

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 corners.

Appendix A6.4 Impact Assessments

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Appendix A6.4.1: Pedestrian Infrastructure Assessment

Table 1: Pedestrian Junction Assessment Criteria

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

Table 2: Pedestrian Junction Assessment LoS

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

Table 3: Description of Impact for Pedestrian Qualitative Assessment

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

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

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

1.1 Section 1 – Talbot Memorial Bridge to Tom Clarke East Link Bridge & Section 2 – Dodder Public Transport Opening Bridge (DPTOB)

Table 5: Section 1 and 2 – Pedestrian Infrastructure Assessment

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
R801 Custom House Quay / R802 Talbot Memorial Bridge / R802 Memorial Road	A1600 – A1700	Pedestrian Routing:	Pedestrian crossings available on all arms.	✓	Pedestrian crossings proposed on all arms.	✓	Low	Negligible	Not Significant
		Pedestrian Directness:	Direct crossings available on the southern and western arms. Staggered crossing arrangement on other arms	✓	Direct crossings proposed on all arms	✓			
		Vehicular Speeds:	Existing slip lane (NE corner) with larger corner radii encouraging high vehicular speeds	✗	Proposed removal of the slip lane at the NE corner of the junction, reducing corner radii and encouraging slower 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 in excess of 3m	✓	Existing footpaths are in excess of 3m	✓			
		Overall LoS	4 Indicators met:	B	5 Indicators met:	A			
R801 Custom House Quay / Commons Street / R801 North Wall Quay	A1225 – A1275	Pedestrian Routing:	Pedestrian crossings available on all arms.	✓	Pedestrian crossings proposed on the northern and eastern arms only	✗	Low	Low	Negative Slight
		Pedestrian Directness:	Direct crossings available on all arms	✓	Direct crossings proposed on the northern and eastern arms	✓			
		Vehicular Speeds:	Tight corner radii decrease vehicular speeds.	✓	Tight corner radii decrease vehicular speeds.	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings in accordance with guidelines	✓	Adequate tactile paving, dropped kerbs and road markings in accordance with guidelines	✓			
		Footpath widths:	Existing footpaths are in excess of 2m	✓	proposed footpaths are in excess of 2m	✓			
		Overall LoS	5 Indicators met:	A	4 Indicators met:	B			
North Wall Quay / Salesforce Tower Site Access	A625 – A650	Pedestrian Routing:	No pedestrian crossings available on any arms	✗	Additional pedestrian crossing proposed on northern arm only	✗	Medium	Negligible	Not Significant
		Pedestrian Directness:	No direct crossings available on any arms.	✗	Direct crossing proposed on northern arm	✓			
		Vehicular Speeds:	Large corner radii and no road markings increases the vehicular speeds	✗	Raised table, tighter corner radii, road markings will reduce vehicular speeds	✓			
		Accessibility:	No adequate tactile paving, dropped kerbs, road markings	✗	Adequate tactile paving, raised table and road markings	✓			
		Footpath widths:	Existing footpath and crossing widths are between 1.8m – 2.0m.	✓	Proposed footpath and crossing widths are between 1.8m – 2.0m.	✓			
		Overall LoS	1 Indicator met:	E	4 Indicators met:	B			
North Wall Quay / Castleforbes Road Junction	A A300 – A350	Pedestrian Routing:	Pedestrian crossing available on the northern arm	✗	Pedestrian crossings proposed on all arms.	✓	Low	Negligible	Not Significant
		Pedestrian Directness:	Direct crossing available on the northern arm.	✓	Direct crossings proposed on all arms	✓			
		Vehicular Speeds:	Tight corner radii decrease vehicular speeds.	✓	Tight corner radii decrease vehicular speeds.	✓			
		Accessibility:	Adequate dropped kerbs and tactile paving	✓	Adequate dropped kerbs, tactile paving and road markings in line with current guidance	✓			
		Footpath widths:	Existing footpaths are in excess of 2m	✓	Proposed footpaths are in excess of 2m	✓			
		Overall LoS	4 Indicators met:	B	5 Indicators met:	A			
R813 City Quay / Lombard Street East three-arm Signalised Junction	B10250 – B10300	Pedestrian Routing:	Pedestrian crossings available on all arms.	✓	Pedestrian crossings proposed on all arms.	✓	Medium	Low	Positive Moderate
		Pedestrian Directness:	Pedestrians directed along separately staged crossings via the pedestrian refuge area in its centre	✗	Direct crossings proposed on all arms.	✓			

