths of at least 1.8m. Crossing width minimum 2.4m	✓	Compliant footpath and crossing widths.	✓			
		Overall LoS	3 indicators met	C	5 indicators met:	A			
Dean Street and Francis Street priority junction	A10950	Pedestrian Routing:	Uncontrolled crossing on minor arm only.	✗	Crossings retained.	✗	Low	Medium	Positive Moderate
		Pedestrian Directness:	Direct crossings (where present).	✓	Direct crossings (where present).	✓			
		Vehicular Speeds:	No particular restraint on vehicle speeds.	✗	Raised table added to Francis Street.	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs in place at all crossing points. Some road markings in need of refreshing.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Adequate footpath widths of at least 1.8m	✓	Adequate footpath widths of at least 1.8m	✓			
		Overall LoS	3 indicators met:	C	4 Indicators met	B			
Dean Street and New Row South priority junction	A10960	Pedestrian Routing:	Uncontrolled crossing on minor arm, junction in close proximity to Dean Street / Patrick Street signalised junction - crossings at signalised junction negate the need for further crossings.	✓	Crossings retained.	✓	Low	Medium	Positive Moderate

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
		Pedestrian Directness:	Staggered crossing on Dean Street. Direct crossing on New Row South.	✘	Direct crossings	✓			
		Vehicular Speeds:	Raised table present on New Row South.	✓	Raised table present on New Row South.	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs in place at all crossing points.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Adequate footpath width.	✓	Adequate footpath width.	✓			
		Overall LoS	4 indicators met:	B	5 indicators met:	A			
Dean Street / New Street / Kevin Street Upper / Patrick Street signalised junction	A11000	Pedestrian Routing:	Signalised crossing on R110 Dean Street, R137 Patrick Street and R137 New Street south. No crossing on Kevin Street Upper (Pelican Crossing considered remote)	✘	Crossings retained.	✘	Low	Medium	Positive Moderate
		Pedestrian Directness:	Staggered crossing on R110 Dean Street, direct crossing on R137 New Street South and R137 Patrick Street.	✘	Direct crossings on all arms	✓			
		Vehicular Speeds:	No particular restraint on vehicle speeds.	✘	Speeds reduced by removal of left hand turning lane from New Street South and tightened corner radii.	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs in place at all crossing points. Some road marking in need of refreshing.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Adequate footpath widths of at least 1.8m. Crossing widths minimum of 2.4m.	✓	Adequate footpath widths of at least 1.8m. Compliant crossing widths.	✓			
		Overall LoS	3 indicators met:	C	4 indicators met:	B			
R137 Patrick Street / St Patrick's Close priority junction	A11050	Pedestrian Routing:	Uncontrolled crossing on minor arm only.	✘	Crossings retained.	✘	Low	Low	Positive Slight
		Pedestrian Directness:	Direct crossings (where present).	✓	Direct crossings (where present).	✓			
		Vehicular Speeds:	No particular restraint on vehicle speeds.	✘	Raised table added to St Patrick's Close	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs in place at all crossing points.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Adequate footpath widths of at least 1.8m.	✓	Adequate footpath widths of at least 1.8m.	✓			
		Overall LoS	3 indicators met:	C	4 indicators met:	B			
R137 Patrick Street / Bull Alley Street priority junction	A11190	Pedestrian Routing:	Signalised crossing on major arm and uncontrolled crossing on minor arm - negates the need for further crossing,	✓	Crossings retained- signalised crossing upgraded to toucan crossing.	✓	Low	Medium	Positive Moderate
		Pedestrian Directness:	Two stage crossing on major arm.	✘	Direct crossings (where present).	✓			
		Vehicular Speeds:	No particular restraint on vehicle speeds.	✘	No particular restraint on vehicle speeds.	✘			
		Accessibility:	Adequate tactile paving, dropped kerbs in place at all crossing points.	✓	Raised table added to St Patrick's Close	✓			
		Footpath and crossing widths:	Adequate footpath widths of at least 1.8m. Crossing widths minimum of 2.4m.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Overall LoS	3 indicators met:	C	4 indicators met:	B			
R137 Patrick Street / Dillon Place South priority junction	A11225	Pedestrian Routing:	Dropped kerb crossing on Dillon Place South only.	✘	Crossings retained.	✘	Low	Low	Positive Slight
		Pedestrian Directness:	Direct crossing	✓	Direct crossing	✓			
		Vehicular Speeds:	No particular restraint on vehicle speeds.	✘	Raised table crossing on Dillon Place South	✓			

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
		Accessibility:	Dropped kerb and tactile paving in place.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Adequate footpath width.	✓	Adequate footpath width.	✓			
		Overall LoS	3 indicators met:	C	4 indicators met:	B			
R137 Patrick Street / Bride Road priority junction	A11300	Pedestrian Routing:	Signalised crossing on Bridge Road and Patrick Street - negates the need for further crossings.	✓	Raised table on Bridge Road and signalised crossing retained on Patrick Street.	✓	Low	Medium	Positive Moderate
		Pedestrian Directness:	Direct crossing	✓	Direct crossing	✓			
		Vehicular Speeds:	No particular restraint on vehicle speeds (only signals).	✗	Raised table crossing on Bride Road	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs in place at all crossing points.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Adequate footpath and crossing width.	✓	Adequate footpath and crossing width.	✓			
		Overall LoS	4 indicators met:	B	5 indicators met:	A			
R137 Nicholas Street / Ross Road priority junction	A11340	Pedestrian Routing:	Uncontrolled crossing on minor arm only.	✗	Crossings retained.	✗	Low	Low	Positive Slight
		Pedestrian Directness:	Direct Crossing.	✓	Direct Crossing.	✓			
		Vehicular Speeds:	No particular restraint on vehicle speeds.	✗	Raised table added to Ross Road.	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs in place at all crossing point.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Adequate footpath width of 1.8m minimum.	✓	Adequate footpath width of 1.8m minimum.	✓			
		Overall LoS	3 indicators met:	C	4 indicators met:	B			
R137 Nicholas Street / Christchurch Place / Winetavern Street / High Street signalised junction	A11450	Pedestrian Routing:	Signalised crossings on all arms.	✓	Signalised crossings on all arms	✓	Medium	Medium	Positive Significant

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
		Pedestrian Directness:	R137 Chanbrassil Street Upper has staggered crossing. All other crossings direct.	x	Crossing Direct	✓			
		Vehicular Speeds:	No particular restraint on vehicle speeds.	x	Reduction of road space and rebalancing priorities towards pedestrians, notably on Nicholas Street and Christchurch Place will result in reduced vehicle speeds.	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs in place at all crossing points.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction. Refreshed and enhanced public realm.	✓			
		Footpath and crossing widths:	Footpath widths adequate, but note of expected high footfall. Crossing widths of 2.0m on High Street and Christchurch Place, below standard of 2.4m.	x	Greatly enhanced footpath widths and substantial public realm improvements. Compliant crossing widths.	✓			
		Overall LoS	2 indicators met	D	5 indicators met	A			

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

- Dolphin's Barn Street / Reilly's Avenue / Reuben Street priority junction;
- Dolphin's Barn Street / Rehoboth Place priority junction;
- Dolphin's Barn Street / Emerald Square priority junction;
- R110 Cork Street / Brickfield Lane priority junction;
- R110 St Luke's Avenue / Brabazon Place priority junction; and
- R137 Chanbrassil Street Upper / Back Lane priority junction.

1.5 Section 5 - Woodford Walk (R113) / New Nangor Road (R134) to Long Mile Road (R110) / Naas Road (R810) / New Nangor Road (R134) junction

Table 9: Section 5 – Pedestrian Infrastructure Assessment

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
R134 New Nangor Road / Woodford Walk signalised junction	F50	Pedestrian Routing:	Signalised crossings present on New Nangor Road west and Woodford Walk arms. New Nangor Road crossing not fully signalised – bus lane is priority crossing.	✗	Signalised crossings provided on all arms.	✓	Medium	Low	Positive Moderate
		Pedestrian Directness:	New Nangor Road west crossing staggered.	✗	Direct crossings provided on arms.	✓			
		Vehicular Speeds:	Left turns into and out of Woodford Walk are slip-roads which do not encourage lower speeds.	✗	Left-turn slips removed. Smaller junction radii for turns into and out of Woodford Walk.	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs, road markings, and refuge islands in place.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Existing footpath are in excess of 1.8m and crossing widths are 2.4m in width.	✓	All footpath widths in excess of 1.8m. Crossing widths of at least 2.4m.	✓			
		Overall LoS	2 Indicators met:	D	5 Indicators met:	A			
R134 New Nangor Road / Nangor Road Business Park priority roundabout	F750	Pedestrian Routing:	Existing roundabout has no signalised crossing points. Uncontrolled crossings via refuge islands across north and south minor accesses.	✗	Roundabout replaced with signalised junction. Signalised crossings provided on all arms.	✓	High	Low	Positive Moderate
		Pedestrian Directness:	Existing crossings not on pedestrian desire lines.	✗	Direct crossings on all arms.	✓			
		Vehicular Speeds:	Minimal deflection for mainline traffic on R134 Nangor Road.	✗	All corner radii tightened. Signalised junctions should reduce vehicle speeds compared to current roundabout.	✓			
		Accessibility:	Dropped kerbs only present on minor arms.	✗	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Existing footpath are in excess of 1.8m.	✓	All footpath widths in excess of 1.8m. Crossing widths of at least 2.4m.	✓			
		Overall LoS	1 Indicators met:	E	5 Indicators met:	A			
RR134 New Nangor Road / Oak Road signalised junction	F1000	Pedestrian Routing:	Signalised crossings on all arms.	✓	Signalised crossings retained on all arms.	✓	Medium	Medium	Positive Significant
		Pedestrian Directness:	Crossings staggered due to left turn lanes.	✗	Direct crossings on all arms.	✓			
		Vehicular Speeds:	Left-turning slips do not encourage lower speeds.	✗	Left-turning slips removed and corner radii tightened.	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs, road markings, and refuge islands in place.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Existing footpath are in excess of 1.8m and crossing widths are 2.4m - 2.8m.	✓	All footpath widths in excess of 1.8m. Crossing widths of at least 2.4m.	✓			
		Overall LoS	3 Indicators met:	C	5 Indicators met:	A			
R134 New Nangor Road / Diageo Access	F1200	Pedestrian Routing:	Uncontrolled crossing across Diageo access only	✗	Crossing retained.	✗	Medium	Low	Positive Moderate
		Pedestrian Directness:	Direct crossing (where present)	✓	Direct crossing (where present). Pedestrian island formalised.	✓			
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✗	Raised table provided across Diageo arm, which will slow incoming / outgoing traffic.	✓			
		Accessibility:	Dropped kerbs and tactile paving not present	✗	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Adequate footway widths of 1.8m	✓	Footpath widths retained. Compliant crossing widths.	✓			
		Overall LoS	2 Indicators met:	D	4 Indicators met:	B			
R134 New Nangor Road / Willow Road signalised junction	F1400	Pedestrian Routing:	Signalised crossing on New Nangor Road east, Willow Road and Diageo access (north arm) only.	✗	Signalised crossings provided on all arms.	✓	Medium	Low	Positive Moderate

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
		Pedestrian Directness:	Direct crossing (where present)	✓	Direct crossings on all arms.	✓			
		Vehicular Speeds:	Lane widths typically in excess of 3.0m. No particular constraints on vehicle speeds.	✗	Willow Road corner radii tightened.	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings in place at all crossing points.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Footpath widths on New Nangor Road to west of junction approximately 1m on both sides of the road. Crossing width on Diageo access only 2m. Other crossing widths 2.4m.	✗	All footpath widths in excess of 1.8m. Compliant crossing widths of 2.4m.	✓			
		Overall LoS	2 Indicators met:	D	5 Indicators met:	A			
R134 New Nangor Road / Killeen Road (north) signalised junction	F1725	Pedestrian Routing:	Signalised crossing on Killeen Road. Partial signalised crossing across west arm of New Nangor Road. Priority crossing across bus lane.	✗	Crossings on all arms.	✓	High	Medium	Positive Very Significant
		Pedestrian Directness:	Crossings staggered due to left turn lanes.	✗	Direct crossing (where present)	✓			
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✗	Left-turning slips into Killeen Road removed. Corner radii tightened and lane widths reduced.	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings in place at all crossing points.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Generally 1.8m in width, but narrower sections such as on west side of Killeen Road. Crossing widths 2.8m.	✗	All footpath widths in excess of 1.8m. Compliant crossing widths of 2.4m.	✓			
		Overall LoS	1 Indicators met:	E	5 Indicators met:	A			
R134 New Nangor Road / Killeen Road (south) signalised junction	F1825	Pedestrian Routing:	Signalised crossing on Killeen Road only.	✗	Crossing retained.	✗	Medium	Medium	Positive Significant
		Pedestrian Directness:	Direct route across Killeen Road.	✓	Direct route across Killeen Road.	✓			
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✗	Approach lanes on New Nangor Road reduced in width.	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings in place at all crossing points.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Footway on south side of Killeen Road to west of junction less than 1m in width.	✗	All footpath widths in excess of 1.8m. Compliant crossing widths of 2.4m.	✓			
		Overall LoS	2 Indicators met:	D	4 Indicators met:	B			
R134 New Nangor Road / R810 Naas Road / R110 Long Mile Road signalised junction	F2250	Pedestrian Routing:	Signalised crossings present on R134 NNR, R110 Naas Road east and R110 LMR. No crossing on R110 Naas Road west	✗	At-grade crossings removed. New pedestrian bridge will provide grade-separated crossings between all arms.	✓	Medium	High	Positive Very Significant
		Pedestrian Directness:	Staggered crossings on R134 NNR, R110 Naas Road east and three stage crossing on R110 LMR	✗	Although pedestrian bridge provides direct route across junction for all movements, ramp access means that routes are relatively long.	✗			
		Vehicular Speeds:	No particular constraints on vehicle speeds. Left-turning slip roads from R134 NNR and R110 LMR	✗	Provision of grade-separated crossing means that vehicle speeds will not affect pedestrians.	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings in place at all crossing points.	✓	Fully compliant pavement and ramp design.	✓			
		Footpath and crossing widths:	Adequate footpath widths in excess of 1.8m. Crossing widths typically 2.0m, below 2.4m standard.	✗	Adequate footpath widths in excess of 1.8m. Bridge width will allow full pedestrian and cycle access, and be DDA compliant.	✓			
		Overall LoS	1 Indicator met:	E	4 Indicators met:	B			

1.6 Section 6 – Long Mile Road (R110) / Naas Road (R810) / New Nangor Road (R134) junction to Drimnagh

Table 10: Section 6 – Pedestrian Infrastructure Assessment

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
R810 Naas Road / Industrial Complex Access priority junction	F2425	Pedestrian Routing:	Uncontrolled crossing across works access only.	✗	Uncontrolled crossing across works access only	✗	Medium	Low	Positive Moderate
		Pedestrian Directness:	Direct crossing (where present).	✓	Direct crossing (where present).	✓			
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✗	Raised table provided across minor arm, which will slow incoming / outgoing traffic.	✓			
		Accessibility:	Tactile paving not present.	✗	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Adequate footway widths of 1.8m.	✗	Footway widths retained.	✓			
		Overall LoS	1 Indicators met:	E	4 Indicators met:	B			
R810 Naas Road / Old Nass Road/ John F Kennedy Drive priority junction	F2750 - F2800	Pedestrian Routing:	Pelican crossing provided across R810 Naas Road west and uncontrolled crossing on minor arm	✓	Pelican crossing upgraded to toucan crossing. Raised table added to minor arm. Raised table on minor arm. Minor road one-way only.	✓	High	Low	Positive Moderate
		Pedestrian Directness:	Staggered crossing on minor arm.	✗	Carriageway crossings are direct.	✓			
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✗	Raised table provided across minor arm, which will slow incoming / outgoing traffic.	✓			
		Accessibility:	No tactile paving on uncontrolled crossing.	✗	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Crossing width only 2m. Adequate footpath width.	✗	Adequate footway widths of at least 1.8m. Toucan crossing width on R810 Naas Road 4m wide.	✓			
		Overall LoS	1 Indicators met:	E	5 Indicators met:	A			
R810 Naas Road/ Robinhood Road priority junction	F2750 - F2800	Pedestrian Routing:	Pelican crossing provided across R810 Naas Road west only.	✗	Pelican crossing upgraded to toucan crossing. Raised table added to minor arm - negates the need for further crossing.	✓	Medium	Medium	Positive Significant
		Pedestrian Directness:	Carriageway crossings are direct.	✓	Carriageway crossings are direct.	✓			
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✗	Raised table provided across minor arm, which will slow incoming / outgoing traffic.	✓			
		Accessibility:	Adequate dropped kerbs, tactile paving and road markings at pelican crossings.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Adequate footway widths of at least 1.8m. Pelican Crossing widths on R810 Naas Road are 2.0m, below standard 2.4m.	✗	Adequate footway widths of at least 1.8m. Toucan crossing width on R810 Naas Road 4m wide.	✓			
		Overall LoS	2 Indicators met:	D	5 Indicators met:	A			
R110 Naas Road / Kylemore Road / R112 Walkinstown Avenue signalised junction	F2975	Pedestrian Routing:	Signalised crossings on Naas Road west and Kylemore Road. The crossing on Naas Road west involves giving way to trams on the Luas line in the centre of Naas Road. Uncontrolled crossing on Walkinstown Avenue. No crossing Nass Road east.	✗	Signalised crossing points across Naas Road west, Kylemore Road. Signalised crossing created on Walkinstown Avenue. No crossing on Nass Road East.	✗	High	High	Positive Profound
		Pedestrian Directness:	Kylemore Road and Nass Road west crossing staggered.	✗	Carriageway crossings are direct.	✓			
		Vehicular Speeds:	No particular restraints on vehicle speeds. Left-turn slip into Kylemore Road will encourage higher vehicle speeds.	✗	All left-turning slips removed Corner radii tightened and lane widths reduced.	✓			
		Accessibility:	No tactile paving on Walkinstown Avenue. Other arms tactile paving and dropped kerbs adequate.	✗	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Existing footpath widths are minimum of 1.8m wide. Pedestrian crossings only 2.0m wide, below standard 2.4m.	✗	Footpath widths are minimum of 1.8m wide, compliant crossing widths.	✓			
		Overall LoS	0 Indicator met	F	4 Indicators met	B			

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
R112 Walkinstown Avenue / R110 Long Mile Road signalised junction	F3350	Pedestrian Routing:	Signalised crossings on Long Mile Road west and Walkinstown Avenue. No crossing on Long Mile Road east.	✗	Signalised crossings on all arms.	✓	Medium	High	Positive Very Significant
		Pedestrian Directness:	Staggered crossings on and Long Mile Road west and Walkinstown Avenue north.	✗	Direct crossing on all arms.	✓			
		Vehicular Speeds:	No particular constraints on vehicle speeds. Left-turn slips into and out of Walkinstown Ave north will encourage higher vehicle speeds.	✗	Left-turning slip into Walkinstown Avenue north and Long Mile Road east removed. Corner radii tightened and lane widths reduced.	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs in place at all crossing points. Some road marking in need of refreshing.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Existing footpath widths are minimum of 1.8m wide. Crossing widths 2.4m.	✓	Footpath widths are minimum of 1.8m wide, compliant crossing widths.	✓			
		Overall LoS	2 indicators met	D	5 indicators met	A			
R110 Long Mile Road / Walkinstown Parade priority junction	F3775	Pedestrian Routing:	Uncontrolled crossings on Walkinstown Parade only. Pelican crossing 40m east of junction on Long Mile Road considered suitable distance to walk.	✓	Junction signalised, and signalised crossing provided across Walkinstown Parade. Pelican crossing on R110 Long Mile Road east upgraded to Toucan Crossing.	✗	Low	High	Positive Moderate
		Pedestrian Directness:	Pelican crossing staggered.	✗	Toucan crossing staggered,	✗			
		Vehicular Speeds:	No particular restraints on vehicle speeds.	✗	Signalization will help to reduce vehicle speeds. New road markings warning of school ahead on eastbound carriageway of Long Mile Road. Raised table on toucan crossings.	✓			
		Accessibility:	No tactile paving at dropped kerb on Walkinstown Parade.	✗	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Footpath widths typically in excess of 2.0m.	✓	Footpath widths are minimum of 1.8m wide, compliant crossing widths.	✓			
		Overall LoS	2 Indicators met	D	3 Indicators met	C			
R110 Long Mile Road / Slievebloom Park priority junction	F4100	Pedestrian Routing:	Uncontrolled crossing on minor arm and western arm of Long Mile Road- negates the need for further crossing.	✓	Crossing retained.	✓	Low	High	Positive Moderate
		Pedestrian Directness:	Direct crossing (where present).	✓	Direct crossing (where present).	✓			
		Vehicular Speeds:	Raised table present at junction.	✓	Raised table present at junction.	✓			
		Accessibility:	No tactile paving on either crossing. Adequate dropped kerbs.	✗	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and crossing widths:	Compliant footpath widths of minimum 1.8m.	✓	Compliant footpath widths of minimum 1.8m.				
		Overall LoS	4 Indicators met	B	5 Indicators met	A			

Appendix A6.4.2: Cycling Infrastructure Assessment

Table 11: 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 12: Description of Impact for Cycling Qualitative Assessment

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

Table 13: Significance of Effect Matrix

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

1.7 Section 1 – Tallaght to Ballymount

Table 14: Section 1 – Cycling Infrastructure Assessment

Location	Chainage	Cyclist Impact	Do Minimum	Do Something	Overall Impact	Sensitivity of Environment	Significance of Effect	
Belgard Square South to Tallaght Hospital	A0 - A400	Segregation	No specific cycling facilities.	D Shared bus and cycle lane both directions between Belgard Square South and Broadfield Hall. No specific facilities between Broadfield Hall and Tallaght Hospital.	C	Medium	High	Positive Moderate
		Number of Adjacent Cyclists / Width	No specific cycling facilities.	D Each cycle facility has capacity for cycling two abreast and / or overtaking (2.5m, 2+1)	A+			
		Junction Treatment	No specific cycling facilities.	D No cycling facilities at the Belgard Square South / Belgard Square West / Alderpark Court roundabout. Cyclists share green with traffic at the Belgard Square West / Old Blessington Road junction.	C			
		Overall		D	B			
Tallaght Hospital to Belgard Square East	A400 - A750	Segregation	No facilities for first 200m of this section (D). Off-road cycling tracks on both sides of Belgard Square North for the eastern part of this section (A) Overall assessed as B..	B 2m-wide adjacent cycle tracks on both sides of Belgrade North between Tallaght Hospital and Belgard Square East.	A	Low	High	Positive Moderate
		Number of Adjacent Cyclists / Width	Each one-way cycle facility has capacity for one cyclist only (1.25 - 1.75m, 1+0)	C Each cycle facility has capacity for cycling two abreast and / or overtaking (1.75 - 2.0m, 1+1)	B			
		Junction Treatment	Primarily B - Toucan Crossings at junctions.	B Cyclists stop but have green signal priority at the Belgard Square West / Belgard Square North / Tallaght Hospital access signalized junction.	A			
		Overall		B	A			
Main Street: St Maelruains Church to Greenhills Road	A1250 - A2000	Segregation	No specific cycle facilities	D Cycle lane one side of the road on Main Street at the Old Greenhills Road junction. Shared bus/cycle lane on approach to Bancroft Park.	C	Low	High	Positive Moderate
		Number of Adjacent Cyclists / Width	No specific cycle facilities	D Each one-way cycle lane has capacity for cycling one cyclist only (1.25m, 1+0)	C			
		Junction Treatment	No specific cycling facilities.	D Typically, no specific cycle facilities.	D			
		Overall		D	C			
R819 Greenhills Road between Bancroft Park junction and Castletymon Road	A0 - A3350	Segregation	Shared footway / cycleway on both sides of the road between Bancroft Park and Airton Road. Beyond Airton Road, 1.5m-wide on-road cycle lanes in both directions for the remainder of the section.	B 2.0m-wide cycle tracks in both directions. Segregation at Greenhills Road on one side only on certain stretches.	A	Medium	High	Positive Very Significant
		Number of Adjacent Cyclists / Width	Each one-way cycle facility has capacity for one cyclist only (1.25 - 1.75m, 1+0)	C Each cycle facility has capacity for cycling two abreast and / or overtaking (1.75 - 2.0m, 1+1)	B			
		Junction Treatment	Cyclists typically share green with traffic at signalized junctions	C Most signalised junctions have segregated Toucan facilities for cyclists, or at priority junctions cyclists have priority over the main line. At some junctions, there is limited cycle provision. Overall A.	A			
		Overall		C	A			
Castletymon Road to M50 Overbridge	A3350 / B250 - A3700 / B551	Segregation	Cycle lanes present on both sides of the road.	B 2m wide cycle tracks in both directions. High degree of separation from bus lanes to the south of Treepark Road, with no vehicle traffic present.	A+	Medium	Low	Positive Moderate
		Number of Adjacent Cyclists / Width	Cycles share road with buses at some points due to bus stop, capacity for one cyclist only.	C Each cycle facility has capacity for cycling two abreast and / or overtaking (1.75 - 2.0m, 1+1)	B			

Location	Chainage	Cyclist Impact	Do Minimum	Do Something	Overall Impact	Sensitivity of Environment	Significance of Effect
		Junction Treatment	No specific cycle facilities at pedestrian links.	D	Toucan crossings proposed at the Temple Woods junction and to intersect the bus lane to the north.	B	
		Overall		C		A	
		Junction Treatment	No specific cycle facilities at pedestrian links.	D	Toucan crossings proposed at the Temple Woods junction and to intersect the bus lane to the north.	B	

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

- Belgrade Square North to Main Street.

