

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 notable concentration on the right side and bottom-left corner.

## 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 multistage staggers 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.
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 – Liffey Valley to Le Fanu Road

Table 5: Section 1 – Pedestrian Infrastructure Assessment

Junction	Chainage	Criteria	DoMinimum		DoSomething		Impact
			Comment	Criteria Met	Comment	Criteria Met	
Fonthill Road Roundabout	A500	Pedestrian Routing:	Pedestrian crossings available on the north-eastern and southwestern arms only	x	Pedestrian crossings available on all arms	✓	Positive High
		Pedestrian Directness:	Indirect pedestrian movements required due to refuge islands at centre of crossings	x	Direct crossings available on all arms	✓	
		Vehicular Speeds:	Existing roundabout junction with larger corner radii and lane widths encourage higher vehicular speeds	x	Proposed signalised junction with reduced corner radii and lane widths encourage slow vehicular speeds	✓	
		Accessibility:	Adequate tactile paving, dropped kerbs, road markings, and refuge island available	✓	Adequate tactile paving, dropped kerbs, road markings, and removal of refuge island due to the shorter distance for pedestrians to travel across the carriageway	✓	
		Footpath and Crossing Widths:	Existing footpath is below 1.8m wide on the southwestern side of the carriageway and the crossing widths are approximately 3.0m wide	x	Proposed footpath widths are 1.8m - 2.0m wide and the crossing widths are approximately 3.0m wide	✓	
		<b>Overall LoS</b>	<b>1 Indicator met:</b>	<b>E</b>	<b>5 Indicators met:</b>	<b>A</b>	
Fonthill Road Roundabout	A200	Pedestrian Routing:	Pedestrian crossings available on the northern, eastern (outside the red line boundary) and western arms only	x	Pedestrian crossings available on all arms	✓	Positive High
		Pedestrian Directness:	Indirect pedestrian movements required due to the refuge island on the northern arm and the staggered crossing arrangements on the western arm	x	Direct crossings available on all arms	✓	
		Vehicular Speeds:	Existing roundabout junction with larger corner radii and lane widths encourage higher vehicular speeds	x	Proposed signalised junction with reduced corner radii and lane widths encourage slow vehicular speeds	✓	
		Accessibility:	Adequate tactile paving, dropped kerbs, road markings, and refuge island available at the staggered crossing arrangements on the western arm	✓	Adequate tactile paving, dropped kerbs, road markings, and removal of refuge island on the western arm due to the shorter distance for pedestrians to travel across the carriageway	✓	
		Footpath and Crossing Widths:	Existing footpath is below 1.8m wide on the southwestern side of the carriageway but the crossing widths are approximately 4.0m wide	x	Proposed footpath widths are 1.8m - 2.0m wide and the crossing widths are approximately 3.0m wide on the western arm	✓	
		<b>Overall LoS</b>	<b>1 Indicator met:</b>	<b>E</b>	<b>5 Indicators met:</b>	<b>A</b>	
Fonthill Road / Coldcut Road	B30	Pedestrian Routing:	Pedestrian crossings available on the northern and eastern arms only	x	Pedestrian crossings available on all arms	✓	Positive Medium
		Pedestrian Directness:	Indirect pedestrian movements required due to the existing slip lane on the northern and eastern arms	x	Direct crossings available on the northern and western arms with indirect pedestrian movements required due to the staggered crossing arrangement on the eastern arm	x	
		Vehicular Speeds:	Existing slip lanes on the northern arm with larger corner radii encourage higher vehicular speeds	x	Proposed signalised junction with reduced corner radii and lane widths encourage slow vehicular speeds	✓	
		Accessibility:	Tactile paving is missing at the northern arm with discrepancies in the tile arrangements at the eastern arm	x	Adequate tactile paving, dropped kerbs, road markings, and removal of refuge island on the northern arm due to the shorter distance for pedestrians to travel across the carriageway	✓	
		Footpath and Crossing Widths:	Existing footpath widths are over 1.8m wide and crossing widths are approximately 2.0m wide	✓	Proposed footpaths are over 1.8m and crossing widths are approximately 3.0m	✓	
		<b>Overall LoS</b>	<b>1 Indicator met:</b>	<b>E</b>	<b>4 Indicators met:</b>	<b>B</b>	
Coldcut Road / Dublin City Services Sports & Social Club entrance	B120	Pedestrian Routing:	Pedestrian crossings available on the southern arm only.	x	Pedestrian crossings proposed on the southern arm only.	x	Positive Medium
		Pedestrian Directness:	Direct pedestrian movements available on the southern arm.	✓	Direct pedestrian movements proposed on the southern arm.	✓	
		Vehicular Speeds:	Larger corner radii and lane widths along the major arm encourage higher vehicular speeds	x	Proposed raised crossing on minor arm with reduced corner radii and lane widths encourage slow vehicular speeds	✓	
		Accessibility:	Discrepancies in the existing tactile paving tile arrangements and road markings.	x	Adequate tactile paving, flushed kerbs and road markings in accordance with the Guidance on the use of Tactile Paving, Building for Everyone and the Traffic Signs Manual.	✓	
		Footpath and Crossing Widths:	Existing footpath widths are over 1.8m wide and crossing widths are approximately 2.0m wide	✓	Proposed footpath widths are 2.0m at a minimum and the crossing widths are over 1.8m wide.	✓	
		<b>Overall LoS</b>	<b>2 Indicators met:</b>	<b>D</b>	<b>4 Indicators met:</b>	<b>B</b>	

Junction	Chainage	Criteria	DoMinimum		DoSomething		Impact
			Comment	Criteria Met	Comment	Criteria Met	
Coldcut Road / Coldcut Crescent	B410	Pedestrian Routing:	Pedestrian crossings available on the southern arm only.	✗	Pedestrian crossings proposed on the southern arm only.	✗	Positive Low
		Pedestrian Directness:	Direct pedestrian movements available on the southern arm.	✓	Direct pedestrian movements proposed on the southern arm.	✓	
		Vehicular Speeds:	Larger corner radii and lane widths along the major arm with speed bump on the southern arm to reduce vehicular speeds.	✓	Proposed raised crossing on minor arm with reduced corner radii and lane widths encourage slow vehicular speeds	✓	
		Accessibility:	Discrepancies in the existing tactile paving tile arrangements and road markings.	✗	Adequate tactile paving, flushed kerbs and road markings in accordance with the Guidance on the use of Tactile Paving, Building for Everyone and the Traffic Signs Manual.	✓	
		Footpath and Crossing Widths:	Existing footpath widths are over 1.8m wide and crossing widths are approximately 2.0m wide	✓	Proposed footpath widths are 2.0m at a minimum and the crossing widths are over 1.8m wide.	✓	
		<b>Overall LoS</b>	<b>3 Indicators met:</b>	<b>C</b>	<b>4 Indicators met:</b>	<b>B</b>	
Coldcut Road / Cloverhill Road	B500	Pedestrian Routing:	Pedestrian crossings available on the south-eastern and southwestern arms only	✗	Pedestrian crossings available on all arms	✓	Positive High
		Pedestrian Directness:	Indirect pedestrian movements required due to the staggered crossing arrangements on the south-eastern and southwestern arms	✗	Direct crossings available on all arms	✓	
		Vehicular Speeds:	Larger corner radii and lane widths along the major arm encourage higher vehicular speeds	✗	Proposed reduction in corner radii and lane widths encourage slow vehicular speeds.	✓	
		Accessibility:	Discrepancies in the existing tactile paving tile arrangements at the eastern arm on the south-eastern and southwestern arms	✗	Adequate tactile paving, dropped kerbs, road markings, and removal of refuge island on the southwestern arm due to the shorter distance for pedestrians to travel across the carriageway.	✓	
		Footpath and Crossing Widths:	Existing footpath widths are over 1.8m wide and crossing widths are approximately 2.0m wide	✓	Proposed footpath widths are over 1.8m wide and the crossing widths are between 3m and 4m	✓	
		<b>Overall LoS</b>	<b>1 Indicator met:</b>	<b>E</b>	<b>5 Indicators met:</b>	<b>A</b>	
Coldcut Road / Kennelsfort Road Upper / Ballyfermot Road	B750	Pedestrian Routing:	Pedestrian crossings available on the northern and western arms only	✗	Pedestrian crossings available on all arms	✓	Positive High
		Pedestrian Directness:	Indirect pedestrian movements required due to the existing slip lanes on the western arm	✗	Direct crossings available on all arms	✓	
		Vehicular Speeds:	Existing slip lanes on the southern and western arms with larger corner radii encourage higher vehicular speeds	✗	Proposed removal of the slip lanes on the southern and western arms will reduce the corner radii and encourage slow vehicular speeds	✓	
		Accessibility:	Adequate tactile paving, dropped kerbs, road markings, and refuge island available	✓	Adequate tactile paving, dropped kerbs, road markings, and removal of refuge island on the southern and western arms	✓	
		Footpath and Crossing Widths:	Existing footpath widths are over 1.8m wide and the crossing widths on the northern and western arms are 3.0m - 4.0m wide	✓	Proposed footpath widths are over 1.8m wide and the crossing widths on all arms are 3.0m - 4.0m wide	✓	
		<b>Overall LoS</b>	<b>2 Indicators met:</b>	<b>E</b>	<b>5 Indicators met:</b>	<b>A</b>	
Mid-link crossing on Ballyfermot Road	B1040	Pedestrian Routing:	Pedestrian crossing (pelican) available across Ballyfermot Road	✓	Pedestrian crossing (toucan) proposed across Ballyfermot Road	✓	Positive Medium
		Pedestrian Directness:	Indirect pedestrian movements required due to staggered crossing.	✗	Direct crossings proposed across Ballyfermot Road.	✓	
		Vehicular Speeds:	Signalised crossing reduces vehicle speeds at the crossing.	✓	Signalised crossing reduces vehicle speeds at the crossing.	✓	
		Accessibility:	Adequate dropped kerbs, road markings, and refuge island available. Discrepancies in tactile paving arrangements.	✗	Adequate tactile paving, dropped kerbs, road markings, and refuge island.	✓	
		Footpath and Crossing Widths:	Existing footpath widths are approximately 1.8m wide and the crossing width is approximately 2.0m.	✓	Proposed footpath widths are 2.0m at a minimum and the crossing widths are approximately 4.0m wide.	✓	
		<b>Overall LoS</b>	<b>3 Indicators met:</b>	<b>C</b>	<b>5 Indicators met:</b>	<b>A</b>	

Junction	Chainage	Criteria	DoMinimum		DoSomething		Impact
			Comment	Criteria Met	Comment	Criteria Met	
Ballyfermot Road / Cherry Orchard Industrial Estate Site Access	B1210	Pedestrian Routing:	Pedestrian crossings available on the northern arm only	✗	Pedestrian crossings available on the northern arm only	✗	Positive Medium
		Pedestrian Directness:	Direct crossings available on the northern arm	✓	Direct crossings available on the northern arm	✓	
		Vehicular Speeds:	Larger corner radii and lane widths along the major arm encourage higher vehicular speeds	✗	Proposed raised pedestrian crossing on minor arm, reduction in lane widths and tighter corner radii encourage slow vehicular speeds.	✓	
		Accessibility:	There are only dropped kerbs available at the existing crossings. No adequate tactile paving or road markings are available	✗	Adequate tactile paving, flushed kerbs, and road markings in accordance with the Guidance on the use of Tactile Paving, Building for Everyone, and the Traffic Signs Manual.	✓	
		Footpath and Crossing Widths:	Existing footpath widths are over 1.8m wide with no distinct crossing width on the northern arm	✓	Proposed footpath widths are over 1.8m and the crossing width on the northern arm is approximately 2.5m	✓	
		<b>Overall LoS</b>	<b>2 Indicators met:</b>	<b>D</b>	<b>4 Indicators met:</b>	<b>B</b>	
Ballyfermot Road / Cherry Orchard Football Club Site Access	B1350	Pedestrian Routing:	Pedestrian crossings available on the eastern and southern arms only	✗	Pedestrian crossings available on all arms	✓	Positive Medium
		Pedestrian Directness:	Indirect pedestrian movements required due to the refuge islands at the centre of eastern and southern arms only	✗	Direct crossings available on all arms	✓	
		Vehicular Speeds:	Larger corner radii and lane widths along the major arm encourage higher vehicular speeds	✗	Proposed reduction in corner radii with protected cycle lanes and reduced lane widths encourage slow vehicular speeds	✓	
		Accessibility:	Adequate tactile paving, dropped kerbs, road markings, and refuge island available at the eastern and southern arms	✓	Adequate tactile paving, dropped kerbs, road markings, and removal of refuge islands at the eastern and southern arms	✓	
		Footpath and Crossing Widths:	Existing footpath is over 1.8m wide on the western and northern arms and the crossing widths are approximately 3.0m wide	✓	Proposed footpath widths are over 1.8m and the crossing width on all arms are approximately 2.0m	✓	
		<b>Overall LoS</b>	<b>2 Indicators met:</b>	<b>D</b>	<b>5 Indicators met:</b>	<b>A</b>	
Ballyfermot Road / Cherry Orchard Industrial Estate Site Access / 2 no. priority junctions	B1450	Pedestrian Routing:	Pedestrian crossings available on the northern arm only	✗	Pedestrian crossings available on the northern arm only	✗	Positive Medium
		Pedestrian Directness:	Direct crossings available on the northern arm	✓	Direct crossings available on the northern arm	✓	
		Vehicular Speeds:	Larger corner radii and lane widths along the major arm encourage higher vehicular speeds	✗	Proposed raised crossing on minor arm with reduced corner radii and lane widths encourage slow vehicular speeds	✓	
		Accessibility:	No adequate tactile paving, dropped kerbs or road markings available	✗	Adequate tactile paving, dropped kerbs and road markings in accordance with the Guidance on the use of Tactile Paving, Building for Everyone, and the Traffic Signs Manual	✓	
		Footpath and Crossing Widths:	Existing footpath widths are over 1.8m wide	✓	Proposed footpaths are over 1.8m and crossing widths are approximately 2.0m	✓	
		<b>Overall LoS</b>	<b>2 Indicators met:</b>	<b>D</b>	<b>4 Indicators met:</b>	<b>B</b>	
Ballyfermot Road / Cleggan Park priority junction	B1550	Pedestrian Routing:	Pedestrian crossings available on the northern arm only	✗	Pedestrian crossings available on the northern and eastern arms only	✗	Positive Low
		Pedestrian Directness:	Direct crossings available on the northern arm	✓	Direct crossings available on the available crossings	✓	
		Vehicular Speeds:	Raised table across northern arm and relatively narrow lane widths along main corridor encourages low vehicular speeds	✓	Raised table across northern arm and eastern arm encourages low vehicular speeds	✓	
		Accessibility:	Dropped kerbs and road markings are available, but no adequate tactile paving.	✗	Adequate tactile paving, dropped kerbs and road markings in accordance with the Guidance on the use of Tactile Paving, Building for Everyone, and the Traffic Signs Manual	✓	
		Footpath and Crossing Widths:	Existing footpath widths are over 1.8m wide	✓	Existing footpath widths are over 1.8m wide	✓	
		<b>Overall LoS</b>	<b>3 Indicators met:</b>	<b>C</b>	<b>4 Indicators met:</b>	<b>B</b>	

Junction	Chainage	Criteria	DoMinimum		DoSomething		Impact
			Comment	Criteria Met	Comment	Criteria Met	
Mid-link crossing on Ballyfermot Road	B1720	Pedestrian Routing:	Signalised pedestrian crossing available across Ballyfermot Road	✓	Pedestrian crossing (raised table) proposed across Ballyfermot Road to the west of the current location.	✓	Positive Low
		Pedestrian Directness:	Direct crossings available across Ballyfermot Road.	✓	Direct crossings proposed across Ballyfermot Road.	✓	
		Vehicular Speeds:	Signalised crossing reduces vehicle speeds at the crossing.	✓	Raised table crossing reduces vehicle speeds at the crossing.	✓	
		Accessibility:	Adequate dropped kerbs, road markings, and refuge island available. Discrepancies in tactile paving arrangements.	✗	Adequate tactile paving, dropped kerbs and road markings.	✓	
		Footpath and Crossing Widths:	Existing footpath widths are over 1.8m wide and the crossing width is approximately 2.0m.	✓	Proposed footpath widths are 2.0m at a minimum and the crossing width is approximately 2.0m wide.	✓	
		<b>Overall LoS</b>	<b>4 Indicators met:</b>	<b>B</b>	<b>5 Indicators met:</b>	<b>A</b>	
Mid-link crossing on Ballyfermot Road	B1890	Pedestrian Routing:	No crossing facilities available	✗	Pedestrian crossing (raised table) proposed across Ballyfermot Road.	✓	Positive High
		Pedestrian Directness:		✗	Direct crossings proposed across Ballyfermot Road.	✓	
		Vehicular Speeds:		✗	Raised table crossing reduces vehicle speeds at the crossing.	✓	
		Accessibility:		✗	Adequate tactile paving, dropped kerbs and road markings.	✓	
		Footpath and Crossing Widths:		✗	Proposed footpath widths are 2.0m at a minimum and the crossing width is approximately 2.0m wide.	✓	
		<b>Overall LoS</b>		<b>0 Indicator met:</b>	<b>NA</b>	<b>5 Indicators met:</b>	
Ballyfermot Road / Clifden Road	B2040	Pedestrian Routing:	Pedestrian crossings available on the southern arm only	✗	Pedestrian crossings available on all arms	✓	Positive Medium
		Pedestrian Directness:	Direct crossings available on the southern arm	✓	Direct movements available on all arms	✓	
		Vehicular Speeds:	Larger corner radii and lane widths along the major and minor arms encourage higher vehicular speeds	✗	Proposed reduction in corner radii and lane widths encourage slow vehicular speeds.	✓	
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings available	✓	Adequate tactile paving, dropped kerbs and road markings in accordance with the Guidance on the use of Tactile Paving, Building for Everyone, and the Traffic Signs Manual	✓	
		Footpath and Crossing Widths:	Existing footpath is over 1.8m wide on the southern arm and the crossing width is approximately 2.0m wide	✓	Proposed footpaths are over 1.8m and crossing widths are approximately 3.0m	✓	
		<b>Overall LoS</b>	<b>3 Indicators met:</b>	<b>C</b>	<b>5 Indicators met:</b>	<b>A</b>	
Ballyfermot Road / Drumfinn Road	B2130	Pedestrian Routing:	Pedestrian crossings available on the western and northern arms only	✗	Pedestrian crossings available on all arms	✓	Positive Medium
		Pedestrian Directness:	Direct crossings available on the western and northern arms	✓	Direct crossings available on all arms	✓	
		Vehicular Speeds:	Adequate corner radii and lane widths encourage slow vehicular speeds	✓	Proposed signalised crossings with a further reduction in corner radii and lane widths encourage slow vehicular speeds.	✓	
		Accessibility:	Discrepancies in the existing tactile paving tile arrangements on the western and northern arms	✗	Adequate tactile paving, dropped kerbs, road markings in accordance with the Guidance on the use of Tactile Paving, Building for Everyone and the Traffic Signs Manual.	✓	
		Footpath and Crossing Widths:	Existing footpath is over 1.8m wide on the western and northern arms and the crossing widths are approximately 3.0m wide	✓	Proposed footpath widths are 2.0m at a minimum and crossing widths are approximately 3.0m	✓	
		<b>Overall LoS</b>	<b>3 Indicators met:</b>	<b>C</b>	<b>5 Indicators met:</b>	<b>A</b>	