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
		Vehicular Speeds:	Large corner radii increase the vehicular speeds	✘	Tighter corner radii decrease vehicular speeds.	✓			
		Accessibility:	Adequate tactile paving, dropped kerbs and road markings in line with current guidance	✓	Adequate tactile paving, dropped kerbs and road markings in line with current guidance	✓			
		Footpath widths:	Existing footpath and crossing widths are in excess of 2.0m wide	✓	Proposed footpath and crossing widths are in excess of 3.0m wide	✓			
		Overall LoS	3 Indicators met:	C	5 Indicators met:	A			
Sir John Rogerson's Quay / Lime Street Junction	B10550 – B10600	Pedestrian Routing:	Pedestrian crossing available on the southern arm only	✘	Pedestrian crossing proposed on the southern arm only	✘	Low	Medium	Positive Moderate
		Pedestrian Directness:	Direct crossings available on the southern arm	✓	Direct crossings proposed on the southern arm	✓			
		Vehicular Speeds:	Tight corner radii encourage reduced vehicular speeds	✓	Tight corner radii and raised table decreases 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, road markings for the raised table, in accordance with current guidance.	✓			
		Footpath widths:	Existing footpath and crossing widths are in excess of 2.0m wide	✓	Proposed footpath and crossing widths are in excess of 2.0m wide and crossing width is approximately 4.5m	✓			
		Overall LoS	3 Indicators met:	C	4 Indicators met:	B			
R813 Sir John Rogerson's Quay / R813 Cardiff Lane / Sir John Rogerson's Quay	B10750 - B10800	Pedestrian Routing:	Pedestrian crossing available on the southern and eastern arms only	✘	Pedestrian crossing proposed on the southern and eastern arms only	✘	Low	Medium	Positive Moderate
		Pedestrian Directness:	Direct crossings available on the southern and eastern arms	✓	Direct crossings proposed on the southern and eastern arms	✓			
		Vehicular Speeds:	Lack of road markings increases the vehicular speeds	✘	Vehicular and cycle lane road markings across junction helps to decrease 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 footpath and crossing widths are in excess of 3.0m wide	✓	Proposed footpath and crossing widths are in excess of 3.0m wide	✓			
		Overall LoS	3 Indicators met:	C	4 Indicators met:	B			
Sir John Rogerson's Quay / Asgard Road Junction	B11000 - B11050	Pedestrian Routing:	Pedestrian crossing available on the southern arm only	✘	Pedestrian crossing proposed on the southern arm only	✘	Low	Negligible	Not Significant
		Pedestrian Directness:	Direct crossings available on the southern arm	✓	Direct crossings proposed on the southern arm	✓			
		Vehicular Speeds:	Tight corner radii decrease vehicular speeds.	✓	Tight corner radii, raised table and narrow carriageway (Asgard Rd) decrease vehicular speeds.	✓			
		Accessibility:	Only dropped kerbs and road markings available at the existing crossing. No adequate tactile paving is available.	✘	Raised table, tactile paving and road markings available.	✓			
		Footpath widths:	Existing footpath and crossing widths are in excess of 2.0m wide	✓	Proposed footpath and crossing widths are in excess of 2.0m wide	✓			
		Overall LoS	3 Indicators met:	C	4 Indicators met:	B			
Sir John Rogersons Quay / Blood Stoney Road Junction	B11050 - B11100	Pedestrian Routing:	Pedestrian crossing available on southern arm only	✘	Pedestrian crossings proposed on all arms.	✓	Medium	Negligible	Not Significant
		Pedestrian Directness:	Direct crossing available on southern arm.	✓	Direct crossings proposed on all arms.	✓			
		Vehicular Speeds:	Tight corner radii decrease vehicular speeds.	✓	Tight corner radii and raised table decreases vehicular speeds.	✓			
		Accessibility:	No adequate tactile paving or road markings available	✘	Tactile paving and road markings available on all crossings. Dropped kerbs on eastern and western crossings, raised table on southern crossing	✓			
		Footpath widths:	Existing footpath and crossing widths are in excess of 1.8m wide	✓	Proposed footpath and crossing widths are in excess of 1.8m wide	✓			
		Overall LoS	3 Indicators met:	C	5 Indicators met:	A			

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
Sir John Rogerson's Quay / Britain Quay Junction	B11150 - B11200	Pedestrian Routing:	Pedestrian crossing available on southern arm only	✘	Pedestrian crossing proposed on southern arm only	✘	Low	Negligible	Not Significant
		Pedestrian Directness:	Direct crossing available on southern arm.	✓	Direct crossing proposed on southern arm.	✓			
		Vehicular Speeds:	Tight corner radii and narrow carriageway (Britain Quay) decreases vehicular speeds	✓	Tight corner radii, raised table and narrow carriageway (Britain Quay) decreases vehicular speeds	✓			
		Accessibility:	No adequate tactile paving or road markings available; dropped kerbs only	✘	Raised table, tactile paving and road markings available.	✓			
		Footpath widths:	Existing footpath and crossing widths are in excess of 2.0m wide	✓	Proposed footpath and crossing widths are in excess of 2.0m wide	✓			
		Overall LoS	3 Indicators met:	C	4 Indicators met:	B			
Sir John Rogersons Quay / Benson Street Junction	B11250 - B11300	Pedestrian Routing:	Pedestrian crossing available on southern arm only	✘	Pedestrian crossing proposed on southern arm only	✘	Low	Negligible	Not Significant
		Pedestrian Directness:	Direct crossing available on southern arm.	✓	Direct crossing proposed on southern arm.	✓			
		Vehicular Speeds:	Tight corner radii decreases vehicular speeds.	✓	Tight corner radii and raised table decreases vehicular speeds.	✓			
		Accessibility:	No adequate tactile paving, dropped kerbs or road markings available	✘	Raised table, tactile paving and road markings available.	✓			
		Footpath widths:	Existing footpath and crossing widths are in excess of 1.8m wide	✓	Proposed footpath and crossing widths are in excess of 1.8m wide	✓			
		Overall LoS	3 Indicators met:	C	4 Indicators met:	B			