1.8 Section 2 – Ballymount to Crumlin

Table 15: Section 2 – Cycling Infrastructure Assessment

Location	Chainage	Cyclist Impact	Do Minimum		Do Something		Overall Impact	Sensitivity of Environment	Significance of Effect
M50 Overbridge to Calmount Road / Ballymount Avenue roundabout	A4150 - A4700	Segregation	1.5m-wide cycle lanes continue along R819 Greenhills Road in both directions (this has been assessed). No cycle facilities on Ballymount Avenue.	B	2.0m-wide cycle tracks in both directions.	A	Medium	High	Positive Very Significant
		Number of Adjacent Cyclists / Width	Each one-way cycle facility has capacity for one cyclist only (1.25 - 1.75m, 1+0)	C	Each cycle facility has capacity for cycling two abreast and / or overtaking (1.75 - 2.0m, 1+1)	B			
		Junction Treatment	No cycle facilities	D	Cycle priority at Calmount Road / Ballymount Avenue junction. Toucan crossing at new junction connecting Ballymount Avenue and Greenhills Road.	A			
		Overall		C		A			
Calmount Road to Walkinstown Roundabout	A4700- A5900	Segregation	1.5m-wide cycle lanes in both directions.	B	2.0m-wide cycle tracks in both directions. Cycle tracks on sections of Calmount Road reduced to 1.8m (southbound) and 1.25m (northbound) due to width constraints.	A	Low	Medium	Positive Moderate
		Number of Adjacent Cyclists / Width	Each one-way cycle facility has capacity for one cyclist only (1.25 - 1.75m, 1+0)	C	Each cycle facility has capacity for cycling two abreast and / or overtaking (1.75 - 2.0m, 1+1)	B			
		Junction Treatment	Cyclists in cycle lanes on the mainline have priority over side roads at priority junctions.	A+	Toucan crossing at Calmount Avenue// Calmount Road junction. Cyclists in cycle lanes on the mainline have priority over side roads at priority junctions. Facilities at Walkinstown Roundabout show cyclist have priority,	A			
		Overall		B		A			
Greenhills Road / Ballymount Avenue to Greenhills Road / Greenhills Road green space	C50 - A5500	Segregation	1.5m-wide cycle lanes continue along R819 Greenhills Road in both directions.	B	2.0m-wide cycle tracks in both directions.	A	Medium	Medium	Positive Significant
		Number of Adjacent Cyclists / Width	Each one-way cycle facility has capacity for one cyclist only (1.25 - 1.75m, 1+0)	C	Each cycle facility has capacity for cycling two abreast and / or overtaking (1.75 - 2.0m, 1+1)	B			
		Junction Treatment	No cycle facilities	D	Cyclists have priority at minor junctions and the Calmount Avenue / Greenhills Road proposed roundabout.	A			
		Overall		C		A			
Calmount Road/ Calmount Avenue to Calmount Avenue / Greenhills Road proposed roundabout.	A4950- C425	Segregation	No cycle facilities	D	2.0m-wide cycle tracks in both directions.	A	Medium	Medium	Positive Significant
		Number of Adjacent Cyclists / Width	No cycle facilities	D	Each cycle facility has capacity for cycling two abreast and / or overtaking (1.75 - 2.0m, 1+1)	B			

Location	Chainage	Cyclist Impact	Do Minimum	Do Something	Overall Impact	Sensitivity of Environment	Significance of Effect
		Junction Treatment	No cycle facilities	D Cyclists have priority at all minor junctions on route (major junctions addressed above in other sub sections).	A		
		Overall		D	A		

1.9 Section 3 – Crumlin to Grand Canal

Table 16: Section 3 – Cycling Infrastructure Assessment

Location	Chainage	Cyclist Impact	Do Minimum		Do Something		Overall Impact	Sensitivity of Environment	Significance of Effect
Walkinstown Roundabout to R110 Long Mile Road	A5950 - A6750	Segregation	No facilities other than short shared bus / cycle lane on northbound approach to Long Mile Road.	D	Combined bus / cycle lanes in both directions - sharing lane.	C	Medium	Medium	Positive Significant
		Number of Adjacent Cyclists / Width	No specific bicycle facilities.	D	Shared cycle / Bus lane - capacity for cycling two abreast and / or overtaking (2.5m, 2+1).	A+			
		Junction Treatment	No specific bicycle facilities.	D	Cyclists share green time with general traffic and cycle lanes continue through junctions.	C			
		Overall		D		B			
R819 Walkinstown Road / Drimnagh Road to R110 Drimnagh Road / Kildare Road / St Mary's	A6750 - A7500	Segregation	Eastbound and westbound: combination of short section of in-carriageway cycle lanes, with majority shared bus / cycle lanes.	C	2.0m-wide cycle tracks in both directions on Drimnagh Road.	A	Low	High	Positive Moderate
		Number of Adjacent Cyclists / Width	Shared cycle / bus lane - capacity for cycling two abreast and / or overtaking (2.5m, 2+1)	A+	Each cycle facility has capacity for two abreast and / or overtaking (1.75 - 2.0m, 1+1, B).	B			
		Junction Treatment	Cyclists typically share green with traffic at signalized junctions (C), and on occasion have priority over side roads on the mainline at priority junctions (A)	B	Cyclists share green time with general traffic and cycle lanes continue through junctions. Cyclists have priority at R110 Drimnagh Road / Kildare Road / St Mary's Road junction (A)	A			
		Overall		B		A			
Bunting Road to Clogher Road via Kildare Road	D0 - E2447	Segregation	Current 1.5m cycle tracks on Bunting Road and St Marys Road (A). No further cycle tracks on Kildare or Clogher Road (D).	C	1.6m-1.8m wide cycle lanes are proposed in each direction for the full extent of Bunting Road and St Mary's Road between Cromwellsfort Road and Kildare Road (A). Scheme proposals include 'Quiet Route' sections of road, extensive sections of new 1.5m cycle tracks.	A	Low	Medium	Positive Moderate
		Number of Adjacent Cyclists / Width	On-road cycle lanes have capacity for cycling one cyclist only (1.5m) .	C	Ranges from C to B, capacity for one cyclist only. (1.25m, 1+0) However, alternative routes available and noted as quiet route.	B			
		Junction Treatment	Cyclists typically share green with traffic at signalized junctions, and have priority over side roads on the mainline at priority junctions.	A	Quiet route rated as A+, as cyclists in cycle lanes have priority across priority side road junctions.	A+			
		Overall		B		A			

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

- Kildare Road / Drimnagh Road to R111 Dolphin Road via Crumlin Road

1.10 Section 4 - Grand Canal to Christchurch

Table 17:: Section 4 – Cycling Infrastructure Assessment

Location	Chainage	Cyclist Impact	Do Minimum	Do Something	Overall Impact	Sensitivity of Environment	Significance of Effect		
R111 Dolphin Road to Ardee Street	A9250 - A10500	Segregation	Combination of on-road cycle lanes and 1.5m-wide on-road shared cycle/base lanes in both directions (primarily)	C	Continuous 2m-wide adjacent cycle tracks in both directions.	A	Low	High	Positive Moderate
		Number of Adjacent Cyclists / Width	Each cycle facility has capacity for cycling two abreast and / or overtaking (1.75 - 2.0m, 1+1)	B	Each cycle facility has capacity for cycling two abreast and / or overtaking (1.75 - 2.0m, 1+1)	B			
		Junction Treatment	Cyclists typically share green with general traffic at signalised crossings, and cycle lanes continue through the junction. Cyclists have priority over side roads on the mainline at priority junctions.	B	At the R110 Dolphin's Barn Street / R111 South Circular Road cyclists share green with traffic, cycle lanes run throughout. At all priority junctions, cyclists on the main line have priority.	A			
		Overall		B		A			
Ardee Street to R137 Patrick Street / St. Patrick's Close	A10500 - A11050	Segregation	1.25m-wide, on-road cycle lanes within bus lanes in both directions (C). On-road cycle lanes on Dean Street	C	Continuous 2m-wide adjacent cycle tracks in both directions.	A	Medium	Medium	Positive Significant
		Number of Adjacent Cyclists / Width	Each one-way cycle facility has capacity for one cyclist only (1.25m, 1+0)	D	Each cycle facility has capacity for cycling two abreast and / or overtaking (1.75 - 2.0m, 1+1)	B			
		Junction Treatment	Cyclists typically share green with general traffic at signalised junctions, and cycle lanes continue through the junction. Cyclists have priority over side roads on the mainline at priority junctions.	B	Cyclists typically share green with general traffic at signalised junctions, and cycle lanes continue through the junction Toucan crossings added at junctions. Cyclists have priority over side roads on the mainline at priority junctions.	A			
		Overall		C		A			
R137 Patrick Street / St. Patrick's Close to Christchurch Place	A11050 - A11406	Segregation	1.5m-wide, on-road cycle lanes in both directions. Some segregation due to bollards on one side of the road.	B	Continuous 2m-wide adjacent cycle tracks in both directions. 1.8m cycle tracks in the vicinity of Christchurch Place.	A	Low	Low	Positive Slight
		Number of Adjacent Cyclists / Width	Each one-way cycle facility has capacity for one cyclist only (1.25 - 1.75m, 1+0)	C	Each cycle facility has capacity for cycling two abreast and / or overtaking (1.75 - 2.0m, 1+1)	B			
		Junction Treatment	Cyclists typically share green with general traffic at signalised junctions, and cycle lanes continue through the junction. Cyclists have priority over side roads on the mainline at priority junctions.	B	Toucan crossings provided at signalised junctions, and cycle lanes continue through the junction. Cyclists have priority over side roads on the mainline at priority junctions.	A			
		Overall		B		A			

1.11 Section 5 - Woodford Walk (R113) / New Nangor Road (R134) to Long Mile Road (R110) / Naas Road (R810) / New Nangor Road (R134) junction

Table 18: Section 5 – Cycling Infrastructure Assessment

Location	Chainage	Cyclist Impact	Do Minimum	Do Something	Overall Impact	Sensitivity of Environment	Significance of Effect	
New Nangor Road: Woodford Walk to R110 Naas Road.	A0-A2500	Segregation	No marked cycling facilities. Cyclists would share road with buses.	C	2m-wide cycle tracks on both sides of the carriageway. From Killeen Road to Naas Road there is a two-way cycle track, 3.5m in width on the northern carriageway in addition to a 2m track on the southern carriageway. Connection to the Grand Canal Greenway in vicinity of M50 overbridge.	A	Medium	Positive Significant
		Number of Adjacent Cyclists / Width	Each cycle facility has capacity for cycling two abreast and / or overtaking (2.5m, 2+1)	A+	Each cycle facility has capacity for cycling two abreast and / or overtaking (1.75 - 2.0m, 1+1)	B		
		Junction Treatment	Bus lanes cut of before junctions. No specific bicycle facilities	D	Cyclists stop but have green signal priority and priority at uncontrolled junctions.	A		
		Overall		C	Christchurch Place	A		

1.12 Section 6 - Long Mile Road (R110) / Naas Road (R810) / New Nangor Road (R134) junction to Drimnagh

Table 19: Section 6 – Cycling Infrastructure Assessment

Location	Chainage	Cyclist Impact	Do Minimum	LoS Rating	Do Something	LoS Rating	Impact	Sensitivity of Environment	Significance of Effect
R110 Long Mile Road to Nass Road / Walkinstown Avenue/ Kylemore Road junction.	F2350 - F3000	Segregation	Eastbound: Cycle track immediately adjacent to the road, which becomes an on-road advisory lane on the approach to Walkinstown Avenue. Westbound: On-road mandatory cycle lane.	B	3m-wide, two-way cycle track to the north of the eastbound carriageway of Naas Road between Long Mile Road and Old Naas Road, then single 2m-wide cycle track as far as Walkinstown Avenue. 2m-wide cycle track on the south side of the westbound carriageway of Naas Road for full extent of this section.	A	Medium	Medium	Positive Significant
		Number of Adjacent Cyclists / Width	1.5m wide on-road eastbound and westbound cycle lanes for the majority of this section. Typical capacity for cycling one cyclist only (1.25 - 1.75m, 1+0)	C	Combination of 3m-wide, two-way cycle track and 1.5m - 2.0m wide one-way cycle tracks.	B			
		Junction Treatment	Cyclists share green with traffic	C	No conflicts to cyclists at the and the at the R810 Naas Road / JFK Drive / Robinhood Road junction. Cyclists have priority at the Nass Road / Walkinstown Avenue/ Kylemore Road junction.	A			
		Overall		C		A			
R810 Nass Road / Walkinstown Avenue/ Kylemore Road junction to R110 Long Mile Road	F3000 - F3350	Segregation	No cycle facilities.	D	Cycle tracks in both directions.	A	Medium	High	Positive Vey Significant
		Number of Adjacent Cyclists / Width	Carriageway has capacity for cycling two abreast and / or overtaking (2.5m, 2+1)	A+	Northbound: 1.5m-wide cycle track for full extent (C) Southbound: 2m-wide cycle track for full extent. (B)	B			
		Junction Treatment	Cyclists share green time with traffic at the R112 Walkinstown Avenue / R110 Long Mile Road junction.	C	Cyclists stop, but have priority at the R112 Walkinstown Avenue / R110 Long Mile Road junction.	A			
		Overall		C		A			
Walkinstown Avenue / R110 Long Mile Road junction to R110 Long Mile Road / Walkinstown Road	F3350 - A4225	Segregation	1.5m on-road eastbound and westbound cycle lanes for the majority of this section. No cycle lanes in section 100m west of Walkinstown Road.	B	Cycle tracks in each direction for full extent.	A	Low	High	Positive Moderate
		Number of Adjacent Cyclists / Width	Each one-way cycle facility has capacity for one cyclist only (1.25 - 1.75m, 1+0)	C	Cycle tracks 2.0m in width - Each cycle facility has capacity for cycling two abreast and / or overtaking (1.75 - 2.0m, 1+1)	B			
		Junction Treatment	Cycle lanes on CBC corridor have priority over side roads, but share green traffic at R110 Long Mile Road / Walkinstown Road junction.	B	Cycle lanes on CBC corridor have priority over side roads and priority at R110 Long Mile Road / Walkinstown Road junction.	A			
		Overall		B		A			

Appendix A6.4.3: Average Bus Journey Times

Table 20: 2028 AM and PM Peak Hour Journey Times

PT Line	Direction	Peak Period	Do Minimum	Do Something	Abs Diff	% Diff
4011	A3: Santry_ Shanliss Road to Tallaght_ The Square Shopping Centre	AM Peak Hour	8.2	9.0	0.8	10%
		PM Peak Hour	10.7	8.9	-1.8	-17%
4012	A3: Tallaght_ The Square Shopping Centre to Santry_ Shanliss Road	AM Peak Hour	9.5	8.7	-0.7	-8%
		PM Peak Hour	9.9	9.1	-0.8	-8%
4031	D1: Ballyowen_ Foxborough Estate to Clongriffin_ Main Street	AM Peak Hour	41.1	32.3	-8.8	-21%
		PM Peak Hour	37.9	31.7	-6.3	-16%
4032	D1: Clongriffin_ Main Street to Ballyowen_ Foxborough Estate	AM Peak Hour	37.9	32.4	-5.6	-15%
		PM Peak Hour	39.1	32.9	-6.3	-16%
4033	D2: Baldoyle Roundabout to Citywest_ Bianconi Avenue	AM Peak Hour	47.9	45.3	-2.6	-5%
		PM Peak Hour	56.4	47.2	-9.2	-16%
4034	D2: Citywest_ Bianconi Avenue to Baldoyle Roundabout	AM Peak Hour	52.7	45.7	-7.0	-13%
		PM Peak Hour	48.7	44.8	-3.9	-8%
4035	D3: Clongriffin_ Main Street to Nangor_ Saint Ronan's Church	AM Peak Hour	38.0	32.7	-5.3	-14%
		PM Peak Hour	39.3	33.0	-6.3	-16%
4036	D3: Nangor_ Saint Ronan's Church to Clongriffin_ Main Street	AM Peak Hour	40.2	32.2	-8.1	-20%
		PM Peak Hour	36.8	31.7	-5.1	-14%
4037	D4: Kilmore (Dublin City)_ Coolock Lane to Oldbawn_ Kiltipper Way	AM Peak Hour	48.1	45.2	-2.9	-6%
		PM Peak Hour	56.1	47.5	-8.6	-15%
4038	D4: Oldbawn_ Marfield Estate to Santry_ Oak Park Estate	AM Peak Hour	53.3	45.4	-7.8	-15%
		PM Peak Hour	48.5	45.5	-3.0	-6%
405501	G1: Irish Rail Building North Wall Quay to Red Cow Luas	AM Peak Hour	2.7	4.1	1.4	51%
		PM Peak Hour	3.2	4.0	0.7	22%
405602	G1: Red Cow Luas to Irish Rail Building North Wall Quay	AM Peak Hour	5.5	3.2	-2.3	-42%
		PM Peak Hour	2.8	3.5	0.8	29%
4081	82: Jobstown_ Hazelgrove to Grand Canal Dock_ Barrow Street	AM Peak Hour	7.8	6.9	-0.9	-12%
		PM Peak Hour	8.4	7.3	-1.1	-13%
4082	82: Grand Canal Dock_ Ringsend Bus Depot to Jobstown_ Hazelgrove Court	AM Peak Hour	7.4	9.1	1.7	23%
		PM Peak Hour	9.9	8.9	-1.0	-10%
4118	74: Dublin City_ Poolbeg Street to Dundrum_ Outside Luas Station	AM Peak Hour	13.5	12.7	-0.8	-6%

PT Line	Direction	Peak Period	Do Minimum	Do Something	Abs Diff	% Diff
		PM Peak Hour	16.0	14.0	-2.0	-13%
4119	74: Dundrum_ Outside Luas Station to Dublin City_ Poolbeg Street	AM Peak Hour	17.3	13.1	-4.1	-24%
		PM Peak Hour	14.4	12.5	-1.9	-13%
4178	P44: Ballymore Eustace_ Main Street to Shaw Street	AM Peak Hour	10.6	9.2	-1.3	-13%
		PM Peak Hour	-	-	-	-
4179	P44: Townsend Street to Ballymore Eustace_ Ballymore Eustace	AM Peak Hour	-	-	-	-
		PM Peak Hour	11.8	9.8	-2.0	-17%
4180	P43: County Wicklow_ Vallemount Road to Shaw Street	AM Peak Hour	9.7	9.1	-0.6	-6%
		PM Peak Hour	-	-	-	-
4181	P43: Townsend Street to County Wicklow_ Vallemount Road	AM Peak Hour	-	-	-	-
		PM Peak Hour	11.1	9.6	-1.5	-13%
4182	X47: Oldbawn_ Marfield Estate to Townsend Street	AM Peak Hour	32.7	28.4	-4.3	-13%
		PM Peak Hour	-	-	-	-
4183	X47: Townsend Street to Oldbawn_ Kiltipper Way	AM Peak Hour	-	-	-	-
		PM Peak Hour	34.3	27.0	-7.3	-21%
4186	X55: Nangor_ Dunawley Avenue to Grand Canal Dock_ Ringsend Bus Depot	AM Peak Hour	3.0	2.8	-0.2	-6%
		PM Peak Hour	-	-	-	-
4187	X56: Greenoge_ Greenoge to Grand Canal Dock_ Ringsend Bus Depot	AM Peak Hour	10.3	9.3	-0.9	-9%
		PM Peak Hour	-	-	-	-
4188	X56: Grand Canal Dock_ Ringsend Bus Depot to Greenoge_ Greenoge	AM Peak Hour	-	-	-	-
		PM Peak Hour	9.6	8.1	-1.6	-16%
4215	X58: Rathcoole_ Rathlawns (Green Lane) to Grand Canal Dock_ Ringsend Bus Depot	AM Peak Hour	3.1	3.0	-0.1	-4%
		PM Peak Hour	-	-	-	-
4216	X58: Grand Canal Dock_ Ringsend Bus Depot to Community School	AM Peak Hour	-	-	-	-
		PM Peak Hour	3.9	3.0	-0.8	-21%
4227	58: Community School to Tolka Quay_ Irish Ferries Terminal	AM Peak Hour	2.7	2.7	0.0	1%
		PM Peak Hour	3.5	2.7	-0.8	-23%
4228	58: Tolka Quay_ Irish Ferries Terminal to Community School	AM Peak Hour	3.8	2.6	-1.2	-31%
		PM Peak Hour	4.0	3.0	-1.0	-26%