Junction	Chainage	Criteria	DoMinimum		DoSomething		Impact
			Comment	Criteria Met	Comment	Criteria Met	
Mid-link crossing across Ballyfermot Road service road access	B2170	Pedestrian Routing:	Uncontrolled pedestrian crossing available on the northern arm only.	✗	Pedestrian crossing (raised table) proposed across the northern arm only.	✗	Positive Medium
		Pedestrian Directness:	Direct crossings available across the northern arm.	✓	Direct crossings proposed across the northern arm.	✓	
		Vehicular Speeds:	Wider corner radii enables higher vehicle speeds.	✗	Raised table crossing reduces vehicle speeds at the crossing.	✓	
		Accessibility:	Adequate dropped kerbs with discrepancies in road markings and tactile paving arrangements.	✗	Adequate tactile paving, dropped kerbs and road markings.	✓	
		Footpath and Crossing Widths:	Existing footpath and crossing widths are approximately 1.8m wide.	✓	Proposed footpath widths are 2.0m at a minimum and crossing widths are approximately 1.8m wide.	✓	
		<b>Overall LoS</b>	<b>2 Indicators met:</b>	<b>D</b>	<b>4 Indicators met:</b>	<b>B</b>	
Mid-link crossing on Ballyfermot Road	B2250	Pedestrian Routing:	Pedestrian crossing available across Ballyfermot Road.	✓	Pedestrian crossing available across Ballyfermot Road.	✓	Positive High
		Pedestrian Directness:	Direct crossing available across Ballyfermot Road.	✓	Direct crossing available across Ballyfermot Road.	✓	
		Vehicular Speeds:	Signalised crossing reduces vehicle speeds at the crossing.	✓	Signalised crossing reduces vehicle speeds at the crossing.	✓	
		Accessibility:	Adequate dropped kerbs with discrepancies in road markings and tactile paving arrangements.	✗	Adequate dropped kerbs with discrepancies in road markings and tactile paving arrangements.	✓	
		Footpath and Crossing Widths:	Existing footpath and crossing widths are approximately 1.8m wide.	✓	Existing footpath and crossing widths are approximately 1.8m wide.	✓	
		<b>Overall LoS</b>	<b>4 Indicators met:</b>	<b>B</b>	<b>5 Indicators met:</b>	<b>A</b>	
Mid-link crossing across Ballyfermot Road service road access	B2300	Pedestrian Routing:	Uncontrolled pedestrian crossing available on the northern arm only.	✗	Pedestrian crossing (raised table) proposed across the northern arm only.	✗	Positive Medium
		Pedestrian Directness:	Direct crossings available across the northern arm.	✓	Direct crossings proposed across the northern arm.	✓	
		Vehicular Speeds:	Wider corner radii enable higher vehicle speeds.	✗	Raised table crossing reduces vehicle speeds at the crossing.	✓	
		Accessibility:	Adequate dropped kerbs with discrepancies in road markings and tactile paving arrangements.	✗	Adequate tactile paving, dropped kerbs and road markings.	✓	
		Footpath and Crossing Widths:	Existing footpath and crossing widths are approximately 1.8m wide.	✓	Proposed footpath widths are 2.0m at a minimum and crossing widths are approximately 2.0m wide.	✓	
		<b>Overall LoS</b>	<b>2 Indicators met:</b>	<b>D</b>	<b>4 Indicators met:</b>	<b>B</b>	
Ballyfermot Road /Le Fanu Road	B2400	Pedestrian Routing:	Pedestrian crossings available on all arms	✓	Pedestrian crossings available on all arms	✓	Positive Medium
		Pedestrian Directness:	Direct crossings available on all arms	✓	Direct crossings available on all arms	✓	
		Vehicular Speeds:	Larger corner radii and lane widths along all arms encourage higher vehicular speeds	✗	Proposed reduction in corner radii with protected cycle lanes and reduced lane widths encourage slow vehicular speeds.	✓	
		Accessibility:	Discrepancies in the existing tactile paving tile arrangements on all arms	✗	Adequate tactile paving, dropped kerbs and road markings in accordance with the Guidance on the use of Tactile Paving, Building for Everyone, and the Traffic Signs Manual.	✓	
		Footpath and Crossing Widths:	Existing footpath widths are over 1.8m wide	✓	Proposed footpaths are over 1.8m and crossing widths are approximately 3.0m	✓	
		<b>Overall LoS</b>	<b>3 Indicators met:</b>	<b>C</b>	<b>5 Indicators met:</b>	<b>A</b>	

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

- Ballyfermot Road / Blackditch Road priority junction (Chainage: B1560-B1590); and
- Ballyfermot Road / Blackditch Drive priority junction (Chainage: B1750-B1780).

## 1.2 Section 2 – Le Fanu Road to Sarsfield Road

Table 6: Section 2 – Pedestrian Infrastructure Assessment

Junction	Chainage	Criteria	DoMinimum		DoSomething		Impact
			Comment	Criteria Met	Comment	Criteria Met	
Ballyfermot Road / Colepark Road	B2500	Pedestrian Routing:	Pedestrian crossings available on the northern and eastern arms only	✗	Pedestrian crossings available on the northern and eastern arms only	✗	Positive Medium
		Pedestrian Directness:	Indirect pedestrian movements required due to the refuge islands at the centre of the northern arm	✗	Direct crossings available on the northern and eastern arms only	✓	
		Vehicular Speeds:	Larger corner radii and lane widths encourage higher vehicular speeds	✗	Proposed raised crossing on minor arm with reduced corner radii and lane widths encourage slow vehicular speeds	✓	
		Accessibility:	No adequate tactile paving, dropped kerbs or road markings available	✗	Adequate tactile paving, dropped kerbs and road markings in accordance with the current guidance	✓	
		Footpath widths:	Existing footpath widths are over 1.8m wide and crossing widths are approximately 2.0m wide	✓	Proposed footpath widths are under 1.8 (1.6m wide) and the crossing width on the northern arm is approximately 2.5m	✗	
		<b>Overall LoS</b>	<b>1 Indicator met:</b>	<b>E</b>	<b>3 Indicators met:</b>	<b>B</b>	
Ballyfermot Road / Ballyfermot Parade	B2560	Pedestrian Routing:	Pedestrian crossings available on the western and southern arms only	✗	Pedestrian crossings available on the western and southern arms only	✗	Positive Medium
		Pedestrian Directness:	Indirect pedestrian movements required due to the refuge islands at the centre of the northern arm	✗	Direct crossings available on all available crossings	✓	
		Vehicular Speeds:	Raised table on minor arm to reduce vehicle speeds	✓	Proposed raised crossing on minor arm with reduced corner radii and lane widths encourage slow vehicular speeds	✓	
		Accessibility:	No adequate tactile paving, dropped kerbs or road markings available	✗	Adequate tactile paving, dropped kerbs and road markings in accordance with the current guidance	✓	
		Footpath widths:	Existing footpath widths are over 1.8m wide and crossing width on the western and southern arms are approximately 2.0m wide	✓	Proposed footpath widths are over 1.8m wide and crossing width on the western and southern arms are approximately 2.0m wide	✓	
		<b>Overall LoS</b>	<b>2 Indicators met:</b>	<b>D</b>	<b>4 Indicators met:</b>	<b>B</b>	
Ballyfermot Road / Colepark Drive Avenue	B2770	Pedestrian Routing:	Uncontrolled pedestrian crossing on the northern arm only.	✗	Uncontrolled pedestrian crossing (raised table) on the northern arm only.	✗	Positive Medium
		Pedestrian Directness:	Direct crossings available on the northern arm	✓	Direct crossings available on the northern arm	✓	
		Vehicular Speeds:	Wide corner radii on the minor arm encourage higher vehicle speeds.	✗	Proposed raised crossing on minor arm with reduced corner radii and lane widths encourage slow vehicular speeds	✓	
		Accessibility:	No adequate tactile paving or road markings available	✗	Adequate tactile paving, dropped kerbs and road markings in accordance with the current guidance	✓	
		Footpath widths:	Existing footpath and crossing widths are over 2.0m wide.	✓	Proposed footpath and crossing widths are 2.0m at a minimum.	✓	
		<b>Overall LoS</b>	<b>2 Indicators met:</b>	<b>D</b>	<b>4 Indicators met:</b>	<b>B</b>	
Kylemore Road / Ballyfermot Road	B2900	Pedestrian Routing:	Pedestrian crossings available on all arms	✓	Pedestrian crossings available on all arms	✓	Positive Medium
		Pedestrian Directness:	Direct crossings across all arms	✓	Direct crossings across all arms	✓	
		Vehicular Speeds:	Existing roundabout junction with larger corner radii and lane widths encourage higher vehicular speeds	✗	Proposed signalised junction with reduced corner radii and lane widths encourage slow vehicular speeds	✓	
		Accessibility:	There are dropped kerbs and refuge islands on all arms. No road marking or tactile paving are available.	✗	Adequate tactile paving, dropped kerbs and road markings in accordance with the current guidance	✓	
		Footpath widths:	Existing footpath widths are over 1.8m wide with no crossings available	✓	Proposed footpath widths are over 1.8m and the crossing width on all arms are approximately 3.0m	✓	
		<b>Overall LoS</b>	<b>3 Indicators met:</b>	<b>C</b>	<b>5 Indicators met:</b>	<b>A</b>	

Junction	Chainage	Criteria	DoMinimum		DoSomething		Impact
			Comment	Criteria Met	Comment	Criteria Met	
Mid-link crossing on Ballyfermot Road	B3040	Pedestrian Routing:	Pelican crossing available across Ballyfermot Road	✓	Toucan crossing available across Ballyfermot Road	✓	Positive Low
		Pedestrian Directness:	Direct crossing available across Ballyfermot Road	✓	Direct crossing available across Ballyfermot Road	✓	
		Vehicular Speeds:	Signalised crossing reduces vehicle speeds at the crossing.	✓	Signalised crossing reduces vehicle speeds at the crossing.	✓	
		Accessibility:	Dropped kerbs and line markings available. Discrepancies in tactile paving arrangements.	✗	Adequate tactile paving, dropped kerbs and road markings in accordance with the current guidance	✓	
		Footpath widths:	Existing footpath and crossing widths are over 1.8m wide.	✓	Proposed footpath widths are 2.0m at a minimum and toucan crossing width is approximately 4.0m wide.	✓	
		<b>Overall LoS</b>	4 Indicators met:	<b>B</b>	<b>5 Indicators met:</b>	<b>A</b>	
Mid-link crossing on Ballyfermot Road	B3250	Pedestrian Directness:	Pelican crossing available across Ballyfermot Road	✓	Toucan crossing available across Ballyfermot Road	✓	Positive Low
		Vehicular Speeds:	Direct crossing available across Ballyfermot Road	✓	Direct crossing available across Ballyfermot Road	✓	
		Accessibility:	Signalised crossing reduces vehicle speeds at the crossing.	✓	Signalised crossing reduces vehicle speeds at the crossing.	✓	
		Footpath widths:	Dropped kerbs and line markings available. Discrepancies in tactile paving arrangements.	✗	Adequate tactile paving, dropped kerbs and road markings in accordance with the current guidance	✓	
		<b>Overall LoS</b>	Existing footpath and crossing widths are over 1.8m wide.	✓	Proposed footpath widths are 2.0m at a minimum and toucan crossing width is approximately 4.0m wide.	✓	
		Pedestrian Directness:	4 Indicators met:	<b>B</b>	<b>5 Indicators met:</b>	<b>A</b>	
Ballyfermot Road / Garryowen Road	B3330	Pedestrian Routing:	Pedestrian crossings available on the southern arm only	✗	Pedestrian crossings available on the southern arm only	✗	Positive Low
		Pedestrian Directness:	Direct crossings available on the southern arm	✓	Direct crossings available on the southern arm	✓	
		Vehicular Speeds:	Small corner radii and lane widths encourage slow vehicular speeds	✓	Proposed raised crossing on minor arm with reduced corner radii and lane widths encourage slow vehicular speeds	✓	
		Accessibility:	There are only flush kerbs available at the existing crossing on the southern arm. No adequate tactile paving or road markings are available.	✗	Adequate tactile paving, flush kerbs, road markings, and refuge island available at the staggered crossing arrangements on the western arm	✓	
		Footpath widths:	Existing footpath widths are over 1.8m wide and the crossing width of the southern arm is approximately 2.0m wide	✓	Proposed footpath widths are over 1.8m and the crossing width on the southern arm is approximately 3.0m	✓	
		<b>Overall LoS</b>	<b>3 Indicators met:</b>	<b>C</b>	<b>4 Indicators met:</b>	<b>B</b>	
Mid-link crossing: Ballyfermot Road	B3370	Pedestrian Routing:	No pedestrian crossing available	✗	Toucan crossing provided across Ballyfermot Road	✓	Positive High
		Pedestrian Directness:		✗	Direct crossing provided across Ballyfermot Road.	✓	
		Vehicular Speeds:		✗	Signalised crossing to reduce vehicle speeds and ensure pedestrian priority	✓	
		Accessibility:		✗	Adequate tactile paving, dropped kerbs and road markings in accordance with current guidance	✓	
		Footpath widths:		✗	Proposed footpath widths are 2.0m at a minimum and crossing widths are in excess of 4.0m.	✓	
		<b>Overall LoS</b>		0 Indicator met:	<b>N/A</b>	<b>5 Indicators met:</b>	

Junction	Chainage	Criteria	DoMinimum		DoSomething		Impact
			Comment	Criteria Met	Comment	Criteria Met	
Ballyfermot Road / O'Hogan Road	B3580	Pedestrian Routing:	Crossings available on the eastern arm only.	✗	Crossings available on the south-eastern arm through the closure of O'Hogan Road.	✗	Positive Medium
		Pedestrian Directness:	Direct crossings available on the eastern arm.	✓	Direct crossings available on the south-eastern arm through the closure of O'Hogan Road.	✓	
		Vehicular Speeds:	Larger corner radii encourage higher vehicular speeds	✗	Proposed closure of the minor arm (O'Hogan Road) with reduced corner radii reduced slow vehicular speeds on this arm.	✓	
		Accessibility:	Discrepancies in the existing tactile paving tile arrangements at the eastern arm	✗	Adequate tactile paving, dropped kerbs and road markings in accordance with current guidance	✓	
		Footpath widths:	Existing footpath widths are over 1.8m wide and the crossing widths are approximately 1.8m.	✓	Proposed footpath widths are 1.8m at a minimum.	✓	
		<b>Overall LoS</b>	2 Indicators met:	<b>D</b>	<b>4 Indicators met:</b>	<b>B</b>	
Mid-link crossing: Ballyfermot Road	B3820	Pedestrian Routing:	No pedestrian crossing available	✗	Toucan crossing provided across Ballyfermot Road	✓	Positive High
		Pedestrian Directness:		✗	Direct crossing provided across Ballyfermot Road.	✓	
		Vehicular Speeds:		✗	Signalised crossing to reduce vehicle speeds and ensure pedestrian priority	✓	
		Accessibility:		✗	Adequate tactile paving, dropped kerbs and road markings in accordance with current guidance	✓	
		Footpath widths:		✗	Proposed footpath widths are 1.8m at a minimum and crossing widths are in excess of 4.0m.	✓	
		<b>Overall LoS</b>		0 Indicator met:	<b>N/A</b>	<b>5 Indicators met:</b>	
Sarsfield Road / St Laurence's Road	B3850	Pedestrian Routing:	Pedestrian crossings available on the northern arm only	✗	Pedestrian crossings available on the northern arm only	✗	Positive Medium
		Pedestrian Directness:	Direct crossings available on the northern arm	✓	Direct crossings available on the northern arm	✓	
		Vehicular Speeds:	Larger corner radii encourage higher vehicular speeds	✗	Proposed raised crossing on minor arm with reduced corner radii and lane widths encourage slow vehicular speeds	✓	
		Accessibility:	There are only flush kerbs available at the existing crossing on the northern arm. No adequate tactile paving or road markings are available.	✗	Adequate tactile paving, flush kerbs, road markings, and refuge island available at the staggered crossing arrangements on the western arm	✓	
		Footpath widths:	Existing footpath widths are over 1.8m wide and the crossing width of the southern arm is approximately 2.0m wide	✓	Proposed footpath widths are over 1.8m and the crossing width on the southern arm is approximately 3.0m	✓	
		<b>Overall LoS</b>	2 Indicators met:	<b>D</b>	<b>4 Indicators met:</b>	<b>B</b>	
Sarsfield Road / Landen Road	B4300	Pedestrian Routing:	Pedestrian crossings available on the southern and eastern arms only	✗	Pedestrian crossings available on all arms	✓	Positive Medium
		Pedestrian Directness:	Indirect pedestrian movements required due to the staggered crossing arrangement on the eastern arm	✗	Direct crossings available on all arms	✓	
		Vehicular Speeds:	Larger corner radii encourage higher vehicular speeds	✗	Proposed raised crossing on minor arm with reduced corner radii and lane widths encourage slow vehicular speeds	✓	
		Accessibility:	Discrepancies in the existing tactile paving tile arrangements at the southern and eastern arms	✓	Adequate tactile paving, flush kerbs, road markings, and refuge island available at the staggered crossing arrangements on the eastern arm	✓	
		Footpath widths:	Existing footpath widths are over 1.8m wide and the crossing width of the southern and eastern arms are approximately 2.0m wide	✓	Proposed footpath widths are under 1.8m wide (1.6m) and the crossing width of the southern and eastern arms are approximately 3.0m wide	✗	
		<b>Overall LoS</b>	2 Indicators met:	<b>D</b>	<b>4 Indicators met:</b>	<b>B</b>	

Junction	Chainage	Criteria	DoMinimum		DoSomething		Impact
			Comment	Criteria Met	Comment	Criteria Met	
Ballyfermot Road / St Marys Avenue	B4350	Pedestrian Routing:	Pedestrian crossing (informal) available on the northern arm only	x	Additional pedestrian crossing provided on the northern arm. Pedestrian crossings available on the northern and western arms only	x	Positive Medium
		Pedestrian Directness:	Direct pedestrian crossings available on the northern arm	x	Direct crossings available on all available crossings	✓	
		Vehicular Speeds:	Larger corner radii and lane widths along the major arm encourage higher vehicular speeds	x	Proposed raised crossing on minor arm with reduced corner radii and lane widths encourage slow vehicular speeds.	✓	
		Accessibility:	Discrepancies in dropped kerbs, tactile paving, and road marking arrangements	x	Adequate tactile paving, dropped kerbs and road markings in accordance with current guidance	✓	
		Footpath widths:	Existing footpath widths are over 1.8m wide and the crossing width on the western arm is approximately 2.0m wide	✓	Proposed footpath widths are over 1.8m wide and the crossing width of the southern and eastern arms are approximately 3.0m wide	✓	
		<b>Overall LoS</b>	<b>1 Indicator met:</b>	<b>D</b>	<b>4 Indicators met:</b>	<b>B</b>	
Ballyfermot Road / Con Colbert Road / Sarsfield Road	B4600	Pedestrian Routing:	Pedestrian crossings available on the eastern arm only	x	Proposed crossing on all arms	✓	Positive High
		Pedestrian Directness:	Indirect pedestrian movements required due to the staggered crossing arrangement on the eastern arm	x	Direct crossings available on all arms	✓	
		Vehicular Speeds:	Existing slip lanes with larger corner radii encourage higher vehicular speeds	x	Proposed removal of the slip lanes on the eastern arm will reduce the corner radii and encourage slow vehicular speeds.	✓	
		Accessibility:	Discrepancies in the existing tactile paving tile arrangements at the eastern arm	x	Adequate tactile paving, dropped kerbs and road markings in accordance with current guidance	✓	
		Footpath widths:	Existing footpath widths are over 1.8m wide and the crossing width on the eastern arm is approximately 2.0m wide	✓	Existing footpath widths are over 1.8m wide and the crossing width on the eastern and southern arms are approximately 3.0m wide	✓	
		<b>Overall LoS</b>	<b>1 Indicator met:</b>	<b>E</b>	<b>5 Indicators met:</b>	<b>A</b>	
Sarsfield Road / Inchicore Road / Grattan Crescent	E457	Pedestrian Routing:	Pedestrian crossings available on the northwestern and northeastern arms only	x	Proposed crossing on all arms	✓	Positive High
		Pedestrian Directness:	Indirect pedestrian movements required due to the existing slip lanes on the western arm	x	Direct crossings available on all arms	✓	
		Vehicular Speeds:	Larger corner radii and lane widths along the major arm encourage higher vehicular speeds	x	Proposed reduction in corner radii and lane widths encourage slow vehicular speeds.	✓	
		Accessibility:	Discrepancies in the existing tactile paving tile arrangements at the eastern arm	x	Adequate tactile paving, dropped kerbs and road markings in accordance with current guidance	✓	
		Footpath widths:	Existing footpaths are under 1.8m along the southeastern side of the carriageway and the crossing widths on the northwestern and northeastern arms	x	Existing footpath and crossing widths are in excess of 2.0m	✓	
		<b>Overall LoS</b>	<b>0 Indicator met:</b>	<b>F</b>	<b>5 Indicators met:</b>	<b>A</b>	

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

- Ballyfermot Road / Unnamed Road;
- Ballyfermot Road / Ballyfermot Avenue;
- Kylemore Road / Chapelizod / Le Fanu Road;
- Ballyfermot Road / Lynch's Lane;
- Ballyfermot Road / O'Hogan Road; and
- Sarsfield Road / First Avenue.