Negligible impacts to the quality of the pedestrian infrastructure are noted at the following junctions along Section 1 and Section 2 of the Proposed Scheme:

- North Wall Quay / Guild Street / Samuel Beckett Bridge
- North Wall Quay / Park Lane Junction
- North Wall Quay / New Wapping Street Junction
- North Wall Quay / North Wall Avenue Junction
- R802 Talbot Memorial Bridge / R813 City Quay / R802 Moss Street / R105 George's Quay
- R813 City Quay / Prince's Street South
- R813 City Quay / Creighton Street Junction
- Sir John Rogerson's Quay / Windmill Lane Junction
- Sir John Rogerson's Quay / Samuel Beckett Bridge
- Sir John Rogerson's Quay / Forbes Street Junction

1.2 Section 3 – Tom Clarke East Link Bridge to Sean Moore Road

Table 6: Section 3 – Pedestrian Infrastructure Assessment

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
York Road / Pembroke Cottages	E0025 – E0075	Pedestrian Routing:	Pedestrian crossing available on the southern arm.	✗	Pedestrian crossing proposed on the southern arm.	✗	Low	Low	Positive Slight
		Pedestrian Directness:	Direct crossing available on the southern arm	✓	Direct crossing proposed on the southern arm	✓			
		Vehicular Speeds:	Tight corner radii, on street parking and existing speed bump on major arm decrease vehicular speeds.	✓	Tight corner radii and formalised raised table on major arm will further decrease vehicular speeds.	✓			
		Accessibility:	No adequate tactile paving or road markings available at crossing locations	✗	Raised table, dropped kerbs, tactile paving and road markings available.	✓			
		Footpath widths:	Existing footpath and crossing widths are in excess of 1.8m wide	✓	Proposed footpath and crossing widths are in excess of 1.8m wide	✓			
		Overall LoS	3 Indicators met:	C	4 Indicators met:	B			
Cambridge Road / Pembroke Cottages / Cambridge Park	F50150 – F50200	Pedestrian Routing:	Pedestrian crossings available on the southern arm (Cambridge Park)	✗	Pedestrian crossings proposed on all arms, with raised tables and zebra crossings	✓	Medium	Low	Positive Moderate
		Pedestrian Directness:	Direct crossing available on the southern arm	✓	Direct crossings proposed on all arms	✓			
		Vehicular Speeds:	No road markings and very wide major carriageway (Cambridge Road) increases vehicular speeds	✗	Formalised raised table, road markings and zebra crossings decrease vehicular speeds	✓			
		Accessibility:	No adequate tactile paving or road markings available at crossing locations	✗	Raised table, dropped kerbs, tactile paving and road markings available.	✓			
		Footpath widths:	Existing footpath widths are in excess of 2.0m wide	✓	Proposed footpath widths remain in excess of 2.0m wide	✓			
		Overall LoS	2 Indicators met:	D	5 Indicators met:	A			
Ringsend Park shared path / Irishtown Stadium	F50660 – F50680	Pedestrian Routing:	Pedestrian crossing available.	✓	Pedestrian crossing proposed.	✓	Low	Low	Positive Slight
		Pedestrian Directness:	Direct crossing available	✓	Direct crossing proposed	✓			
		Vehicular Speeds:	Traffic calming measures in place to reduce vehicle speeds.	✓	Traffic calming measures proposed to reduce vehicle speeds.	✓			
		Accessibility:	Dropped kerb only, no tactile paving	✗	Raised table with appropriate road markings	✓			
		Footpath widths:	Existing footpath is approximately 3m wide	✓	Footpath is approximately 3m wide	✓			
		Overall LoS	4 Indicators met:	B	5 Indicators met:	A			
Pedestrian path / Kerlogue Road	F50760 – F50780	Pedestrian Routing:	Pedestrian crossing available.	✓	Pedestrian crossing proposed.	✓	Medium	Negligible	Not Significant
		Pedestrian Directness:	Direct crossing available	✓	Direct crossing proposed	✓			
		Vehicular Speeds:	No traffic calming measures.	✗	Traffic calming measures proposed to reduce vehicle speeds.	✓			
		Accessibility:	Dropped kerb only, no tactile paving	✗	Raised table with appropriate road markings	✓			
		Footpath widths:	Existing footpath is approximately 1.8m wide	✓	Proposed footpath is approximately 1.8m wide	✓			
		Overall LoS	3 Indicators met:	C	5 Indicators met:	A			
Bayview / R131 Sean Moore Road / Beach Road junction	F50880 –	Pedestrian Routing:	Pedestrian crossing available on the north-eastern arm and eastern arm only.	✗	Pedestrian crossing proposed on the north-eastern arm, eastern arm and western arm.	✗	Medium	Medium	Positive Significant