PT Line	Direction	Peak Period	Do Minimum	Do Something	Abs Diff	% Diff
4241	S4: Liffey Valley SB to UCD Stop	AM Peak Hour	9.2	7.6	-1.6	-17%
		PM Peak Hour	9.3	10.5	1.2	13%
4242	S4: UCD Stop to Liffey Valley	AM Peak Hour	11.3	8.3	-3.0	-27%
		PM Peak Hour	10.5	7.5	-3.0	-28%
4243	S6: Blackrock (DunLaoghaire-Rathdown)_ Outside Train Station to Tallaght_ The Square Shopping Centre	AM Peak Hour	7.9	8.5	0.6	8%
		PM Peak Hour	10.1	8.4	-1.6	-16%
4244	S6: Tallaght_ The Square Shopping Centre to Blackrock (DunLaoghaire-Rathdown)_ Outside Train Station	AM Peak Hour	8.8	8.0	-0.8	-9%
		PM Peak Hour	9.1	8.0	-1.0	-12%
4247	W2: Palmerston_ Liffey Valley Shopping Centre to Tallaght_ The Square Shopping Centre	AM Peak Hour	3.1	3.4	0.4	13%
		PM Peak Hour	3.4	3.5	0.1	2%
4248	W2: Tallaght_ The Square Shopping Centre to Palmerston_ Liffey Valley Shopping Centre	AM Peak Hour	4.7	4.4	-0.3	-6%
		PM Peak Hour	4.9	4.3	-0.6	-12%
403901	D5: Edenmore_ GAA Sports Ground to Tallaght_ The Square Shopping Centre	AM Peak Hour	34.2	29.4	-4.7	-14%
		PM Peak Hour	38.6	32.1	-6.5	-17%
403902	D5: Edenmore_ GAA Sports Ground to Tallaght_ The Square Shopping Centre	AM Peak Hour	7.6	8.6	0.9	12%
		PM Peak Hour	10.6	8.6	-2.0	-19%
404001	D5: Tallaght_ The Square Shopping Centre to Edenmore_ Blunden Drive	AM Peak Hour	36.2	31.8	-4.4	-12%
		PM Peak Hour	31.4	31.3	-0.1	0%
404002	D5: Tallaght_ The Square Shopping Centre to Edenmore_ Blunden Drive	AM Peak Hour	9.0	8.1	-0.9	-10%
		PM Peak Hour	8.8	8.1	-0.7	-8%
408302	85: Dublin_ Garden of Remembrance to Tallaght_ The Square Shopping Centre	AM Peak Hour	3.1	5.4	2.3	72%
		PM Peak Hour	4.9	4.8	0.0	-1%
408402	85: Tallaght_ The Square Shopping Centre to Rotunda_ Rotunda Hospital	AM Peak Hour	5.4	3.7	-1.7	-32%
		PM Peak Hour	3.5	3.5	0.0	1%
408805	71: East Road to Tallaght_ The Square Shopping Centre	AM Peak Hour	2.3	2.4	0.1	4%
		PM Peak Hour	2.6	2.5	-0.2	-6%
408905	71: Tallaght_ The Square Shopping Centre to East Road	AM Peak Hour	5.4	3.8	-1.6	-29%
		PM Peak Hour	3.6	3.5	-0.1	-3%
411001	72: (D) Drimnagh_ Drimnagh Road (Saint Marys Road) to East Road	AM Peak Hour	2.8	4.6	1.7	60%

PT Line	Direction	Peak Period	Do Minimum	Do Something	Abs Diff	% Diff
		PM Peak Hour	4.1	3.5	-0.6	-15%
411003	72: East Road to Drimnagh_ Drimnagh Road (Our Lady's Hospital for Sick Children)	AM Peak Hour	2.3	2.6	0.3	13%
		PM Peak Hour	3.0	2.5	-0.5	-16%
411402	73: Griffith Avenue (Malahide Road) to Walkinstown_ Kilnarnagh Road	AM Peak Hour	3.6	5.1	1.6	45%
		PM Peak Hour	4.0	3.7	-0.3	-8%
411501	73: Walkinstown_ Kilnarnagh Road to Griffith Avenue (Malahide Road)	AM Peak Hour	4.0	3.3	-0.6	-16%
		PM Peak Hour	5.1	3.3	-1.9	-36%
4031	D1 NB - section along CBC8 only	AM Peak Hour	15.6	10.9	-4.6	-30%
		PM Peak Hour	15.4	10.7	-4.6	-30%
4032	D1 SB - section along CBC8 only	AM Peak Hour	15.0	12.9	-2.1	-14%
		PM Peak Hour	15.1	12.9	-2.1	-14%

Table 21: 2043 AM and PM Peak Hour Journey Times

PT Line	Direction	Peak Period	Do Minimum	Do Something	Abs Diff	% Diff
4011	A3: Santry_ Shanliss Road to Tallaght_ The Square Shopping Centre	AM Peak Hour	8.4	9.0	0.6	8%
		PM Peak Hour	9.8	8.8	-1.0	-10%
4012	A3: Tallaght_ The Square Shopping Centre to Santry_ Shanliss Road	AM Peak Hour	9.6	8.5	-1.1	-11%
		PM Peak Hour	10.4	8.8	-1.6	-16%
4031	D1: Ballyowen_ Foxborough Estate to Clongriffin_ Main Street	AM Peak Hour	36.7	32.1	-4.6	-12%
		PM Peak Hour	37.3	31.9	-5.4	-15%
4032	D1: Clongriffin_ Main Street to Ballyowen_ Foxborough Estate	AM Peak Hour	35.7	32.2	-3.6	-10%
		PM Peak Hour	36.1	32.2	-3.8	-11%
4033	D2: Baldoyle Roundabout to Citywest_ Bianconi Avenue	AM Peak Hour	45.8	45.0	-0.9	-2%
		PM Peak Hour	56.8	45.7	-11.1	-19%
4034	D2: Citywest_ Bianconi Avenue to Baldoyle Roundabout	AM Peak Hour	47.4	45.1	-2.4	-5%
		PM Peak Hour	48.3	44.9	-3.5	-7%
4035	D3: Clongriffin_ Main Street to Nangor_ Saint Ronan's Church	AM Peak Hour	36.6	32.2	-4.4	-12%
		PM Peak Hour	36.0	32.6	-3.4	-9%
4036	D3: Nangor_ Saint Ronan's Church to Clongriffin_ Main Street	AM Peak Hour	36.7	32.1	-4.6	-12%
		PM Peak Hour	37.2	32.1	-5.2	-14%
4037	D4: Kilmore (Dublin City)_ Coolock Lane to Oldbawn_ Kiltipper Way	AM Peak Hour	45.9	44.8	-1.0	-2%
		PM Peak Hour	57.0	46.1	-11.0	-19%
4038	D4: Oldbawn_ Marfield Estate to Santry_ Oak Park Estate	AM Peak Hour	48.1	44.7	-3.4	-7%
		PM Peak Hour	48.6	45.2	-3.4	-7%
405501	G1: Irish Rail Building North Wall Quay to Red Cow Luas	AM Peak Hour	2.8	4.3	1.6	58%
		PM Peak Hour	3.0	3.8	0.8	27%
405602	G1: Red Cow Luas to Irish Rail Building North Wall Quay	AM Peak Hour	3.7	3.2	-0.5	-14%
		PM Peak Hour	3.4	3.6	0.2	7%
4081	82: Jobstown_ Hazelgrove to Grand Canal Dock_ Barrow Street	AM Peak Hour	8.0	7.0	-1.0	-12%
		PM Peak Hour	9.4	7.0	-2.3	-25%
4082	82: Grand Canal Dock_ Ringsend Bus Depot to Jobstown_ Hazelgrove Court	AM Peak Hour	7.8	8.5	0.7	9%
		PM Peak Hour	9.2	9.2	0.0	0%

PT Line	Direction	Peak Period	Do Minimum	Do Something	Abs Diff	% Diff
4118	74: Dublin City_ Poolbeg Street to Dundrum_ Outside Luas Station	AM Peak Hour	13.1	12.5	-0.6	-4%
		PM Peak Hour	13.3	13.3	0.1	0%
4119	74: Dundrum_ Outside Luas Station to Dublin City_ Poolbeg Street	AM Peak Hour	14.3	12.6	-1.8	-12%
		PM Peak Hour	13.7	12.4	-1.3	-9%
4178	P44: Ballymore Eustace_ Main Street to Shaw Street	AM Peak Hour	10.4	9.1	-1.2	-12%
		PM Peak Hour	-	-	-	-
4179	P44: Townsend Street to Ballymore Eustace_ Ballymore Eustace	AM Peak Hour	-	-	-	-
		PM Peak Hour	11.3	9.6	-1.6	-15%
4180	P43: County Wicklow_ Valleymount Road to Shaw Street	AM Peak Hour	10.1	9.4	-0.7	-7%
		PM Peak Hour	-	-	-	-
4181	P43: Townsend Street to County Wicklow_ Valleymount Road	AM Peak Hour	-	-	-	-
		PM Peak Hour	11.1	9.5	-1.6	-15%
4182	X47: Oldbawn_ Marlfield Estate to Townsend Street	AM Peak Hour	27.5	28.9	1.4	5%
		PM Peak Hour	-	-	-	-
4183	X47: Townsend Street to Oldbawn_ Kiltipper Way	AM Peak Hour	-	-	-	-
		PM Peak Hour	37.1	26.9	-10.2	-28%
4186	X55: Nangor_ Dunawley Avenue to Grand Canal Dock_ Ringsend Bus Depot	AM Peak Hour	2.9	2.8	0.0	-2%
		PM Peak Hour	-	-	-	-
4187	X56: Greenoge_ Greenoge to Grand Canal Dock_ Ringsend Bus Depot	AM Peak Hour	10.2	9.6	-0.7	-7%
		PM Peak Hour	-	-	-	-
4188	X56: Grand Canal Dock_ Ringsend Bus Depot to Greenoge_ Greenoge	AM Peak Hour	-	-	-	-
		PM Peak Hour	10.1	7.8	-2.3	-23%
4215	X58: Rathcoole_ Rathlawns (Green Lane) to Grand Canal Dock_ Ringsend Bus Depot	AM Peak Hour	3.0	2.7	-0.3	-9%
		PM Peak Hour	-	-	-	-
4216	X58: Grand Canal Dock_ Ringsend Bus Depot to Community School	AM Peak Hour	-	-	-	-
		PM Peak Hour	4.1	3.1	-1.1	-26%
4227	58: Community School to Tolka Quay_ Irish Ferries Terminal	AM Peak Hour	2.7	2.8	0.1	3%
		PM Peak Hour	3.7	2.5	-1.2	-32%
4228	58: Tolka Quay_ Irish Ferries Terminal to Community School	AM Peak Hour	3.9	2.7	-1.3	-32%

PT Line	Direction	Peak Period	Do Minimum	Do Something	Abs Diff	% Diff
		PM Peak Hour	3.7	2.7	-0.9	-26%
4241	S4: Liffey Valley SB to UCD Stop	AM Peak Hour	8.7	7.8	-0.9	-10%
		PM Peak Hour	8.5	10.5	2.0	24%
4242	S4: UCD Stop to Liffey Valley	AM Peak Hour	10.3	7.9	-2.4	-23%
		PM Peak Hour	10.3	7.4	-2.9	-28%
4243	S6: Blackrock (DunLaoghaire-Rathdown)_ Outside Train Station to Tallaght_ The Square Shopping Centre	AM Peak Hour	7.9	8.4	0.5	7%
		PM Peak Hour	9.5	8.4	-1.0	-11%
4244	S6: Tallaght_ The Square Shopping Centre to Blackrock (DunLaoghaire-Rathdown)_ Outside Train Station	AM Peak Hour	8.5	7.8	-0.7	-8%
		PM Peak Hour	9.6	8.0	-1.5	-16%
4247	W2: Palmerston_ Liffey Valley Shopping Centre to Tallaght_ The Square Shopping Centre	AM Peak Hour	2.9	3.5	0.6	21%
		PM Peak Hour	3.3	3.5	0.2	5%
4248	W2: Tallaght_ The Square Shopping Centre to Palmerston_ Liffey Valley Shopping Centre	AM Peak Hour	4.8	4.2	-0.6	-13%
		PM Peak Hour	5.5	4.3	-1.3	-23%
403901	D5: Edenmore_ GAA Sports Ground to Tallaght_ The Square Shopping Centre	AM Peak Hour	31.4	29.2	-2.2	-7%
		PM Peak Hour	40.9	30.8	-10.1	-25%
403902	D5: Edenmore_ GAA Sports Ground to Tallaght_ The Square Shopping Centre	AM Peak Hour	7.9	8.7	0.9	11%
		PM Peak Hour	9.5	8.0	-1.5	-15%
404001	D5: Tallaght_ The Square Shopping Centre to Edenmore_ Blunden Drive	AM Peak Hour	31.5	31.7	0.2	1%
		PM Peak Hour	31.0	31.3	0.4	1%
404002	D5: Tallaght_ The Square Shopping Centre to Edenmore_ Blunden Drive	AM Peak Hour	8.7	7.8	-1.0	-11%
		PM Peak Hour	9.7	8.3	-1.4	-15%
408302	85: Dublin_ Garden of Remembrance to Tallaght_ The Square Shopping Centre	AM Peak Hour	2.8	6.5	3.7	130%
		PM Peak Hour	3.2	3.8	0.5	17%
408402	85: Tallaght_ The Square Shopping Centre to Rotunda_ Rotunda Hospital	AM Peak Hour	4.4	3.5	-0.9	-20%
		PM Peak Hour	3.1	3.3	0.1	4%
408805	71: East Road to Tallaght_ The Square Shopping Centre	AM Peak Hour	2.3	2.6	0.3	12%
		PM Peak Hour	2.5	2.4	-0.1	-5%
408905	71: Tallaght_ The Square Shopping Centre to East Road	AM Peak Hour	3.8	3.8	0.0	1%
		PM Peak Hour	3.5	3.6	0.2	5%

PT Line	Direction	Peak Period	Do Minimum	Do Something	Abs Diff	% Diff
411001	72: (D) Drimnagh_ Drimnagh Road (Saint Marys Road) to East Road	AM Peak Hour	3.1	4.3	1.2	38%
		PM Peak Hour	3.7	3.1	-0.6	-16%
411003	72: East Road to Drimnagh_ Drimnagh Road (Our Lady's Hospital for Sick Children)	AM Peak Hour	2.3	2.6	0.3	14%
		PM Peak Hour	2.5	2.4	-0.1	-2%
411402	73: Griffith Avenue (Malahide Road) to Walkinstown_ Kilnamanagh Road	AM Peak Hour	3.6	4.3	0.7	20%
		PM Peak Hour	6.1	3.1	-3.0	-49%
411501	73: Walkinstown_ Kilnamanagh Road to Griffith Avenue (Malahide Road)	AM Peak Hour	4.0	3.4	-0.6	-14%
		PM Peak Hour	4.3	3.2	-1.1	-25%
4031	D1 NB - section along CBC8 only	AM Peak Hour	14.4	10.8	-3.5	-25%
		PM Peak Hour	15.9	10.8	-5.1	-32%
4032	D1 SB - section along CBC8 only	AM Peak Hour	14.8	13.2	-1.6	-11%
		PM Peak Hour	14.5	12.9	-1.6	-11%

Appendix A6.4.4: General Traffic Assessment

Table 22: 2028 AM Peak Hour Junction Analysis

Location						Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Ranges		Magnitude of Impact	Significance of Effects	
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			
North of R134, West of M50	A1	Fonthill Road	Low	25154	Fonthill Road North / Coldcut Road	2482	2629	87	96	85% - 100%	85% - 100%	Negligible	Not Significant	
	A1	Fonthill Road	Low	25220	Fonthill Road / Business Park Roundabout	1145	1392	89	96	85% - 100%	85% - 100%	Negligible	Not Significant	
	A1	Fonthill Road	Low	25372	Fonthill Road / Dunawley Avenue	1151	1336	59	70	≤85%	≤85%	Negligible	Not Significant	
	A1	Fonthill Road North	Low	25375	Lucan Newlands Road / R113 Fonthill Road North / R113	2350	2459	100	100	85% - 100%	85% - 100%	Negligible	Not Significant	
	A1	Grange Castle Road	Negligible	25442	New Nangor Road / New Nangor Road / R136 / R136	3982	4039	96	100	85% - 100%	85% - 100%	Negligible	Imperceptible	
	A1	Grange Castle Road	Negligible	25497	Grange Castle Road / Business Park	1554	1710	70	80	≤85%	≤85%	Negligible	Imperceptible	
	A1	Grange Castle Road	Low	25500	Grange Castle Road / Lynch's Lane	2580	2829	59	62	≤85%	≤85%	Negligible	Not Significant	
	A1	Neilstown Road	Medium	25229	Neilstown Road / St Mark's Avenue	493	624	22	29	≤85%	≤85%	Negligible	Not Significant	
	A1	Neilstown Road	Medium	25231	St Ronans Avenue / Neilstown Road / Neilstown Road	456	586	12	16	≤85%	≤85%	Negligible	Not Significant	
	A1	Neilstown Road	Medium	25233	Neilstown Road / Neilstown Road / Neilstown Road	481	590	16	19	≤85%	≤85%	Negligible	Not Significant	
	A1	Neilstown Road	Medium	25376	Lucan Newlands Road / Neilstown Road	506	626	21	29	≤85%	≤85%	Negligible	Not Significant	
	A1	Neilstown Road	Medium	25377	Neilstown Road / Neilstown Road	572	709	19	25	≤85%	≤85%	Negligible	Not Significant	
	A1	Neilstown Road	Medium	25379	Neilstown Road / Liscarne Court / Neilstown Road	591	727	18	22	≤85%	≤85%	Negligible	Not Significant	
	A1	Neilstown Road	Medium	25380	Collinstown Road / Neilstown Road	732	864	27	34	≤85%	≤85%	Negligible	Not Significant	
	A1	Neilstown Road	Medium	25381	St Marks Avenue / Neilstown Road / Neilstown Road	788	896	19	21	≤85%	≤85%	Negligible	Not Significant	
	A1	Neilstown Road	Medium	25470	Lucan Newlands Road / Neilstown Road	1344	1387	82	93	≤85%	85% - 100%	Low	Moderate	
	A1	Station Road	Medium	25236	R113 / Station Road / Ninth Lock Road	1955	2019	100	103	>100%	>100%	Low	Moderate	
	A1	Station Road	Medium	25573	Coverhill Road / Station Road / Crag Avenue	1239	1350	44	51	≤85%	≤85%	Negligible	Not Significant	
	North of R134, East of M50	A2	Ballyfermot Road	Low	14101	Blackditch Drive / Ballyfermot Road / Ballyfermot Road	1247	1386	34	38	≤85%	≤85%	Negligible	Not Significant
		A2	Ballyfermot Road	Low	14117	Clifden Road / Ballyfermot Road / Ballyfermot Road	1188	1313	81	91	≤85%	85% - 100%	Low	Slight
A2		Ballyfermot Road	High	14149	Le Fanu Road / Ballyfermot Road / Ballyfermot Road / Le Fanu Road	1420	1468	55	58	≤85%	≤85%	Negligible	Not Significant	
A2		Ballyfermot Road	High	14165	Blackditch Road / Ballyfermot Road / Ballyfermot Road	1157	1309	35	38	≤85%	≤85%	Negligible	Not Significant	
A2		Ballyfermot Road	Low	14166	Kennelsfort Road Upper / Coldcut Road / Ballyfermot Road	2060	2189	93	97	85% - 100%	85% - 100%	Negligible	Not Significant	
A2		Ballyfermot Road	High	14181	Ballyfermot Road / Cleggan Park	1264	1417	37	40	≤85%	≤85%	Negligible	Not Significant	
A2		Ballyfermot Road	High	14182	Ballyfermot Road / Cherry Orchard Industrial Estate	1203	1357	35	38	≤85%	≤85%	Negligible	Not Significant	
A2		Ballyfermot Road	Low	14184	Ballyfermot Road / Cherry Orchard Hospital	1260	1413	34	37	≤85%	≤85%	Negligible	Not Significant	
A2		Ballyfermot Road	High	14273	Ballyfermot Road / Drumfinn Road	1349	1457	57	62	≤85%	≤85%	Negligible	Not Significant	
A2		Cloverhill Road	Low	14202	Cloverhill Road / Cedar Brook Avenue	1391	1556	83	100	≤85%	85% - 100%	Low	Slight	
A2		Cloverhill Road	Low	25373	Cloverhill Road / Industrial Estate	1124	1287	37	46	≤85%	≤85%	Negligible	Not Significant	
A2		Cloverhill Road	Low	25740	Cloverhill Road / Palmerstown Woods	1242	1395	38	44	≤85%	≤85%	Negligible	Not Significant	
A2		Coldcut Road	Medium	22104	Coldcut Road / Coldcut Road / Cloverhill Road	2469	2573	75	75	≤85%	≤85%	Negligible	Not Significant	
A2		Coldcut Road	Medium	25100	Coldcut Road / Fonthill Road	2035	2209	92	94	85% - 100%	85% - 100%	Negligible	Not Significant	
A2		Coldcut Road	Medium	25101	Coldcut Road / Liffey Valley Shopping Centre	1955	2135	71	73	≤85%	≤85%	Negligible	Not Significant	
A2		Coldcut Road	Medium	25385	Coldcut Road / Neilstown Road	1118	1251	38	40	≤85%	≤85%	Negligible	Not Significant	
A2		Killeen Road	Low	16196	Killeen Road / John F Kennedy Road	1294	899	50	28	≤85%	≤85%	Negligible	Not Significant	
A2		Killeen Road	Low	14214	Killeen Road / Park West Road / Killeen Road	884	1141	101	101	>100%	>100%	Negligible	Not Significant	
A2		Killeen Road	Medium	16149	Nangor Road / Killeen Road	1032	1054	46	31	≤85%	≤85%	Negligible	Not Significant	
A2		Park West Avenue	High	14194	Cedar Brook Avenue / Cedar Brook Walk	1470	1561	90	100	85% - 100%	85% - 100%	Negligible	Not Significant	
A2		Park West Avenue	High	14196	Cloverhill Road / Cedar Brook Avenue	1533	1604	53	56	≤85%	≤85%	Negligible	Not Significant	
A2		Park West Road	High	14132	Park West Road / Lavery Avenue / Park West Road /	1048	1350	45	53	≤85%	≤85%	Negligible	Not Significant	
A2		Park West Road	High	14185	Park West Road / Park West Avenue Roundabout	1598	1494	52	44	≤85%	≤85%	Negligible	Not Significant	