### 1.3 Section 3 – Sarsfield Road to City Centre

Table 7: Section 3 – Pedestrian Infrastructure Assessment

Junction	Chainage	Criteria	DoMinimum		DoSomething		Impact
			Comment	Criteria Met	Comment	Criteria Met	
Memorial Road / Con Colbert Road	B5110	Pedestrian Routing:	Pedestrian crossings available on the southern and western arm only	✘	Pedestrian crossings available on the southern and eastern arm only	✘	Positive Medium
		Pedestrian Directness:	Indirect pedestrian movements required due to the refuge island at the centre of the western arm	✘	Direct crossings across all available crossings	✓	
		Vehicular Speeds:	Lane widths along major arms encourage higher vehicular speeds	✘	Reduced corner radii encourage slow vehicular speeds	✓	
		Accessibility:	Adequate tactile paving, dropped kerbs, road markings, and refuge island available	✓	Adequate tactile paving, dropped kerbs and road markings in accordance with current guidance	✓	
		Footpath widths:	Existing footpaths are under 1.8m at northern side of the major arm carriageway but the crossing widths are 2.0m wide	✘	Existing footpaths are in excess of 2.0m and crossings are approximately 4m wide	✓	
		<b>Overall LoS</b>	<b>1 Indicator met:</b>	<b>E</b>	<b>4 Indicators met:</b>	<b>B</b>	
Memorial Road / Inchicore Road	B5200	Pedestrian Routing:	Pedestrian crossings available on all arms	✓	Pedestrian crossings available on all arms	✓	Positive High
		Pedestrian Directness:	Indirect movements required on all arms due to the refuge island at the centre of the junction	✘	Direct crossings across all available crossings	✓	
		Vehicular Speeds:	Larger corner radii and lane widths encourage higher vehicular speeds	✘	Reduced corner radii encourage slow vehicular speeds	✓	
		Accessibility:	Discrepancies in the existing tactile paving tile arrangements on all arms	✘	Adequate tactile paving, dropped kerbs and road markings in accordance with current guidance	✓	
		Footpath widths:	Existing footpaths are under 1.8m at southern side of the major arm carriageway but the crossing widths are over 2.0m wide	✘	Existing footpaths are in excess of 2.0m and crossings are approximately 3m wide	✓	
		<b>Overall LoS</b>	<b>1 Indicator met:</b>	<b>E</b>	<b>5 Indicators met:</b>	<b>A</b>	
Mid-link crossing: Grattan Crescent	B5490	Pedestrian Routing:	No pedestrian crossing available		Pedestrian crossing available across Grattan Crescent	✓	Positive High
		Pedestrian Directness:			Direct crossing available across Grattan Crescent	✓	
		Vehicular Speeds:			Signalised crossing to reduce vehicle speeds and ensure pedestrian priority	✓	
		Accessibility:			Adequate tactile paving, dropped kerbs and road markings in accordance with current guidance	✓	
		Footpath widths:			Proposed footpath and crossing widths are 2.0m at a minimum.	✓	
		<b>Overall LoS</b>		<b>0 Indicator met:</b>	<b>N/A</b>	<b>5 Indicators met:</b>	
Grattan Crescent / Grattan Crescent Park Entrance	B5510	Pedestrian Routing:	Pedestrian crossings available on the eastern arm only	✘	Pedestrian crossings available on the eastern arm only	✘	Positive Low
		Pedestrian Directness:	Direct crossings available	✓	Direct crossings available	✓	
		Vehicular Speeds:	Lane widths along major arms encourage lower vehicular speeds	✓	Lane widths along major arms and raised table at crossing encourage lower vehicular speeds	✓	
		Accessibility:	There are only dropped kerbs available at the existing crossing. No adequate tactile paving or road markings are available.	✘	Adequate tactile paving, dropped kerbs and road markings in accordance with current guidance	✓	
		Footpath widths:	Existing footpaths exceed 1.8m width	✓	Proposed footpath widths are 2.0m at a minimum and crossing widths exceed 3.0m.	✓	
		<b>Overall LoS</b>	<b>3 Indicators met:</b>	<b>C</b>	<b>4 Indicators met:</b>	<b>B</b>	

Junction	Chainage	Criteria	DoMinimum		DoSomething		Impact
			Comment	Criteria Met	Comment	Criteria Met	
Inchicore Terrace South	B5560	Pedestrian Routing:	Pedestrian crossings available on western and southern arms only	x	Pedestrian crossings available on western and southern arms only	x	Positive Low
		Pedestrian Directness:	Direct crossings available	✓	Direct crossings available	✓	
		Vehicular Speeds:	Large corner radii along the minor arm encourage higher vehicular speeds	✓	Raised table encourages slow vehicular speeds	✓	
		Accessibility:	There are only dropped kerbs available at the existing crossing. No adequate tactile paving or road markings are available.	x	Adequate tactile paving, dropped kerbs and road markings in accordance with current guidance	✓	
		Footpath widths:	Footpath is under 1.8m wide	x	Footpath is under 1.8m wide	x	
		<b>Overall LoS</b>	<b>2 Indicators met:</b>	<b>D</b>	<b>3 Indicators met:</b>	<b>C</b>	
Grattan Crescent / Emmet Road / Tyrconnell Road	B5700	Pedestrian Routing:	Pedestrian crossings available on all arms	✓	Pedestrian crossings available on all arms	✓	Positive Medium
		Pedestrian Directness:	Direct crossings across all available crossings	✓	Direct crossings across all available crossings	✓	
		Vehicular Speeds:	Larger corner radii and lane widths encourage higher vehicular speeds	x	Proposed reduction in corner radii and lane widths encourage slow vehicular speeds	✓	
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings in accordance with current guidance	✓	Adequate tactile paving, dropped kerbs and road markings in accordance with current guidance	✓	
		Footpath widths:	Existing footpaths are under 1.8m along the southern side of the minor arm but the crossing widths are over 2.0m wide	x	Proposed footpath and crossing widths are 2.0m at a minimum	✓	
		<b>Overall LoS</b>	<b>3 Indicators met:</b>	<b>C</b>	<b>5 Indicators met:</b>	<b>A</b>	
Emmet Road / Spa Road	B5740	Pedestrian Routing:	Pedestrian crossings available on southern arm only	x	Pedestrian crossings available on southern arm only	x	Positive Low
		Pedestrian Directness:	Direct crossings across all available crossings	✓	Direct crossings across all available crossings	✓	
		Vehicular Speeds:	Small corner radii and lane widths encourage slower vehicular speeds	✓	Raised table encourages slow vehicular speeds	✓	
		Accessibility:	Dropped kerbs available, however no adequate tactile paving or road markings available	x	Adequate tactile paving, dropped kerbs and road markings in accordance with current guidance	✓	
		Footpath widths:	Existing footpath widths are over 1.8m wide	✓	Proposed footpath and crossing widths are 2.0m at a minimum	✓	
		<b>Overall LoS</b>	<b>3 Indicators met:</b>	<b>C</b>	<b>4 Indicators met:</b>	<b>B</b>	
Emmet Road / St Vincent's Street West	B5850	Pedestrian Routing:	No pedestrian crossings on any arms	✓	Pedestrian crossings available on southern and eastern arms only	x	Positive Medium
		Pedestrian Directness:	No direct pedestrian crossings available on any arms	x	Direct crossings across all available crossings	✓	
		Vehicular Speeds:	Raised table to lower vehicle speeds on minor arm	✓	Reduced corner radii and lane widths encourage slow vehicular speeds	✓	
		Accessibility:	No adequate tactile paving, dropped kerbs or road markings available	x	Adequate tactile paving, dropped kerbs and road markings in accordance with current guidance	✓	
		Footpath widths:	Existing footpath is below 1.8m on northern side of the major arm carriageway	x	Proposed footpath and crossing widths are in excess of 2.0m	✓	
		<b>Overall LoS</b>	<b>2 Indicators met:</b>	<b>D</b>	<b>4 Indicators met:</b>	<b>B</b>	

Junction	Chainage	Criteria	DoMinimum		DoSomething		Impact
			Comment	Criteria Met	Comment	Criteria Met	
Mid-link crossing: Emmet Road	B6040	Pedestrian Routing:	Pedestrian crossing available across Emmet Road	✓	Pedestrian crossing available across Emmet Road	✓	Positive Medium
		Pedestrian Directness:	Indirect, staggered crossing available across Emmet Road	✗	Direct crossing available across Emmet Road	✓	
		Vehicular Speeds:	Signalised crossing to reduce vehicle speeds and ensure pedestrian priority	✓	Signalised crossing to reduce vehicle speeds and ensure pedestrian priority	✓	
		Accessibility:	Dropped kerbs and road markings in accordance with current guidance. In adequate tactile paving arrangement,	✗	Adequate tactile paving, dropped kerbs and road markings in accordance with current guidance	✓	
		Footpath widths:	Footpath and crossing width are in excess of 2.0m.	✓	Proposed footpath and crossing widths are 2.0m at a minimum	✓	
		<b>Overall LoS</b>	<b>3 Indicators met:</b>	<b>C</b>	<b>5 Indicators met:</b>	<b>A</b>	
Emmet Road / Myra Close	6200	Pedestrian Routing:	Pedestrian crossing available on the northern arm only.	✗	Pedestrian crossing available on the northern arm only.	✗	Positive Medium
		Pedestrian Directness:	Direct crossing available on the northern arm	✓	Direct crossing available on the northern arm	✓	
		Vehicular Speeds:	Larger corner radii and lane widths encourage higher vehicular speeds	✗	Raised table to lower vehicle speeds on minor arm	✓	
		Accessibility:	Inadequate dropped kerbs, tactile paving and road markings.	✗	Adequate tactile paving, dropped kerbs and road markings in accordance with current guidance	✓	
		Footpath widths:	Footpath and crossing width are in excess of 2.0m.	✓	Proposed footpath and crossing widths are 2.0m at a minimum	✓	
		<b>Overall LoS</b>	<b>2 Indicators met:</b>	<b>D</b>	<b>4 Indicators met:</b>	<b>B</b>	
Mid-link crossing: Emmet Road	B6310	Pedestrian Routing:	Pedestrian crossing available across Emmet Road	✓	Pedestrian crossing available across Emmet Road	✓	Positive Low
		Pedestrian Directness:	Direct crossing available across Emmet Road	✓	Direct crossing available across Emmet Road	✓	
		Vehicular Speeds:	Signalised crossing to reduce vehicle speeds and ensure pedestrian priority	✓	Signalised crossing to reduce vehicle speeds and ensure pedestrian priority	✓	
		Accessibility:	Dropped kerbs and road markings in accordance with current guidance. In adequate tactile paving arrangement,	✗	Adequate tactile paving, dropped kerbs and road markings in accordance with current guidance	✓	
		Footpath widths:	Footpath and crossing width are in excess of 2.0m.	✓	Proposed footpath and crossing widths are 2.0m at a minimum	✓	
		<b>Overall LoS</b>	<b>4 Indicators met:</b>	<b>B</b>	<b>5 Indicators met:</b>	<b>A</b>	
Emmet Road / Turvey Avenue / Luby Road	6350	Pedestrian Routing:	Crossings available on the northern and southern arms only.	✗	Crossings available on the northern and southern arms only.	✗	Positive Medium
		Pedestrian Directness:	Direct crossings available on the northern and southern arms.	✓	Direct crossings available on the northern and southern arms.	✓	
		Vehicular Speeds:	Larger corner radii and lane widths encourage higher vehicular speeds on the northern arm.	✗	Raised table to lower vehicle speeds on northern and southern arms	✓	
		Accessibility:	Inadequate dropped kerbs, tactile paving and road markings.	✗	Adequate tactile paving, dropped kerbs and road markings in accordance with current guidance	✓	
		Footpath widths:	Footpath and crossing width are in excess of 2.0m.	✓	Proposed footpath and crossing widths are 2.0m at a minimum	✓	
		<b>Overall LoS</b>	<b>2 Indicators met:</b>	<b>D</b>	<b>4 Indicators met:</b>	<b>B</b>	

Junction	Chainage	Criteria	DoMinimum		DoSomething		Impact
			Comment	Criteria Met	Comment	Criteria Met	
Mount Brown / Unnamed Road	B7060	Pedestrian Routing:	No crossings currently exist at this location	x	Pedestrian crossings available on southern arm only	x	Positive Medium
		Pedestrian Directness:	No crossings currently exist at this location	x	Staggered crossing across southern arm slip lane	x	
		Vehicular Speeds:	Larger corner radii and lane widths along the major arms encourage higher vehicular speeds. No vehicles can access the minor (south) arm at this location.	x	Proposed raised crossing on minor arm with reduced corner radii and lane widths encourage slow vehicular speeds	✓	
		Accessibility:	There are no dropped kerbs, tactile paving or road markings available	x	Adequate tactile paving, dropped kerbs and road markings in accordance with current guidance	✓	
		Footpath widths:	The eastern arm footpaths are below 1.8m (approximately 1.5m) and no crossing exists	x	Proposed footpath widths are over 1.8m wide and crossing widths are approximately 2.5m wide	✓	
		<b>Overall LoS</b>	<b>0 Indicator met:</b>	<b>F</b>	<b>3 Indicators met:</b>	<b>C</b>	
Mount Brown / Unnamed Road	B7120	Pedestrian Routing:	Pedestrian crossings available on southern arm only	x	Pedestrian crossings available on southern arm only	x	Positive Medium
		Pedestrian Directness:	Direct crossings available on the southern arm	✓	Direct crossings available on the southern arm	✓	
		Vehicular Speeds:	Larger corner radii and lane widths along the major and minor arms encourage higher vehicular speeds	x	Proposed raised crossing on minor arm with reduced corner radii and lane widths encourage slow vehicular speeds	✓	
		Accessibility:	There are no dropped kerbs, tactile paving or road markings available	x	Adequate tactile paving, dropped kerbs and road markings in accordance with current guidance	✓	
		Footpath widths:	Existing footpath widths are over 1.8m wide	✓	Proposed footpath widths are over 1.8m wide and crossing widths exceed 3.0m wide	✓	
		<b>Overall LoS</b>	<b>2 Indicators met:</b>	<b>D</b>	<b>4 Indicators met:</b>	<b>B</b>	
Mid-link crossing: James Street	B7400	Pedestrian Routing:	No pedestrian crossing available	x	Pedestrian crossing available across James Street	✓	Positive High
		Pedestrian Directness:		x	Direct crossing available across James Street.	✓	
		Vehicular Speeds:		x	Signalised crossing to reduce vehicle speeds and ensure pedestrian priority	✓	
		Accessibility:		x	Adequate tactile paving, dropped kerbs and road markings in accordance with current guidance	✓	
		Footpath widths:		x	Proposed footpath and crossing widths are 2.0m at a minimum	✓	
		<b>Overall LoS</b>	<b>0 Indicator met:</b>	<b>N/A</b>	<b>5 Indicators met:</b>	<b>A</b>	
James's Street / Bow Lane West	B7800	Pedestrian Routing:	Pedestrian crossings available on southern arm only	x	Pedestrian crossings available on southern and northern arms	x	Positive Medium
		Pedestrian Directness:	Indirect crossings available on southern arm due to refuge islands at centre of crossing	x	Direct crossings available on all available crossings	✓	
		Vehicular Speeds:	Larger corner radii and lane widths along the major arm encourage higher vehicular speeds	x	Proposed cycle lane across junction will encourage lower speeds	✓	
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings	✓	Adequate tactile paving, dropped kerbs and road markings in accordance with current guidance	✓	
		Footpath widths:	Existing footpaths are over 1.8m wide and the crossing widths range between 2m and 2.5m in width	✓	Proposed footpath widths are over 1.8m wide and crossing widths range between 2.5m and 3.0m in width	✓	
		<b>Overall LoS</b>	<b>2 Indicators met:</b>	<b>D</b>	<b>4 Indicators met:</b>	<b>B</b>	

Junction	Chainage	Criteria	DoMinimum		DoSomething		Impact
			Comment	Criteria Met	Comment	Criteria Met	
James's Street / Echlin Street	B7930	Pedestrian Routing:	Pedestrian crossings available on eastern arm only	✘	Pedestrian crossings available on eastern and southern arms only	✘	Positive Low
		Pedestrian Directness:	Direct crossings available on all available crossings	✓	Direct crossings available on all available crossings	✓	
		Vehicular Speeds:	Large corner radii along the minor arm encourage higher vehicular speeds	✘	Proposed cycle lane across minor arm of junction will encourage lower speeds	✓	
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings in accordance with current guidance	✓	Adequate tactile paving, dropped kerbs and road markings in accordance with current guidance	✓	
		Footpath widths:	Existing footpath widths are over 1.8m wide and crossing widths are 2.5m	✓	Proposed footpath widths are over 1.8m wide and crossing widths are 2.5m	✓	
		<b>Overall LoS</b>	<b>3 Indicators met:</b>	<b>C</b>	<b>4 Indicators met:</b>	<b>B</b>	
James's Street / Guinness Pharmacy Site Entrance	B7940	Pedestrian Routing:	No crossings currently exist at this location	✘	Pedestrian crossings available on northern arm only	✘	Positive Medium
		Pedestrian Directness:	No crossings currently exist at this location	✘	Direct crossings available on all available crossings	✓	
		Vehicular Speeds:	Larger corner radii and lane widths along the major arms encourage higher vehicular speeds.	✘	Proposed raised crossing on minor arm will encourage slow vehicular speeds	✓	
		Accessibility:	There are dropped kerbs, but no tactile paving or road markings available	✘	Adequate tactile paving, dropped kerbs and road markings in accordance with current guidance	✓	
		Footpath widths:	The eastern arm footpaths are above 1.8m wide	✓	Proposed footpath widths are over 1.8m wide and crossing widths are approximately 2.5m wide	✓	
		<b>Overall LoS</b>	<b>1 Indicator met:</b>	<b>E</b>	<b>4 Indicators met:</b>	<b>B</b>	
Bridgefoot Street / Thomas Street / Thomas Court	B8400	Pedestrian Routing:	Pedestrian crossings available on northern and eastern arms only	✘	Pedestrian crossings available on northern, eastern and southern arms only	✘	Positive Medium
		Pedestrian Directness:	Indirect crossings available due to the staggered crossing arrangements on the northern arm	✘	Direct crossings available on all available crossings	✓	
		Vehicular Speeds:	Large corner radii along the minor arm encourage higher vehicular speeds	✘	Proposed protected cycle lanes across the junction and proposed crossing on southern arm encourage lower vehicular speeds	✓	
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings	✓	Adequate tactile paving, dropped kerbs and road markings in accordance with current guidance	✓	
		Footpath widths:	The southwestern footpath is approximately 1.6m wide; the crossings width are approximately 2.5m wide	✘	The southwestern footpath is approximately 1.6m wide; the crossings width are approximately 2.5m wide	✘	
		<b>Overall LoS</b>	<b>1 Indicator met:</b>	<b>E</b>	<b>3 Indicators met:</b>	<b>C</b>	
Bridge Street Upper / High Street / Thomas Street	B8900	Pedestrian Routing:	Pedestrian crossings available on the northern and eastern arms only	✘	Pedestrian crossings available on all arms	✓	Positive High
		Pedestrian Directness:	Indirect pedestrian movements required due to the refuge islands at the centre of the northern arm	✘	Direct crossings across all available crossings	✓	
		Vehicular Speeds:	Larger corner radii and lane widths along the major arm encourage higher vehicular speeds	✘	Proposed removal of the slip lanes on the northern arm will reduce the corner radii and encourage slow vehicular speeds	✓	
		Accessibility:	Discrepancies in the existing tactile paving tile arrangements at the northern arm	✘	Adequate tactile paving, dropped kerbs and road markings in accordance with current guidance	✓	
		Footpath widths:	Existing footpaths are in excess of 1.8m	✓	Proposed footpaths are over 1.8m and the crossing widths are over 3.0m	✓	
		<b>Overall LoS</b>	<b>1 Indicator met:</b>	<b>E</b>	<b>5 Indicators met:</b>	<b>A</b>	

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

- Emmet Road / Camac Close;
- Emmet Road / Bulfin Road;
- South Circular Road / Old Kilmainham / Emmet Road;
- Old Kilmainham / Kearns Place;
- Old Kilmainham / Brookfield Road;
- Mount Brown / Ceannt Fort;
- James's Street / James Hospital;
- James's Street / Guinness Pharmacy Open Gate Brewery Site Entrance;
- James's Street / Car Park Entrance;
- James's Street / Roe & Co Distillery Site Entrance;
- Watling Street / Thomas Street / James's Street;
- Thomas Street / Crane Street;
- Mid-link crossing: Thomas Street;
- Thomas Street / Meath Street;
- Thomas Street / Johns Lane West;
- Thomas Street / John Street West; and
- St Augustine Street / Thomas Street / Francis Street.