Junction	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
	F50920	Pedestrian Directness:	Direct crossings available on the north-eastern arm and eastern arm	✓	Direct crossing proposed	✓			
		Vehicular Speeds:	Wider corner radii enabling higher vehicle speeds.	✗	Reduce corner radii, particularly on the western arm.	✓			
		Accessibility:	Dropped kerb and road markings, no tactile paving available.	✗	Signalised crossings with adequate dropped kerbs, lining and tactile paving.	✓			
		Footpath widths:	Existing footpath is approximately 1.8m wide	✓	Proposed footpath is approximately 1.8m wide	✓			
		Overall LoS	2 Indicators met:	D	4 Indicators met:	B			
R131 Sean Moore Road / Beach Road junction (south-westbound)	F50950 - F51000	Pedestrian Routing:	Signalised pedestrian crossing available on the R131 Sean Moore Road left-turn arm only.	✗	Pedestrian crossing proposed across R131 Sean Moore Road	✓	Medium	Negligible	Not Significant
		Pedestrian Directness:	R131 Sean Moore Road crossing is indirect with a refuge island.	✗	R131 Sean Moore Road crossing is indirect with a refuge island.	✗			
		Vehicular Speeds:	No traffic calming measures in place.	✗	Traffic calming measures proposed to reduce vehicle speeds.	✓			
		Accessibility:	Adequate dropped kerbs and tactile paving.	✓	Raised table with appropriate road markings	✓			
		Footpath widths:	Existing footpath is approximately 1.8m wide	✓	Proposed footpath is approximately 1.8m wide	✓			
		Overall LoS	2 Indicators met:	D	4 Indicators met:	B			

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

- York Road / Pigeon House Road / Cambridge Road Roundabout
- Pigeon House Road / Cambridge Avenue

Appendix A6.4.2: Cycling Infrastructure Assessment

Table 7: 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 8: 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 9: 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

1.3 Section 1 – Talbot Memorial Bridge to Tom Clarke East Link Bridge & Section 2 – Dodder Public Transport Opening Bridge (DPTOB)