Location						Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Ranges		Magnitude of Impact	Significance of Effects
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		
North of R110	A3	Balfe Road	High	8204	Balfe Road / Balfe Road / Thomas Moore Road	43	217	3	14	≤85%	≤85%	Negligible	Not Significant
	A3	Balfe Road	High	8231	Balfe Road / Stanford Green / Field Avenue / Balfe Road	68	188	3	12	≤85%	≤85%	Negligible	Not Significant
	A3	Benbulbin Road	High	8158	Benbulbin Road / Galtymore Road / Galtymore Road / Benbulbin Road	286	373	16	21	≤85%	≤85%	Negligible	Not Significant
	A3	Benbulbin Road	High	8272	Benbulbin Road / Benbulbin Road / Mourne Road / Mourne Road	375	547	14	17	≤85%	≤85%	Negligible	Not Significant
	A3	Benbulbin Road	High	8289	Benbulbin Road / Benmadigan Road / Benbulbin Road	237	332	6	9	≤85%	≤85%	Negligible	Not Significant
	A3	Chapelizod Bypass	Low	22106	Chapelizod Bypass / Kennelsfort Road Lower	4562	4703	106	108	>100%	>100%	Low	Slight
	A3	Chapelizod Bypass	Low	22117	Chapelizod Bypass / The Oval	1952	2034	94	100	85% - 100%	85% - 100%	Negligible	Not Significant
	A3	Cooley Road	High	8175	Carrow Road / Kilworth Road / Kilworth Road	371	545	11	15	≤85%	≤85%	Negligible	Not Significant
	A3	Cooley Road	High	8180	Kilworth Road / Cooley Road / Kilworth Road / Cooley Road	431	574	24	25	≤85%	≤85%	Negligible	Not Significant
	A3	Cooley Road	High	8181	Cooley Road / Cooley Road / Curlew Road / Dromard Road	411	437	15	16	≤85%	≤85%	Negligible	Not Significant
	A3	Cooley Road	High	8182	Curlew Road / Cooley Road / Cooley Road / Dromard Road	183	288	6	9	≤85%	≤85%	Negligible	Not Significant
	A3	Cooley Road	Low	8257	Mourne Road / Cooley Road (N)	191	297	16	22	≤85%	≤85%	Negligible	Not Significant
	A3	Cooley Road	Low	8263	Galtymore Road / Cooley Road	328	439	9	12	≤85%	≤85%	Negligible	Not Significant
	A3	Davitt Road	Medium	7173	Dolphin Road / Slievenamon Road / Dolphin Road / Davitt Road	1467	1531	54	67	≤85%	≤85%	Negligible	Not Significant
	A3	Davitt Road	Medium	8159	Davitt Road / Davitt Road / Benbulbin Road	1338	1417	60	68	≤85%	≤85%	Negligible	Not Significant
	A3	Davitt Road	Medium	8173	Davitt Road / Davitt Road / Kilworth Road	1409	1540	59	67	≤85%	≤85%	Negligible	Not Significant
	A3	Davitt Road	Medium	8392	Naas Road / Davitt Road	2248	2234	97	97	85% - 100%	85% - 100%	Negligible	Not Significant
	A3	Knocknarea Road	High	8102	Rafters Road / Rafters Road / Knocknarea Road / Knocknarea Avenue	460	699	17	25	≤85%	≤85%	Negligible	Not Significant
	A3	Knocknarea Road	High	8177	Mourne Road / Mourne Road / Knocknarea Road	83	191	4	11	≤85%	≤85%	Negligible	Not Significant
	A3	Knocknarea Road	High	8179	Curlew Road / Knocknarea Road / Knocknarea Road	199	294	18	21	≤85%	≤85%	Negligible	Not Significant
A3	Knocknarea Road	High	8534	Knocknarea Road / Slievemore Road / Knocknarea Road	302	405	12	14	≤85%	≤85%	Negligible	Not Significant	
West of R137	A4	Bridgefoot Street	Low	7134	Thomas Street / Bridgefoot Street	1782	1952	78	80	≤85%	≤85%	Negligible	Not Significant
	A4	Bridgefoot Street	Low	7232	Oliver Bond Street / Bridgefoot Street / Bridgefoot Street / Oliver Bond Street	873	1049	38	42	≤85%	≤85%	Negligible	Not Significant
	A4	Cook Street	High	6109	Winetavern Street / Cook Street	986	862	55	56	≤85%	≤85%	Negligible	Not Significant
	A4	Cook Street	High	6251	Wormwood Gate / Cook Street / Bridge Street Upper / Bridge Street Lower	2587	2545	70	83	≤85%	≤85%	Negligible	Not Significant
	A4	Cook Street	High	6288	Schoolhouse Lane West / Cook Street / Cook Street	341	486	17	21	≤85%	≤85%	Negligible	Not Significant
	A4	Cornmarket	Low	6182	Lamb Alley / Cornmarket / Cornmarket	1006	1401	17	30	≤85%	≤85%	Negligible	Not Significant
	A4	Cornmarket	Low	6401	Cornmarket / Cornmarket / Bridge Street Upper	2520	2129	56	80	≤85%	≤85%	Negligible	Not Significant
	A4	Cornmarket	Low	6428	Cornmarket / Thomas Street / St Augustine Street / Francis Street	1487	1692	75	75	≤85%	≤85%	Negligible	Not Significant
	A4	Essex Quay	Medium	2416	Grattan Bridge / Wellington Quay / Essex Quay / Parliament Street	1196	1354	97	95	85% - 100%	85% - 100%	Negligible	Not Significant
	A4	Francis Street	High	7128	Francis Street / Francis Street / Tomas Davis Street	235	361	8	8	≤85%	≤85%	Negligible	Not Significant
	A4	Francis Street	High	7129	Francis Street / Francis Street / Swift's Alley	180	313	5	8	≤85%	≤85%	Negligible	Not Significant
	A4	Francis Street	High	7130	Francis Street / Dean Swift Square / Francis Street	210	421	6	12	≤85%	≤85%	Negligible	Not Significant
	A4	Francis Street	High	7153	Francis Street / Francis Street / Carman's Hall	291	493	15	19	≤85%	≤85%	Negligible	Not Significant
	A4	Heytesbury Street	High	6420	Heytesbury Street / Heytesbury Street / Grantham Street	711	783	23	27	≤85%	≤85%	Negligible	Not Significant
	A4	New Row South	High	6318	The Coombe / Dean Street / New Row South	1249	876	42	73	≤85%	≤85%	Negligible	Not Significant
	A4	Oliver Bond Street	High	7198	Oliver Bond Street / Oliver Bond Street /	710	886	20	24	≤85%	≤85%	Negligible	Not Significant
	A4	Oliver Bond Street	High	40077	Oliver Bond Street / John Street West / Oliver Bond Street	562	741	17	26	≤85%	≤85%	Negligible	Not Significant
	A4	Pim Street	High	7102	Pim Street / Pim Street / Market Street South	578	632	23	24	≤85%	≤85%	Negligible	Not Significant
	A4	Pim Street	High	7216	Forbes Lane / Forbes Lane / Pim Street	479	567	21	33	≤85%	≤85%	Negligible	Not Significant
	A4	St Augustine Street	High	6186	St Augustine Street / Wormwood Gate / Oliver Bond Street / St Augustine Street	569	741	16	26	≤85%	≤85%	Negligible	Not Significant
	A4	Thomas Street	Low	7132	Crane Street / Thomas Street / Thomas Street	1485	1620	72	76	≤85%	≤85%	Negligible	Not Significant
	A4	Thomas Street	Low	7133	Thomas Street West / Thomas Court / Thomas Street West	1362	1493	49	54	≤85%	≤85%	Negligible	Not Significant

Location						Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Ranges		Magnitude of Impact	Significance of Effects
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		
	A4	Wellington Quay	Medium	2113	Wellington Quay / Wellington Quay / Fownes Street Lower	523	609	28	32	≤85%	≤85%	Negligible	Not Significant
	A4	Wellington Quay	Medium	2244	Wellington Quay / Eustace Street / Millenium Bridge / Wellington Quay	584	673	35	40	≤85%	≤85%	Negligible	Not Significant
	A4	Wellington Quay	Medium	2298	Bedford Row / Aston Quay / Aston Quay	523	609	27	28	≤85%	≤85%	Negligible	Not Significant
	A4	Wellington Quay	Medium	2412	Wellington Quay / Wellington Quay	584	673	31	35	≤85%	≤85%	Negligible	Not Significant
	A4	Wood Quay	Medium	2156	Fishamble Street / Wood Quay / Essex Quay	779	860	19	25	≤85%	≤85%	Negligible	Not Significant
	A4	Crumlin Village	Medium	8210	Somerville Avenue / Crumlin Village / Crumlin Village	223	355	11	15	≤85%	≤85%	Negligible	Not Significant
	A5	Crumlin Village	Medium	8378	St Marys Road / Crumlin Village / Bunting Road	406	375	16	17	≤85%	≤85%	Negligible	Not Significant
	A5	Echlin Street	High	7143	Echlin Street / Grand Canal Place / Grand Canal Place	458	564	38	37	≤85%	≤85%	Negligible	Not Significant
	A5	Herberton Walk	High	7229	St James's Walk / Reuben Street	359	462	14	16	≤85%	≤85%	Negligible	Not Significant
	A4	James's Street	Low	7151	Echlin Street / Echlin Street / James's Street / James's Street	1491	1606	81	77	≤85%	≤85%	Negligible	Not Significant
	A4	James's Street	Low	7155	James's Street / Watling Street / James's Street	1377	1528	87	89	85% - 100%	85% - 100%	Negligible	Not Significant
East of R137	A5	Kimmage Road Lower	Low	8124	Harold's Cross Road / Kimmage Road Lower / Kimmage Road Lower	734	823	49	58	≤85%	≤85%	Negligible	Not Significant
	A5	Kimmage Road Lower	Low	8125	Casimir Road / Kimmage Road Lower / Kimmage Road Lower	801	877	55	63	≤85%	≤85%	Negligible	Not Significant
	A5	Parnell Road	High	6306	Parnell Road / Grove Road / Harold's Cross Road / Harold's Cross Road	2281	2416	72	94	≤85%	85% - 100%	Low	Moderate
	A5	Parnell Road	High	7177	Aughavannagh Road / Parnell Road / Parnell Road	642	901	38	60	≤85%	≤85%	Negligible	Not Significant
	A5	Parnell Road	High	8565	Parnell Road / Parnell Road / Greenmount Lane	922	1103	55	70	≤85%	≤85%	Negligible	Not Significant
	A5	Parnell Road	High	40171	Parnell Road / Rutland Avenue	716	946	38	60	≤85%	≤85%	Negligible	Not Significant
	A5	Reuben Street	High	7254	Reuben Street / Dolphin's Barn Street / Reilly's Avenue	1368	1237	66	93	≤85%	85% - 100%	Low	Moderate
	A5	Reuben Street	High	40809	Haroldville Avenue / Reuben Street / Reuben Street	306	429	31	49	≤85%	≤85%	Negligible	Not Significant
	A5	South Circular Road	Medium	6130	Stamer Street / Heytesbury Street / Harrington Street / South Circular Road	1336	1462	48	48	≤85%	≤85%	Negligible	Not Significant
	A5	South Circular Road	Medium	6131	South Circular Road / Kingsland Park Avenue / South Circular Road	1024	1212	28	37	≤85%	≤85%	Negligible	Not Significant
	A5	South Circular Road	Medium	6132	South Circular Road / Curzon Street / South Circular Road	918	1102	26	35	≤85%	≤85%	Negligible	Not Significant
	A5	South Circular Road	Medium	6133	Carlisle Street / South Circular Road / South Circular Road	870	1054	27	37	≤85%	≤85%	Negligible	Not Significant
	A5	South Circular Road	Medium	6134	South Circular Road / South Circular Road / Bloomfield Avenue	982	1163	27	37	≤85%	≤85%	Negligible	Not Significant
	A5	South Circular Road	Medium	6135	South Circular Road / Spencer Street South / Longwood Avenue / South Circular Road	987	1167	30	39	≤85%	≤85%	Negligible	Not Significant
	A5	South Circular Road	Medium	6220	South Circular Road / Clanbrassil Street Lower / Clanbrassil Street Upper / South Circular Road	2353	2404	88	95	85% - 100%	85% - 100%	Negligible	Not Significant
	A5	South Circular Road	Medium	6484	South Circular Road / South Circular Road / Emorville Avenue	988	1168	30	39	≤85%	≤85%	Negligible	Not Significant
	A5	South Circular Road	Medium	7105	South Circular Road / Dolphin's Barn	2128	1833	87	96	85% - 100%	85% - 100%	Negligible	Not Significant
	A5	South Circular Road	Medium	7112	South Circular Road / St Anthony's Road / South Circular Road	1024	1227	30	35	≤85%	≤85%	Negligible	Not Significant
	A5	South Circular Road	Medium	7157	South Circular Road / South Circular Road / Haroldville Avenue	1016	1239	35	45	≤85%	≤85%	Negligible	Not Significant
	A5	South Circular Road	Medium	7158	Herberton Park / South Circular Road / South Circular Road	973	1135	34	40	≤85%	≤85%	Negligible	Not Significant
	A5	South Circular Road	Medium	7163	South Circular Road / Inchicore Road / Kilmainham Lane	1877	1821	98	97	85% - 100%	85% - 100%	Negligible	Not Significant
	A5	South Circular Road	Medium	7187	Emmet Road / Old Kilmainham / South Circular Road / South Circular Road	2089	2131	68	70	≤85%	≤85%	Negligible	Not Significant
	A5	South Circular Road	Medium	7199	South Circular Road / South Circular Road / South Circular Road	973	1135	29	33	≤85%	≤85%	Negligible	Not Significant
	A5	South Circular Road	Medium	7208	South Circular Road / St Albans Road / South Circular Road	1176	1224	38	43	≤85%	≤85%	Negligible	Not Significant
	A5	South Circular Road	Medium	7213	Washington Street / South Circular Road / South Circular Road	1085	1158	37	40	≤85%	≤85%	Negligible	Not Significant
	A5	South Circular Road	Medium	7258	Dufferin Avenue / South Circular Road / South Circular Road	1157	1231	38	50	≤85%	≤85%	Negligible	Not Significant
	A5	St James's Walk	High	7214	Mallin Avenue / St James's Walk / St James's Walk	462	557	10	11	≤85%	≤85%	Negligible	Not Significant
South of R110	A6	Sundrive Road	High	8143	Sundrive Road / Kildare Road	1314	1451	46	60	≤85%	≤85%	Negligible	Not Significant
	A6	Kildare Road	High	8142	Kildare Road / Clonmacnoise Road / Clonmacnoise Road /	302	609	24	57	≤85%	≤85%	Negligible	Not Significant
	A6	Kildare Road	High	8144	Kildare Road / Clogher Road / Kildare Road	816	508	27	19	≤85%	≤85%	Negligible	Not Significant
	A6	Kildare Road	High	8376	Clogher Road / Kildare Road / Kildare Road	407	560	42	20	≤85%	≤85%	Negligible	Not Significant
	A6	Kildare Road	High	8453	Kildare Road / Leighlin Road / Kildare Road	242	551	12	18	≤85%	≤85%	Negligible	Not Significant

Location						Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Ranges		Magnitude of Impact	Significance of Effects
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		
	A6	St Agnes Road	Medium	8139	Lisle Road / St Agnes Road / St Agnes Road	323	482	13	17	≤85%	≤85%	Negligible	Not Significant
	A6	St Agnes Road	Medium	8409	St Agnes Road / Windmill Road / St Agnes Road	543	604	21	23	≤85%	≤85%	Negligible	Not Significant
	A6	St Agnes Road	Medium	8569	Crumlin Village / St Agnes Road / Innismore	255	413	9	15	≤85%	≤85%	Negligible	Not Significant
	A6	Whitehall Road West	Medium	8411	St Agnes Road / Cromwellsfort Road / Kimmage Road West / Whitehall Road West	2284	2262	101	99	>100%	85% - 100%	Low Positive	Moderate Positive
	A6	Whitehall Road West	Medium	9113	Whitehall Road West / Hillsbrook Avenue / Whitehall Road West	686	777	21	23	≤85%	≤85%	Negligible	Not Significant
	A6	Whitehall Road West	Medium	9181	Whitehall Road West / Limekiln Lane / Whitehall Road West	626	717	48	50	≤85%	≤85%	Negligible	Not Significant
East of M50, South of R819	A7	Firhouse Road	Low	9100	Ballyroan Road / Firhouse Road / Firhouse Road	1035	1134	50	54	≤85%	≤85%	Negligible	Not Significant
	A7	Firhouse Road	Low	21121	Ballyroan Road / Firhouse Road / Butterfield Avenue / Old Bridge Road	1992	2024	52	55	≤85%	≤85%	Negligible	Not Significant
	A7	Firhouse Road	Low	26100	Monalea Wood / Firhouse Road / Firhouse Road	1210	1278	51	55	≤85%	≤85%	Negligible	Not Significant
	A7	Firhouse Road	Low	26119	Ballycullen Avenue / Firhouse Road / Firhouse Road	1168	1242	59	65	≤85%	≤85%	Negligible	Not Significant
	A7	Firhouse Road	Low	26145	Firhouse Road / Ballycullen Drive / Firhouse Road	1121	1173	55	62	≤85%	≤85%	Negligible	Not Significant
	A7	Firhouse Road	Low	26209	Firhouse Road / Dodder Avenue	953	1024	38	42	≤85%	≤85%	Negligible	Not Significant
	A7	Orwell Park View	High	9202	Wellington Road / Wellington Road / Wellington Road	1232	1375	35	37	≤85%	≤85%	Negligible	Not Significant
	A7	Spawell Roundabout	Negligible	9148	Spawell Roundabout / Spawell Roundabout / Templeogue Road	1787	1792	100	102	85% - 100%	>100%	Medium	Not Significant
	A7	Tallaght Road	Negligible	9213	Spawell Roundabout / Tallaght Road / Wellington Lane / Templeogue Road	2074	2192	91	82	85% - 100%	≤85%	Low Positive	Not Significant
	A7	Tallaght Road	Negligible	30809	Tallaght Road / Spawell House	1770	1886	71	75	≤85%	≤85%	Negligible	Imperceptible
	A7	Templeogue Road	Negligible	9145	Templeogue Road / Templeogue Road / Templeogue Road / Templeogue Road	1176	1257	72	78	≤85%	≤85%	Negligible	Imperceptible
	A7	Templeogue Road	Negligible	9175	Springfield Avenue / R112 / Templeogue Road / Templeogue Road	2225	2316	92	98	85% - 100%	85% - 100%	Negligible	Imperceptible
	A7	Templeogue Road	Negligible	9178	Templeogue Road / Cypress Grove Road / / Templeogue Road	2831	2878	105	105	>100%	>100%	Negligible	Imperceptible
	A7	Templeogue Road	Negligible	9232	Templeogue Road / Templeogue Road / Templeogue Road	1204	1285	73	79	≤85%	≤85%	Negligible	Imperceptible
	A7	Templeogue Road	Negligible	9233	Templeogue Road / Templeogue Road	1176	1257	72	78	≤85%	≤85%	Negligible	Imperceptible
	A7	Wellington Road	High	9163	Wellington Road / Orwell Road / Wellington Lane / Osprey Road	660	750	31	37	≤85%	≤85%	Negligible	Not Significant
	A7	Wellington Road	High	9170	Rossmore Road / Wellington Road / Wellington Road	1774	1930	50	53	≤85%	≤85%	Negligible	Not Significant
	A7	Wellington Road	High	9195	Limekiln Road / Wellington Road / Wellington Road	1572	1694	74	78	≤85%	≤85%	Negligible	Not Significant
East of M50, South of R110	A8	Long Mile Road	Negligible	16108	Long Mile Road / Robinhood Road	1369	1412	86	66	85% - 100%	≤85%	Low Positive	Not Significant
	A8	Long Mile Road	Low	16111	Long Mile Road / Naas Road	671	1418	73	35	≤85%	≤85%	Negligible	Not Significant
	A8	Long Mile Road	Negligible	16154	Naas Road / Nangor Road / Long Mile Road	2224	2550	98	83	85% - 100%	≤85%	Low Positive	Not Significant
	A8	Long Mile Road	Negligible	16165	Long Mile Road / Long Mile Road	531	1025	28	54	≤85%	≤85%	Negligible	Imperceptible
	A8	M50	Medium	9205	M50 Northbound / J10 Off-slip	5468	5551	87	89	85% - 100%	85% - 100%	Negligible	Not Significant
	A8	M50	Negligible	9220	M50 Southbound / J11 Off-slip	4223	4272	63	65	≤85%	≤85%	Negligible	Imperceptible
	A8	M50	Negligible	16169	M50 J10 SB off slip / Calmount Road	1329	1391	91	90	85% - 100%	85% - 100%	Negligible	Imperceptible
	A8	Naas Road	Low	16114	Naas Road / Turnpike Road	1252	1550	33	41	≤85%	≤85%	Negligible	Not Significant
	A8	Naas Road	Negligible	24508	Naas Road / Fonthill Road South	1285	1389	30	33	≤85%	≤85%	Negligible	Imperceptible
	A8	Naas Road	Low	24510	Naas Road / Belgard Road	746	820	20	22	≤85%	≤85%	Negligible	Not Significant
	A8	Old Naas Road	High	8101	Old Naas Road / Old Naas Road / Old Naas Road	296	435	13	19	≤85%	≤85%	Negligible	Not Significant
	A8	Old Naas Road	High	8189	Naas Road / Old Naas Road / Muirfield Drive	1952	1843	89	83	85% - 100%	≤85%	Low Positive	Moderate Positive
	A8	Naas Road	Low	8243	Naas Road / Old Naas Road	529	739	22	74	≤85%	≤85%	Negligible	Not Significant
	A8	Old Naas Road	High	8248	Old Naas Road / Bluebell Avenue	296	435	20	15	≤85%	≤85%	Negligible	Not Significant
	A8	Old Naas Road	High	8404	Old Naas Road / Kylemore Road / Old Naas Road / Kylemore Road	1534	1350	95	94	85% - 100%	85% - 100%	Negligible	Not Significant
	A8	Old Naas Road	Low	8408	Naas Road / Old Naas Road	1250	1210	72	90	≤85%	85% - 100%	Low	Slight
	A8	Old Naas Road	High	8431	Old Naas Road / Bluebell Business Park / Old Naas Road	419	583	20	27	≤85%	≤85%	Negligible	Not Significant
	A8	Turnpike Road	Low	16133	Ballymount Road Lower / Turnpike Road / Ballymount Road Upper	1555	1608	48	49	≤85%	≤85%	Negligible	Not Significant
West of M50, South of A9	A9	Belgard Road	Low	24166	Belgard Walk / Belgard Road	1106	1285	37	41	≤85%	≤85%	Negligible	Not Significant

Location						Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Ranges		Magnitude of Impact	Significance of Effects
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		
	A9	Belgard Road	Low	24178	Belgard Road / Cookstown Road	1164	1275	100	95	85% - 100%	85% - 100%	Negligible	Not Significant
	A9	Belgard Road	Low	24191	Belgard Road / Ballymount Road	809	886	52	53	≤85%	≤85%	Negligible	Not Significant
	A9	Belgard Road	Low	24254	Belgard Square East / Belgard Walk	712	860	17	32	≤85%	≤85%	Negligible	Not Significant
	A9	Belgard Road	Low	24301	Belgard Road / Old Belgard Road	757	832	20	22	≤85%	≤85%	Negligible	Not Significant
	A9	Belgard Road	Negligible	24402	Belgard Road / Abberley Square North	411	540	21	27	≤85%	≤85%	Negligible	Imperceptible
	A9	Katherine Tynan Road	Medium	24177	Katharine Tynan Road / R838 / Belgard Road / Belgard Road	803	906	35	60	≤85%	≤85%	Negligible	Not Significant
	A9	Katherine Tynan Road	Medium	24415	Katherine Tynan Road / Old Belgard Road	543	579	91	36	85% - 100%	≤85%	Low Positive	Moderate Positive
	A9	N7	Negligible	24512	N7 1a / Belgard Road	1057	1124	23	27	≤85%	≤85%	Negligible	Imperceptible
West of M50, North N81	A10	Belgard Square South	High	24247	Belgard Square East / Belgard Walk	566	787	22	36	≤85%	≤85%	Negligible	Not Significant
	A10	Belgard Square South	High	24400	Belgard Square South / The Square	381	492	21	25	≤85%	≤85%	Negligible	Not Significant
	A10	Citywest Road	Low	24139	Citywest Road / Fortunestown Lane	1574	1664	65	66	≤85%	≤85%	Negligible	Not Significant
	A10	Citywest Road	Low	24298	Citywest Road / Garter Avenue	1613	1646	105	106	>100%	>100%	Low	Slight
	A10	Cookstown Way	Medium	24239	R838 / Cookstown Way / R838 / Cookstown Road	1658	1843	91	79	85% - 100%	≤85%	Low Positive	Moderate Positive
	A10	Cookstown Way	Medium	24261	Cookstown Way / Maplewood Road	928	1008	60	70	≤85%	≤85%	Negligible	Not Significant
	A10	Cookstown Way	Medium	24268	Cookstown Way / Old Blessington Road	1038	832	90	19	85% - 100%	≤85%	Low Positive	Moderate Positive
	A10	Cookstown Way	Medium	24416	Second Avenue / Cookstown Extension / Cookstown Extension	713	922	53	50	≤85%	≤85%	Negligible	Not Significant
	A10	N81	Negligible	24129	Tallaght Bypass / Whitestown Way / Cookstown Way	2459	2749	103	103	>100%	>100%	Negligible	Imperceptible
	A10	N81	Negligible	24174	Blessington Road / Tallaght Bypass / Old Blessington Road	2297	2181	65	78	≤85%	≤85%	Negligible	Imperceptible
	A10	N81	Negligible	24255	N81 / Belgard Road	1977	2244	40	46	≤85%	≤85%	Negligible	Imperceptible
	A10	N81	Negligible	24396	Belgard Square South / Tallaght Bypass	1977	2244	41	52	≤85%	≤85%	Negligible	Imperceptible