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

**Table 8: Cycling Assessment LoS**

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

**Table 9: Description of Impact for Cycling Qualitative Assessment**

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

**Table 10: 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

### 1.4 Section 1 – Liffey Valley to Le Fanu Road

Table 11: Section 1 – Cycling Infrastructure Assessment

Location	Chainage	Cyclist Impact	DoMinimum	LoS Rating	DoSomething	LoS Rating	Impact
Fonthill Road (Liffey Valley Roundabout to R833 Coldcut Road)	A0 - A500	Segregation	Well separated at mid-link with some conflict at intersections	A	Well separated at mid-link with some conflict at intersections	A	Positive Medium
		Number of Adjacent Cyclists / Width	Each cycle lane has capacity for cycling two abreast and / or overtaking (3m wide two-way cycle track)	A+	Each cycle lane has capacity for cycling two abreast and / or overtaking (2.0m, 1+1)	A	
		Junction Treatment	Specific bicycle facilities aren't provided through some junctions	D	Cyclists get green signal priority at signalised junctions	A+	
		<b>Overall</b>		<b>C</b>		<b>A</b>	
R833 Coldcut Road (Fonthill Road to Ballyfermot Road)	B0 - B800	Segregation	Specific bicycle facilities aren't provided throughout	D	Well separated at mid-link with some conflict at intersections	A	Positive High
		Number of Adjacent Cyclists / Width	No specific bicycle facilities along sections of the route i.e. less than 0.75m (1+0) available	D	Each cycle lane has capacity for cycling two abreast and / or overtaking (2.0m, 1+1). Cycle track (2.0m) and footpath (1.75m) become shared space over the M50 over bridge.	A	
		Junction Treatment	Specific bicycle facilities aren't provided through some junctions	D	Cyclists get green signal priority at signalised junctions	A+	
		<b>Overall</b>		<b>D</b>		<b>A</b>	
R833 Ballyfermot Road (Coldcut Road to Le Fanu Road)	B800 - B2400	Segregation	A combination of cycle tracks, cycle lanes and combined use bus lanes, but no cycle facilities for approx. 60m along westbound link.	D	Well separated at mid-link with some conflict at intersections	A	Positive Medium
		Number of Adjacent Cyclists / Width	No specific bicycle facilities along sections of the route i.e. less than 0.75m (1+0) available	D	Each one-way cycle lane has capacity for cycling one cyclist only as the lane width varies between 1.5m and 2.0m (1.25m, 1+0)	C	
		Junction Treatment	Specific bicycle facilities aren't provided through some junctions	D	Cyclists get green signal priority at signalised junctions	A+	
		<b>Overall</b>		<b>D</b>		<b>B</b>	

## 1.5 Section 2 –Le Fanu Road to Sarsfield Road

Table 12: Section 2 – Cycling Infrastructure Assessment

Location	Chainage	Cyclist Impact	DoMinimum	LoS Rating	DoSomething	LoS Rating	Impact
R833 Ballyfermot Road (Le Fanu Road to Kylemore Road)	B2400 - B2800	Segregation	Specific bicycle facilities aren't provided throughout	D	Well separated at mid-link with some conflict at intersections	A	Positive Medium
		Number of Adjacent Cyclists / Width	No specific bicycle facilities along sections of the route i.e. less than 0.75m (1+0) available	D	For much of the segment each cycle lane has capacity for cycling two abreast and / or overtaking (2.0m, 1+1). At points, the cycle lane widths reduce (1.5m, 1+0)	C	
		Junction Treatment	Specific bicycle facilities aren't provided through some junctions	D	Cyclists get green signal priority at signalised junctions	A+	
		<b>Overall</b>		<b>D</b>		<b>B</b>	
R112 Kylemore Road (Chapelizod Rd to Ballyfermot Road)	D0 - D400	Segregation	Specific bicycle facilities aren't provided throughout	D	Well separated at mid-link with some conflict at intersections	A	Positive Low
		Number of Adjacent Cyclists / Width	No specific bicycle facilities along sections of the route i.e. less than 0.75m (1+0) available	D	Each cycle lane has capacity for cycling two abreast and / or overtaking (2.0m, 1+1)	A	
		Junction Treatment	Specific bicycle facilities aren't provided through some junctions	D	Specific bicycle facilities aren't provided at Chapelizod Hill Road Junction	D	
		<b>Overall</b>		<b>D</b>		<b>C</b>	
R833 Ballyfermot Road (Kylemore Road to Saint Laurence's Road)	B2800 - B3800	Segregation	Specific bicycle facilities aren't provided throughout	D	Well separated at mid-link with some conflict at intersections	A	Positive Medium
		Number of Adjacent Cyclists / Width	No specific bicycle facilities along sections of the route i.e. less than 0.75m (1+0) available	D	For much of the segment each cycle lane has capacity for cycling two abreast and / or overtaking (2.0m, 1+1). At points, the cycle lane width reduces (1.5m, 1+0)	C	
		Junction Treatment	Specific bicycle facilities aren't provided through some junctions	D	Cyclists get green signal priority at signalised junctions	A+	
		<b>Overall</b>		<b>D</b>		<b>B</b>	
R833 Sarsfield Road: Saint Laurence's Road to Con Colbert Road	B3800 - B4700	Segregation	Specific bicycle facilities aren't provided throughout	D	Well separated at mid-link with some conflict at intersections	A	Positive Medium
		Number of Adjacent Cyclists / Width	No specific bicycle facilities along sections of the route i.e. less than 0.75m (1+0) available	D	For much of the segment each cycle lane has capacity for cycling two abreast and / or overtaking (2.0m, 1+1). At points, the cycle lane width reduces (1.5m, 1+0)	C	
		Junction Treatment	Specific bicycle facilities aren't provided through some junctions	D	Cyclists share green time with general traffic and cycle lanes continue through the junction	B	
		<b>Overall</b>		<b>D</b>		<b>B</b>	
R833 Sarsfield Road: Con Colbert Road to Inchicore Road	E0 - E457	Segregation	Specific bicycle facilities aren't provided throughout	D	Specific bicycle facilities aren't provided throughout	D	Negligible
		Number of Adjacent Cyclists / Width	No specific bicycle facilities along sections of the route i.e. less than 0.75m (1+0) available	D	No specific bicycle facilities along sections of the route i.e. less than 0.75m (1+0) available	D	
		Junction Treatment	Specific bicycle facilities aren't provided through some junctions	D	Specific bicycle facilities aren't provided through some junctions	D	
		<b>Overall</b>		<b>D</b>		<b>D</b>	

## 1.6 Section 3 – Sarsfield Road to City Centre

Table 13: Section 3 – Cycling Infrastructure Assessment

Location	Chainage	Cyclist Impact	DoMinimum	LoS Rating	DoSomething	LoS Rating	Impact
R839 Memorial Road (Con Colbert Road to Inchicore Road)	B5100 - B5200	Segregation	Specific bicycle facilities aren't provided throughout	D	Well separated at mid-link with some conflict at intersections	A	Positive Medium
		Number of Adjacent Cyclists / Width	No specific bicycle facilities along route i.e. less than 0.75m (1+0) available	D	Each cycle lane has capacity for cycling two abreast and / or overtaking (2.0m, 1+1)	A	
		Junction Treatment	Specific bicycle facilities aren't provided through some junctions	D	Specific bicycle facilities aren't provided through Con Colbert Road Junction	C	
		<b>Overall</b>		<b>D</b>		<b>B</b>	
R839 Inchicore Road / Grattan Crescent (Memorial Road to Emmet Road)	B5200 - B5600	Segregation	Specific bicycle facilities aren't provided throughout	D	Specific bicycle facilities aren't provided along sections of Inchicore Road and Grattan Cres.	D	Negligible
		Number of Adjacent Cyclists / Width	No specific bicycle facilities along route i.e. less than 0.75m (1+0) available	D	No specific bicycle facilities along sections of the route i.e. less than 0.75m (1+0) available	D	
		Junction Treatment	Specific bicycle facilities aren't provided through some junctions	D	Specific bicycle facilities aren't provided through Tyrconnel Road Junction	D	
		<b>Overall</b>		<b>D</b>		<b>D</b>	
R810 Emmet Road / Grattan Crescent to South Circular Road	B5600 - B6600	Segregation	Specific bicycle facilities aren't provided throughout	D	Specific bicycle facilities aren't provided along sections of Grattan Cres. and Emmet Road	D	Negligible
		Number of Adjacent Cyclists / Width	No specific bicycle facilities along route i.e. less than 0.75m (1+0) available	D	No specific bicycle facilities along route i.e. less than 0.75m (1+0) available	D	
		Junction Treatment	Specific bicycle facilities aren't provided through some junctions	D	Specific bicycle facilities aren't provided through some junctions	D	
		<b>Overall</b>		<b>D</b>		<b>D</b>	
R810 Old Kilmainham / Mount Brown / James Street (South Circular Road to Bow Lane West)	B6600 - B7850	Segregation	Specific bicycle facilities aren't provided throughout	D	Specific bicycle facilities aren't provided throughout	D	Negligible
		Number of Adjacent Cyclists / Width	No specific bicycle facilities along route i.e. less than 0.75m (1+0) available	D	No specific bicycle facilities along route i.e. less than 0.75m (1+0) available	D	
		Junction Treatment	Specific bicycle facilities aren't provided through some junctions	D	Specific bicycle facilities aren't provided through some junctions	D	
		<b>Overall</b>		<b>D</b>		<b>D</b>	
Quiet Street: Newington Lane / Basin View / St. James's Avenue / Grand Canal Place / Echlin Street	B7550- B7900	Segregation	No specific bicycle facilities	D	Advisory or mandatory on-road cycle lanes or carriageways designated as quiet cycle routes with measures to limit traffic flows or speeds	B	Positive Medium
		Number of Adjacent Cyclists / Width	Due to the lack of cycling facilities capacity is limited to one cyclist only (0.75m, 1+0)	D	Quiet cycle routes on existing roads, where it is felt due to the quietness of the traffic there's room for one abreast and one overtaking cyclist	B	
		Junction Treatment	No specific bicycle facilities	D	Cyclists share green time with general traffic and cycle lanes continue through the junction	B	
		<b>Overall</b>		<b>D</b>		<b>B</b>	
R810 Thomas Street (Bow Lane West to St Augustine Street)	B7850 - B8750	Segregation	Specific bicycle facilities aren't provided throughout	D	Well separated at mid-link with some conflict at intersections	A	Positive Medium
		Number of Adjacent Cyclists / Width	No specific bicycle facilities along sections of route i.e. less than 0.75m (1+0) available	D	For much of the segment each cycle lane has capacity for cycling two abreast and / or overtaking (2.0m, 1+1). At points, the cycle lane width reduces (1.5m, 1+0)	C	
		Junction Treatment	Cyclists share green time with general traffic and cycle lanes continue through the junction	B	Cyclists share green time with general traffic and cycle lanes continue through the junction	B	
		<b>Overall</b>		<b>D</b>		<b>B</b>	
R810 Thomas Street (St Augustine Street to High Street)	B8750 - B9017	Segregation	On-road cycle lanes	B	Well separated at mid-link with some conflict at intersections	A	Positive Low
		Number of Adjacent Cyclists / Width	Each one-way cycle lane has capacity for cycling one cyclist only (0.75m, 1+0)	D	Each cycle lane has capacity for cycling two abreast and / or overtaking (1.75m, 1+1)	B	
		Junction Treatment	Cyclists share green time with general traffic and cycle lanes continue through the junction	B	Cyclists share green time with general traffic and cycle lanes continue through the junction	B	
		<b>Overall</b>		<b>C</b>		<b>B</b>	

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

**Table 14: 2028 AM and PM Peak Hour Journey Times**

PT Line	Name: Direction	Peak Period	Do Minimum	Do Something	Abs Diff	% Diff
4055	G1: Irish Rail Building North Wall Quay to Red Cow Luas	AM Peak Hour	23.1	20.6	-2.4	-10%
		PM Peak Hour	23.6	20.7	-2.9	-12%
4056	G1: Red Cow Luas to Irish Rail Building North Wall Quay	AM Peak Hour	29.9	21.7	-8.2	-27%
		PM Peak Hour	26.8	21.2	-5.6	-21%
4057	G2: Irish Rail Building North Wall Quay to Liffey Valley SB	AM Peak Hour	29.5	26.9	-2.5	-9%
		PM Peak Hour	30.0	27.0	-3.0	-10%
4058	G2: Liffey Valley SB to Irish Rail Building North Wall Quay	AM Peak Hour	36.5	27.1	-9.4	-26%
		PM Peak Hour	33.2	26.6	-6.6	-20%
4071	O: Saint John's Road West to Heuston Station	AM Peak Hour	1.9	1.2	-0.7	-35%
		PM Peak Hour	1.7	1.5	-0.3	-15%
4072	O: Saint John's Road West to Heuston Station	AM Peak Hour	0.7	0.7	0.0	3%
		PM Peak Hour	0.6	0.7	0.1	11%
4079	R14: Ballinteer_ Kingston Estate to Palmerston_ Liffey Valley Shopping Centre	AM Peak Hour	5.9	6.0	0.1	2%
		PM Peak Hour	5.4	6.0	0.6	10%
4080	R14: Liffey Valley SB to Ballinteer_ Kingston Estate	AM Peak Hour	8.1	5.5	-2.6	-32%
		PM Peak Hour	5.7	5.6	-0.1	-2%
4114	R23: Griffith Avenue (Malahide Road) to Walkinstown_ Kilnamanagh Road	AM Peak Hour	5.4	5.8	0.3	6%
		PM Peak Hour	5.8	5.9	0.1	1%
4115	R23: Walkinstown_ Kilnamanagh Road to Griffith Avenue (Malahide Road)	AM Peak Hour	10.3	6.2	-4.1	-40%
		PM Peak Hour	7.2	6.2	-0.9	-13%
4186	R355.p.eb: Nangor_ Dunawley Avenue to Grand Canal Dock_ Ringsend Bus Depot	AM Peak Hour	1.6	1.1	-0.5	-33%
4187	R356.p.nb: Greenoge_ to Grand Canal Dock_ Ringsend Bus Depot	AM Peak Hour	1.5	1.3	-0.2	-15%
4188	R356.p.sb: Grand Canal Dock_ Ringsend Bus Depot to Greenoge_	PM Peak Hour	1.7	1.6	0.0	-1%
4215	R393.p.nb: Rathcoole_ Rathlawns (Green Lane) to Grand Canal Dock_ Ringsend Bus Depot	AM Peak Hour	1.6	1.1	-0.5	-31%
4216	R393.p.sb: Grand Canal Dock_ Ringsend Bus Depot to Community School	PM Peak Hour	3.7	3.4	-0.3	-8%
4219	R7: Charlestown_ Shopping Centre to Merrion Square_ Holles Street	AM Peak Hour	3.5	1.1	-2.4	-68%
		PM Peak Hour	1.7	1.1	-0.7	-38%
4220	R7: Merrion Square_ Holles Street to Charlestown_ Charlestown Shopping Centre	AM Peak Hour	1.4	1.1	-0.3	-19%
		PM Peak Hour	1.1	1.1	-0.1	-5%
4225	R8: Dublin Airport to Merrion Square_ Holles Street	AM Peak Hour	3.4	1.2	-2.2	-65%
		PM Peak Hour	1.8	1.2	-0.6	-35%
4226	R8: Merrion Square_ Holles Street to Dublin Airport	AM Peak Hour	1.5	1.1	-0.4	-25%
		PM Peak Hour	1.1	1.1	0.0	1%
4227	R93: Community School to Tolka Quay_ Irish Ferries Terminal	AM Peak Hour	1.5	1.6	0.1	9%
		PM Peak Hour	1.3	1.6	0.3	23%
4228	R93: Tolka Quay_ Irish Ferries Terminal to Community School	AM Peak Hour	1.8	2.2	0.4	21%
		PM Peak Hour	2.0	2.1	0.0	1%
4231	R95: Irish Rail Building North Wall Quay to Oranmore WB	AM Peak Hour	5.4	5.0	-0.4	-7%
		PM Peak Hour	4.7	4.6	-0.1	-3%
4232	R95: Oranmore WB to Irish Rail Building North Wall Quay	AM Peak Hour	6.6	5.0	-1.5	-24%
		PM Peak Hour	6.6	5.1	-1.5	-23%
4239	S2: Irishtown_ Sean Moore Road (Pine Road) to Heuston Station	AM Peak Hour	1.8	1.3	-0.5	-29%
		PM Peak Hour	1.8	1.4	-0.4	-21%

PT Line	Name: Direction	Peak Period	Do Minimum	Do Something	Abs Diff	% Diff
4240	S2: Saint John's Road West to Irishtown_ Sean Moore Road (Pine Road)	AM Peak Hour	0.6	0.7	0.0	4%
		PM Peak Hour	0.6	0.6	0.0	-6%
4241	S4: Liffey Valley SB to UCD Stop	AM Peak Hour	13.8	10.3	-3.5	-26%
		PM Peak Hour	13.6	10.3	-3.3	-24%
4242	S4: UCD Stop to Liffey Valley SB	AM Peak Hour	11.4	10.9	-0.5	-5%
		PM Peak Hour	11.3	10.7	-0.6	-5%
4247	W2: Palmerston_ Liffey Valley Shopping Centre to Tallaght_ The Square Shopping Centre	AM Peak Hour	2.1	2.2	0.2	8%
		PM Peak Hour	1.9	2.3	0.4	20%
4248	W2: Tallaght_ The Square Shopping Centre to Palmerston_ Liffey Valley Shopping Centre	AM Peak Hour	1.2	1.7	0.5	45%
		PM Peak Hour	1.3	1.8	0.5	42%
4275	R355.p.Wb: Nangor_ Dunawley Avenue to Grand Canal Dock_ Ringsend Bus Depot	PM Peak Hour	1.7	1.6	-0.1	-7%
4276	Dublin Bus: 747: Dublin Airport to Heuston Station_ Victoria Quay	AM Peak Hour	1.4	1.2	-0.3	-20%
		PM Peak Hour	1.1	1.1	0.0	1%
4277	Dublin Bus: 747: Heuston Station_ Victoria Quay to Dublin Airport	AM Peak Hour	3.3	1.1	-2.2	-66%
		PM Peak Hour	1.7	1.1	-0.6	-34%