Table 10: Section 1 and 2 – Cycling Infrastructure Assessment

Location	Chainage	Cyclist Impact	Do Minimum	LoS Rating	Do Something	LoS Rating	Impact	Sensitivity of Environment	Significance of Effect
Talbot Memorial Bridge: R801 Custom House Quay to R813 City Quay	A1613 - B10000	Segregation	Well separated at mid-link with some conflict at intersections	A	Well separated at mid-link with some conflict at intersections	A	Medium	Medium	Positive Significant
		Number of Adjacent Cyclists / Width	Cycle lanes and tracks have capacity for one cyclist only (1.25m, 1+0)	C	Each cycle lane has capacity for cycling two abreast and / or overtaking (2.0m, 1+1)	A			
		Junction Treatment	Cyclists share green time with general traffic with cycle facilities (cycle lanes) available up to the junction but don't continue through.	C	A protected junction is proposed to the north. To the south, toucan crossings are proposed and cycle lanes continue through junctions.	A			
		Overall		C		A			
R801 Custom House Quay & R801 North Wall Quay: Talbot Memorial Bridge to Samuel Beckett Bridge	A1613 - A900	Segregation	Well separated at mid-link with some conflicts at intersections	A	Well separated at mid-link with some conflict at intersections	A	Medium	High	Positive Very Significant
		Number of Adjacent Cyclists / Width	Cycle lanes and tracks have capacity for one cyclist only (1.25m, 1+0)	C	Each cycle lane has capacity for cycling two abreast and / or overtaking (2.0m, 1+1)	A			
		Junction Treatment	No specific bicycle facilities at junctions	D	Cyclists share green time with general traffic and cycle lanes continue through the junction.	B			
		Overall		C		A			
Samuel Beckett Bridge: R801 North Wall Quay to R813 Sir John Rogerson's Quay	A900 - B10700	Segregation	Well separated at mid-link with some conflicts at intersections	A	Well separated at mid-link with some conflicts at intersections	A	Negligible	Medium	Not Significant
		Number of Adjacent Cyclists / Width	Each cycle lane has capacity for cycling two abreast and / or overtaking (1.75m, 1+1). Single off-road cycle track along NB link is 1.8m wide.	B	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 with cycle facilities (cycle lanes) available up to the junction but don't continue through.	C	Cyclists share green time with general traffic and cycle lanes continue through the junction.	B			
		Overall		B		B			
R801 North Wall Quay: Samuel Beckett Bridge to Tom Clarke Bridge	A900 - A0	Segregation	A combination of off-road cycle tracks, on-road cycle lanes and combined use bus lanes	C	Well separated at mid-link with some conflict at intersections	A	Medium	Low	Positive Moderate
		Number of Adjacent Cyclists / Width	Cycle lanes and tracks have capacity for one cyclist only (1.25m, 1+0)	C	Each cycle lane has capacity for cycling two abreast and / or overtaking (2.0m, 1+1)	A			
		Junction Treatment	No specific bicycle facilities at junctions	D	Proposed cycle tracks bypass the existing junctions	A+			
		Overall		C		A			
R813 City Quay & R813 Sir John Rogerson's Quay: Talbot Memorial Bridge to Samuel Beckett Bridge	B10000 - B10750	Segregation	Well separated at mid-link with some conflicts at intersections	A	Well separated at mid-link with some conflicts at intersections	A	Negligible	High	Not Significant
		Number of Adjacent Cyclists / Width	Cycle tracks have capacity for cycling two abreast and / or overtaking (2.5m, 2+1)	A+	Cycle tracks have capacity for cycling two abreast and / or overtaking (2.5m, 2+1)	A+			
		Junction Treatment	Toucan crossings at signalised junctions for cyclists along CBC	A	Toucan crossings at signalised junctions for cyclists along CBC	A			
		Overall		A		A			
R183 Sir John Rogerson's Quay: Samuel Beckett Bridge to Forbes Street	B10750 - B10950	Segregation	Well separated at mid-link with some conflict at intersections	A	Well separated at mid-link with some conflicts at intersections	A	Medium	High	Positive Very Significant
		Number of Adjacent Cyclists / Width	Each one-way cycle lane has capacity for cycling one cyclist only (1.25m, 1+0). Single cycle lane is 1.5m wide.	C	Each cycle lane has capacity for cycling two abreast and / or overtaking (2.0m, 1+1)	A			
		Junction Treatment	Cyclists share green time with general traffic with cycle facilities (advanced stacking locations / cycle lanes) available up to the junction but don't continue through.	C	Not Applicable - proposed cycle tracks bypass the existing junctions	A+			
		Overall		C		A			

R183 Sir John Rogerson's Quay: Forbes Street to River Dodder	B10950 - B11427	Segregation	Well separated at mid-link with some conflict at intersections	A	Well separated at mid-link with some conflicts at intersections	A	Low	Negligible	Not Significant
		Number of Adjacent Cyclists / Width	Each one-way cycle lane has capacity for cycling one cyclist only (1.25m, 1+0).	C	Each cycle lane has capacity for cycling two abreast and / or overtaking (2.0m, 1+1)	A			
		Junction Treatment	Not Applicable - cycle tracks bypass the existing junctions	A+	Not Applicable - proposed cycle tracks bypass the existing junctions	A+			
		Overall		B		A			