Table 23: 2028 PM Junction Analysis

Location						Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Ranges		Magnitude of Impact	Significance of Effects
Orientation	Map ID	Road Name	Road Sensitivity	Junction ID	Junction Name	Do Minimum Flows	DoSomething Flows	Do Minimum VoC	DoSomething VoC	Do Minimum VoC	DoSomething VoC		
North of R134, West of M50	P1	Fonthill Road North	Low	25143	Fonthill Road North / Saint Loman's Road / Bóthar na Life	2312	2310	53	49	≤85%	≤85%	Negligible	Not Significant
	P1	Fonthill Road	Low	25154	Fonthill Road North / Coldcut Road	2264	2529	100	100	85% - 100%	85% - 100%	Negligible	Not Significant
	P1	Neilstown Road	Medium	25229	Neilstown Road / St Mark's Avenue	928	1166	49	73	≤85%	≤85%	Negligible	Not Significant
	P1	Neilstown Road	Medium	25379	Neilstown Road / Liscarne Court / Neilstown Road	1078	1261	41	41	≤85%	≤85%	Negligible	Not Significant
	P1	Neilstown Road	Medium	25380	Collinstown Road / Neilstown Road	1221	1359	56	79	≤85%	≤85%	Negligible	Not Significant
	P1	Neilstown Road	Medium	25381	St Marks Avenue / Neilstown Road / Neilstown Road	1296	1452	31	44	≤85%	≤85%	Negligible	Not Significant
	P1	Neilstown Road	Medium	25385	Coldcut Road / Neilstown Road	1650	1784	50	49	≤85%	≤85%	Negligible	Not Significant
North of R110	P2	Chapelizod Bypass	Negligible	22106	Chapelizod Bypass / Kennelsfort Road Lower	3957	4128	111	113	>100%	>100%	Low	Not Significant
	P2	Chapelizod Bypass	Negligible	22117	Chapelizod Bypass / The Oval	2111	2218	109	115	>100%	>100%	Low	Not Significant
	P2	Con Colbert Road	Negligible	7233	South Circular Road / South Circular Road / St Johns Road West / Con Colbert Road	3012	3095	65	69	≤85%	≤85%	Negligible	Imperceptible
	P2	Con Colbert Road	Negligible	14124	Memorial Road / Con Colbert Road	2932	3073	110	110	>100%	>100%	Negligible	Imperceptible
	P2	Sarsfield Road	Negligible	14121	Sarsfield Road / Sarsfield Road / Landen Road / Sarsfield Road	1284	1393	50	55	≤85%	≤85%	Negligible	Imperceptible
	P2	Sarsfield Road	Negligible	14168	St Laurence Road / Ballyfermot Road / Sarsfield Road	1322	1417	39	41	≤85%	≤85%	Negligible	Imperceptible
	P2	Sarsfield Road	Negligible	14201	First Avenue / Sarsfield Road / Sarsfield Road	1228	1336	36	40	≤85%	≤85%	Negligible	Imperceptible
	P2	Suir Road	Negligible	7173	Dolphin Road / Slievenamon Road / Dolphin Road / Davitt Road	1368	1378	68	83	≤85%	≤85%	Negligible	Imperceptible
	P2	Suir Road	Negligible	7174	Goldenbridge Avenue / Suir Road / Suir Road	660	792	40	50	≤85%	≤85%	Negligible	Imperceptible
	P2	Suir Road	Negligible	7182	Suir Road / South Circular Road / South Circular Road / Bulfin Road	1264	1458	58	70	≤85%	≤85%	Negligible	Imperceptible
P2	Suir Road	Negligible	7202	Suir Road / O'Leary Road / Suir Road	589	721	43	54	≤85%	≤85%	Negligible	Imperceptible	
West of R137	P3	Bridgefoot Street	Low	7134	Thomas Street / Bridgefoot Street	1669	1807	89	92	85% - 100%	85% - 100%	Negligible	Not Significant
	P3	Bridgefoot Street	Low	7232	Oliver Bond Street / Bridgefoot Street / Bridgefoot Street / Oliver Bond Street	756	948	42	49	≤85%	≤85%	Negligible	Not Significant
	P3	Cornmarket	Low	6182	Lamb Alley / Cornmarket / Cornmarket	888	1058	15	42	≤85%	≤85%	Negligible	Not Significant
	P3	Cornmarket	Low	6428	Cornmarket / Thomas Street / St Augustine Street / Francis Street	1249	1557	49	56	≤85%	≤85%	Negligible	Not Significant
	P3	Francis Street	High	7128	Francis Street / Francis Street / Tomas Davis Street	174	439	7	17	≤85%	≤85%	Negligible	Not Significant
	P3	Francis Street	High	7129	Francis Street / Francis Street / Swift's Alley	125	341	6	8	≤85%	≤85%	Negligible	Not Significant
	P3	Francis Street	High	7130	Francis Street / Dean Swift Square / Francis Street	140	376	4	10	≤85%	≤85%	Negligible	Not Significant
	P3	Francis Street	High	7153	Francis Street / Francis Street / Carman's Hall	174	447	9	16	≤85%	≤85%	Negligible	Not Significant
	P3	Wellington Road	High	9163	Wellington Road / Orwell Road / Wellington Lane / Osprey Road	861	944	39	44	≤85%	≤85%	Negligible	Not Significant
South of R110	P4	Crumlin Road	Negligible	8379	Drimnagh Road / Drimnagh Road / Crumlin Road	1415	1512	64	59	≤85%	≤85%	Negligible	Imperceptible
	P4	Crumlin Road	Negligible	8380	Crumlin Road / Cooley Road / Crumlin Road	1653	1483	93	97	85% - 100%	85% - 100%	Negligible	Imperceptible
	P4	Dromore Road	High	8102	Rafters Road / Rafters Road / Knocknarea Road / Knocknarea Avenue	448	776	18	38	≤85%	≤85%	Negligible	Not Significant
	P4	Dromore Road	High	8178	Benbulbin Road / Lissadel Drive	274	476	13	22	≤85%	≤85%	Negligible	Not Significant
	P4	Kildare Road	High	8142	Kildare Road / Clonmacnoise Road / Clonmacnoise Road /	239	567	15	30	≤85%	≤85%	Negligible	Not Significant
	P4	Kildare Road	High	8376	Clogher Road / Kildare Road / Kildare Road	522	492	64	16	≤85%	≤85%	Negligible	Not Significant

Location						Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Ranges		Magnitude of Impact	Significance of Effects
Orientation	Map ID	Road Name	Road Sensitivity	Junction ID	Junction Name	Do Minimum Flows	DoSomething Flows	Do Minimum VoC	DoSomething VoC	Do Minimum VoC	DoSomething VoC		
	P4	Kildare Road	High	8453	Kildare Road / Leighlin Road / Kildare Road	219	553	7	20	≤85%	≤85%	Negligible	Not Significant
	P4	Mourne Road	High	8272	Benbulbin Road / Benbulbin Road / Mourne Road / Mourne Road	376	595	16	28	≤85%	≤85%	Negligible	Not Significant
	P4	Mourne Road	High	8160	Mourne Road / Mourne Road / Slievenamon Road	173	308	8	17	≤85%	≤85%	Negligible	Not Significant
	P4	Mourne Road	High	8527	Dolphin Road / Mourne Road	141	238	9	17	≤85%	≤85%	Negligible	Not Significant
	P4	South Circular Road	Medium	6126	South Circular Road / South Circular Road	954	1056	35	35	≤85%	≤85%	Negligible	Not Significant
	P4	South Circular Road	Medium	6130	Stamer Street / Heytesbury Street / Harrington Street / South Circular Road	1370	1442	70	65	≤85%	≤85%	Negligible	Not Significant
	P4	South Circular Road	Medium	6131	South Circular Road / Kingsland Park Avenue / South Circular Road	945	1078	41	42	≤85%	≤85%	Negligible	Not Significant
	P4	South Circular Road	Medium	6132	South Circular Road / Curzon Street / South Circular Road	789	935	34	36	≤85%	≤85%	Negligible	Not Significant
	P4	South Circular Road	Medium	6133	Carlisle Street / South Circular Road / South Circular Road	711	858	28	29	≤85%	≤85%	Negligible	Not Significant
	P4	South Circular Road	Medium	6134	South Circular Road / South Circular Road / Bloomfield Avenue	845	994	28	29	≤85%	≤85%	Negligible	Not Significant
	P4	South Circular Road	Medium	6135	South Circular Road / Spencer Street South / Longwood Avenue / South Circular Road	859	1009	32	32	≤85%	≤85%	Negligible	Not Significant
	P4	South Circular Road	Medium	6220	South Circular Road / Clanbrassil Street Lower / Clanbrassil Street Upper / South Circular Road	2348	2449	100	100	85% - 100%	85% - 100%	Negligible	Not Significant
	P4	South Circular Road	Medium	6484	South Circular Road / South Circular Road / Emorville Avenue	865	1016	32	33	≤85%	≤85%	Negligible	Not Significant
	P4	South Circular Road	Medium	7105	South Circular Road / Dolphin's Barn	2000	1679	90	91	85% - 100%	85% - 100%	Negligible	Not Significant
	P4	South Circular Road	Medium	7114	South Circular Road / Rothe Abbey / South Circular Road	945	1067	22	25	≤85%	≤85%	Negligible	Not Significant
	P4	South Circular Road	Medium	7149	South Circular Road / St James Walk / South Circular Road	1357	1450	37	41	≤85%	≤85%	Negligible	Not Significant
	P4	South Circular Road	Medium	7157	South Circular Road / South Circular Road / Haroldville Avenue	815	825	40	23	≤85%	≤85%	Negligible	Not Significant
	P4	South Circular Road	Medium	7187	Emmet Road / Old Kilmainham / South Circular Road / South Circular Road	1922	2014	68	69	≤85%	≤85%	Negligible	Not Significant
	P4	South Circular Road	Medium	7195	South Circular Road / Rothe Abbey / South Circular Road / Hyde Square / South Circular Road	798	915	25	29	≤85%	≤85%	Negligible	Not Significant
	P4	South Circular Road	Medium	7196	Brookfield Road / South Circular Road / South Circular Road	1143	1254	55	65	≤85%	≤85%	Negligible	Not Significant
	P4	South Circular Road	Medium	7208	South Circular Road / St Albans Road / South Circular Road	1120	1209	32	36	≤85%	≤85%	Negligible	Not Significant
	P4	South Circular Road	Medium	7209	South Circular Road / Raymond Street / South Circular Road	954	1056	35	35	≤85%	≤85%	Negligible	Not Significant
	P4	South Circular Road	Medium	7213	Washington Street / South Circular Road / South Circular Road	1002	1077	40	40	≤85%	≤85%	Negligible	Not Significant
	P4	South Circular Road	Medium	7258	Dufferin Avenue / South Circular Road / South Circular Road	1101	1182	47	55	≤85%	≤85%	Negligible	Not Significant

Location						Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Ranges		Magnitude of Impact	Significance of Effects
Orientation	Map ID	Road Name	Road Sensitivity	Junction ID	Junction Name	Do Minimum Flows	DoSomething Flows	Do Minimum VoC	DoSomething VoC	Do Minimum VoC	DoSomething VoC		
	P4	Sundrive Road	Medium	8103	Sundrive Road / Sundrive Road / Clogher Road / Clogher Road	1851	1562	87	99	85% - 100%	85% - 100%	Negligible	Not Significant
	P4	Sundrive Road	Medium	8143	Sundrive Road / Kildare Road	1442	1718	39	43	≤85%	≤85%	Negligible	Not Significant
South of R110, East of M50	P5	Balfe Road	High	8195	Drimnagh Road / Slievebloom Road	1869	1758	58	68	≤85%	≤85%	Negligible	Not Significant
	P5	Balfe Road	High	8204	Balfe Road / Balfe Road / Thomas Moore Road	19	258	1	19	≤85%	≤85%	Negligible	Not Significant
	P5	Balfe Road	High	8230	Balfe Road / Bunting Road / Bunting Road	228	226	11	15	≤85%	≤85%	Negligible	Not Significant
	P5	Balfe Road	High	8231	Balfe Road / Stanford Green / Field Avenue / Balfe Road	50	174	2	11	≤85%	≤85%	Negligible	Not Significant
	P5	Ballymount Road Lower	Medium	16116	Ballymount Road Lower / Merrywell Business Park	253	547	13	15	≤85%	≤85%	Negligible	Not Significant
	P5	Ballymount Road Lower	Medium	16130	Calmount Road / Ballymount Road Upper	610	721	28	25	≤85%	≤85%	Negligible	Not Significant
	P5	Ballymount Road Lower	Medium	16146	Ballymount Road Lower / Crosslands Business Park	253	547	13	15	≤85%	≤85%	Negligible	Not Significant
	P5	Ballymount Road Lower	Medium	16166	Ballymount Road Lower / Ballymount Road Lower / Ballymount Retail Centre	1177	1586	271	112	>100%	>100%	Negligible	Not Significant
	P5	Ballymount Road Upper	High	16118	Calmount Road / Ballymount Road Upper	1348	1330	84	81	≤85%	≤85%	Negligible	Not Significant
	P5	Ballymount Road Upper	Medium	16168	Ballymount Road Upper / Ballymount Road Upper / Ballymount Road Upper	346	643	13	19	≤85%	≤85%	Negligible	Not Significant
	P5	Crumlin Village	Medium	8210	Somerville Avenue / Crumlin Village / Crumlin Village	380	488	20	23	≤85%	≤85%	Negligible	Not Significant
	P5	Drimnagh Road	Negligible	8382	Crumlin Road / Kildare Road / Drimnagh Road	1473	1686	56	90	≤85%	85% - 100%	Low	Not Significant
	P5	Killeen Road	Medium	16107	Naas Road / Nangor Road / Long Mile Road	622	1096	29	82	≤85%	≤85%	Negligible	Not Significant
	P5	Killeen Road	Medium	16163	Killeen Road / Nangor Road / Killeen Road	1931	1488	93	99	85% - 100%	85% - 100%	Negligible	Not Significant
	P5	Long Mile Road	Negligible	8196	Walkinstown Avenue / Walkinstown Avenue / Long Mile Road / Long Mile Road	2650	1914	93	118	85% - 100%	>100%	Medium	Not Significant
	P5	Long Mile Road	Negligible	8201	Long Mile Road / Walkinstown Parade	880	1304	39	88	≤85%	85% - 100%	Low	Not Significant
	P5	Long Mile Road	Negligible	8224	Drimnagh Road / Long Mile Road	1912	1472	64	98	≤85%	85% - 100%	Low	Not Significant
	P5	Long Mile Road	Negligible	8421	Long Mile Road / Lansdowne Gate	519	644	22	107	≤85%	≤85%	Negligible	Imperceptible
	P5	Long Mile Road	Negligible	16102	Naas Road / Naas Road / Long Mile Road / Long Mile Road	2474	2433	54	60	≤85%	≤85%	Negligible	Imperceptible
	P5	Long Mile Road	Negligible	16108	Long Mile Road / Robinhood Road	1136	1748	66	89	≤85%	85% - 100%	Low	Not Significant
	P5	Long Mile Road	Low	16111	Long Mile Road / Naas Road	724	2111	81	80	≤85%	≤85%	Negligible	Not Significant
	P5	Long Mile Road	Negligible	16154	Naas Road / Nangor Road / Long Mile Road	1837	2328	99	53	85% - 100%	≤85%	Low Positive	Not Significant
	P5	Long Mile Road	Negligible	16156	Naas Road / Long Mile Road	975	1632	45	38	≤85%	≤85%	Negligible	Imperceptible
	P5	Naas Road	Negligible	16113	Naas Road / Turnpike Road	1954	2346	124	112	>100%	>100%	Negligible	Imperceptible
	P5	Naas Road	Negligible	16181	Naas Road / Killeen Road	1352	1578	50	62	≤85%	≤85%	Negligible	Imperceptible
	P5	Naas Road	Negligible	16189	M50 J9 Northbound Off-slip / Red Cow Interchange	72	179	4	9	≤85%	≤85%	Negligible	Imperceptible
	P5	Naas Road	Negligible	16192	Long Mile Road / Naas Road	1927	2746	110	87	>100%	85% - 100%	Low Positive	Not Significant
	P5	Naas Road	Negligible	16199	Naas Road / M50 J9 Southbound Off-slip	1392	1618	53	63	≤85%	≤85%	Negligible	Imperceptible
	P5	Old Naas Road	High	8189	Naas Road / Old Naas Road / Muirfield Drive	1868	1694	86	77	85% - 100%	≤85%	Low Positive	Moderate Positive
	P5	Old Naas Road	Low	8243	Naas Road / Old Naas Road	263	369	8	51	≤85%	≤85%	Negligible	Not Significant
P5	Old Naas Road	High	8248	Old Naas Road / Bluebell Avenue	252	406	20	20	≤85%	≤85%	Negligible	Not Significant	
P5	Old Naas Road	High	8404	Old Naas Road / Kylemore Road / Old Naas Road / Kylemore Road	1303	993	76	64	≤85%	≤85%	Negligible	Not Significant	
P5	Old Naas Road	Low	8408	Naas Road / Old Naas Road	886	811	47	44	≤85%	≤85%	Negligible	Not Significant	
P5	Old Naas Road	High	8431	Old Naas Road / Bluebell Business Park / Old Naas Road	295	424	16	14	≤85%	≤85%	Negligible	Not Significant	

Location						Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Ranges		Magnitude of Impact	Significance of Effects
Orientation	Map ID	Road Name	Road Sensitivity	Junction ID	Junction Name	Do Minimum Flows	DoSomething Flows	Do Minimum VoC	DoSomething VoC	Do Minimum VoC	DoSomething VoC		
	P5	Oliver Bond Street	High	6186	St Augustine Street / Wormwood Gate / Oliver Bond Street / St Augustine Street	365	570	14	18	≤85%	≤85%	Negligible	Not Significant
	P5	Oliver Bond Street	High	40077	Oliver Bond Street / John Street West / Oliver Bond Street	352	570	12	16	≤85%	≤85%	Negligible	Not Significant
	P5	St Agnes Road	Medium	8139	Lisle Road / St Agnes Road / St Agnes Road	473	592	19	24	≤85%	≤85%	Negligible	Not Significant
	P5	St Agnes Road	Medium	8409	St Agnes Road / Windmill Road / St Agnes Road	527	637	24	29	≤85%	≤85%	Negligible	Not Significant
	P5	St Agnes Road	Medium	8569	Crumlin Village / St Agnes Road / Innismore	406	544	17	22	≤85%	≤85%	Negligible	Not Significant
North of R134, East of M50	P6	Turnpike Road	Low	16133	Ballymount Road Lower / Turnpike Road / Ballymount Road Upper	233	810	13	31	≤85%	≤85%	Negligible	Not Significant
	P6	Ballyfermot Road	Medium	14101	Blackditch Drive / Ballyfermot Road / Ballyfermot Road	1193	1347	30	34	≤85%	≤85%	Negligible	Not Significant
	P6	Ballyfermot Road	Negligible	14111	O'Hogan Road / Ballyfermot Road / Ballyfermot Road	1297	1368	46	49	≤85%	≤85%	Negligible	Imperceptible
	P6	Ballyfermot Road	Medium	14117	Clifden Road / Ballyfermot Road / Ballyfermot Road	1188	1284	76	92	≤85%	85% - 100%	Low	Moderate
	P6	Ballyfermot Road	Medium	14165	Blackditch Road / Ballyfermot Road / Ballyfermot Road	1123	1343	38	39	≤85%	≤85%	Negligible	Not Significant
	P6	Ballyfermot Road	High	14166	Kennelsfort Road Upper / Coldcut Road / Ballyfermot Road	2159	2383	82	87	≤85%	85% - 100%	Low	Moderate
	P6	Ballyfermot Road	Medium	14181	Ballyfermot Road / Cleggan Park	1214	1438	35	37	≤85%	≤85%	Negligible	Not Significant
	P6	Ballyfermot Road	Medium	14182	Ballyfermot Road / Cherry Orchard Industrial Estate	1155	1385	33	39	≤85%	≤85%	Negligible	Not Significant
	P6	Ballyfermot Road	High	14184	Ballyfermot Road / Cherry Orchard Hospital	1338	1592	31	44	≤85%	≤85%	Negligible	Not Significant
	P6	Coldcut Road	Medium	22104	Coldcut Road / Coldcut Road / Cloverhill Road	2503	2718	94	97	85% - 100%	85% - 100%	Negligible	Not Significant
	P6	Coldcut Road	Medium	25100	Coldcut Road / Fonthill Road	2310	2446	84	85	≤85%	≤85%	Negligible	Not Significant
	P6	Coldcut Road	Medium	25101	Coldcut Road / Liffey Valley Shopping Centre	2087	2301	51	53	≤85%	≤85%	Negligible	Not Significant
	P6	Coldcut Road	Medium	25383	Coldcut Road / Neilstown Road	1095	1309	47	58	≤85%	≤85%	Negligible	Not Significant
	P6	Coldcut Road	Medium	25387	Calmount Road / Calmount Avenue	1454	1681	30	31	≤85%	≤85%	Negligible	Not Significant
	P6	M50	Negligible	9226	M50 Northbound / J11 Off-slip	2301	2368	94	99	85% - 100%	85% - 100%	Negligible	Imperceptible
	P6	M50	Negligible	15101	M50 / M50 / Castleknock Road / Castleknock Road	6254	6380	82	84	≤85%	≤85%	Negligible	Imperceptible
	P6	M50	Negligible	16190	M50 Northbound / J9 Off-slip	1900	1571	96	106	85% - 100%	>100%	Medium	Not Significant
	P6	M50	Negligible	16204	M50 Southbound / J9 Off-slip	6262	6583	71	75	≤85%	≤85%	Negligible	Imperceptible
	P6	M50	Negligible	21101	Delaforde Avenue / Firhouse Road / Firhouse Road	1496	1600	69	72	≤85%	≤85%	Negligible	Imperceptible
	P6	M50	Negligible	22127	M50 J7 SB merge	1535	1619	49	48	≤85%	≤85%	Negligible	Imperceptible
North of N7, West of M50	P7	Park West Avenue	High	14194	Cedar Brook Avenue / Cedar Brook Walk	989	1126	37	42	≤85%	≤85%	Negligible	Not Significant
	P7	Park West Avenue	High	14229	Park West Avenue / Cerry Orchard Green	927	988	39	42	≤85%	≤85%	Negligible	Not Significant
	P7	Grange Castle Road	Negligible	25500	Grange Castle Road / Lynch's Lane	2326	2471	59	60	≤85%	≤85%	Negligible	Imperceptible
	P7	Grange Castle Road	Negligible	25504	Grange Castle Road / Business Park	2245	2400	41	41	≤85%	≤85%	Negligible	Imperceptible
	P7	Monastery Road	High	25186	Monastery Road / Castle Park / Monastery Road	826	942	45	47	≤85%	≤85%	Negligible	Not Significant
	P7	Monastery Road	High	25190	Monastery Road / Woodford Hill	289	395	9	13	≤85%	≤85%	Negligible	Not Significant
	P7	Monastery Road	High	25193	Monastery Walk / Monastery Road / Monastery Road	853	991	34	36	≤85%	≤85%	Negligible	Not Significant
	P7	Monastery Road	High	25197	Monastery Road / Orchard Lane	935	928	91	90	85% - 100%	85% - 100%	Negligible	Not Significant
	P7	Monastery Road	High	25325	Monastery Rise / Monastery Road / Monastery Road	787	916	30	34	≤85%	≤85%	Negligible	Not Significant
	P7	Monastery Road	High	25664	Floraville Avenue / Monastery Road	666	789	34	36	≤85%	≤85%	Negligible	Not Significant