**Table 15: 2043 AM and PM Peak Hour Journey Times**

PT Line	Name: Direction	Peak Period	Do Minimum	Do Something	Abs Diff	% Diff
4055	G1: Irish Rail Building North Wall Quay to Red Cow Luas	AM Peak Hour	23.2	20.6	-2.6	-11%
		PM Peak Hour	23.3	20.6	-2.7	-11%
4056	G1: Red Cow Luas to Irish Rail Building North Wall Quay	AM Peak Hour	29.5	21.8	-7.7	-26%
		PM Peak Hour	27.4	21.3	-6.1	-22%
4057	G2: Irish Rail Building North Wall Quay to Liffey Valley SB	AM Peak Hour	29.9	26.9	-3.0	-10%
		PM Peak Hour	29.9	27.1	-2.9	-10%
4058	G2: Liffey Valley SB to Irish Rail Building North Wall Quay	AM Peak Hour	36.1	27.0	-9.0	-25%
		PM Peak Hour	33.9	26.5	-7.4	-22%
4071	O: Saint John's Road West to Heuston Station	AM Peak Hour	1.9	1.2	-0.7	-35%
		PM Peak Hour	1.7	1.4	-0.4	-21%
4072	O: Saint John's Road West to Heuston Station	AM Peak Hour	0.6	0.7	0.0	8%
		PM Peak Hour	0.7	0.6	0.0	-5%
4079	R14: Ballinteer_ Kingston Estate to Palmerston_ Liffey Valley Shopping Centre	AM Peak Hour	6.2	6.0	-0.2	-4%
		PM Peak Hour	5.6	6.0	0.5	8%
4080	R14: Liffey Valley SB to Ballinteer_ Kingston Estate	AM Peak Hour	7.9	5.5	-2.5	-31%
		PM Peak Hour	6.2	5.6	-0.6	-10%
4114	R23: Griffith Avenue (Malahide Road) to Walkinstown_ Kilnamanagh Road	AM Peak Hour	5.5	5.8	0.3	5%
		PM Peak Hour	5.9	6.0	0.1	2%
4115	R23: Walkinstown_ Kilnamanagh Road to Griffith Avenue (Malahide Road)	AM Peak Hour	9.6	6.2	-3.4	-35%
		PM Peak Hour	7.3	6.2	-1.1	-15%
4186	R355.p.eb: Nangor_ Dunawley Avenue to Grand Canal Dock_ Ringsend Bus Depot	AM Peak Hour	1.7	1.3	-0.5	-27%
4187	R356.p.nb: Greenoge_ Greenoge to Grand Canal Dock_ Ringsend Bus Depot	AM Peak Hour	1.6	1.2	-0.4	-27%
4188	R356.p.sb: Grand Canal Dock_ Ringsend Bus Depot to Greenoge_ Greenoge	PM Peak Hour	1.7	1.7	0.1	3%
4215	R393.p.nb: Rathcoole_ Rathlawns (Green Lane) to Grand Canal Dock_ Ringsend Bus Depot	AM Peak Hour	1.6	1.1	-0.5	-31%

PT Line	Name: Direction	Peak Period	Do Minimum	Do Something	Abs Diff	% Diff
4216	R393.p.sb: Grand Canal Dock_ Ringsend Bus Depot to Community School	PM Peak Hour	3.5	3.5	0.0	-1%
4219	R7: Charlestown_ Charlestown Shopping Centre to Merrion Square_ Holles Street	AM Peak Hour	2.9	1.1	-1.7	-60%
		PM Peak Hour	1.8	1.1	-0.7	-38%
4220	R7: Merrion Square_ Holles Street to Charlestown_ Charlestown Shopping Centre	AM Peak Hour	1.3	1.1	-0.2	-14%
		PM Peak Hour	1.1	1.1	0.0	4%
4225	R8: Dublin Airport to Merrion Square_ Holles Street	AM Peak Hour	3.0	1.2	-1.8	-60%
		PM Peak Hour	1.6	1.1	-0.5	-29%
4226	R8: Merrion Square_ Holles Street to Dublin Airport	AM Peak Hour	1.4	1.2	-0.2	-14%
		PM Peak Hour	1.0	1.1	0.1	10%
4227	R93: Community School to Tolka Quay_ Irish Ferries Terminal	AM Peak Hour	1.7	1.6	-0.1	-4%
		PM Peak Hour	1.6	1.6	0.0	-2%
4228	R93: Tolka Quay_ Irish Ferries Terminal to Community School	AM Peak Hour	1.8	1.9	0.1	5%
		PM Peak Hour	1.8	2.0	0.2	12%
4231	R95: Irish Rail Building North Wall Quay to Oranmore WB	AM Peak Hour	5.1	4.9	-0.2	-4%
		PM Peak Hour	4.8	5.0	0.2	3%
4232	R95: Oranmore WB to Irish Rail Building North Wall Quay	AM Peak Hour	7.1	5.1	-2.0	-28%
		PM Peak Hour	7.4	5.2	-2.2	-30%
4239	S2: Irishtown_ Sean Moore Road (Pine Road) to Heuston Station	AM Peak Hour	1.9	1.3	-0.6	-33%
		PM Peak Hour	1.8	1.5	-0.3	-15%
4240	S2: Saint John's Road West to Irishtown_ Sean Moore Road (Pine Road)	AM Peak Hour	0.7	0.8	0.1	15%
		PM Peak Hour	0.7	0.6	-0.1	-8%
4241	S4: Liffey Valley SB to UCD Stop	AM Peak Hour	14.4	10.2	-4.1	-29%
		PM Peak Hour	14.8	10.4	-4.5	-30%
4242	S4: UCD Stop to Liffey Valley SB	AM Peak Hour	11.6	10.7	-1.0	-8%
		PM Peak Hour	11.4	10.8	-0.6	-6%
4247	W2: Palmerston_ Liffey Valley Shopping Centre to Tallaght_ The Square Shopping Centre	AM Peak Hour	2.0	2.1	0.1	5%
		PM Peak Hour	1.8	2.3	0.5	25%
4248	W2: Tallaght_ The Square Shopping Centre to Palmerston_ Liffey Valley Shopping Centre	AM Peak Hour	1.2	1.7	0.5	44%
		PM Peak Hour	1.3	1.9	0.6	42%
4275	R355.p.Wb: Nangor_ Dunawley Avenue to Grand Canal Dock_ Ringsend Bus Depot	PM Peak Hour	1.6	1.7	0.0	3%
4276	Dublin Bus: 747: Dublin Airport to Heuston Station_ Victoria Quay	AM Peak Hour	1.4	1.1	-0.3	-21%
		PM Peak Hour	1.0	1.1	0.1	7%
4277	Dublin Bus: 747: Heuston Station_ Victoria Quay to Dublin Airport	AM Peak Hour	2.8	1.1	-1.7	-62%
		PM Peak Hour	1.7	1.2	-0.6	-33%

## **Appendix A6.4.4 People Movement Assessment**

**Table 16: Significance of Quantitative People Movement Assessment**

Significance of Impact		Description of Impact / Proposed Changes
Profound	Positive	Significant increases in people movement by sustainable modes, where DoSomething proposals obliterate all major obstacles for people movement in the DoMinimum
	Negative	Significant reductions in people movement by sustainable modes, where DoSomething proposals obliterate all major people movement benefits in the DoMinimum.
Very Significant	Positive	Significant increases in people movement by sustainable modes where DoSomething proposals removes nearly all major obstacles for people movement in the DoMinimum
	Negative	Significant reductions in people movement by sustainable modes, where DoSomething proposals removes nearly all major people movement benefits in the DoMinimum.
Significant	Positive	Significant increases in people movement by sustainable modes, where DoSomething proposals removes most obstacles for people movement in the DoMinimum
	Negative	Significant reductions in people movement by sustainable modes, where DoSomething proposals removes most people movement benefits in the DoMinimum.
Moderate	Positive	Notable people movement increases outweighing any minor disbenefits.
	Negative	Notable people movement reductions, with disbenefits outweighing any minor benefits.
Slight	Positive	Notable people movement increases, with benefits slightly outweighing any disbenefits.
	Negative	Notable people movement reductions, with disbenefits slightly outweighing any benefits.
Not Significant	Positive	Notable increases in people movement, but with no significant consequences.
	Negative	Notable reductions in people movement, but with no significant consequences.
Imperceptible	Positive	Negligible increases in people movement, with no significant consequences.
	Negative	Negligible reductions in people movement, with no significant consequences.

## **Appendix A6.4.5: General Traffic Assessment**

Table 17: 2028 AM Peak Hour Junction Analysis

Location						Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Description of Impact
Section	ID	Road	Actual Road Sensitivity	Junction ID	Actual Junction Name	Do Minimum Flow	Do Something Flow	Do Minimum VoC	Do Something VoC	
Adjacent to Section 1	A1.01	Fonthill Road North	Low	25129	Fonthill Road North / Saint Loman's Road	1416.78	1522.84	47.4	51.3	Negligible
	A1.01	Fonthill Road North	Low	25641	Fonthill Road North / Coldcut Road	2295.79	2343.94	65.9	71.3	Negligible
	A1.01	Fonthill Road North	Low	25154	Fonthill Road North / Coldcut Road	2482.00	2660.93	86.6	89.7	Negligible
	A1.01	Fonthill Road North	Low	25375	Fonthill Road North / Newlands Road / Ronanstown Road	2350.96	2586.36	100.1	99.3	Negligible
	A1.02	Ninth Lock Road	Low	25235	Ninth Lock Road / Fonthill Road North / Thomas Omer Way	2298.16	2561.85	73.5	76.6	Negligible
	A1.02	Ninth Lock Road	Medium	25223	Ninth Lock Road / St Ronans Avenue	1190.56	1435.49	53.5	76.8	Negligible
	A1.02	Ninth Lock Road	Medium	25470	Ninth Lock Road / Neilstown Road	1341.12	1544.24	81.5	93.6	Low Negative
	A1.02	Ninth Lock Road	Medium	95693	Ninth Lock Road / Clondalkin And Fonthill Station Approach	1312.40	1543.99	52.2	62.0	Negligible
	A1.02	Ninth Lock Road	Medium	25741	Ninth Lock Road / Cappaghmore	1320.04	1545.59	51.4	62.5	Negligible
	A1.02	Ninth Lock Road	Medium	25236	Ninth Lock Road / Station Road	1952.90	2099.08	100.2	101.7	Low Negative
	A1.03	Station Road	Medium	25573	Station Road / Clondalkin Industrial Estate	1241.57	1369.72	44.1	51.2	Negligible
	A1.03	Station Road	Medium	25373	Station Road / Cloverhill Road	1125.88	1299.96	37.3	46.5	Negligible
	A1.04	Palmerston Way	Medium	25740	Station Road / Palmerstown Woods	1243.99	1373.92	38.3	43.8	Negligible
	A1.04	Palmerston Way	Medium	14202	Cloverhill Road / Station Road / Park West Avenue	1392.76	1490.86	83.6	95.2	Low Negative
	A1.06	Kennelsfort Road Upper	Medium	22110	Kennelsfort Road Upper / Palmerstown Avenue	913.84	985.55	25.9	27.2	Negligible
	A1.07	Park West Avenue	High	14133	Park West Road / Park West Avenue	1732.02	1785.96	68.1	71.4	Negligible
	A1.08	New Nangor Road	Medium	16104	Nangor Road / Riverview Business Park	2495.17	2604.21	67.8	79.8	Negligible
	A1.08	New Nangor Road	Medium	16112	Nangor Road / Willow Road	1793.56	1887.71	92.8	96.2	Negligible
Adjacent to Section 2	A2.01	Le Fanu Road	Negligible	14211	Kylemore Road / Le Fanu Road / Chapelizod Hill Road	1379.32	1178.50	97.0	54.4	Low Positive
	A2.01	Le Fanu Road	Medium	14106	Colepark Drive / Le Fanu Road	537.56	737.69	18.4	23.3	Negligible
	A2.01	Le Fanu Road	High	14148	Blackditch Road / Le Fanu Road	333.89	528.60	12.1	18.3	Negligible
	A2.01	Le Fanu Road	High	14118	Le Fanu Road / Kylemore Avenue / Raheen Park	499.30	798.81	24.2	35.4	Negligible
	A2.01	Le Fanu Road	Medium	14210	Killeen Road / Kylemore Park North	936.76	1085.82	39.3	42.6	Negligible
	A2.02	Kylemore Avenue	High	14151	Kylemore Avenue / Kylemore Drive	151.28	370.18	6.8	18.4	Negligible
	A2.02	Kylemore Avenue	High	14152	Kylemore Avenue / Kylemore Road	1455.79	1118.72	43.1	49.9	Negligible
	A2.03	Killeen Road	Medium	16196	Killeen Road / John F Kennedy Road	1279.93	1390.20	49.0	54.6	Negligible
	A2.03	Killeen Road	Medium	16163	Nangor Road / Killeen Road	1889.04	1995.60	62.8	66.1	Negligible
	A2.03	Killeen Road	Medium	16148	Killeen Road / Knockmitten Lane	824.76	910.51	45.5	52.0	Negligible
	A2.03	Killeen Road	Negligible	16181	Naas Road / Killeen Road	2500.00	2500.00	103.7	104.9	Low Negative
	A2.04	Chapelizod Road	Low	12250	Main Street / Chapelizod Road	1531.50	1623.26	105.2	104.1	Negligible
	A2.04	Chapelizod Road	Low	12280	Chapelizod Road / Chapelizod Industrial Estate	1051.45	1216.79	33.8	39.6	Negligible
	A2.04	Chapelizod Road	Low	12276	Chapelizod Road / Upper Glen Road	821.18	994.10	27.9	33.3	Negligible
	A2.04	Chapelizod Road	Low	12271	Chapelizod Road / Kyber Road	827.08	1010.48	57.3	67.5	Negligible
	A2.04	Chapelizod Road	Negligible	12208	Chapelizod Road / Conyngham Road / South Circular Road	1540.37	1679.85	103.8	104.4	Low Negative
	A2.05	Chapelizod Bypass	Negligible	22106	Con Colbert Road / Palmerston Bypass / Kennelsfort Road Upper	4568.69	4693.30	105.9	111.9	Low Negative
	A2.05	Chapelizod Bypass	Negligible	22117	Con Colbert Road / Palmerston Bypass / The Oval / Old Lucan Road	1961.00	2048.05	95.0	97.6	Negligible
	A2.05	Chapelizod Bypass	Negligible	15126	Chapelizod Bypass / Lucan Road	1978.80	1976.78	80.0	72.1	Negligible
	A2.05	Chapelizod Bypass	Negligible	14144	Con Colbert Road / Chapelizod Bypass	2612.19	2816.27	54.3	58.8	Negligible
A2.05	Chapelizod Bypass	Negligible	14124	Con Colbert Road / Memorial Road	3193.95	2978.39	101.0	105.8	Low Negative	
Adjacent to Section 3	A3.01	Bulfin Road	High	14129	Bulfin Road / Bulfin Road / St Michaels Estate	493.24	686.34	17.6	23.0	Negligible
	A3.01	Bulfin Road	High	14127	Bulfin Road / Southern Cross Avenue	468.21	648.83	16.9	22.8	Negligible
	A3.02	South Circular Road (R111)	Negligible	7233	South Circular Road / St Johns Road West / Con Colbert Road	2722.48	2814.67	81.8	98.3	Low Negative
	A3.02	South Circular Road (R111)	Negligible	7148	South Circular Road / Inchicore Road	1777.16	2017.84	70.8	82.2	Negligible
A3.02	South Circular Road (R111)	Negligible	7163	South Circular Road / Kilmainham Lane	1877.57	2236.03	98.0	100.1	Negligible	

Location						Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Description of Impact
Section	ID	Road	Actual Road Sensitivity	Junction ID	Actual Junction Name	Do Minimum Flow	Do Something Flow	Do Minimum VoC	Do Something VoC	
	A3.02	South Circular Road (R111)	Negligible	7182	Suir Road / South Circular Road / Bulfin Road	1703.74	2081.92	87.6	100.1	Negligible
	A3.03	South Circular Road (R811)	Medium	7195	South Circular Road / Rothe Abbey	1285.63	1372.19	42.2	46.6	Negligible
	A3.03	South Circular Road (R811)	Medium	7114	South Circular Road / Rothe Abbey	1468.26	1562.79	36.0	41.5	Negligible
	A3.03	South Circular Road (R811)	Medium	7196	South Circular Road / Brookfield Road	1550.67	1660.49	76.3	90.0	Low Negative
	A3.03	South Circular Road (R811)	Medium	7258	South Circular Road / Dufferin Avenue	1162.86	1264.83	38.5	45.4	Negligible
	A3.03	South Circular Road (R811)	Medium	7213	Washington Street / South Circular Road	1094.24	1202.68	36.9	41.1	Negligible
	A3.03	South Circular Road (R811)	Medium	7208	South Circular Road / St Albans Road	1181.83	1268.57	38.7	44.1	Negligible
	A3.03	South Circular Road (R811)	Low	6220	South Circular Road / Clanbrassil Street Lower / Clanbrassil Street Upper	2351.20	2385.22	87.6	90.6	Negligible
	A3.03	South Circular Road (R811)	Medium	6135	South Circular Road / Spencer Street South / Longwood Avenue	989.30	1091.18	30.3	34.7	Negligible
	A3.03	South Circular Road (R811)	Medium	6484	South Circular Road / Emorville Avenue	989.46	1092.94	30.4	35.3	Negligible
	A3.04	Suir Road	Negligible	7174	Goldenbridge Avenue / Suir Road	663.08	851.63	29.2	39.2	Negligible
	A3.04	Suir Road	Negligible	7202	Suir Road / O'Leary Road	563.49	749.84	34.9	44.5	Negligible
	A3.05	Davitt Road	Medium	8159	Davitt Road / Benbulbin Road	1344.39	1451.33	60.9	67.4	Negligible
	A3.06	Dolphin Road	Medium	7173	Dolphin Road / Slievenamon Road / Davitt Road	1468.81	1745.85	54.1	67.8	Negligible
	A3.06	Dolphin Road	Negligible	7181	Dolphin Road / Slievenamon Road	955.87	1225.64	53.9	73.0	Negligible
	A3.06	Dolphin Road	Negligible	8525	Dolphin Road / Dolphin Road (north)	1026.25	1284.78	53.9	73.0	Negligible
	A3.06	Dolphin Road	Negligible	8526	Dolphin Road / Dolphin Road (south)	1129.90	1390.08	65.9	85.5	Low Negative
	A3.06	Dolphin Road	Negligible	7188	Herberton Road / Dolphin Road	2046.61	2179.31	71.7	87.0	Low Negative
	A3.07	James's Walk	Medium	7149	South Circular Road / St James Walk	1601.46	1787.44	52.5	63.1	Negligible
	A3.07	James's Walk	High	7200	St James's Walk / St Anthony's Road	305.56	625.95	9.6	21.5	Negligible
	A3.07	James's Walk	High	7229	St James's Walk / Reuben Street	359.48	687.11	13.7	27.9	Negligible
	A3.07	James's Walk	High	7214	Mallin Avenue / St James's Walk	462.36	790.57	10.4	22.5	Negligible
	A3.07	James's Walk	High	7215	St James's Walk / Brandon Terrace	336.33	665.98	12.0	24.0	Negligible
	A3.08	Forbes Lane	High	7216	Forbes Lane / Pim Street	478.43	863.52	20.9	34.3	Negligible
	A3.08	Forbes Lane	Medium	7152	Forbes Lane / Marrowbone Lane	535.34	640.94	17.8	36.3	Negligible
	A3.09	Grand Canal Place	High	7102	Pim Street / Market Street South	578.73	893.52	23.7	44.5	Negligible
	A3.10	Bellevue	High	7255	Belview / School Street	576.65	772.57	62.0	95.5	Low Negative
	A3.10	Bellevue	High	7103	Crane Street / Rainsford Street / Sugar House Lane	438.81	540.16	24.7	30.0	Negligible
	A3.12	Watling Street	Low	3160	Watling Street / Island Street	426.86	713.96	26.9	38.4	Negligible
	A3.13	Rory O'More Bridge	Low	3144	Watling Street / Victoria Quay / Usher's Island	1490.94	1614.17	58.9	85.8	Low Negative
	A3.13	Rory O'More Bridge	Low	3101	Sarsfield Quay / Ellis Quay / Ellis Street	1831.42	1859.19	43.6	41.7	Negligible
	A3.14	Arran Quay	Low	3138	Arran Street West / Arran Quay	953.07	1064.78	48.8	53.5	Negligible
	A3.14	Arran Quay	Low	3270	Lincoln Lane / Arran Quay	953.07	1064.78	51.5	57.4	Negligible
	A3.14	Arran Quay	Low	2100	Father Mathew Bridge / Church Street / Inns Quay / Arran Quay	2401.81	2176.90	97.8	88.4	Negligible
	A3.15	Oliver Bond Street	Low	7232	Oliver Bond Street / Bridgefoot Street	828.65	894.66	37.6	37.7	Negligible
	A3.15	Oliver Bond Street	High	7198	Oliver Bond Street / John Street West	653.97	799.46	19.4	21.2	Negligible
	A3.15	Oliver Bond Street	High	40077	Oliver Bond Street / John Street West	505.55	656.61	14.8	22.1	Negligible
	A3.16	Wormwood Gate	High	6186	St Augustine Street / Wormwood Gate / Oliver Bond Street	513.24	692.43	12.2	17.0	Negligible
	A3.16	Wormwood Gate	Low	6251	Wormwood Gate / Cook Street / Bridge Street Upper / Bridge Street Lower	2642.57	1769.95	71.1	102.3	High Negative
	A3.17	St Luke's Avenue	Low	7139	St Luke's Avenue / Ardee Street / Cork Street	1241.36	1212.47	41.2	40.9	Negligible
	A3.17	St Luke's Avenue	Low	7185	St Luke's Avenue / Brabazon Place	663.93	762.24	39.2	48.5	Negligible
	A3.18	Francis Street	High	7130	Francis Street / Dean Swift Square	75.65	470.37	3.6	28.4	Negligible
	A3.18	Francis Street	High	7129	Francis Street / Swift's Alley	78.11	272.15	5.1	6.4	Negligible
	A3.18	Francis Street	High	7128	Francis Street / Tomas Davis Street	150.99	352.55	10.3	13.0	Negligible
	A3.18	Francis Street	High	40757	Francis Street / Garden View Court	250.48	464.94	17.0	22.3	Negligible
	A3.18	Francis Street	High	7153	Francis Street / Carman's Hall	212.39	425.26	10.8	20.0	Negligible