1.4 Section 3 – Tom Clarke East Link Bridge to Sean Moore Road

Table 11: Section 3 – Cycling Infrastructure Assessment

Location	Chainage	Cyclist Impact	Do Minimum	LoS Rating	Do Something	LoS Rating	Impact	Sensitivity of Environment	Significance of Effect
York Road: Pembroke Cottages to Cambridge Road	E40050 - E40300	Segregation	No specific bicycle facilities	D	Carriageway designated as 'quiet cycle routes'. Vehicles will still be permitted to use this route.	B	High	Low	Moderate
		Number of Adjacent Cyclists / Width	No specific bicycle facilities	D	Each cycle lane has capacity for cycling two abreast and / or overtaking (2.5m, 2+1).	A+			
		Junction Treatment	No specific bicycle facilities at junction	D	Cyclists get priority across uncontrolled junctions (due to quiet route)	A+			
		Overall		D		A			
Pigeon House Road: Cambridge Road to Sean Moore Road Roundabout	E40300 - E41019	Segregation	No specific bicycle facilities	D	Carriageway designated as 'quiet cycle routes'. Vehicles will still be permitted to use this route.	B	High	Low	Moderate
		Number of Adjacent Cyclists / Width	No specific bicycle facilities	D	Each cycle lane has capacity for cycling two abreast and / or overtaking (2.5m, 2+1).	A+			
		Junction Treatment	No specific bicycle facilities at junction	D	Cyclists get priority across uncontrolled junctions (due to quiet route)	A+			
		Overall		D		A			
Pembroke Cottages & Cambridge Park: York Road to Ringsend Park	F50000 - F50300	Segregation	No specific bicycle facilities	D	Carriageway designated as 'quiet cycle routes'. Vehicles will still be permitted to use this route.	B	High	Low	Moderate
		Number of Adjacent Cyclists / Width	No specific bicycle facilities	D	Each cycle lane has capacity for cycling two abreast and / or overtaking (2.5m, 2+1).	A+			
		Junction Treatment	No specific bicycle facilities at junction	D	Cyclists get priority across uncontrolled junctions (due to quiet route)	A+			
		Overall		D		A			
Ringsend Park: Cambridge Park to Irishtown Stadium	F50300 - F50700	Segregation	High degree of separation from vehicular traffic resulting in minimal delay	A+	High degree of separation from vehicular traffic resulting in minimal delay	A+	Medium	Medium	Significant
		Number of Adjacent Cyclists / Width	Each cycle lane has capacity for cycling two abreast and / or overtaking (2.5m, 2+1).	A+	Shared path - Each cycle lane has capacity for cycling two abreast and / or overtaking (2.5m, 2+1). Proposed cycle track to be 3.0m wide.	A+			
		Junction Treatment	No priority provided at the intersection with Irishtown Stadium	D	At the intersection with Irishtown Stadium a raised table is proposed, and cycle lane continue through the junction.	B			
		Overall		C		A			
Irishtown Stadium to Bremen Road	H70000 - H70233	Segregation	High degree of separation from vehicular traffic resulting in minimal delay. However, the path is shared with pedestrians and therefore, segregation score reduced.	A	High degree of separation from vehicular traffic resulting in minimal delay	A+	Low	Medium	Moderate
		Number of Adjacent Cyclists / Width	Each cycle lane has capacity for cycling two abreast and / or overtaking (2.0m, 1+1). However, the path is shared with pedestrians and therefore, widths are constrained by other users.	B	Shared path - Each cycle lane has capacity for cycling two abreast and / or overtaking (2.0m, 1+1).	A			
		Junction Treatment	Not Applicable - no junctions	A+	Not Applicable - no junctions	A+			
		Overall		A		A+			
Kerlogue Road: Access to Irishtown Stadium to R131 Sean Moore Road	F50700 - F50992	Segregation	No specific bicycle facilities	D	Well separated at mid-link with some conflict at intersections	A	Medium	Medium	Very Significant
		Number of Adjacent Cyclists / Width	No specific bicycle facilities	D	Each cycle lane has capacity for cycling two abreast and / or overtaking (1.75m, 1+1).	B			
		Junction Treatment	No specific bicycle facilities at junctions.	D	At the intersection with Kerlogue Road raised table is proposed and cycle lane continue through the junction.	B			
		Overall		D		B			

Appendix A6.4.3: Average Bus Journey Times

Table 12: 2028 AM and PM Peak Hour Journey Times

PT Line	Name: Direction	Peak Period	Do Minimum	Do Something	Abs Diff	% Diff
4027	C3: Grand Canal Dock_ Ringsend Bus Depot to Straffan Rd	AM Peak Hour	13.7	6.4	-7.3	-53%
		PM Peak Hour	21.0	5.9	-15.1	-72%
4028	C3: Straffan Rd to Grand Canal Dock_ Ringsend Bus Depot	AM Peak Hour	4.4	2.9	-1.4	-33%
		PM Peak Hour	3.7	2.9	-0.7	-20%
4029	C4: Celbridge_ Maynooth Road (Crodaun Forest Park) to Grand Canal Dock_ Ringsend Bus Depot	AM Peak Hour	4.4	2.7	-1.6	-37%
		PM Peak Hour	3.9	3.0	-0.9	-23%
4030	C4: Grand Canal Dock_ Ringsend Bus Depot to Celbridge_ Maynooth Road (Crodaun Forest Park)	AM Peak Hour	13.7	6.2	-7.5	-55%
		PM Peak Hour	21.5	5.9	-15.6	-73%
4032	D1: Clongriffin_ Main Street to Ballyowen_ Foxborough Estate	AM Peak Hour	0.9	0.9	0.0	2%
		PM Peak Hour	1.1	0.9	-0.2	-19%
4033	D2: Baldoyle Roundabout to Citywest_ Bianconi Avenue	AM Peak Hour	1.0	1.0	0.0	0%
		PM Peak Hour	0.9	0.9	0.1	7%
4035	D3: Clongriffin_ Main Street to Nangor_ Saint Ronan's Church	AM Peak Hour	0.8	1.0	0.2	18%
		PM Peak Hour	1.0	0.9	-0.2	-15%
4037	D4: Kilmore (Dublin City)_ Coolock Lane to Oldbawn_ Kiltipper Way	AM Peak Hour	0.9	0.8	-0.1	-13%
		PM Peak Hour	0.9	0.9	0.0	-4%
4039	D5: Edenmore_ GAA Sports Ground to Tallaght_ The Square Shopping Centre	AM Peak Hour	0.7	1.0	0.2	30%
		PM Peak Hour	0.9	0.8	-0.1	-8%
4055	G1: Irish Rail Building North Wall Quay to Red Cow Luas	AM Peak Hour	7.3	5.3	-2.0	-28%
		PM Peak Hour	7.9	4.9	-3.0	-38%
4056	G1: Red Cow Luas to Irish Rail Building North Wall Quay	AM Peak Hour	9.7	4.9	-4.8	-50%
		PM Peak Hour	8.9	4.7	-4.2	-47%
4057	G2: Irish Rail Building North Wall Quay to Liffey Valley	AM Peak Hour	7.3	5.2	-2.2	-29%
		PM Peak Hour	7.4	5.0	-2.3	-32%
4058	G2: Liffey Valley SB to Irish Rail Building North Wall Quay	AM Peak Hour	9.7	4.9	-4.8	-50%
		PM Peak Hour	9.0	4.7	-4.4	-48%
4068	N4: Central Sq WB to Blanchardstown_ Shopping Centre	AM Peak Hour	0.8	0.4	-0.3	-46%
		PM Peak Hour	1.0	0.4	-0.6	-59%
4071	O: Saint John's Road West to Heuston Station	AM Peak Hour	11.6	5.0	-6.6	-57%
		PM Peak Hour	11.1	4.8	-6.3	-57%
4072	O: Saint John's Road West to Heuston Station	AM Peak Hour	5.3	4.0	-1.3	-25%
		PM Peak Hour	4.9	3.8	-1.1	-22%
4074	86: Summerhill (Dublin City)_ Mountjoy Square Park to Ballinteer_ Simons Ridge	AM Peak Hour	1.4	1.0	-0.3	-24%
		PM Peak Hour	1.3	1.3	0.0	-3%
4076	87: Summerhill (Dublin City)_ Mountjoy Square Park to Stepside_ Littlewood Apartments	AM Peak Hour	1.3	0.9	-0.4	-30%
		PM Peak Hour	1.7	1.6	-0.2	-9%