Location						Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Ranges		Magnitude of Impact	Significance of Effects
Orientation	Map ID	Road Name	Road Sensitivity	Junction ID	Junction Name	Do Minimum Flows	DoSomething Flows	Do Minimum VoC	DoSomething VoC	Do Minimum VoC	DoSomething VoC		
West of M50, South of A9	P7	Nangor Road	Low	16155	Nangor Road / Naas Road	940	1556	46	78	≤85%	≤85%	Negligible	Not Significant
	P8	Ninth Lock Road	Medium	25312	Leinster Terrace / Ninth Lock Road / / Ninth Lock Road	1228	1296	76	77	≤85%	≤85%	Negligible	Not Significant
	P8	Ninth Lock Road	Medium	25666	Ninth Lock Road / Thornfield Square	1189	1255	40	44	≤85%	≤85%	Negligible	Not Significant
	P8	Belgard Road	Low	24165	Belgard Walk / Belgard Road	922	1028	28	30	≤85%	≤85%	Negligible	Not Significant
	P8	Belgard Road	High	24253	Blessington Road / Belgard Road	438	706	25	83	≤85%	≤85%	Negligible	Not Significant
	P8	Belgard Road	Low	24254	Belgard Square East / Belgard Walk	623	931	13	37	≤85%	≤85%	Negligible	Not Significant
	P8	Belgard Road	Low	24402	Belgard Road / Abberley Square North	293	505	15	26	≤85%	≤85%	Negligible	Not Significant
	P8	Citywest Avenue	High	24143	Citywest Road / Citywest Avenue	1100	1249	70	66	≤85%	≤85%	Negligible	Not Significant
	P8	Citywest Avenue	High	24144	Citywest Avenue / Lake Drive	999	1170	64	62	≤85%	≤85%	Negligible	Not Significant
North of N7, West of R136	P9	Citywest Avenue	Medium	24290	Citywest Avenue / Kingswood Road	1051	1231	44	46	≤85%	≤85%	Negligible	Not Significant
	P9	Cookstown Extension	Medium	24416	Second Avenue / Cookstown Extension / Cookstown Extension	740	852	46	58	≤85%	≤85%	Negligible	Not Significant
	P9	Kingswood Road	Low	24293	Kingswood Road / Kingswood Drive	1550	1632	80	77	≤85%	≤85%	Negligible	Not Significant
	P9	Kingswood Road	Low	24294	Kingswood Road / Kingswood Avenue	1248	1546	54	81	≤85%	≤85%	Negligible	Not Significant
South of N81, West of M50	P9	Kingswood Road	Low	24296	Kingswood Road / Old Naas Road	1098	1114	57	61	≤85%	≤85%	Negligible	Not Significant
	P10	N7	Negligible	16183	M50 J10 NB off slip to Naas Road	6034	6098	101	110	>100%	>100%	Low	Not Significant
	P10	N7	Low	16188	Naas Road / Turnpike Road	1717	2108	44	56	≤85%	≤85%	Negligible	Not Significant
	P10	N7	Negligible	24110	N7 J3 On-slip / Naas Road Northbound	5181	5309	89	92	85% - 100%	85% - 100%	Negligible	Imperceptible
	P10	N7	Low	24188	Naas Road / Fonthill Road South / Belgard Road	30	123	1	5	≤85%	≤85%	Negligible	Not Significant
	P10	N7	Low	24309	Naas Road Northbound / N7 J2 Off-slip	5181	5309	91	93	85% - 100%	85% - 100%	Negligible	Not Significant
	P10	Belgard Square South	High	24246	Belgard Square East / Belgard Walk	121	274	8	15	≤85%	≤85%	Negligible	Not Significant
	P10	Belgard Square South	High	24400	Belgard Square South / The Square	275	507	26	41	≤85%	≤85%	Negligible	Not Significant
	P10	N81	Negligible	9222	M50 J11 Off-slip / Tallaght Interchange	2644	2727	87	93	85% - 100%	85% - 100%	Negligible	Imperceptible
	P10	N81	Negligible	24103	Glenview Roundabout / Tallaght Bypass / Tallaght Road	2058	2133	94	101	85% - 100%	>100%	Medium	Not Significant
	P10	N81	Negligible	24129	Tallaght Bypass / Whitestown Way / Cookstown Way	2657	2909	96	100	85% - 100%	85% - 100%	Negligible	Imperceptible
	P10	N81	Negligible	24155	Tallaght Bypass / Avonmore Road	1697	1927	73	76	≤85%	≤85%	Negligible	Imperceptible
	P10	N81	Negligible	24160	Tallaght Bypass / Old Bawn Road	2806	2971	88	95	85% - 100%	85% - 100%	Negligible	Imperceptible
	P10	N81	Negligible	24174	Blessington Road / Tallaght Bypass / Old Blessington Road	2229	2198	46	59	≤85%	≤85%	Negligible	Imperceptible
	P10	N81	Negligible	24236	Tallaght Bypass / Belgard Road	2772	2891	68	67	≤85%	≤85%	Negligible	Imperceptible
	P10	N81	Negligible	24335	Tallaght Bypass / Greenhills Road Extension	2630	2936	79	83	≤85%	≤85%	Negligible	Imperceptible
P10	N81	Negligible	24396	Belgard Square South / Tallaght Bypass	1902	2137	47	48	≤85%	≤85%	Negligible	Imperceptible	
P10	Old Blessington Road	High	40298	Old Blessington Road / Main Street	252	397	23	46	≤85%	≤85%	Negligible	Not Significant	
East of M50, South of R819	P11	The Square Link Road	Low	24251	Cookstown Way / The Square Link Road / Old Blessington Road	255	571	6	68	≤85%	≤85%	Negligible	Not Significant
	P11	The Square Link Road	Low	24252	Belgard Square South / Cookstown Way / Cookstown Way	751	1035	30	67	≤85%	≤85%	Negligible	Not Significant
	P11	Knocklyon Mews	High	21103	Green Acre Court / Firhouse Road / Firhouse Road	1256	1341	41	45	≤85%	≤85%	Negligible	Not Significant
	P11	Spawell Roundabout	Negligible	9147	Spawell Roundabout / Wellington Lane / Templeogue Road / Tallaght Road	1696	1766	77	83	≤85%	≤85%	Negligible	Imperceptible

Table 24: 2043 AM Junction Analysis

Location						Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Ranges		Magnitude of Impact	Significance of Effects
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		
North of R134, West of M50	A1	Fonthill Road	Low	25154	Fonthill Road North / Coldcut Road	2733	2763	93	98	85% - 100%	85% - 100%	Negligible	Not Significant
	A1	Fonthill Road	Low	25220	Fonthill Road / Business Park Roundabout	1436	1535	90	94	85% - 100%	85% - 100%	Negligible	Not Significant
	A1	Fonthill Road	Low	25372	Fonthill Road / Dunawley Avenue	1050	1240	59	72	≤85%	≤85%	Negligible	Not Significant
	A1	Fonthill Road North	Low	25375	Lucan Newlands Road / R113 Fonthill Road North / R113	2930	2935	99	99	85% - 100%	85% - 100%	Negligible	Not Significant
	A1	Grange Castle Road	Negligible	25442	New Nangor Road / New Nangor Road / R136 / R136	3970	4114	101	100	>100%	85% - 100%	Low Positive	Not Significant
	A1	Grange Castle Road	Negligible	25497	Grange Castle Road / Business Park	1653	1665	76	77	≤85%	≤85%	Negligible	Imperceptible
	A1	Grange Castle Road	Low	25500	Grange Castle Road / Lynch's Lane	2934	3024	61	66	≤85%	≤85%	Negligible	Not Significant
	A1	Neilstown Road	Medium	25229	Neilstown Road / St Mark's Avenue	543	650	29	37	≤85%	≤85%	Negligible	Not Significant
	A1	Neilstown Road	Medium	25231	St Ronans Avenue / Neilstown Road / Neilstown Road	526	620	12	16	≤85%	≤85%	Negligible	Not Significant
	A1	Neilstown Road	Medium	25233	Neilstown Road / Neilstown Road / Neilstown Road	537	600	16	19	≤85%	≤85%	Negligible	Not Significant
	A1	Neilstown Road	Medium	25376	Lucan Newlands Road / Neilstown Road	550	640	26	33	≤85%	≤85%	Negligible	Not Significant
	A1	Neilstown Road	Medium	25377	Neilstown Road / Neilstown Road	644	762	25	31	≤85%	≤85%	Negligible	Not Significant
	A1	Neilstown Road	Medium	25379	Neilstown Road / Liscarne Court / Neilstown Road	669	784	24	28	≤85%	≤85%	Negligible	Not Significant
	A1	Neilstown Road	Medium	25380	Collinstown Road / Neilstown Road	768	892	35	44	≤85%	≤85%	Negligible	Not Significant
	A1	Neilstown Road	Medium	25381	St Marks Avenue / Neilstown Road / Neilstown Road	784	905	18	23	≤85%	≤85%	Negligible	Not Significant
	A1	Neilstown Road	Medium	25470	Lucan Newlands Road / Neilstown Road	1773	1717	99	100	85% - 100%	85% - 100%	Negligible	Not Significant
	A1	Station Road	Medium	25236	R113 / Station Road / Ninth Lock Road	2584	2439	102	101	>100%	>100%	Negligible	Not Significant
	A1	Station Road	Medium	25573	Coverhill Road / Station Road / Crag Avenue	1079	1184	30	35	≤85%	≤85%	Negligible	Not Significant
	North of R134, East of M50	A2	Ballyfermot Road	Low	14101	Blackditch Drive / Ballyfermot Road / Ballyfermot Road	1058	1171	30	33	≤85%	≤85%	Negligible
A2		Ballyfermot Road	Low	14117	Clifden Road / Ballyfermot Road / Ballyfermot Road	1025	1127	93	97	85% - 100%	85% - 100%	Negligible	Not Significant
A2		Ballyfermot Road	High	14149	Le Fanu Road / Ballyfermot Road / Ballyfermot Road / Le Fanu Road	1338	1311	39	43	≤85%	≤85%	Negligible	Not Significant
A2		Ballyfermot Road	High	14165	Blackditch Road / Ballyfermot Road / Ballyfermot Road	1026	1148	33	37	≤85%	≤85%	Negligible	Not Significant
A2		Ballyfermot Road	Low	14166	Kennelsfort Road Upper / Coldcut Road / Ballyfermot Road	1629	1817	56	65	≤85%	≤85%	Negligible	Not Significant
A2		Ballyfermot Road	High	14181	Ballyfermot Road / Cleggan Park	1099	1314	35	54	≤85%	≤85%	Negligible	Not Significant
A2		Ballyfermot Road	High	14182	Ballyfermot Road / Cherry Orchard Industrial Estate	1053	1269	37	46	≤85%	≤85%	Negligible	Not Significant
A2		Ballyfermot Road	Low	14184	Ballyfermot Road / Cherry Orchard Hospital	1221	1455	37	46	≤85%	≤85%	Negligible	Not Significant
A2		Ballyfermot Road	High	14273	Ballyfermot Road / Drumfinn Road	1216	1230	47	43	≤85%	≤85%	Negligible	Not Significant
A2		Cloverhill Road	Low	14202	Cloverhill Road / Cedar Brook Avenue	1142	1249	49	58	≤85%	≤85%	Negligible	Not Significant
A2		Cloverhill Road	Low	25373	Cloverhill Road / Industrial Estate	948	1085	25	29	≤85%	≤85%	Negligible	Not Significant
A2		Cloverhill Road	Low	25740	Cloverhill Road / Palmerstown Woods	1070	1192	34	36	≤85%	≤85%	Negligible	Not Significant
A2		Coldcut Road	Medium	22104	Coldcut Road / Coldcut Road / Cloverhill Road	1712	1855	75	89	≤85%	85% - 100%	Low	Moderate
A2		Coldcut Road	Medium	25100	Coldcut Road / Fonthill Road	1362	1551	63	63	≤85%	≤85%	Negligible	Not Significant
A2		Coldcut Road	Medium	25101	Coldcut Road / Liffey Valley Shopping Centre	1281	1473	29	32	≤85%	≤85%	Negligible	Not Significant
A2		Coldcut Road	Medium	25385	Coldcut Road / Neilstown Road	935	1056	29	31	≤85%	≤85%	Negligible	Not Significant
A2		Killeen Road	Low	16196	Killeen Road / John F Kennedy Road	1079	645	39	29	≤85%	≤85%	Negligible	Not Significant
A2		Killeen Road	Low	14214	Killeen Road / Park West Road / Killeen Road	872	743	100	101	85% - 100%	>100%	Medium	Moderate
A2		Killeen Road	Medium	16149	Nangor Road / Killeen Road	1133	1076	53	37	≤85%	≤85%	Negligible	Not Significant
A2		Park West Avenue	High	14194	Cedar Brook Avenue / Cedar Brook Walk	825	847	26	27	≤85%	≤85%	Negligible	Not Significant
A2		Park West Avenue	High	14196	Cloverhill Road / Cedar Brook Avenue	1036	1072	31	34	≤85%	≤85%	Negligible	Not Significant
A2	Park West Road	High	14132	Park West Road / Lavery Avenue / Park West Road /	628	729	22	26	≤85%	≤85%	Negligible	Not Significant	
A2	Park West Road	High	14185	Park West Road / Park West Avenue Roundabout	996	851	33	22	≤85%	≤85%	Negligible	Not Significant	
North of R110	A3	Balfe Road	High	8204	Balfe Road / Balfe Road / Thomas Moore Road	10	84	0	4	≤85%	≤85%	Negligible	Not Significant

Location						Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Ranges		Magnitude of Impact	Significance of Effects
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		
	A3	Balfe Road	High	8231	Balfe Road / Stanford Green / Field Avenue / Balfe Road	24	177	1	11	≤85%	≤85%	Negligible	Not Significant
	A3	Benbulbin Road	High	8158	Benbulbin Road / Galtymore Road / Galtymore Road / Benbulbin Road	197	274	9	14	≤85%	≤85%	Negligible	Not Significant
	A3	Benbulbin Road	High	8272	Benbulbin Road / Benbulbin Road / Mourne Road / Mourne Road	323	436	15	15	≤85%	≤85%	Negligible	Not Significant
	A3	Benbulbin Road	High	8289	Benbulbin Road / Benmadigan Road / Benbulbin Road	175	248	4	6	≤85%	≤85%	Negligible	Not Significant
	A3	Chapelizod Bypass	Low	22106	Chapelizod Bypass / Kennelsfort Road Lower	4106	4269	95	97	85% - 100%	85% - 100%	Negligible	Not Significant
	A3	Chapelizod Bypass	Low	22117	Chapelizod Bypass / The Oval	1840	1924	100	104	85% - 100%	>100%	Medium	Moderate
	A3	Cooley Road	High	8175	Carrow Road / Kilworth Road / Kilworth Road	325	460	11	17	≤85%	≤85%	Negligible	Not Significant
	A3	Cooley Road	High	8180	Kilworth Road / Cooley Road / Kilworth Road / Cooley Road	379	484	23	24	≤85%	≤85%	Negligible	Not Significant
	A3	Cooley Road	High	8181	Cooley Road / Cooley Road / Curlew Road / Dromard Road	333	354	12	14	≤85%	≤85%	Negligible	Not Significant
	A3	Cooley Road	High	8182	Curlew Road / Cooley Road / Cooley Road / Dromard Road	173	248	7	9	≤85%	≤85%	Negligible	Not Significant
	A3	Cooley Road	Low	8257	Mourne Road / Cooley Road (N)	154	162	13	11	≤85%	≤85%	Negligible	Not Significant
	A3	Cooley Road	Low	8263	Galtymore Road / Cooley Road	287	367	8	14	≤85%	≤85%	Negligible	Not Significant
	A3	Davitt Road	Medium	7173	Dolphin Road / Slievenamon Road / Dolphin Road / Davitt Road	1288	1265	53	49	≤85%	≤85%	Negligible	Not Significant
	A3	Davitt Road	Medium	8159	Davitt Road / Davitt Road / Benbulbin Road	1178	1141	53	53	≤85%	≤85%	Negligible	Not Significant
	A3	Davitt Road	Medium	8173	Davitt Road / Davitt Road / Kilworth Road	1264	1292	49	43	≤85%	≤85%	Negligible	Not Significant
	A3	Davitt Road	Medium	8392	Naas Road / Davitt Road	2094	1988	92	90	85% - 100%	85% - 100%	Negligible	Not Significant
	A3	Knocknarea Road	High	8102	Rafters Road / Rafters Road / Knocknarea Road / Knocknarea Avenue	371	609	16	23	≤85%	≤85%	Negligible	Not Significant
	A3	Knocknarea Road	High	8177	Mourne Road / Mourne Road / Knocknarea Road	65	154	3	7	≤85%	≤85%	Negligible	Not Significant
	A3	Knocknarea Road	High	8179	Curlew Road / Knocknarea Road / Knocknarea Road	124	221	13	16	≤85%	≤85%	Negligible	Not Significant
	A3	Knocknarea Road	High	8534	Knocknarea Road / Slievemore Road / Knocknarea Road	250	405	11	15	≤85%	≤85%	Negligible	Not Significant
West of R137	A4	Bridgefoot Street	Low	7134	Thomas Street / Bridgefoot Street	1410	1482	58	64	≤85%	≤85%	Negligible	Not Significant
	A4	Bridgefoot Street	Low	7232	Oliver Bond Street / Bridgefoot Street / Bridgefoot Street / Oliver Bond Street	620	832	36	38	≤85%	≤85%	Negligible	Not Significant
	A4	Cook Street	High	6109	Winetavern Street / Cook Street	813	724	44	53	≤85%	≤85%	Negligible	Not Significant
	A4	Cook Street	High	6251	Wormwood Gate / Cook Street / Bridge Street Upper / Bridge Street Lower	2455	2196	49	61	≤85%	≤85%	Negligible	Not Significant
	A4	Cook Street	High	6288	Schoolhouse Lane West / Cook Street / Cook Street	302	446	15	17	≤85%	≤85%	Negligible	Not Significant
	A4	Cornmarket	Low	6182	Lamb Alley / Cornmarket / Cornmarket	801	731	13	10	≤85%	≤85%	Negligible	Not Significant
	A4	Cornmarket	Low	6401	Cornmarket / Cornmarket / Bridge Street Upper	2375	1674	44	32	≤85%	≤85%	Negligible	Not Significant
	A4	Cornmarket	Low	6428	Cornmarket / Thomas Street / St Augustine Street / Francis Street	1101	1202	62	56	≤85%	≤85%	Negligible	Not Significant
	A4	Essex Quay	Medium	2416	Grattan Bridge / Wellington Quay / Essex Quay / Parliament Street	1057	1169	58	63	≤85%	≤85%	Negligible	Not Significant
	A4	Francis Street	High	7128	Francis Street / Francis Street / Tomas Davis Street	83	262	7	6	≤85%	≤85%	Negligible	Not Significant
	A4	Francis Street	High	7129	Francis Street / Francis Street / Swift's Alley	32	223	3	6	≤85%	≤85%	Negligible	Not Significant
	A4	Francis Street	High	7130	Francis Street / Dean Swift Square / Francis Street	36	248	2	13	≤85%	≤85%	Negligible	Not Significant
	A4	Francis Street	High	7153	Francis Street / Francis Street / Carman's Hall	112	287	6	14	≤85%	≤85%	Negligible	Not Significant
	A4	Heytesbury Street	High	6420	Heytesbury Street / Heytesbury Street / Grantham Street	414	523	12	18	≤85%	≤85%	Negligible	Not Significant
	A4	New Row South	High	6318	The Coombe / Dean Street / New Row South	944	807	38	65	≤85%	≤85%	Negligible	Not Significant
	A4	Oliver Bond Street	High	7198	Oliver Bond Street / Oliver Bond Street /	526	702	14	16	≤85%	≤85%	Negligible	Not Significant
	A4	Oliver Bond Street	High	40077	Oliver Bond Street / John Street West / Oliver Bond Street	423	604	13	18	≤85%	≤85%	Negligible	Not Significant
	A4	Pim Street	High	7102	Pim Street / Pim Street / Market Street South	431	429	18	20	≤85%	≤85%	Negligible	Not Significant
	A4	Pim Street	High	7216	Forbes Lane / Forbes Lane / Pim Street	322	350	14	20	≤85%	≤85%	Negligible	Not Significant
	A4	St Augustine Street	High	6186	St Augustine Street / Wormwood Gate / Oliver Bond Street / St Augustine Street	430	615	11	14	≤85%	≤85%	Negligible	Not Significant
	A4	Thomas Street	Low	7132	Crane Street / Thomas Street / Thomas Street	1243	1270	54	65	≤85%	≤85%	Negligible	Not Significant
	A4	Thomas Street	Low	7133	Thomas Street West / Thomas Court / Thomas Street West	1140	1159	39	41	≤85%	≤85%	Negligible	Not Significant
	A4	Wellington Quay	Medium	2113	Wellington Quay / Wellington Quay / Fownes Street Lower	767	838	40	44	≤85%	≤85%	Negligible	Not Significant