Location						Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Description of Impact
Section	ID	Road	Actual Road Sensitivity	Junction ID	Actual Junction Name	Do Minimum Flow	Do Something Flow	Do Minimum VoC	Do Something VoC	
	A3.19	The Coombe	Low	7184	The Coombe / St Luke's Avenue	1059.14	1202.52	54.3	66.1	Negligible
	A3.19	The Coombe	Low	6185	The Coombe / Francis Street	1281.23	1596.51	79.0	91.6	Low Negative
	A3.20	Dean Street	Low	6318	The Coombe / New Row South	1187.65	1505.98	41.1	44.9	Negligible
	A3.20	Dean Street	Low	6168	New Street South / Kevin Street Upper	2380.47	2600.69	57.3	59.3	Negligible
	A3.21	Kevin Street Upper	Low	6290	New Street South / Kevin Street Upper	935.59	1157.17	34.9	47.3	Negligible
	A3.21	Kevin Street Upper	Low	6184	Kevin Street Upper / St Patrick's Close	1165.50	1269.92	46.9	44.3	Negligible
	A3.21	Kevin Street Upper	Low	6183	New Bride Street / Kevin Street Lower	1624.73	1667.53	62.4	45.5	Negligible
	A3.22	Merchant's Quay	Low	2303	Father Mathew Bridge / Merchant's Quay / Bridge Street Lower / Usher's Quay	3271.92	2844.77	94.4	82.0	Low Positive
	A3.22	Merchant's Quay	Medium	2458	O'Donovan Rossa Bridge / Wood Quay / Merchant's Quay / Winetavern Street /	1435.46	1879.76	93.7	86.5	Negligible
	A3.24	Essex Quay	Medium	2156	Fishamble Street / Wood Quay / Essex Quay	781.66	1305.74	19.6	22.0	Negligible
	A3.24	Essex Quay	Medium	2416	Grattan Bridge / Wellington Quay / Essex Quay / Parliament Street	1200.77	1394.68	97.5	99.1	Negligible
	A3.25	Wellington Quay	Medium	2244	Wellington Quay / Eustace Street	582.77	741.03	34.7	44.8	Negligible
	A3.25	Wellington Quay	Medium	2113	Wellington Quay / Fownes Street Lower	521.65	674.44	27.5	35.5	Negligible
	A3.25	Wellington Quay	Medium	2298	Wellington Quay / Bedford Row / Aston Quay	521.65	674.44	27.1	29.3	Negligible
	A3.26	South Great George's Street	Medium	6137	South Great George's Street / Fade Street	568.93	639.20	24.1	20.0	Negligible
	A3.26	South Great George's Street	Medium	6249	South Great George's Street / Stephen Street Lower / Aungier Street / Stephen Street Upper	839.37	979.81	65.2	65.8	Negligible
	A3.27	Aungier Street	Medium	6246	Aungier Street / Longford Street / Longford Street Little	907.14	990.53	35.8	43.2	Negligible
	A3.27	Aungier Street	Medium	6138	Aungier Street / Whitefriar Place / York Street	813.51	920.12	38.7	34.1	Negligible
	A3.27	Aungier Street	Medium	6330	Aungier Street / Aungier Place	824.14	935.57	26.1	32.6	Negligible
	A3.27	Aungier Street	Medium	6329	Aungier Street / Peter Row	821.25	933.13	26.5	33.0	Negligible
	A3.28	Redmond's Hill	Medium	6321	Digges Street Upper / Bishop Street / Aungier Street / Redmond's Hill	894.93	1010.45	27.3	33.9	Negligible
	A3.28	Redmond's Hill	Low	6139	Kevin Street Lower / Redmond's Hill / Wexford Street / Cuffe Street	1759.23	1790.79	65.5	73.8	Negligible

Table 18: 2043 AM Junction Analysis

Location						Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Description of Impact
Section	ID	Major Road Name	Actual Road Sensitivity	Junction ID	Actual Junction Name	Do Minimum Flow	Do Something Flow	Do Minimum VoC	Do Something VoC	
Adjacent to Section 1	A1.01	Fonthill Road North	Low	25129	Fonthill Road North / Saint Loman's Road	1619.68	1702.03	54.3	57.3	Negligible
	A1.01	Fonthill Road North	Low	25641	Fonthill Road North / Coldcut Road	2375.25	2394.36	75.4	79.6	Negligible
	A1.01	Fonthill Road North	Low	25154	Fonthill Road North / Coldcut Road	2682.06	2732.06	95.9	92.1	Negligible
	A1.01	Fonthill Road North	Low	25375	Fonthill Road North / Newlands Road / Ronanstown Road	2459.04	2565.13	102.2	100.3	Low Positive
	A1.01	R113	Low	25235	Ninth Lock Road / Fonthill Road North / Thomas Omer Way	2417.29	2584.53	72.4	78.6	Negligible
	A1.02	Ninth Lock Road	Medium	25223	Ninth Lock Road / St Ronans Avenue	1229.81	1439.22	56.5	77.6	Negligible
	A1.02	Ninth Lock Road	Medium	25470	Ninth Lock Road / Neilstown Road	1408.52	1615.36	89.5	94.8	Negligible
	A1.02	Ninth Lock Road	Medium	95693	Ninth Lock Road / Clondalkin And Fonthill Station Approach	1409.23	1641.36	53.7	61.8	Negligible
	A1.02	Ninth Lock Road	Medium	25741	Ninth Lock Road / Cappaghmore	1414.23	1629.67	52.8	60.5	Negligible
	A1.02	Ninth Lock Road	Medium	25236	Ninth Lock Road / Station Road	2008.83	2177.47	101.1	101.5	Low Negative
	A1.03	Station Road	Medium	25573	Station Road / Clondalkin Industrial Estate	1220.79	1318.91	42.4	47.1	Negligible
	A1.03	Palmerston Way	Medium	25373	Station Road / Cloverhill Road	1125.16	1268.73	36.6	43.2	Negligible
	A1.04	Palmerston Way	Medium	25740	Station Road / Palmerstown Woods	1226.95	1329.19	35.6	41.4	Negligible
	A1.04	Palmerston Way	Medium	14202	Cloverhill Road / Station Road / Park West Avenue	1458.20	1469.76	85.3	88.1	Low Negative
	A1.06	Kennelsfort Road Upper	Medium	22110	Kennelsfort Road Upper / Palmerstown Avenue	892.74	1027.43	26.0	28.2	Negligible
	A1.07	Park West Avenue	High	14133	Park West Road / Park West Avenue	1735.29	1800.53	65.2	67.3	Negligible
	A1.08	New Nangor Road	Medium	16104	Nangor Road / Riverview Business Park	2647.34	2739.76	93.0	99.7	Negligible
	A1.08	New Nangor Road	Medium	16112	Nangor Road / Willow Road	1906.95	1992.48	96.0	98.6	Negligible
Adjacent to Section 2	A2.01	Le Fanu Road	Medium	14211	Kylemore Road / Le Fanu Road / Chapelizod Hill Road	1437.97	1197.52	93.4	55.6	Low Positive
	A2.01	Le Fanu Road	Medium	14106	Colepark Drive / Le Fanu Road	583.73	747.27	20.3	22.3	Negligible
	A2.01	Le Fanu Road	Medium	14148	Blackditch Road / Le Fanu Road	390.53	489.70	11.6	16.5	Negligible
	A2.01	Kylemore Avenue	High	14118	Le Fanu Road / Kylemore Avenue / Raheen Park	582.48	767.41	23.1	30.0	Negligible
	A2.01	Le Fanu Road	Medium	14210	Killeen Road / Kylemore Park North	996.69	1110.70	40.1	48.1	Negligible
	A2.02	Kylemore Avenue	High	14151	Kylemore Avenue / Kylemore Drive	174.42	379.54	6.0	15.7	Negligible
	A2.02	Kylemore Avenue	High	14152	Kylemore Avenue / Kylemore Road	1457.68	1130.88	43.9	56.0	Negligible
	A2.03	Killeen Road	Medium	16196	Killeen Road / John F Kennedy Road	1311.78	1385.12	53.9	59.8	Negligible
	A2.03	Killeen Road	Medium	16163	Nangor Road / Killeen Road	1912.66	1985.95	75.4	76.4	Negligible
	A2.03	Killeen Road	Medium	16148	Killeen Road / Knockmitten Lane	733.22	807.62	43.2	48.6	Negligible
	A2.03	Naas Road	Negligible	16181	Naas Road / Killeen Road	2500.00	2500.00	101.0	101.4	Low Negative
	A2.04	Chapelizod Road	Low	12250	Main Street / Chapelizod Road	1566.21	1656.69	102.2	100.2	Low Positive
	A2.04	Chapelizod Road	Low	12280	Chapelizod Road / Chapelizod Industrial Estate	1080.17	1232.37	33.8	38.9	Negligible
	A2.04	Chapelizod Road	Low	12276	Chapelizod Road / Upper Glen Road	857.49	1016.26	30.2	35.4	Negligible
	A2.04	Chapelizod Road	Low	12271	Chapelizod Road / Kyber Road	830.92	1021.57	54.7	65.7	Negligible
	A2.04	Chapelizod Road	Negligible	12208	Chapelizod Road / Conyngham Road / South Circular Road	1526.86	1688.73	104.0	105.5	Low Negative
	A2.05	Chapelizod Bypass	Negligible	22106	Con Colbert Road / Palmerston Bypass / Kennelsfort Road Upper	4653.84	4798.23	104.2	109.7	Low Negative
	A2.05	Chapelizod Bypass	Negligible	22117	Con Colbert Road / Palmerston Bypass / The Oval / Old Lucan Road	1997.47	2098.16	98.4	100.2	Negligible
A2.05	Chapelizod Bypass	Negligible	15126	Chapelizod Bypass / Lucan Road	1961.32	1937.14	79.9	67.0	Negligible	
A2.05	Chapelizod Bypass	Negligible	14144	Con Colbert Road / Chapelizod Bypass	2652.00	2832.60	52.9	58.5	Negligible	
A2.05	Chapelizod Bypass	Negligible	14124	Con Colbert Road / Memorial Road	3298.20	3014.13	100.8	105.3	Low Negative	
Adjacent to Section 3	A3.01	Bulfin Road	High	14129	Bulfin Road / Bulfin Road / St Michaels Estate	487.80	672.07	16.7	22.6	Negligible
	A3.01	Bulfin Road	High	14127	Bulfin Road / Southern Cross Avenue	463.84	636.55	16.0	22.4	Negligible
	A3.02	South Circular Road (R111)	Negligible	7233	South Circular Road / St Johns Road West / Con Colbert Road	2774.08	2856.01	81.6	100.1	Low Negative
	A3.02	South Circular Road (R111)	Negligible	7148	South Circular Road / Inchicore Road	1747.17	2015.54	67.8	86.1	Low Negative
	A3.02	South Circular Road (R111)	Negligible	7163	South Circular Road / Kilmainham Lane	1829.91	2210.36	96.6	97.9	Negligible
A3.02	South Circular Road (R111)	High	7182	Suir Road / South Circular Road / Bulfin Road	1721.10	2082.45	86.7	95.4	Negligible	

Location						Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Description of Impact
Section	ID	Major Road Name	Actual Road Sensitivity	Junction ID	Actual Junction Name	Do Minimum Flow	Do Something Flow	Do Minimum VoC	Do Something VoC	
	A3.03	South Circular Road (R811)	Medium	7195	South Circular Road / Rothe Abbey	1261.72	1345.26	39.7	44.5	Negligible
	A3.03	South Circular Road (R811)	Medium	7114	South Circular Road / Rothe Abbey	1387.21	1472.62	36.1	40.9	Negligible
	A3.03	South Circular Road (R811)	Medium	7196	South Circular Road / Brookfield Road	1500.63	1612.24	75.4	89.4	Low Negative
	A3.03	South Circular Road (R811)	Medium	7258	South Circular Road / Dufferin Avenue	1151.81	1274.25	36.4	45.6	Negligible
	A3.03	South Circular Road (R811)	Medium	7213	Washington Street / South Circular Road	1099.34	1222.74	33.3	38.5	Negligible
	A3.03	South Circular Road (R811)	Medium	7208	South Circular Road / St Albans Road	1201.10	1295.85	36.1	42.6	Negligible
	A3.03	South Circular Road (R811)	Low	6220	South Circular Road / Clanbrassil Street Lower / Clanbrassil Street Upper	2332.49	2382.92	86.2	90.5	Negligible
	A3.03	South Circular Road (R811)	Medium	6135	South Circular Road / Spencer Street South / Longwood Avenue	976.00	1071.19	28.5	32.6	Negligible
	A3.03	South Circular Road (R811)	Medium	6484	South Circular Road / Emorville Avenue	976.15	1071.70	28.6	33.1	Negligible
	A3.04	Suir Road	Negligible	7174	Goldenbridge Avenue / Suir Road	678.72	852.46	33.4	41.1	Negligible
	A3.04	Suir Road	Negligible	7202	Suir Road / O'Leary Road	584.63	747.07	38.0	44.5	Negligible
	A3.05	Davitt Road	Medium	8159	Davitt Road / Benbulbin Road	1392.54	1515.93	65.2	70.8	Negligible
	A3.06	Davitt Road	Medium	7173	Dolphin Road / Slievenamon Road / Davitt Road	1514.16	1780.33	60.2	71.6	Negligible
	A3.06	Dolphin Road	Negligible	7181	Dolphin Road / Slievenamon Road	973.38	1226.68	55.8	74.7	Negligible
	A3.06	Dolphin Road	Negligible	8525	Dolphin Road / Dolphin Road (north)	1032.82	1278.09	55.8	74.7	Negligible
	A3.06	Dolphin Road	Negligible	8526	Dolphin Road / Dolphin Road (south)	1179.44	1421.43	72.6	91.9	Low Negative
	A3.06	Dolphin Road	Negligible	7188	Herberton Road / Dolphin Road	2075.37	2208.56	69.7	85.2	Negligible
	A3.07	South Circular Road (R811)	Medium	7149	South Circular Road / St James Walk	1560.00	1767.29	48.9	63.1	Negligible
	A3.07	James's Walk	High	7200	St James's Walk / St Anthony's Road	298.61	612.97	8.5	19.9	Negligible
	A3.07	James's Walk	High	7229	St James's Walk / Reuben Street	344.84	659.70	12.1	25.7	Negligible
	A3.07	James's Walk	High	7214	Mallin Avenue / St James's Walk	425.05	739.08	8.8	20.6	Negligible
	A3.07	James's Walk	High	7215	St James's Walk / Brandon Terrace	324.16	638.10	10.7	21.9	Negligible
	A3.08	Forbes Lane	High	7216	Forbes Lane / Pim Street	454.14	810.25	19.0	30.9	Negligible
	A3.08	Marrowbone Lane	Medium	7152	Forbes Lane / Marrowbone Lane	510.75	575.85	16.2	30.3	Negligible
	A3.09	Bellevue	High	7102	Pim Street / Market Street South	564.40	874.00	21.1	41.6	Negligible
	A3.10	Bellevue	High	7255	Belview / School Street	568.86	767.23	58.0	93.4	Low Negative
	A3.10	Crane Street	High	7103	Crane Street / Rainsford Street / Sugar House Lane	475.08	582.42	28.7	31.1	Negligible
	A3.12	Watling Street	Low	3160	Watling Street / Island Street	365.01	634.69	22.5	32.8	Negligible
	A3.13	Rory O'More Bridge	Low	3144	Watling Street / Victoria Quay / Usher's Island	1485.12	1606.32	51.9	77.8	Negligible
	A3.13	Rory O'More Bridge	Low	3101	Sarsfield Quay / Ellis Quay / Ellis Street	1794.52	1841.06	43.9	42.5	Negligible
	A3.14	Arran Quay	Low	3138	Arran Street West / Arran Quay	973.13	1065.71	50.0	54.4	Negligible
	A3.14	Arran Quay	Low	3270	Lincoln Lane / Arran Quay	973.13	1065.71	52.3	57.2	Negligible
	A3.14	Arran Quay	Low	2100	Father Mathew Bridge / Church Street / Inns Quay / Arran Quay	2395.17	2160.96	94.9	87.9	Negligible
	A3.15	Bridgefoot Street	Low	7232	Oliver Bond Street / Bridgefoot Street	865.58	889.75	41.8	39.7	Negligible
	A3.15	Oliver Bond Street	High	7198	Oliver Bond Street / John Street West	737.53	823.20	22.3	23.5	Negligible
	A3.15	Oliver Bond Street	High	40077	Oliver Bond Street / John Street West	550.01	643.01	16.4	21.4	Negligible
	A3.16	Oliver Bond Street	High	6186	St Augustine Street / Wormwood Gate / Oliver Bond Street	559.25	684.52	14.4	17.3	Negligible
	A3.16	Bridge Street Lower	Low	6251	Wormwood Gate / Cook Street / Bridge Street Upper / Bridge Street Lower	2504.88	1751.38	70.3	101.7	High Negative
	A3.17	St Luke's Avenue	Low	7139	St Luke's Avenue / Ardee Street / Cork Street	1163.73	1174.70	35.5	37.0	Negligible
	A3.17	St Luke's Avenue	Low	7185	St Luke's Avenue / Brabazon Place	663.93	769.66	37.4	47.8	Negligible
	A3.18	Francis Street	High	7130	Francis Street / Dean Swift Square	192.50	428.14	5.0	25.1	Negligible
	A3.18	Francis Street	High	7129	Francis Street / Swift's Alley	156.56	267.70	4.3	6.3	Negligible
	A3.18	Francis Street	High	7128	Francis Street / Tomas Davis Street	219.07	358.54	9.3	14.7	Negligible
	A3.18	Francis Street	High	40757	Francis Street / Garden View Court	350.87	510.59	23.7	30.3	Negligible
	A3.18	Francis Street	High	7153	Francis Street / Carman's Hall	315.35	471.48	15.9	22.2	Negligible
	A3.19	The Coombe	Low	7184	The Coombe / St Luke's Avenue	1048.09	1222.87	52.8	66.0	Negligible