4078	88: Summerhill (Dublin City)_ Mountjoy Square Park to Eagle Valley	AM Peak Hour	1.3	0.9	-0.4	-30%
		PM Peak Hour	1.3	1.0	-0.3	-20%
4088	71: East Road to Tallaght_ The Square Shopping Centre	AM Peak Hour	7.1	4.9	-2.2	-31%
		PM Peak Hour	7.7	4.7	-3.0	-39%
4089	71: Tallaght_ The Square Shopping Centre to East Road	AM Peak Hour	9.8	5.0	-4.8	-49%
		PM Peak Hour	9.0	4.6	-4.4	-49%
4110	72: (D) Drimnagh_ Drimnagh Road (Saint Marys Road) to East Road	AM Peak Hour	11.3	6.8	-4.5	-40%
		PM Peak Hour	10.8	6.9	-3.8	-36%
4111	72: East Road to Drimnagh_ Drimnagh Road (Our Lady's Hospital for Sick Children)	AM Peak Hour	7.4	4.7	-2.8	-37%
		PM Peak Hour	7.5	4.6	-2.8	-38%
4162	P29: Adamstown_ Outside Train Station to Merrion Square South	AM Peak Hour	1.8	2.1	0.3	15%
		PM Peak Hour	-	-	-	-
4166	X31: Leixlip_ River Forest Estate to Merrion Square South	AM Peak Hour	1.9	2.1	0.2	8%
		PM Peak Hour	-	-	-	-
4168	X32: Leixlip Road to Merrion Square South	AM Peak Hour	1.7	1.8	0.1	5%
		PM Peak Hour	-	-	-	-
4170	X25: Maynooth_ Straffan Road (Kingsbury Estate) to Merrion Square South	AM Peak Hour	1.9	2.0	0.0	2%
		PM Peak Hour	-	-	-	-
4174	X27: Celbridge_ Maynooth Road (Crodaun Forest Park) to Belfield_ University College Dublin	AM Peak Hour	1.8	1.9	0.1	7%
		PM Peak Hour	-	-	-	-
4176	X28: Celbridge_ Maynooth Road (Crodaun Forest Park) to Belfield_ University College Dublin	AM Peak Hour	1.8	1.9	0.1	3%
		PM Peak Hour	-	-	-	-
4184	34: Blanchardstown_ Shopping Centre to Burlington Road (Mespil Road)	AM Peak Hour	1.3	1.0	-0.3	-21%
		PM Peak Hour	1.5	1.4	-0.1	-8%
4189	35: Blanchardstown_ Shopping Centre to Burlington Road (Mespil Road)	AM Peak Hour	1.2	1.1	-0.1	-6%
		PM Peak Hour	1.5	1.0	-0.5	-34%
4197	P64: Dunboyne NS to Merrion Square South	AM Peak Hour	1.8	1.9	0.2	10%
		PM Peak Hour	-	-	-	-
4199	P65: Annfield View to Merrion Square South	AM Peak Hour	1.2	1.0	-0.2	-19%
		PM Peak Hour	-	-	-	-
4202	36: Rathborne Avenue to D4 Berkeley	AM Peak Hour	1.3	1.0	-0.3	-21%
		PM Peak Hour	1.5	1.2	-0.4	-24%
4203	X77: Belfield_ University College of Dublin UCD to Portmarnock_ Coast Road	AM Peak Hour	-	-	-	-
		PM Peak Hour	10.8	6.8	-4.0	-37%
4204	X77: Portmarnock_ Wendell Avenue to Belfield_ University College of Dublin UCD	AM Peak Hour	12.3	6.7	-5.6	-46%
		PM Peak Hour	-	-	-	-
4206	X78: Malahide_ Swords Road (Lawson Spinney) to Belfield_ University College Dublin	AM Peak Hour	1.6	1.9	0.3	18%
		PM Peak Hour	-	-	-	-