Location						Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Ranges		Magnitude of Impact	Significance of Effects
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		
	A4	Wellington Quay	Medium	2244	Wellington Quay / Eustace Street / Millenium Bridge / Wellington Quay	833	908	51	56	≤85%	≤85%	Negligible	Not Significant
	A4	Wellington Quay	Medium	2298	Bedford Row / Aston Quay / Aston Quay	767	838	40	42	≤85%	≤85%	Negligible	Not Significant
	A4	Wellington Quay	Medium	2412	Wellington Quay / Wellington Quay	833	908	44	48	≤85%	≤85%	Negligible	Not Significant
	A4	Wood Quay	Medium	2156	Fishamble Street / Wood Quay / Essex Quay	842	984	24	26	≤85%	≤85%	Negligible	Not Significant
	A4	Crumlin Village	Medium	8210	Somerville Avenue / Crumlin Village / Crumlin Village	177	301	8	13	≤85%	≤85%	Negligible	Not Significant
	A4	Crumlin Village	Medium	8378	St Marys Road / Crumlin Village / Bunting Road	214	302	13	15	≤85%	≤85%	Negligible	Not Significant
	A4	Echlin Street	High	7143	Echlin Street / Grand Canal Place / Grand Canal Place	331	300	26	22	≤85%	≤85%	Negligible	Not Significant
	A4	Herberton Walk	High	7229	St James's Walk / Reuben Street	225	269	9	9	≤85%	≤85%	Negligible	Not Significant
	A4	James's Street	Low	7151	Echlin Street / Echlin Street / James's Street / James's Street	1231	1206	65	62	≤85%	≤85%	Negligible	Not Significant
	A4	James's Street	Low	7155	James's Street / Watling Street / James's Street	1165	1162	68	67	≤85%	≤85%	Negligible	Not Significant
East of R137	A5	Kimmage Road Lower	Low	8124	Harold's Cross Road / Kimmage Road Lower / Kimmage Road Lower	596	708	40	47	≤85%	≤85%	Negligible	Not Significant
	A5	Kimmage Road Lower	Low	8125	Casimir Road / Kimmage Road Lower / Kimmage Road Lower	641	736	44	50	≤85%	≤85%	Negligible	Not Significant
	A5	Parnell Road	High	6306	Parnell Road / Grove Road / Harold's Cross Road / Harold's Cross Road	1915	2078	62	75	≤85%	≤85%	Negligible	Not Significant
	A5	Parnell Road	High	7177	Aughavannagh Road / Parnell Road / Parnell Road	549	762	35	55	≤85%	≤85%	Negligible	Not Significant
	A5	Parnell Road	High	8565	Parnell Road / Parnell Road / Greenmount Lane	753	937	41	58	≤85%	≤85%	Negligible	Not Significant
	A5	Parnell Road	High	40171	Parnell Road / Rutland Avenue	607	798	35	55	≤85%	≤85%	Negligible	Not Significant
	A5	Reuben Street	High	7254	Reuben Street / Dolphin's Barn Street / Reilly's Avenue	1266	1001	66	49	≤85%	≤85%	Negligible	Not Significant
	A5	Reuben Street	High	40809	Haroldville Avenue / Reuben Street / Reuben Street	249	231	23	25	≤85%	≤85%	Negligible	Not Significant
	A5	South Circular Road	Medium	6130	Stamer Street / Heytesbury Street / Harrington Street / South Circular Road	1065	1275	27	33	≤85%	≤85%	Negligible	Not Significant
	A5	South Circular Road	Medium	6131	South Circular Road / Kingsland Park Avenue / South Circular Road	836	1068	26	31	≤85%	≤85%	Negligible	Not Significant
	A5	South Circular Road	Medium	6132	South Circular Road / Curzon Street / South Circular Road	719	951	20	29	≤85%	≤85%	Negligible	Not Significant
	A5	South Circular Road	Medium	6133	Carlisle Street / South Circular Road / South Circular Road	692	921	19	31	≤85%	≤85%	Negligible	Not Significant
	A5	South Circular Road	Medium	6134	South Circular Road / South Circular Road / Bloomfield Avenue	763	989	19	31	≤85%	≤85%	Negligible	Not Significant
	A5	South Circular Road	Medium	6135	South Circular Road / Spencer Street South / Longwood Avenue / South Circular Road	768	989	21	32	≤85%	≤85%	Negligible	Not Significant
	A5	South Circular Road	Medium	6220	South Circular Road / Clanbrassil Street Lower / Clanbrassil Street Upper / South Circular Road	1929	1975	74	86	≤85%	85% - 100%	Low	Moderate
	A5	South Circular Road	Medium	6484	South Circular Road / South Circular Road / Emorville Avenue	768	989	21	32	≤85%	≤85%	Negligible	Not Significant
	A5	South Circular Road	Medium	7105	South Circular Road / Dolphin's Barn	1994	1638	82	91	≤85%	85% - 100%	Low	Moderate
	A5	South Circular Road	Medium	7112	South Circular Road / St Anthony's Road / South Circular Road	877	949	24	28	≤85%	≤85%	Negligible	Not Significant
	A5	South Circular Road	Medium	7157	South Circular Road / South Circular Road / Haroldville Avenue	844	939	27	34	≤85%	≤85%	Negligible	Not Significant
	A5	South Circular Road	Medium	7158	Herberton Park / South Circular Road / South Circular Road	851	884	27	32	≤85%	≤85%	Negligible	Not Significant
	A5	South Circular Road	Medium	7163	South Circular Road / Inchicore Road / Kilmainham Lane	1438	1463	81	81	≤85%	≤85%	Negligible	Not Significant
	A5	South Circular Road	Medium	7187	Emmet Road / Old Kilmainham / South Circular Road / South Circular Road	1820	1896	66	68	≤85%	≤85%	Negligible	Not Significant
	A5	South Circular Road	Medium	7199	South Circular Road / South Circular Road / South Circular Road	851	884	23	27	≤85%	≤85%	Negligible	Not Significant
	A5	South Circular Road	Medium	7208	South Circular Road / St Albans Road / South Circular Road	885	937	27	32	≤85%	≤85%	Negligible	Not Significant
	A5	South Circular Road	Medium	7213	Washington Street / South Circular Road / South Circular Road	840	907	27	33	≤85%	≤85%	Negligible	Not Significant
A5	South Circular Road	Medium	7258	Dufferin Avenue / South Circular Road / South Circular Road	871	965	22	34	≤85%	≤85%	Negligible	Not Significant	
A5	St James's Walk	High	7214	Mallin Avenue / St James's Walk / St James's Walk	293	332	8	7	≤85%	≤85%	Negligible	Not Significant	
South of R110	A6	Sundrive Road	High	8143	Sundrive Road / Kildare Road	976	1262	26	62	≤85%	≤85%	Negligible	Not Significant
	A6	Kildare Road	High	8142	Kildare Road / Clonmacnoise Road / Clonmacnoise Road /	155	477	15	52	≤85%	≤85%	Negligible	Not Significant
	A6	Kildare Road	High	8144	Kildare Road / Clogher Road / Kildare Road	522	426	17	18	≤85%	≤85%	Negligible	Not Significant
	A6	Kildare Road	High	8376	Clogher Road / Kildare Road / Kildare Road	241	456	27	19	≤85%	≤85%	Negligible	Not Significant
	A6	Kildare Road	High	8453	Kildare Road / Leighlin Road / Kildare Road	143	463	11	18	≤85%	≤85%	Negligible	Not Significant
	A6	St Agnes Road	Medium	8139	Lisle Road / St Agnes Road / St Agnes Road	232	375	9	14	≤85%	≤85%	Negligible	Not Significant

Location						Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Ranges		Magnitude of Impact	Significance of Effects
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		
	A6	St Agnes Road	Medium	8409	St Agnes Road / Windmill Road / St Agnes Road	302	438	10	17	≤85%	≤85%	Negligible	Not Significant
	A6	St Agnes Road	Medium	8569	Crumlin Village / St Agnes Road / Innismore	210	346	7	13	≤85%	≤85%	Negligible	Not Significant
	A6	Whitehall Road West	Medium	8411	St Agnes Road / Cromwellsfort Road / Kimmage Road West / Whitehall Road West	1853	1866	95	89	85% - 100%	85% - 100%	Negligible	Not Significant
	A6	Whitehall Road West	Medium	9113	Whitehall Road West / Hillsbrook Avenue / Whitehall Road West	493	646	15	19	≤85%	≤85%	Negligible	Not Significant
	A6	Whitehall Road West	Medium	9181	Whitehall Road West / Limekiln Lane / Whitehall Road West	456	608	37	47	≤85%	≤85%	Negligible	Not Significant
East of M50, South of R819	A7	Firhouse Road	Low	9100	Ballyroan Road / Firhouse Road / Firhouse Road	728	759	31	32	≤85%	≤85%	Negligible	Not Significant
	A7	Firhouse Road	Low	21121	Ballyroan Road / Firhouse Road / Butterfield Avenue / Old Bridge Road	1603	1561	39	38	≤85%	≤85%	Negligible	Not Significant
	A7	Firhouse Road	Low	26100	Monalea Wood / Firhouse Road / Firhouse Road	989	1010	36	37	≤85%	≤85%	Negligible	Not Significant
	A7	Firhouse Road	Low	26119	Ballycullen Avenue / Firhouse Road / Firhouse Road	990	1023	63	61	≤85%	≤85%	Negligible	Not Significant
	A7	Firhouse Road	Low	26145	Firhouse Road / Ballycullen Drive / Firhouse Road	927	953	40	41	≤85%	≤85%	Negligible	Not Significant
	A7	Firhouse Road	Low	26209	Firhouse Road / Dodder Avenue	721	765	24	25	≤85%	≤85%	Negligible	Not Significant
	A7	Orwell Park View	High	9202	Wellington Road / Wellington Road / Wellington Road	1055	1312	28	35	≤85%	≤85%	Negligible	Not Significant
	A7	Spawell Roundabout	Negligible	9148	Spawell Roundabout / Spawell Roundabout / Templeogue Road	1756	1792	98	102	85% - 100%	>100%	Medium	Not Significant
	A7	Tallaght Road	Negligible	9213	Spawell Roundabout / Tallaght Road / Wellington Lane / Templeogue Road	2009	2126	92	93	85% - 100%	85% - 100%	Negligible	Imperceptible
	A7	Tallaght Road	Negligible	30809	Tallaght Road / Spawell House	1774	1893	71	76	≤85%	≤85%	Negligible	Imperceptible
	A7	Templeogue Road	Negligible	9145	Templeogue Road / Templeogue Road / Templeogue Road / Templeogue Road	1116	1173	72	77	≤85%	≤85%	Negligible	Imperceptible
	A7	Templeogue Road	Negligible	9175	Springfield Avenue / R112 / Templeogue Road / Templeogue Road	1828	1852	83	84	≤85%	≤85%	Negligible	Imperceptible
	A7	Templeogue Road	Negligible	9178	Templeogue Road / Cypress Grove Road / / Templeogue Road	2569	2537	102	103	>100%	>100%	Low	Not Significant
	A7	Templeogue Road	Negligible	9232	Templeogue Road / Templeogue Road / Templeogue Road	1135	1190	72	78	≤85%	≤85%	Negligible	Imperceptible
	A7	Templeogue Road	Negligible	9233	Templeogue Road / Templeogue Road	1116	1173	72	77	≤85%	≤85%	Negligible	Imperceptible
	A7	Wellington Road	High	9163	Wellington Road / Orwell Road / Wellington Lane / Osprey Road	619	744	30	37	≤85%	≤85%	Negligible	Not Significant
	A7	Wellington Road	High	9170	Rossmore Road / Wellington Road / Wellington Road	1429	1732	43	52	≤85%	≤85%	Negligible	Not Significant
	A7	Wellington Road	High	9195	Limekiln Road / Wellington Road / Wellington Road	1329	1586	58	69	≤85%	≤85%	Negligible	Not Significant
East of M50, South of R110	A8	Long Mile Road	Negligible	16108	Long Mile Road / Robinhood Road	1639	1686	94	79	85% - 100%	≤85%	Low Positive	Not Significant
	A8	Long Mile Road	Low	16111	Long Mile Road / Naas Road	840	1562	92	47	85% - 100%	≤85%	Low Positive	Slight Positive
	A8	Long Mile Road	Negligible	16154	Naas Road / Nangor Road / Long Mile Road	1936	2262	87	70	85% - 100%	≤85%	Low Positive	Not Significant
	A8	Long Mile Road	Negligible	16165	Long Mile Road / Long Mile Road	750	1249	40	66	≤85%	≤85%	Negligible	Imperceptible
	A8	M50	Medium	9205	M50 Northbound / J10 Off-slip	5679	5900	92	94	85% - 100%	85% - 100%	Negligible	Not Significant
	A8	M50	Negligible	9220	M50 Southbound / J11 Off-slip	3962	3852	58	57	≤85%	≤85%	Negligible	Imperceptible
	A8	M50	Negligible	16169	M50 J10 SB off slip / Calmount Road	1409	1492	73	76	≤85%	≤85%	Negligible	Imperceptible
	A8	Naas Road	Low	16114	Naas Road / Turnpike Road	1555	1693	41	45	≤85%	≤85%	Negligible	Not Significant
	A8	Naas Road	Negligible	24508	Naas Road / Fonthill Road South	1072	1109	23	23	≤85%	≤85%	Negligible	Imperceptible
	A8	Naas Road	Low	24510	Naas Road / Belgard Road	912	886	24	23	≤85%	≤85%	Negligible	Not Significant
	A8	Old Naas Road	High	8101	Old Naas Road / Old Naas Road / Old Naas Road	267	391	11	16	≤85%	≤85%	Negligible	Not Significant
	A8	Old Naas Road	High	8189	Naas Road / Old Naas Road / Muirfield Drive	1955	1779	86	80	85% - 100%	≤85%	Low Positive	Moderate Positive
	A8	Naas Road	Low	8243	Naas Road / Old Naas Road	426	644	19	65	≤85%	≤85%	Negligible	Not Significant
	A8	Old Naas Road	High	8248	Old Naas Road / Bluebell Avenue	267	391	14	12	≤85%	≤85%	Negligible	Not Significant
	A8	Old Naas Road	High	8404	Old Naas Road / Kylemore Road / Old Naas Road / Kylemore Road	1195	1104	64	79	≤85%	≤85%	Negligible	Not Significant
	A8	Old Naas Road	Low	8408	Naas Road / Old Naas Road	1074	1080	56	77	≤85%	≤85%	Negligible	Not Significant
	A8	Old Naas Road	High	8431	Old Naas Road / Bluebell Business Park / Old Naas Road	493	622	18	24	≤85%	≤85%	Negligible	Not Significant
	A8	Turnpike Road	Low	16133	Ballymount Road Lower / Turnpike Road / Ballymount Road Upper	1038	1412	37	52	≤85%	≤85%	Negligible	Not Significant
West of M50, South of A9	A9	Belgard Road	Low	24166	Belgard Walk / Belgard Road	1296	1414	38	44	≤85%	≤85%	Negligible	Not Significant
	A9	Belgard Road	Low	24178	Belgard Road / Cookstown Road	1275	1341	102	101	>100%	>100%	Negligible	Not Significant

Location						Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Ranges		Magnitude of Impact	Significance of Effects
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		
	A9	Belgard Road	Low	24191	Belgard Road / Ballymount Road	980	946	53	53	≤85%	≤85%	Negligible	Not Significant
	A9	Belgard Road	Low	24254	Belgard Square East / Belgard Walk	955	953	27	35	≤85%	≤85%	Negligible	Not Significant
	A9	Belgard Road	Low	24301	Belgard Road / Old Belgard Road	924	897	24	24	≤85%	≤85%	Negligible	Not Significant
	A9	Belgard Road	Negligible	24402	Belgard Road / Abberley Square North	427	562	22	29	≤85%	≤85%	Negligible	Imperceptible
	A9	Katherine Tynan Road	Medium	24177	Katharine Tynan Road / R838 / Belgard Road / Belgard Road	1124	1050	101	96	>100%	85% - 100%	Low Positive	Moderate Positive
	A9	Katherine Tynan Road	Medium	24415	Katherine Tynan Road / Old Belgard Road	507	510	28	25	≤85%	≤85%	Negligible	Not Significant
	A9	N7	Negligible	24512	N7 1a / Belgard Road	1124	1186	25	25	≤85%	≤85%	Negligible	Imperceptible
West of M50, North N81	A10	Belgard Square South	High	24247	Belgard Square East / Belgard Walk	806	897	32	39	≤85%	≤85%	Negligible	Not Significant
	A10	Belgard Square South	High	24400	Belgard Square South / The Square	339	456	18	23	≤85%	≤85%	Negligible	Not Significant
	A10	Citywest Road	Low	24139	Citywest Road / Fortunestown Lane	1929	1941	71	72	≤85%	≤85%	Negligible	Not Significant
	A10	Citywest Road	Low	24298	Citywest Road / Garter Avenue	1814	1819	110	112	>100%	>100%	Low	Slight
	A10	Cookstown Way	Medium	24239	R838 / Cookstown Way / R838 / Cookstown Road	2052	2113	84	67	≤85%	≤85%	Negligible	Not Significant
	A10	Cookstown Way	Medium	24261	Cookstown Way / Maplewood Road	1169	1133	84	89	≤85%	85% - 100%	Low	Moderate
	A10	Cookstown Way	Medium	24268	Cookstown Way / Old Blessington Road	1253	996	96	18	85% - 100%	≤85%	Low Positive	Moderate Positive
	A10	Cookstown Way	Medium	24416	Second Avenue / Cookstown Extension / Cookstown Extension	983	1024	55	66	≤85%	≤85%	Negligible	Not Significant
	A10	N81	Negligible	24129	Tallaght Bypass / Whitestown Way / Cookstown Way	2964	2950	105	105	>100%	>100%	Negligible	Imperceptible
	A10	N81	Negligible	24174	Blessington Road / Tallaght Bypass / Old Blessington Road	2463	2337	65	72	≤85%	≤85%	Negligible	Imperceptible
	A10	N81	Negligible	24255	N81 / Belgard Road	2495	2488	49	44	≤85%	≤85%	Negligible	Imperceptible
A10	N81	Negligible	24396	Belgard Square South / Tallaght Bypass	2495	2488	49	49	≤85%	≤85%	Negligible	Imperceptible	

Table 25: 2043 PM Junction Analysis

Location						Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Ranges		Magnitude of Impact	Significance of Effects
Orientation	Map ID	Road Name	Road Sensitivity	Junction ID	Junction Name	Do Minimum Flows	DoSomething Flows	Do Minimum VoC	DoSomething VoC	Do Minimum VoC	DoSomething VoC		
North of R134, West of M50	P1	Fonthill Road North	Low	25143	Fonthill Road North / Saint Loman's Road / Bóthar na Life	2311	2312	49	48	≤85%	≤85%	Negligible	Not Significant
	P1	Fonthill Road	Low	25154	Fonthill Road North / Coldcut Road	2433	2753	79	94	≤85%	85% - 100%	Low	Slight
	P1	Neilstown Road	Medium	25229	Neilstown Road / St Mark's Avenue	948	943	44	48	≤85%	≤85%	Negligible	Not Significant
	P1	Neilstown Road	Medium	25379	Neilstown Road / Liscarne Court / Neilstown Road	1160	1150	62	60	≤85%	≤85%	Negligible	Not Significant
	P1	Neilstown Road	Medium	25380	Collinstown Road / Neilstown Road	1320	1311	63	59	≤85%	≤85%	Negligible	Not Significant
	P1	Neilstown Road	Medium	25381	St Marks Avenue / Neilstown Road / Neilstown Road	1392	1384	36	34	≤85%	≤85%	Negligible	Not Significant
	P1	Neilstown Road	Medium	25385	Coldcut Road / Neilstown Road	1525	1677	67	63	≤85%	≤85%	Negligible	Not Significant
North of R110	P2	Chapelizod Bypass	Negligible	22106	Chapelizod Bypass / Kennelsfort Road Lower	4000	4115	111	111	>100%	>100%	Negligible	Imperceptible
	P2	Chapelizod Bypass	Negligible	22117	Chapelizod Bypass / The Oval	2021	2041	103	105	>100%	>100%	Low	Not Significant
	P2	Con Colbert Road	Negligible	7233	South Circular Road / South Circular Road / St Johns Road West / Con Colbert Road	2720	2695	65	66	≤85%	≤85%	Negligible	Imperceptible
	P2	Con Colbert Road	Negligible	14124	Memorial Road / Con Colbert Road	2768	2792	108	108	>100%	>100%	Negligible	Imperceptible
	P2	Sarsfield Road	Negligible	14121	Sarsfield Road / Sarsfield Road / Landen Road / Sarsfield Road	1132	1202	49	52	≤85%	≤85%	Negligible	Imperceptible
	P2	Sarsfield Road	Negligible	14168	St Laurence Road / Ballyfermot Road / Sarsfield Road	1173	1228	36	38	≤85%	≤85%	Negligible	Imperceptible
	P2	Sarsfield Road	Negligible	14201	First Avenue / Sarsfield Road / Sarsfield Road	1090	1158	36	38	≤85%	≤85%	Negligible	Imperceptible
	P2	Suir Road	Negligible	7173	Dolphin Road / Slievenamon Road / Dolphin Road / Davitt Road	1129	1189	46	69	≤85%	≤85%	Negligible	Imperceptible
	P2	Suir Road	Negligible	7174	Goldenbridge Avenue / Suir Road / Suir Road	511	621	32	39	≤85%	≤85%	Negligible	Imperceptible
	P2	Suir Road	Negligible	7182	Suir Road / South Circular Road / South Circular Road / Bulfin Road	1147	1302	56	65	≤85%	≤85%	Negligible	Imperceptible
West of R137	P3	Bridgefoot Street	Low	7134	Thomas Street / Bridgefoot Street	1370	1449	83	89	≤85%	85% - 100%	Low	Slight
	P3	Bridgefoot Street	Low	7232	Oliver Bond Street / Bridgefoot Street / Bridgefoot Street / Oliver Bond Street	690	886	50	57	≤85%	≤85%	Negligible	Not Significant
	P3	Cornmarket	Low	6182	Lamb Alley / Cornmarket / Cornmarket	681	816	9	17	≤85%	≤85%	Negligible	Not Significant
	P3	Cornmarket	Low	6428	Cornmarket / Thomas Street / St Augustine Street / Francis Street	894	1162	45	42	≤85%	≤85%	Negligible	Not Significant
	P3	Francis Street	High	7128	Francis Street / Francis Street / Tomas Davis Street	104	334	8	8	≤85%	≤85%	Negligible	Not Significant
	P3	Francis Street	High	7129	Francis Street / Francis Street / Swift's Alley	46	286	5	7	≤85%	≤85%	Negligible	Not Significant
	P3	Francis Street	High	7130	Francis Street / Dean Swift Square / Francis Street	35	298	2	16	≤85%	≤85%	Negligible	Not Significant
	P3	Francis Street	High	7153	Francis Street / Francis Street / Carman's Hall	91	329	5	16	≤85%	≤85%	Negligible	Not Significant
	P3	Wellington Road	High	9163	Wellington Road / Orwell Road / Wellington Lane / Osprey Road	773	774	34	35	≤85%	≤85%	Negligible	Not Significant
South of R110	P4	Crumlin Road	Negligible	8379	Drimnagh Road / Drimnagh Road / Crumlin Road	1274	1344	62	51	≤85%	≤85%	Negligible	Imperceptible
	P4	Crumlin Road	Negligible	8380	Crumlin Road / Cooley Road / Crumlin Road	1545	1323	92	94	85% - 100%	85% - 100%	Negligible	Imperceptible
	P4	Dromore Road	High	8102	Rafters Road / Rafters Road / Knocknarea Road / Knocknarea Avenue	362	594	16	24	≤85%	≤85%	Negligible	Not Significant
	P4	Dromore Road	High	8178	Benbulbin Road / Lissadel Drive	242	310	11	14	≤85%	≤85%	Negligible	Not Significant
	P4	Kildare Road	High	8142	Kildare Road / Clonmacnoise Road / Clonmacnoise Road /	153	385	10	26	≤85%	≤85%	Negligible	Not Significant
	P4	Kildare Road	High	8376	Clogher Road / Kildare Road / Kildare Road	257	312	29	10	≤85%	≤85%	Negligible	Not Significant
	P4	Kildare Road	High	8453	Kildare Road / Leighlin Road / Kildare Road	141	374	6	11	≤85%	≤85%	Negligible	Not Significant
	P4	Mourne Road	High	8272	Benbulbin Road / Benbulbin Road / Mourne Road / Mourne Road	322	387	14	19	≤85%	≤85%	Negligible	Not Significant
	P4	Mourne Road	High	8160	Mourne Road / Mourne Road / Slievenamon Road	154	157	7	8	≤85%	≤85%	Negligible	Not Significant
	P4	Mourne Road	High	8527	Dolphin Road / Mourne Road	67	75	4	5	≤85%	≤85%	Negligible	Not Significant
	P4	South Circular Road	Medium	6126	South Circular Road / South Circular Road	878	1044	30	31	≤85%	≤85%	Negligible	Not Significant