Location						Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Description of Impact
Section	ID	Major Road Name	Actual Road Sensitivity	Junction ID	Actual Junction Name	Do Minimum Flow	Do Something Flow	Do Minimum VoC	Do Something VoC	
	A3.19	The Coombe	Low	6185	The Coombe / Francis Street	1339.24	1629.45	74.1	90.7	Low Negative
	A3.20	Dean Street	Low	6318	The Coombe / New Row South	1216.70	1509.98	41.5	45.8	Negligible
	A3.20	Dean Street	Low	6168	New Street South / Kevin Street Upper	2383.17	2584.38	53.7	57.8	Negligible
	A3.21	Kevin Street Upper	Low	6290	New Street South / Kevin Street Upper	968.14	1148.13	36.2	46.3	Negligible
	A3.21	Kevin Street Upper	Low	6184	Kevin Street Upper / St Patrick's Close	1146.25	1235.73	37.0	43.4	Negligible
	A3.21	Kevin Street Upper	Low	6183	New Bride Street / Kevin Street Lower	1558.42	1597.62	54.7	44.8	Negligible
	A3.22	Bridge Street Lower	Low	2303	Father Mathew Bridge / Merchant's Quay / Bridge Street Lower / Usher's Quay	3276.72	2877.76	89.5	79.0	Low Positive
	A3.22	Merchant's Quay	Medium	2458	O'Donovan Rossa Bridge / Wood Quay / Merchant's Quay / Winetavern Street /	1463.71	1895.72	93.4	85.5	Negligible
	A3.24	Wood Quay	Medium	2156	Fishamble Street / Wood Quay / Essex Quay	808.40	1296.80	21.1	22.8	Negligible
	A3.24	Essex Quay	Medium	2416	Grattan Bridge / Wellington Quay / Essex Quay / Parliament Street	1241.05	1389.07	93.0	96.8	Negligible
	A3.25	Wellington Quay	Medium	2244	Wellington Quay / Eustace Street	649.21	782.58	38.9	47.4	Negligible
	A3.25	Wellington Quay	Medium	2113	Wellington Quay / Fownes Street Lower	584.34	712.59	30.8	37.5	Negligible
	A3.25	Wellington Quay	Medium	2298	Wellington Quay / Bedford Row / Aston Quay	584.34	712.59	30.4	30.5	Negligible
	A3.26	South Great George's Street	Medium	6137	South Great George's Street / Fade Street	533.57	582.10	22.7	17.2	Negligible
	A3.26	Aungier Street	Medium	6249	South Great George's Street / Stephen Street Lower / Aungier Street / Stephen Street Upper	782.35	890.61	58.3	58.7	Negligible
	A3.27	Aungier Street	Medium	6246	Aungier Street / Longford Street / Longford Street Little	844.97	914.82	33.0	39.9	Negligible
	A3.27	Aungier Street	Medium	6138	Aungier Street / Whitefriar Place / York Street	758.39	852.68	37.8	34.9	Negligible
	A3.27	Aungier Street	Medium	6330	Aungier Street / Aungier Place	769.48	869.67	24.1	29.8	Negligible
	A3.27	Aungier Street	Medium	6329	Aungier Street / Peter Row	767.62	867.13	24.5	30.4	Negligible
	A3.28	Aungier Street	Medium	6321	Digges Street Upper / Bishop Street / Aungier Street / Redmond's Hill	840.70	949.43	25.1	31.0	Negligible
	A3.28	Kevin Street Lower	Low	6139	Kevin Street Lower / Redmond's Hill / Wexford Street / Cuffe Street	1685.23	1730.92	61.9	67.8	Negligible

Table 19: 2028 PM Junction Analysis

Location						Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Description of Impact
Orientation	ID	Major Road Name	Actual Road Sensitivity	Junction ID	Actual Junction Name	Do Minimum Flows	Do Something Flows	Do Minimum VoC	Do Something VoC	
Adjacent to Section 1	P1.02	R113	Low	25138	Fonthill Road North / St Lomans Road	2557.29	2594.22	73.64	77.24	Negligible
	P1.03	Fonthill Road North	Low	25129	Fonthill Road North / St Lomans Road	2455.56	2445.76	106.25	105.77	Negligible
	P1.03	Fonthill Road North	Low	25154	Fonthill Road North / Coldcut Road	2263.29	2324.80	99.78	99.56	Negligible
	P1.04	R113	Low	25235	Ninth Lock Road / Fonthill Road North / Thomas Omer Way	3099.30	3188.43	102.77	99.34	Low Positive
	P1.04	R113	Low	25220	Fonthill Road North / Clondalkin And Fonthill Station Approach	1665.00	1812.52	97.50	100.32	Negligible
	P1.05	New Nangor Road	Medium	25310	Nangor Road / Ninth Lock Road	1862.40	1937.76	53.99	54.33	Negligible
	P1.05	New Nangor Road	Medium	25459	Nangor Road / Yellow Meadows Road	2589.24	2610.23	100.04	104.46	Low Negative
	P1.05	New Nangor Road	Medium	14235	Nangor Road / Riverview Business Park	2066.95	2170.80	74.27	76.09	Negligible
	P1.05	New Nangor Road	Negligible	16155	Naas Road / Nangor Road / Long Mile Road	940.09	952.93	45.87	53.15	Negligible
	P1.06	Fonthill Road	High	25120	Fonthill Road (Liffey Valley Shopping Centre): Yellow Car Park Rbt	812.58	812.85	45.14	39.34	Negligible
	P1.06	Fonthill Road	High	25508	Fonthill Road (Liffey Valley Shopping Centre): Yellow Car Park	62.37	184.43	2.82	8.47	Negligible
	P1.06	Fonthill Road	High	25707	Fonthill Road (Liffey Valley Shopping Centre): Purple Car Park Rbt	197.65	258.05	5.06	9.28	Negligible
	P1.06	Fonthill Road	High	25708	Fonthill Road (Liffey Valley Shopping Centre): Tesco Extra Rbt	135.28	234.63	7.48	20.56	Negligible
	P1.08	Park West Avenue	High	14229	Park West Avenue / Cherry Orchard Green	930.00	1087.51	39.36	43.87	Negligible
	P1.08	Park West Avenue	High	14186	Park West Road / Park West Avenue	1248.21	1357.83	40.47	38.84	Negligible
P1.09	Park West Road	High	14132	Park West Road / Lavery Avenue	1082.92	1229.12	67.85	70.52	Negligible	
Adjacent to Section 2	P2.01	Kylemore Road	Negligible	14211	Kylemore Road / Le Fanu Road / Chapelizod Hill Road	1215.37	1087.15	88.71	46.74	Low Positive
	P2.01	Le Fanu Road	Medium	14106	Colepark Drive / Le Fanu Road	553.73	680.95	15.27	18.72	Negligible
	P2.01	Le Fanu Road	Medium	14148	Blackditch Road / Le Fanu Road	330.12	452.80	10.59	13.75	Negligible
	P2.01	Le Fanu Road	Medium	14118	Le Fanu Road / Kylemore Avenue / Raheen Park	493.68	688.01	22.65	23.62	Negligible
	P2.02	Kylemore Avenue	High	14151	Kylemore Avenue / Kylemore Drive	121.13	404.90	4.31	13.77	Negligible
	P2.02	Kylemore Road	High	14152	Kylemore Avenue / Kylemore Road	1286.83	1144.76	45.14	69.38	Negligible
	P2.03	Kylemore Park North	High	14135	Kylemore Park North / Kylemore Park West	632.46	753.61	38.47	38.16	Negligible
	P2.03	Kylemore Road	Negligible	14136	Kylemore Road / Kylemore Park North	1581.98	1524.61	78.71	90.64	Low Negative
	P2.04	Killeen Road	Medium	14210	Killeen Road / Kylemore Park North	809.87	948.28	29.27	36.31	Negligible
	P2.04	Killeen Road	Medium	14214	Killeen Road / Park West Road	1246.98	1386.30	92.63	94.23	Negligible
	P2.04	Killeen Road	Medium	16196	Killeen Road / John F Kennedy Road	1330.40	1372.53	42.88	49.44	Negligible
	P2.04	Killeen Road	Medium	16163	Nangor Road / Killeen Road	1913.56	2021.03	93.33	93.18	Negligible
	P2.05	Chapelizod Bypass	Negligible	22106	Con Colbert Road / Palmerston Bypass / Kennelsfort Road Upper	3957.87	3996.63	111.00	110.16	Negligible
	P2.05	Chapelizod Bypass	Negligible	22117	Con Colbert Road / Palmerston Bypass / The Oval / Old Lucan Road	2108.58	2089.09	108.78	111.67	Low Negative
	P2.05	Chapelizod Bypass	Negligible	15126	Chapelizod Bypass / Lucan Road	1108.16	1230.24	31.31	37.87	Negligible
	P2.05	Chapelizod Bypass	Negligible	14200	Chapelizod Bypass / Kylemore Road	1815.40	1866.87	43.63	48.11	Negligible
	P2.05	Chapelizod Bypass	Negligible	14144	Con Colbert Road / Chapelizod Bypass	2166.78	2436.13	46.81	50.71	Negligible
P2.05	Chapelizod Bypass	Negligible	14124	Con Colbert Road / Memorial Road	2926.87	2594.78	110.40	112.93	Low Negative	
Adjacent to Section 3	P3.01	Davitt Road	Low	8392	Davitt Road / Naas Road	2007.06	1930.71	99.06	100.62	Medium Negative
	P3.01	Davitt Road	Medium	8173	Davitt Road / Kilworth Road	1165.73	1302.62	44.09	48.97	Negligible
	P3.01	Davitt Road	Medium	8159	Davitt Road / Benbulbin Road	1214.26	1314.22	67.48	71.14	Negligible
	P3.02	Bulfin Road	High	14129	Bulfin Road / Bulfin Road / St Michaels Estate	360.11	511.59	14.77	18.92	Negligible
	P3.02	Bulfin Road	High	14127	Bulfin Road / Southern Cross Avenue	319.10	497.28	10.98	18.25	Negligible
	P3.03	South Circular Road (R111)	Negligible	7233	South Circular Road / St Johns Road West / Con Colbert Road	3012.33	2953.44	64.92	70.99	Negligible
	P3.03	South Circular Road (R111)	Negligible	7148	South Circular Road / Inchicore Road	1527.79	1678.12	63.74	84.59	Negligible
	P3.03	South Circular Road (R111)	Negligible	7163	South Circular Road / Kilmainham Lane	1583.24	1832.85	63.29	98.07	Low Negative
	P3.03	South Circular Road (R111)	Negligible	7182	Suir Road / South Circular Road / Bulfin Road	1261.00	1579.32	54.32	88.93	Low Negative
	P3.04	Suir Road	Negligible	7174	Goldenbridge Avenue / Suir Road	655.89	757.38	38.30	44.33	Negligible
P3.05	Dolphin Road	Negligible	7173	Dolphin Road / Slievenamon Road / Davitt Road	1366.65	1548.78	68.30	72.23	Negligible	
P3.05	Dolphin Road	Negligible	7181	Dolphin Road / Slievenamon Road	861.22	1070.88	54.82	72.80	Negligible	

Location						Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Description of Impact
Orientation	ID	Major Road Name	Actual Road Sensitivity	Junction ID	Actual Junction Name	Do Minimum Flows	Do Something Flows	Do Minimum VoC	Do Something VoC	
	P3.05	Dolphin Road	Negligible	8525	Dolphin Road / Dolphin Road (north)	904.56	1110.36	54.82	72.80	Negligible
	P3.05	Dolphin Road	Negligible	8526	Dolphin Road / Dolphin Road (south)	982.81	1216.71	66.14	87.08	Low Negative
	P3.05	Dolphin Road	Negligible	7188	Herberton Road / Dolphin Road	1981.50	2095.45	60.97	80.43	Negligible
	P3.06	South Circular Road (R811)	Medium	7114	South Circular Road / Rothe Abbey	956.59	1054.45	22.21	29.99	Negligible
	P3.06	South Circular Road (R811)	Medium	7196	South Circular Road / Brookfield Road	1148.86	1232.55	55.33	53.44	Negligible
	P3.06	South Circular Road (R811)	Medium	7149	South Circular Road / St James Walk	1362.72	1703.68	37.44	63.73	Negligible
	P3.06	South Circular Road (R811)	Medium	7172	South Circular Road / Herberton Road / Glenmalure Park	968.96	1110.14	85.09	100.36	Low Negative
	P3.06	South Circular Road (R811)	Medium	7158	South Circular Road / Herberton Park	741.73	916.59	28.75	35.93	Negligible
	P3.06	South Circular Road (R811)	Medium	7112	South Circular Road / St Anthony's Road	781.44	961.32	21.35	26.72	Negligible
	P3.06	South Circular Road (R811)	Medium	7157	South Circular Road / Haroldville Avenue	815.29	992.04	39.80	60.05	Negligible
	P3.07	James's Walk	High	7200	St James's Walk / St Anthony's Road	440.61	717.84	19.34	33.22	Negligible
	P3.07	James's Walk	High	7229	St James's Walk / Reuben Street	478.52	792.80	24.46	44.20	Negligible
	P3.07	James's Walk	High	7214	Mallin Avenue / St James's Walk	604.57	915.86	22.90	38.30	Negligible
	P3.07	James's Walk	High	7215	St James's Walk / Brandon Terrace	494.73	805.22	20.88	36.29	Negligible
	P3.08	Marrowbone Lane	Medium	7152	Forbes Lane / Marrowbone Lane	637.29	703.01	29.95	40.98	Negligible
	P3.08	Marrowbone Lane	Medium	7142	Marrowbone Lane / Summer Street South	584.31	672.57	26.92	33.16	Negligible
	P3.09	Forbes Lane	High	7216	Forbes Lane / Pim Street	555.85	875.32	47.49	69.96	Negligible
	P3.09	Grand Canal Place	High	7102	Pim Street / Market Street South	420.08	638.64	17.41	29.00	Negligible
	P3.10	Watling Street	Low	3160	Watling Street / Island Street	238.87	544.57	15.36	28.12	Negligible
	P3.10	Watling Street	Low	3144	Watling Street / Victoria Quay / Usher's Island	2120.28	2127.27	65.21	61.40	Negligible
	P3.11	Conyngham Road	Negligible	3281	Conyngham Road / Conyngham Road / Chesterfield Avenue	1971.23	2072.43	55.98	98.55	Low Negative
	P3.11	Conyngham Road	Negligible	3243	Infirmity Road / Parkgate Street / Parkgate Street	1988.70	2120.60	101.39	100.51	Negligible
	P3.12	Parkgate Street	Low	3201	Parkgate Street (R109) / Parkgate Street	1374.36	1470.23	26.35	26.14	Negligible
	P3.12	Wolfe Tone Quay	Low	3273	Wolfe Tone Quay / Parkgate Street	1424.67	1538.02	43.19	42.86	Negligible
	P3.13	Wolfe Tone Quay	Low	3261	Wolfe Tone Quay / Frank Sherwin Bridge	2245.52	2442.63	43.07	59.97	Negligible
	P3.13	Frank Sherwin Bridge	Low	3171	Frank Sherwin Bridge / Victoria Quay / St Johns Road West	3218.90	3058.61	62.91	93.58	Low Negative
	P3.14	Wolfe Tone Quay	Low	3274	Temple Street West / Wolfe Tone Quay	1108.29	1314.26	32.48	37.83	Negligible
	P3.15	Sarsfield Quay	Low	3282	Liffey Street West / Sarsfield Quay / Wolfe Tone Quay	1149.00	1313.12	80.57	83.00	Negligible
	P3.16	Ellis Quay	Low	3101	Sarsfield Quay / Ellis Quay / Ellis Street	1308.00	1472.11	33.78	38.25	Negligible
	P3.16	Ellis Quay	Low	3139	Ellis Quay / Blackhall Place	1722.93	1842.13	78.30	84.77	Negligible
	P3.16	Ellis Quay	Low	3265	Ellis Quay / John Street North	648.87	764.10	34.43	40.48	Negligible
	P3.17	Arran Quay	Low	3100	Mellows Bridge / Arran Quay / Ellis Quay / Queen Street	1178.15	1241.98	57.84	58.03	Negligible
	P3.17	Arran Quay	Low	3138	Arran Street West / Arran Quay	852.01	989.66	42.78	48.84	Negligible
	P3.17	Arran Quay	Low	3270	Lincoln Lane / Arran Quay	852.01	989.66	45.34	52.57	Negligible
	P3.17	Arran Quay	Low	2100	Father Mathew Bridge / Church Street / Inns Quay / Arran Quay	2164.24	1877.07	71.75	77.18	Negligible
	P3.18	Greek Street	High	2426	Beresford Street / Marys Lane / Greek Street	420.88	453.89	21.57	31.00	Negligible
	P3.19	Chancery Place	High	2456	Chancery Street / Chancery Place / Greek Street	291.78	411.52	42.12	68.52	Negligible
	P3.19	Chancery Place	Medium	2327	Inns Quay / Inns Quay / O'Donovan Rossa Bridge / Chancery Place	1158.31	1225.14	60.38	69.03	Negligible
	P3.20	Bridgefoot Street	Low	7232	Oliver Bond Street / Bridgefoot Street	758.22	762.76	42.06	41.70	Negligible
	P3.20	Oliver Bond Street	High	7198	Oliver Bond Street / John Street West	523.63	647.92	12.48	13.63	Negligible
	P3.20	Oliver Bond Street	High	40077	Oliver Bond Street / John Street West	353.74	559.74	11.76	18.55	Negligible
	P3.21	Wormwood Gate	High	6186	St Augustine Street / Wormwood Gate / Oliver Bond Street	362.05	677.70	12.79	23.11	Negligible
	P3.21	Wormwood Gate	Low	6251	Wormwood Gate / Cook Street / Bridge Street Upper / Bridge Street Lower	2292.04	1607.92	65.19	99.32	Low Negative
	P3.22	Francis Street	High	7130	Francis Street / Dean Swift Square	55.26	220.13	2.78	11.21	Negligible
	P3.22	Francis Street	High	7129	Francis Street / Swift's Alley	59.73	203.07	6.07	6.53	Negligible
	P3.22	Francis Street	High	7128	Francis Street / Tomas Davis Street	140.05	279.97	11.17	11.85	Negligible
	P3.22	Francis Street	High	40757	Francis Street / Garden View Court	200.74	360.36	10.31	15.11	Negligible

Location					Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Description of Impact	
Orientation	ID	Major Road Name	Actual Road Sensitivity	Junction ID	Actual Junction Name	Do Minimum Flows	Do Something Flows	Do Minimum VoC		Do Something VoC
	P3.22	Francis Street	High	7153	Francis Street / Carman's Hall	139.36	298.94	7.14	11.27	Negligible
	P3.23	St Luke's Avenue	Low	7185	St Luke's Avenue / Brabazon Place	705.25	783.07	50.94	54.23	Negligible
	P3.24	The Coombe	Low	7184	The Coombe / St Luke's Avenue	1107.01	1306.99	58.53	61.73	Negligible
	P3.24	The Coombe	Low	6185	The Coombe / Francis Street	1253.74	1494.65	69.50	77.14	Negligible
	P3.25	Dean Street	Low	6318	The Coombe / New Row South	1175.99	1379.43	72.31	79.96	Negligible
	P3.25	Dean Street	Low	6168	New Street South / Kevin Street Upper	2368.06	2558.71	46.41	52.48	Negligible
	P3.26	Kevin Street Upper	Low	6290	New Street South / Kevin Street Upper	988.14	1163.37	30.89	32.62	Negligible
	P3.26	Kevin Street Upper	Low	6184	Kevin Street Upper / St Patrick's Close	1183.48	1306.96	32.26	32.13	Negligible
	P3.26	Kevin Street Upper	Low	6183	New Bride Street / Kevin Street Lower	1562.34	1595.03	81.87	85.74	Low Negative
	P3.27	Merchant's Quay	Low	2303	Father Mathew Bridge / Merchant's Quay / Bridge Street Lower / Usher's Quay	3998.42	3454.19	83.82	91.21	Low Negative
	P3.28	Winetavern Street	Medium	2458	O'Donovan Rossa Bridge / Wood Quay / Merchant's Quay / Winetavern Street /	2173.49	2319.26	98.20	88.65	Negligible
	P3.28	Winetavern Street	Medium	6109	Winetavern Street / Cook Street / / Winetavern Street	969.31	784.96	56.01	45.10	Negligible
	P3.28	Winetavern Street	Low	6200	High Street / Nicholas Street / St Michaels Hill / Christchurch Place	2395.71	1614.86	115.71	42.91	Medium Positive
	P3.29	Essex Quay	Medium	2156	Fishamble Street / Wood Quay / Essex Quay	1561.77	1716.73	82.81	79.40	Negligible
	P3.29	Essex Quay	Medium	2416	Grattan Bridge / Wellington Quay / Essex Quay / Parliament Street	1790.79	1950.34	98.91	99.22	Negligible
	P3.30	Wellington Quay	Medium	2244	Wellington Quay / Eustace Street	1157.70	1306.95	64.92	74.26	Negligible
	P3.30	Wellington Quay	Medium	2113	Wellington Quay / Fownes Street Lower	976.51	1117.01	51.40	58.79	Negligible
	P3.30	Wellington Quay	Medium	2298	Wellington Quay / Bedford Row / Aston Quay	976.51	1117.01	47.79	57.01	Negligible

Table 20: 2043 PM Junction Analysis

Location					Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Description of Impact	
Orientation	ID	Major Road Name	Actual Road Sensitivity	Junction ID	Actual Junction Name	Do Minimum Flows	Do Something Flows	Do Minimum VoC		Do Something VoC
Section 1	P1.02	R113	Low	25138	Fonthill Road North / St Lomans Road	2488.18	2519.58	69.20	70.56	Negligible
Section 1	P1.03	Fonthill Road North	Low	25129	Fonthill Road North / St Lomans Road	2447.29	2447.73	104.95	105.51	Low Negative
Section 1	P1.03	Fonthill Road North	Low	25154	Fonthill Road North / Coldcut Road	2467.00	2448.04	99.54	98.69	Negligible
Section 1	P1.04	R113	Low	25235	Ninth Lock Road / Fonthill Road North / Thomas Omer Way	3388.33	3402.17	102.56	100.50	Low Positive
Section 1	P1.04	R113	Low	25220	Fonthill Road North / Clondalkin And Fonthill Station Approach	1928.66	2065.03	100.66	101.07	Low Negative
Section 1	P1.05	New Nangor Road	Medium	25310	Nangor Road / Ninth Lock Road	2113.44	2188.61	59.30	62.00	Negligible
Section 1	P1.05	New Nangor Road	Medium	25459	Nangor Road / Yellow Meadows Road	2695.05	2805.81	100.98	100.77	Negligible
Section 1	P1.05	New Nangor Road	Medium	14235	Nangor Road / Riverview Business Park	2044.50	2238.44	69.64	73.83	Negligible
Section 1	P1.05	New Nangor Road	Negligible	16155	Naas Road / Nangor Road / Long Mile Road	937.03	945.28	42.23	47.37	Negligible
Section 1	P1.06	Fonthill Road	High	25120	Fonthill Road (Liffey Valley Shopping Centre): Yellow Car Park Rbt	790.15	864.10	43.90	42.49	Negligible
Section 1	P1.06	Fonthill Road	High	25508	Fonthill Road (Liffey Valley Shopping Centre): Yellow Car Park	72.04	298.96	3.27	10.54	Negligible
Section 1	P1.06	Fonthill Road	High	25707	Fonthill Road (Liffey Valley Shopping Centre): Purple Car Park Rbt	285.74	369.93	7.22	11.30	Negligible
Section 1	P1.06	Fonthill Road	High	25708	Fonthill Road (Liffey Valley Shopping Centre): Tesco Extra Rbt	213.70	271.17	10.91	20.73	Negligible
Section 1	P1.08	Park West Avenue	High	14229	Park West Avenue / Cherry Orchard Green	1029.78	1190.66	41.73	47.50	Negligible
Section 1	P1.08	Park West Avenue	High	14186	Park West Road / Park West Avenue	1358.26	1459.33	38.32	36.82	Negligible
Section 1	P1.09	Park West Road	High	14132	Park West Road / Lavery Avenue	1019.96	1172.71	53.62	57.71	Negligible
Section 2	P2.01	Kylemore Road	Negligible	14211	Kylemore Road / Le Fanu Road / Chapelizod Hill Road	1291.45	1116.04	93.44	54.65	Low Positive
Section 2	P2.01	Le Fanu Road	Medium	14106	Colepark Drive / Le Fanu Road	585.06	628.93	16.36	18.32	Negligible
Section 2	P2.01	Le Fanu Road	Medium	14148	Blackditch Road / Le Fanu Road	343.21	444.78	10.05	13.64	Negligible
Section 2	P2.01	Le Fanu Road	Medium	14118	Le Fanu Road / Kylemore Avenue / Raheen Park	520.21	676.77	21.74	24.44	Negligible
Section 2	P2.02	Kylemore Avenue	High	14151	Kylemore Avenue / Kylemore Drive	131.42	355.43	4.14	11.33	Negligible
Section 2	P2.02	Kylemore Road	High	14152	Kylemore Avenue / Kylemore Road	1317.60	1183.98	45.38	61.95	Negligible
Section 2	P2.03	Kylemore Park North	High	14135	Kylemore Park North / Kylemore Park West	616.29	814.34	34.20	36.96	Negligible
Section 2	P2.03	Kylemore Road	Negligible	14136	Kylemore Road / Kylemore Park North	1597.94	1578.49	77.83	89.42	Low Negative
Section 2	P2.04	Killeen Road	Medium	14210	Killeen Road / Kylemore Park North	840.87	1016.49	31.76	47.44	Negligible
Section 2	P2.04	Killeen Road	Medium	14214	Killeen Road / Park West Road	1237.38	1399.78	83.94	89.40	Low Negative
Section 2	P2.04	Killeen Road	Medium	16196	Killeen Road / John F Kennedy Road	1330.87	1421.08	44.85	55.08	Negligible
Section 2	P2.04	Killeen Road	Medium	16163	Nangor Road / Killeen Road	1945.82	2079.02	93.27	93.38	Negligible
Section 2	P2.05	Chapelizod Bypass	Negligible	22106	Con Colbert Road / Palmerston Bypass / Kennelsfort Road Upper	3914.17	3993.44	110.67	110.14	Negligible
Section 2	P2.05	Chapelizod Bypass	Negligible	22117	Con Colbert Road / Palmerston Bypass / The Oval / Old Lucan Road	2079.78	2087.16	107.20	108.64	Low Negative
Section 2	P2.05	Chapelizod Bypass	Negligible	15126	Chapelizod Bypass / Lucan Road	1091.82	1241.58	33.64	38.03	Negligible
Section 2	P2.05	Chapelizod Bypass	Negligible	14200	Chapelizod Bypass / Kylemore Road	1796.37	1814.97	43.75	49.41	Negligible
Section 2	P2.05	Chapelizod Bypass	Negligible	14144	Con Colbert Road / Chapelizod Bypass	2076.37	2358.07	47.10	52.53	Negligible
Section 2	P2.05	Chapelizod Bypass	Negligible	14124	Con Colbert Road / Memorial Road	2830.61	2546.05	104.95	112.54	Low Negative
Section 3	P3.01	Davitt Road	Low	8392	Davitt Road / Naas Road	2003.59	1938.57	99.13	100.38	Negligible
Section 3	P3.01	Davitt Road	Medium	8173	Davitt Road / Kilworth Road	1159.24	1291.44	40.59	49.75	Negligible
Section 3	P3.01	Davitt Road	Medium	8159	Davitt Road / Benbulbin Road	1216.08	1342.68	66.27	72.51	Negligible
Section 3	P3.02	Bulfin Road	High	14129	Bulfin Road / Bulfin Road / St Michaels Estate	357.01	444.72	14.83	17.77	Negligible
Section 3	P3.02	Bulfin Road	High	14127	Bulfin Road / Southern Cross Avenue	319.22	429.21	11.50	17.21	Negligible
Section 3	P3.03	South Circular Road (R111)	Negligible	7233	South Circular Road / St Johns Road West / Con Colbert Road	3012.46	3031.77	63.52	69.44	Negligible
Section 3	P3.03	South Circular Road (R111)	Negligible	7148	South Circular Road / Inchicore Road	1556.98	1727.02	59.54	81.94	Negligible
Section 3	P3.03	South Circular Road (R111)	Negligible	7163	South Circular Road / Kilmainham Lane	1602.29	1855.10	56.80	96.95	Low Negative
Section 3	P3.03	South Circular Road (R111)	Negligible	7182	Suir Road / South Circular Road / Bulfin Road	1271.92	1551.05	56.03	86.55	Low Negative
Section 3	P3.04	Suir Road	Negligible	7174	Goldenbridge Avenue / Suir Road	649.44	727.66	39.40	43.32	Negligible
Section 3	P3.05	Dolphin Road	Negligible	7173	Dolphin Road / Slievenamon Road / Davitt Road	1355.05	1529.89	70.23	69.67	Negligible
Section 3	P3.05	Dolphin Road	Negligible	7181	Dolphin Road / Slievenamon Road	833.25	1016.94	51.37	69.02	Negligible

Location						Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Description of Impact
Orientation	ID	Major Road Name	Actual Road Sensitivity	Junction ID	Actual Junction Name	Do Minimum Flows	Do Something Flows	Do Minimum VoC	Do Something VoC	
Section 3	P3.05	Dolphin Road	Negligible	8525	Dolphin Road / Dolphin Road (north)	889.22	1055.82	52.93	69.02	Negligible
Section 3	P3.05	Dolphin Road	Negligible	8526	Dolphin Road / Dolphin Road (south)	936.18	1138.10	61.25	81.10	Negligible
Section 3	P3.05	Dolphin Road	Negligible	7188	Herberton Road / Dolphin Road	1890.69	2039.34	54.50	76.84	Negligible
Section 3	P3.06	South Circular Road (R811)	High	7114	South Circular Road / Rothe Abbey	944.20	1089.45	22.86	28.05	Negligible
Section 3	P3.06	South Circular Road (R811)	Medium	7196	South Circular Road / Brookfield Road	1114.72	1243.63	60.32	63.04	Negligible
Section 3	P3.06	South Circular Road (R811)	Medium	7149	South Circular Road / St James Walk	1261.77	1571.25	37.81	55.55	Negligible
Section 3	P3.06	South Circular Road (R811)	Medium	7172	South Circular Road / Herberton Road / Glenmalure Park	928.08	1075.62	80.44	96.69	Low Negative
Section 3	P3.06	South Circular Road (R811)	Medium	7158	South Circular Road / Herberton Park	785.08	967.61	29.23	36.02	Negligible
Section 3	P3.06	South Circular Road (R811)	Medium	7112	South Circular Road / St Anthony's Road	827.92	1012.41	21.25	30.51	Negligible
Section 3	P3.06	South Circular Road (R811)	Medium	7157	South Circular Road / Haroldville Avenue	862.17	1050.81	35.45	52.07	Negligible
Section 3	P3.07	James's Walk	High	7200	St James's Walk / St Anthony's Road	361.28	620.65	15.53	28.63	Negligible
Section 3	P3.07	James's Walk	High	7229	St James's Walk / Reuben Street	402.07	668.42	20.19	36.03	Negligible
Section 3	P3.07	James's Walk	High	7214	Mallin Avenue / St James's Walk	508.85	771.72	18.58	31.44	Negligible
Section 3	P3.07	James's Walk	High	7215	St James's Walk / Brandon Terrace	417.21	678.41	16.98	29.84	Negligible
Section 3	P3.08	Marrowbone Lane	Medium	7152	Forbes Lane / Marrowbone Lane	585.75	657.83	25.58	35.39	Negligible
Section 3	P3.08	Marrowbone Lane	Medium	7142	Marrowbone Lane / Summer Street South	552.05	619.94	24.63	30.19	Negligible
Section 3	P3.09	Forbes Lane	High	7216	Forbes Lane / Pim Street	471.04	733.76	36.28	55.99	Negligible
Section 3	P3.09	Grand Canal Place	High	7102	Pim Street / Market Street South	411.45	561.36	17.84	25.71	Negligible
Section 3	P3.10	Watling Street	Low	3160	Watling Street / Island Street	222.88	537.61	14.06	27.48	Negligible
Section 3	P3.10	Watling Street	Low	3144	Watling Street / Victoria Quay / Usher's Island	2026.81	2097.69	60.39	59.89	Negligible
Section 3	P3.11	Conyngham Road	Negligible	3281	Conyngham Road / Conyngham Road / Chesterfield Avenue	1983.39	2041.99	52.68	46.89	Negligible
Section 3	P3.11	Conyngham Road	Negligible	3243	Infirmery Road / Parkgate Street / Parkgate Street	1929.49	2037.14	101.15	96.25	Low Positive
Section 3	P3.12	Parkgate Street	Low	3201	Parkgate Street (R109) / Parkgate Street	1214.20	1298.26	21.87	24.95	Negligible
Section 3	P3.12	Wolfe Tone Quay	Low	3273	Wolfe Tone Quay / Parkgate Street	1252.99	1360.48	35.85	40.90	Negligible
Section 3	P3.13	Wolfe Tone Quay	Low	3261	Wolfe Tone Quay / Frank Sherwin Bridge	2237.57	2401.19	50.29	67.64	Negligible
Section 3	P3.13	Frank Sherwin Bridge	Low	3171	Frank Sherwin Bridge / Victoria Quay / St Johns Road West	3327.58	3187.31	80.73	90.30	Low Negative
Section 3	P3.14	Wolfe Tone Quay	Low	3274	Temple Street West / Wolfe Tone Quay	1270.74	1442.09	36.92	41.30	Negligible
Section 3	P3.15	Sarsfield Quay	Low	3282	Liffey Street West / Sarsfield Quay / Wolfe Tone Quay	1265.88	1390.36	82.75	78.66	Negligible
Section 3	P3.16	Ellis Quay	Low	3101	Sarsfield Quay / Ellis Quay / Ellis Street	1424.88	1549.37	36.03	38.51	Negligible
Section 3	P3.16	Ellis Quay	Low	3139	Ellis Quay / Blackhall Place	1832.45	1911.54	84.22	85.07	Negligible
Section 3	P3.16	Ellis Quay	Low	3265	Ellis Quay / John Street North	725.60	825.20	38.43	43.45	Negligible
Section 3	P3.17	Arran Quay	Low	3100	Mellows Bridge / Arran Quay / Ellis Quay / Queen Street	1226.77	1353.82	55.92	63.50	Negligible
Section 3	P3.17	Arran Quay	Low	3138	Arran Street West / Arran Quay	921.57	1056.47	46.59	52.74	Negligible
Section 3	P3.17	Arran Quay	Low	3270	Lincoln Lane / Arran Quay	921.57	1056.47	48.98	56.07	Negligible
Section 3	P3.17	Arran Quay	Low	2100	Father Mathew Bridge / Church Street / Inns Quay / Arran Quay	2226.05	1979.41	81.98	86.28	Low Negative
Section 3	P3.18	Greek Street	High	2426	Beresford Street / Marys Lane / Greek Street	367.27	426.43	18.66	31.74	Negligible
Section 3	P3.19	Chancery Place	High	2456	Chancery Street / Chancery Place / Greek Street	272.65	408.89	38.99	68.35	Negligible
Section 3	P3.19	Chancery Place	High	2327	Inns Quay / Inns Quay / O'Donovan Rossa Bridge / Chancery Place	1163.85	1270.73	64.98	73.98	Negligible
Section 3	P3.20	Bridgefoot Street	Low	7232	Oliver Bond Street / Bridgefoot Street	766.38	762.16	44.89	42.87	Negligible
Section 3	P3.20	Oliver Bond Street	High	7198	Oliver Bond Street / John Street West	565.17	664.84	14.98	16.13	Negligible
Section 3	P3.20	Oliver Bond Street	High	40077	Oliver Bond Street / John Street West	359.95	554.95	11.69	19.01	Negligible
Section 3	P3.21	Wormwood Gate	High	6186	St Augustine Street / Wormwood Gate / Oliver Bond Street	375.24	699.68	14.00	25.68	Negligible
Section 3	P3.21	Wormwood Gate	Low	6251	Wormwood Gate / Cook Street / Bridge Street Upper / Bridge Street Lower	2226.61	1657.53	41.60	98.66	Low Negative
Section 3	P3.22	Francis Street	High	7130	Francis Street / Dean Swift Square	151.95	272.01	4.24	14.00	Negligible
Section 3	P3.22	Francis Street	High	7129	Francis Street / Swift's Alley	136.07	250.13	6.37	6.63	Negligible
Section 3	P3.22	Francis Street	High	7128	Francis Street / Tomas Davis Street	193.55	333.48	8.44	13.30	Negligible
Section 3	P3.22	Francis Street	High	40757	Francis Street / Garden View Court	266.23	423.76	12.83	17.65	Negligible

Location					Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Description of Impact	
Orientation	ID	Major Road Name	Actual Road Sensitivity	Junction ID	Actual Junction Name	Do Minimum Flows	Do Something Flows	Do Minimum VoC		Do Something VoC
Section 3	P3.22	Francis Street	High	7153	Francis Street / Carman's Hall	206.77	364.40	10.40	13.25	Negligible
Section 3	P3.23	St Luke's Avenue	Low	7185	St Luke's Avenue / Brabazon Place	671.60	775.79	47.38	51.67	Negligible
Section 3	P3.24	The Coombe	Low	7184	The Coombe / St Luke's Avenue	1100.29	1294.70	55.05	59.25	Negligible
Section 3	P3.24	The Coombe	Low	6185	The Coombe / Francis Street	1266.28	1505.83	63.86	71.88	Negligible
Section 3	P3.25	Dean Street	Low	6318	The Coombe / New Row South	1149.28	1380.05	67.04	75.10	Negligible
Section 3	P3.25	Dean Street	Low	6168	New Street South / Kevin Street Upper	2304.90	2537.43	40.84	50.86	Negligible
Section 3	P3.26	Kevin Street Upper	Low	6290	New Street South / Kevin Street Upper	963.52	1157.96	28.77	34.05	Negligible
Section 3	P3.26	Kevin Street Upper	Low	6184	Kevin Street Upper / St Patrick's Close	1149.28	1283.06	32.33	32.06	Negligible
Section 3	P3.26	Kevin Street Upper	Low	6183	New Bride Street / Kevin Street Lower	1491.17	1521.74	75.14	79.47	Negligible
Section 3	P3.27	Merchant's Quay	Low	2303	Father Mathew Bridge / Merchant's Quay / Bridge Street Lower / Usher's Quay	3889.09	3448.70	80.38	88.14	Low Negative
Section 3	P3.28	Winetavern Street	Medium	2458	O'Donovan Rossa Bridge / Wood Quay / Merchant's Quay / Winetavern Street /	2072.49	2277.47	96.92	87.66	Negligible
Section 3	P3.28	Winetavern Street	Medium	6109	Winetavern Street / Cook Street / / Winetavern Street	912.90	821.05	49.83	42.49	Negligible
Section 3	P3.28	Winetavern Street	Medium	6200	High Street / Nicholas Street / St Michaels Hill / Christchurch Place	2355.87	1629.68	115.71	43.51	Medium Positive
Section 3	P3.29	Essex Quay	Medium	2156	Fishamble Street / Wood Quay / Essex Quay	1439.98	1646.91	58.07	80.52	Negligible
Section 3	P3.29	Essex Quay	Medium	2416	Grattan Bridge / Wellington Quay / Essex Quay / Parliament Street	1690.86	1845.78	97.04	99.38	Negligible
Section 3	P3.30	Wellington Quay	Medium	2244	Wellington Quay / Eustace Street	1090.68	1220.97	62.42	70.47	Negligible
Section 3	P3.30	Wellington Quay	Medium	2113	Wellington Quay / Fownes Street Lower	938.97	1059.96	49.42	55.79	Negligible
Section 3	P3.30	Wellington Quay	Medium	2298	Wellington Quay / Bedford Row / Aston Quay	938.97	1059.96	46.19	50.24	Negligible