Location						Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Ranges		Magnitude of Impact	Significance of Effects
Orientation	Map ID	Road Name	Road Sensitivity	Junction ID	Junction Name	Do Minimum Flows	DoSomething Flows	Do Minimum VoC	DoSomething VoC	Do Minimum VoC	DoSomething VoC		
	P4	South Circular Road	Medium	6130	Stamer Street / Heytesbury Street / Harrington Street / South Circular Road	1183	1343	51	43	≤85%	≤85%	Negligible	Not Significant
	P4	South Circular Road	Medium	6131	South Circular Road / Kingsland Park Avenue / South Circular Road	848	1082	35	36	≤85%	≤85%	Negligible	Not Significant
	P4	South Circular Road	Medium	6132	South Circular Road / Curzon Street / South Circular Road	743	981	30	33	≤85%	≤85%	Negligible	Not Significant
	P4	South Circular Road	Medium	6133	Carlisle Street / South Circular Road / South Circular Road	679	917	25	27	≤85%	≤85%	Negligible	Not Significant
	P4	South Circular Road	Medium	6134	South Circular Road / South Circular Road / Bloomfield Avenue	772	1013	25	27	≤85%	≤85%	Negligible	Not Significant
	P4	South Circular Road	Medium	6135	South Circular Road / Spencer Street South / Longwood Avenue / South Circular Road	777	1010	27	29	≤85%	≤85%	Negligible	Not Significant
	P4	South Circular Road	Medium	6220	South Circular Road / Clanbrassil Street Lower / Clanbrassil Street Upper / South Circular Road	2140	2261	89	90	85% - 100%	85% - 100%	Negligible	Not Significant
	P4	South Circular Road	Medium	6484	South Circular Road / South Circular Road / Emorville Avenue	780	1013	27	29	≤85%	≤85%	Negligible	Not Significant
	P4	South Circular Road	Medium	7105	South Circular Road / Dolphin's Barn	1824	1594	78	78	≤85%	≤85%	Negligible	Not Significant
	P4	South Circular Road	Medium	7114	South Circular Road / Rothe Abbey / South Circular Road	852	941	24	28	≤85%	≤85%	Negligible	Not Significant
	P4	South Circular Road	Medium	7149	South Circular Road / St James Walk / South Circular Road	1087	1140	39	45	≤85%	≤85%	Negligible	Not Significant
	P4	South Circular Road	Medium	7157	South Circular Road / South Circular Road / Haroldville Avenue	693	743	28	23	≤85%	≤85%	Negligible	Not Significant
	P4	South Circular Road	Medium	7187	Emmet Road / Old Kilmainham / South Circular Road / South Circular Road	1725	1761	53	52	≤85%	≤85%	Negligible	Not Significant
	P4	South Circular Road	Medium	7195	South Circular Road / Rothe Abbey / South Circular Road / Hyde Square / South Circular Road	784	869	27	31	≤85%	≤85%	Negligible	Not Significant
	P4	South Circular Road	Medium	7196	Brookfield Road / South Circular Road / South Circular Road	1100	1190	58	71	≤85%	≤85%	Negligible	Not Significant
	P4	South Circular Road	Medium	7208	South Circular Road / St Albans Road / South Circular Road	992	1164	27	29	≤85%	≤85%	Negligible	Not Significant
	P4	South Circular Road	Medium	7209	South Circular Road / Raymond Street / South Circular Road	878	1044	30	31	≤85%	≤85%	Negligible	Not Significant
	P4	South Circular Road	Medium	7213	Washington Street / South Circular Road / South Circular Road	914	1095	35	37	≤85%	≤85%	Negligible	Not Significant
	P4	South Circular Road	Medium	7258	Dufferin Avenue / South Circular Road / South Circular Road	973	1211	28	57	≤85%	≤85%	Negligible	Not Significant
	P4	Sundrive Road	Medium	8103	Sundrive Road / Sundrive Road / Clogher Road / Clogher Road	1380	1317	54	76	≤85%	≤85%	Negligible	Not Significant
	P4	Sundrive Road	Medium	8143	Sundrive Road / Kildare Road	1099	1366	28	31	≤85%	≤85%	Negligible	Not Significant
South of R110, East of M50	P5	Balfe Road	High	8195	Drimnagh Road / Slieverbloom Road	1653	1439	52	40	≤85%	≤85%	Negligible	Not Significant
	P5	Balfe Road	High	8204	Balfe Road / Balfe Road / Thomas Moore Road	7	52	0	3	≤85%	≤85%	Negligible	Not Significant
	P5	Balfe Road	High	8230	Balfe Road / Bunting Road / Bunting Road	148	151	8	15	≤85%	≤85%	Negligible	Not Significant
	P5	Balfe Road	High	8231	Balfe Road / Stanford Green / Field Avenue / Balfe Road	19	139	1	8	≤85%	≤85%	Negligible	Not Significant
	P5	Ballymount Road Lower	Medium	16116	Ballymount Road Lower / Merrywell Business Park	476	411	25	11	≤85%	≤85%	Negligible	Not Significant
	P5	Ballymount Road Lower	Medium	16130	Calmount Road / Ballymount Road Upper	223	659	10	25	≤85%	≤85%	Negligible	Not Significant
	P5	Ballymount Road Lower	Medium	16146	Ballymount Road Lower / Crosslands Business Park	476	411	25	11	≤85%	≤85%	Negligible	Not Significant
	P5	Ballymount Road Lower	Medium	16166	Ballymount Road Lower / Ballymount Road Lower / Ballymount Retail Centre	1216	1505	105	127	>100%	>100%	Low	Moderate
	P5	Ballymount Road Upper	High	16118	Calmount Road / Ballymount Road Upper	1327	1058	82	65	≤85%	≤85%	Negligible	Not Significant
	P5	Ballymount Road Upper	Medium	16168	Ballymount Road Upper / Ballymount Road Upper / Ballymount Road Upper	347	755	13	28	≤85%	≤85%	Negligible	Not Significant
	P5	Crumlin Village	Medium	8210	Somerville Avenue / Crumlin Village / Crumlin Village	287	351	14	17	≤85%	≤85%	Negligible	Not Significant
	P5	Drimnagh Road	Negligible	8382	Crumlin Road / Kildare Road / Drimnagh Road	1306	1478	49	84	≤85%	≤85%	Negligible	Imperceptible
	P5	Killeen Road	Medium	16107	Naas Road / Nangor Road / Long Mile Road	591	976	22	74	≤85%	≤85%	Negligible	Not Significant
	P5	Killeen Road	Medium	16163	Killeen Road / Nangor Road / Killeen Road	1914	1386	84	100	≤85%	85% - 100%	Low	Moderate
	P5	Long Mile Road	Negligible	8196	Walkinstown Avenue / Walkinstown Avenue / Long Mile Road / Long Mile Road	2567	1717	90	114	85% - 100%	>100%	Medium	Not Significant

Location						Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Ranges		Magnitude of Impact	Significance of Effects
Orientation	Map ID	Road Name	Road Sensitivity	Junction ID	Junction Name	Do Minimum Flows	DoSomething Flows	Do Minimum VoC	DoSomething VoC	Do Minimum VoC	DoSomething VoC		
	P5	Long Mile Road	Negligible	8201	Long Mile Road / Walkinstown Parade	793	1094	36	74	≤85%	≤85%	Negligible	Imperceptible
	P5	Long Mile Road	Negligible	8224	Drimnagh Road / Long Mile Road	1675	1341	61	92	≤85%	85% - 100%	Low	Not Significant
	P5	Long Mile Road	Negligible	8421	Long Mile Road / Lansdowne Gate	309	505	14	57	≤85%	≤85%	Negligible	Imperceptible
	P5	Long Mile Road	Negligible	16102	Naas Road / Naas Road / Long Mile Road / Long Mile Road	2404	2458	51	58	≤85%	≤85%	Negligible	Imperceptible
	P5	Long Mile Road	Negligible	16108	Long Mile Road / Robinhood Road	1071	1554	66	74	≤85%	≤85%	Negligible	Imperceptible
	P5	Long Mile Road	Low	16111	Long Mile Road / Naas Road	644	1996	35	88	≤85%	85% - 100%	Low	Slight
	P5	Long Mile Road	Negligible	16154	Naas Road / Nangor Road / Long Mile Road	1894	2471	100	59	85% - 100%	≤85%	Low Positive	Not Significant
	P5	Long Mile Road	Negligible	16156	Naas Road / Long Mile Road	992	1682	44	42	≤85%	≤85%	Negligible	Imperceptible
	P5	Naas Road	Negligible	16113	Naas Road / Turnpike Road	1846	2062	114	103	>100%	>100%	Negligible	Imperceptible
	P5	Naas Road	Negligible	16181	Naas Road / Killeen Road	1465	1617	55	64	≤85%	≤85%	Negligible	Imperceptible
	P5	Naas Road	Negligible	16189	M50 J9 Northbound Off-slip / Red Cow Interchange	91	139	5	7	≤85%	≤85%	Negligible	Imperceptible
	P5	Naas Road	Negligible	16192	Long Mile Road / Naas Road	1851	2650	108	84	>100%	≤85%	Medium Positive	Not Significant
	P5	Naas Road	Negligible	16199	Naas Road / M50 J9 Southbound Off-slip	1503	1654	57	64	≤85%	≤85%	Negligible	Imperceptible
	P5	Old Naas Road	High	8189	Naas Road / Old Naas Road / Muirfield Drive	1933	1706	86	71	85% - 100%	≤85%	Low Positive	Moderate Positive
	P5	Old Naas Road	Low	8243	Naas Road / Old Naas Road	334	441	12	61	≤85%	≤85%	Negligible	Not Significant
	P5	Old Naas Road	High	8248	Old Naas Road / Bluebell Avenue	363	482	32	22	≤85%	≤85%	Negligible	Not Significant
	P5	Old Naas Road	High	8404	Old Naas Road / Kylemore Road / Old Naas Road / Kylemore Road	1281	1020	90	83	85% - 100%	≤85%	Low Positive	Moderate Positive
	P5	Old Naas Road	Low	8408	Naas Road / Old Naas Road	938	869	50	52	≤85%	≤85%	Negligible	Not Significant
	P5	Old Naas Road	High	8431	Old Naas Road / Bluebell Business Park / Old Naas Road	399	578	20	21	≤85%	≤85%	Negligible	Not Significant
	P5	Oliver Bond Street	High	6186	St Augustine Street / Wormwood Gate / Oliver Bond Street / St Augustine Street	410	614	14	16	≤85%	≤85%	Negligible	Not Significant
	P5	Oliver Bond Street	High	40077	Oliver Bond Street / John Street West / Oliver Bond Street	402	605	16	19	≤85%	≤85%	Negligible	Not Significant
	P5	St Agnes Road	Medium	8139	Lisle Road / St Agnes Road / St Agnes Road	349	407	14	18	≤85%	≤85%	Negligible	Not Significant
	P5	St Agnes Road	Medium	8409	St Agnes Road / Windmill Road / St Agnes Road	398	466	18	20	≤85%	≤85%	Negligible	Not Significant
	P5	St Agnes Road	Medium	8569	Crumlin Village / St Agnes Road / Innismore	299	389	13	16	≤85%	≤85%	Negligible	Not Significant
North of R134, East of M50	P6	Turnpike Road	Low	16133	Ballymount Road Lower / Turnpike Road / Ballymount Road Upper	393	740	22	32	≤85%	≤85%	Negligible	Not Significant
	P6	Ballyfermot Road	Medium	14101	Blackditch Drive / Ballyfermot Road / Ballyfermot Road	1192	1301	40	42	≤85%	≤85%	Negligible	Not Significant
	P6	Ballyfermot Road	Negligible	14111	O'Hogan Road / Ballyfermot Road / Ballyfermot Road	1112	1163	43	45	≤85%	≤85%	Negligible	Imperceptible
	P6	Ballyfermot Road	Medium	14117	Clifden Road / Ballyfermot Road / Ballyfermot Road	1224	1329	63	73	≤85%	≤85%	Negligible	Not Significant
	P6	Ballyfermot Road	Medium	14165	Blackditch Road / Ballyfermot Road / Ballyfermot Road	1021	1144	37	37	≤85%	≤85%	Negligible	Not Significant
	P6	Ballyfermot Road	High	14166	Kennelsfort Road Upper / Coldcut Road / Ballyfermot Road	1894	2076	95	98	85% - 100%	85% - 100%	Negligible	Not Significant
	P6	Ballyfermot Road	Medium	14181	Ballyfermot Road / Cleggan Park	1076	1209	37	38	≤85%	≤85%	Negligible	Not Significant
	P6	Ballyfermot Road	Medium	14182	Ballyfermot Road / Cherry Orchard Industrial Estate	983	1144	35	36	≤85%	≤85%	Negligible	Not Significant
	P6	Ballyfermot Road	High	14184	Ballyfermot Road / Cherry Orchard Hospital	1114	1299	33	34	≤85%	≤85%	Negligible	Not Significant
	P6	Coldcut Road	Medium	22104	Coldcut Road / Coldcut Road / Cloverhill Road	2288	2502	82	83	≤85%	≤85%	Negligible	Not Significant
	P6	Coldcut Road	Medium	25100	Coldcut Road / Fonthill Road	2116	2307	87	86	85% - 100%	85% - 100%	Negligible	Not Significant
	P6	Coldcut Road	Medium	25101	Coldcut Road / Liffey Valley Shopping Centre	1925	2151	65	67	≤85%	≤85%	Negligible	Not Significant
	P6	Coldcut Road	Medium	25383	Coldcut Road / Neilstown Road	792	988	30	40	≤85%	≤85%	Negligible	Not Significant
	P6	Coldcut Road	Medium	25387	Calmount Road / Calmount Avenue	1384	1592	45	46	≤85%	≤85%	Negligible	Not Significant
	P6	M50	Negligible	9226	M50 Northbound / J11 Off-slip	2070	2077	91	83	85% - 100%	≤85%	Low Positive	Not Significant
	P6	M50	Negligible	15101	M50 / M50 / Castleknock Road / Castleknock Road	6213	6269	82	82	≤85%	≤85%	Negligible	Imperceptible
	P6	M50	Negligible	16190	M50 Northbound / J9 Off-slip	1900	1897	95	93	85% - 100%	85% - 100%	Negligible	Imperceptible
	P6	M50	Negligible	16204	M50 Southbound / J9 Off-slip	6241	6431	73	73	≤85%	≤85%	Negligible	Imperceptible
P6	M50	Negligible	21101	Delaford Avenue / Firhouse Road / Firhouse Road	1419	1487	52	57	≤85%	≤85%	Negligible	Imperceptible	

Location						Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Ranges		Magnitude of Impact	Significance of Effects
Orientation	Map ID	Road Name	Road Sensitivity	Junction ID	Junction Name	Do Minimum Flows	DoSomething Flows	Do Minimum VoC	DoSomething VoC	Do Minimum VoC	DoSomething VoC		
North of N7, West of M50	P6	M50	Negligible	22127	M50 J7 SB merge	1528	1572	47	46	≤85%	≤85%	Negligible	Imperceptible
	P7	Park West Avenue	High	14194	Cedar Brook Avenue / Cedar Brook Walk	913	896	27	24	≤85%	≤85%	Negligible	Not Significant
	P7	Park West Avenue	High	14229	Park West Avenue / Cerry Orchard Green	1037	876	35	25	≤85%	≤85%	Negligible	Not Significant
	P7	Grange Castle Road	Negligible	25500	Grange Castle Road / Lynch's Lane	2986	3050	67	68	≤85%	≤85%	Negligible	Imperceptible
	P7	Grange Castle Road	Negligible	25504	Grange Castle Road / Business Park	2728	2813	47	49	≤85%	≤85%	Negligible	Imperceptible
	P7	Monastery Road	High	25186	Monastery Road / Castle Park / Monastery Road	881	961	42	43	≤85%	≤85%	Negligible	Not Significant
	P7	Monastery Road	High	25190	Monastery Road / Woodford Hill	245	354	8	12	≤85%	≤85%	Negligible	Not Significant
	P7	Monastery Road	High	25193	Monastery Walk / Monastery Road / Monastery Road	928	1016	37	37	≤85%	≤85%	Negligible	Not Significant
	P7	Monastery Road	High	25197	Monastery Road / Orchard Lane	1007	981	94	93	85% - 100%	85% - 100%	Negligible	Not Significant
	P7	Monastery Road	High	25325	Monastery Rise / Monastery Road / Monastery Road	875	953	36	34	≤85%	≤85%	Negligible	Not Significant
	P7	Monastery Road	High	25664	Floraville Avenue / Monastery Road	753	838	36	37	≤85%	≤85%	Negligible	Not Significant
	P7	Nangor Road	Low	16155	Nangor Road / Naas Road	946	1609	44	75	≤85%	≤85%	Negligible	Not Significant
West of M50, South of A9	P8	Ninth Lock Road	Medium	25312	Leinster Terrace / Ninth Lock Road / / Ninth Lock Road	1447	1319	84	82	≤85%	≤85%	Negligible	Not Significant
	P8	Ninth Lock Road	Medium	25666	Ninth Lock Road / Thornfield Square	1365	1246	60	52	≤85%	≤85%	Negligible	Not Significant
	P8	Belgard Road	Low	24165	Belgard Walk / Belgard Road	988	1112	30	33	≤85%	≤85%	Negligible	Not Significant
	P8	Belgard Road	High	24253	Blessington Road / Belgard Road	486	706	32	96	≤85%	85% - 100%	Low	Moderate
	P8	Belgard Road	Low	24254	Belgard Square East / Belgard Walk	742	935	17	37	≤85%	≤85%	Negligible	Not Significant
	P8	Belgard Road	Low	24402	Belgard Road / Abberley Square North	343	582	18	30	≤85%	≤85%	Negligible	Not Significant
	P8	Citywest Avenue	High	24143	Citywest Road / Citywest Avenue	1561	1555	89	83	85% - 100%	≤85%	Low Positive	Moderate Positive
	P8	Citywest Avenue	High	24144	Citywest Avenue / Lake Drive	1031	1034	56	53	≤85%	≤85%	Negligible	Not Significant
	P8	Citywest Avenue	Medium	24290	Citywest Avenue / Kingswood Road	1066	1075	40	40	≤85%	≤85%	Negligible	Not Significant
North of N7, West of R136	P9	Cookstown Extension	Medium	24416	Second Avenue / Cookstown Extension / Cookstown Extension	679	825	40	52	≤85%	≤85%	Negligible	Not Significant
	P9	Kingswood Road	Low	24293	Kingswood Road / Kingswood Drive	1331	1378	63	64	≤85%	≤85%	Negligible	Not Significant
	P9	Kingswood Road	Low	24294	Kingswood Road / Kingswood Avenue	1475	1537	61	66	≤85%	≤85%	Negligible	Not Significant
	P9	Kingswood Road	Low	24296	Kingswood Road / Old Naas Road	1431	1469	79	80	≤85%	≤85%	Negligible	Not Significant
South of N81, West of M50	P10	N7	Negligible	16183	M50 J10 NB off slip to Naas Road	5949	6172	95	93	85% - 100%	85% - 100%	Negligible	Imperceptible
	P10	N7	Low	16188	Naas Road / Turnpike Road	1608	1825	41	47	≤85%	≤85%	Negligible	Not Significant
	P10	N7	Negligible	24110	N7 J3 On-slip / Naas Road Northbound	5591	5591	111	114	>100%	>100%	Low	Not Significant
	P10	N7	Low	24188	Naas Road / Fonthill Road South / Belgard Road	49	56	1	2	≤85%	≤85%	Negligible	Not Significant
	P10	N7	Low	24309	Naas Road Northbound / N7 J2 Off-slip	5591	5591	98	98	85% - 100%	85% - 100%	Negligible	Not Significant
	P10	Belgard Square South	High	24246	Belgard Square East / Belgard Walk	377	571	22	24	≤85%	≤85%	Negligible	Not Significant
	P10	Belgard Square South	High	24400	Belgard Square South / The Square	263	599	24	45	≤85%	≤85%	Negligible	Not Significant
	P10	N81	Negligible	9222	M50 J11 Off-slip / Tallaght Interchange	2363	2345	75	77	≤85%	≤85%	Negligible	Imperceptible
	P10	N81	Negligible	24103	Glenview Roundabout / Tallaght Bypass / Tallaght Road	1880	1772	86	81	85% - 100%	≤85%	Low Positive	Not Significant
	P10	N81	Negligible	24129	Tallaght Bypass / Whitestown Way / Cookstown Way	2706	2978	101	101	>100%	>100%	Negligible	Imperceptible
	P10	N81	Negligible	24155	Tallaght Bypass / Avonmore Road	1549	1666	58	64	≤85%	≤85%	Negligible	Imperceptible
	P10	N81	Negligible	24160	Tallaght Bypass / Old Bawn Road	2829	2931	95	97	85% - 100%	85% - 100%	Negligible	Imperceptible
	P10	N81	Negligible	24174	Blessington Road / Tallaght Bypass / Old Blessington Road	2312	2272	51	65	≤85%	≤85%	Negligible	Imperceptible
	P10	N81	Negligible	24236	Tallaght Bypass / Belgard Road	2975	2917	81	71	≤85%	≤85%	Negligible	Imperceptible
P10	N81	Negligible	24335	Tallaght Bypass / Greenhills Road Extension	2643	2871	86	91	85% - 100%	85% - 100%	Negligible	Imperceptible	
P10	N81	Negligible	24396	Belgard Square South / Tallaght Bypass	2167	2339	47	46	≤85%	≤85%	Negligible	Imperceptible	

Location						Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Ranges		Magnitude of Impact	Significance of Effects
Orientation	Map ID	Road Name	Road Sensitivity	Junction ID	Junction Name	Do Minimum Flows	DoSomething Flows	Do Minimum VoC	DoSomething VoC	Do Minimum VoC	DoSomething VoC		
	P10	Old Blessington Road	High	40298	Old Blessington Road / Main Street	225	266	19	24	≤85%	≤85%	Negligible	Not Significant
East of M50, South of R819	P11	The Square Link Road	Low	24251	Cookstown Way / The Square Link Road / Old Blessington Road	241	664	6	69	≤85%	≤85%	Negligible	Not Significant
	P11	The Square Link Road	Low	24252	Belgard Square South / Cookstown Way / Cookstown Way	782	1126	36	85	≤85%	≤85%	Negligible	Not Significant
	P11	Knocklyon Mews	High	21103	Green Acre Court / Firhouse Road / Firhouse Road	1133	1194	43	46	≤85%	≤85%	Negligible	Not Significant
	P11	Spawell Roundabout	Negligible	9147	Spawell Roundabout / Wellington Lane / Templeogue Road / Tallaght Road	1642	1655	70	72	≤85%	≤85%	Negligible	Imperceptible