4207	X79: Belfield_ University College Dublin to Applewood Glen Ellan Road Swords	AM Peak Hour	-	-	-	-
		PM Peak Hour	10.9	6.9	-4.0	-37%
4208	X79: Applewood Glen Ellan Road Swords to Belfield_ University College Dublin	AM Peak Hour	12.4	7.0	-5.4	-44%
		PM Peak Hour	-	-	-	-
4209	X83: Belfield_ University College Dublin to Portrane_ Beach Lane	AM Peak Hour	-	-	-	-
		PM Peak Hour	10.9	7.2	-3.7	-34%
4210	X83: Portrane_ Beach Lane to Belfield_ University College Dublin	AM Peak Hour	12.3	6.8	-5.5	-44%
		PM Peak Hour	-	-	-	-
4211	X84: Belfield_ University College Dublin to Knocksedan_ Knocksedan	AM Peak Hour	-	-	-	-
		PM Peak Hour	10.6	6.9	-3.6	-34%
4212	X84: Knocksedan_ Knocksedan to Belfield_ University College Dublin	AM Peak Hour	12.6	7.0	-5.6	-44%
		PM Peak Hour	-	-	-	-
4213	X76: Dublin (UCD Stillorgan Rd Flyover) to Skerries_ Northcliffe Heights	AM Peak Hour	-	-	-	-
		PM Peak Hour	10.8	7.0	-3.8	-35%
4214	X76: Skerries_ Northcliffe Heights to Cranford Court	AM Peak Hour	12.7	7.1	-5.7	-45%
		PM Peak Hour	-	-	-	-
4223	22: Glen Ellan Road to Merrion Square South	AM Peak Hour	1.3	1.0	-0.3	-22%
		PM Peak Hour	1.6	1.1	-0.5	-29%
4228	58: Tolka Quay_ Irish Ferries Terminal to Community School	AM Peak Hour	0.9	0.7	-0.2	-26%
		PM Peak Hour	0.8	0.9	0.1	6%
4231	60: Irish Rail Building North Wall Quay to Red Cow Luas	AM Peak Hour	7.5	5.1	-2.4	-33%
		PM Peak Hour	8.0	4.9	-3.1	-38%
4232	60: Monastery Road to Irish Rail Building North Wall Quay	AM Peak Hour	7.4	5.2	-2.2	-30%
		PM Peak Hour	7.7	4.6	-3.1	-40%
4238	98: Summerhill (Dublin City)_ Mountjoy Square Park to Loughlinstown_ Loughlinstown Wood Estate	AM Peak Hour	1.3	1.1	-0.2	-17%
		PM Peak Hour	1.5	1.0	-0.5	-35%
4276	Dublin Bus: 747: Dublin Airport to Heuston Station_ Victoria Quay	AM Peak Hour	10.7	5.1	-5.6	-52%
		PM Peak Hour	18.2	4.9	-13.3	-73%
4277	Dublin Bus: 747: Heuston Station_ Victoria Quay to Dublin Airport	AM Peak Hour	11.4	5.8	-5.6	-49%
		PM Peak Hour	11.4	5.9	-5.5	-48%
4278	Dublin Bus: 757: Dublin Airport to Kelly's Corner_ Charlotte Way	AM Peak Hour	7.3	5.1	-2.2	-30%
		PM Peak Hour	7.7	4.9	-2.8	-36%
4279	Dublin Bus: 757: Kelly's Corner_ Charlotte Way to Dublin Airport	AM Peak Hour	11.3	6.1	-5.2	-46%
		PM Peak Hour	10.5	5.9	-4.5	-43%
4282	71: East Wall_ Caledon Road to Walkinstown_ Walkinstown Road (Walkinstown Roundabout)	AM Peak Hour	7.0	5.0	-2.0	-28%
		PM Peak Hour	7.7	4.7	-3.0	-39%
4283	71: Walkinstown_ Walkinstown Road (Walkinstown Roundabout) to East Wall_ Docklands Innovation Industrial Park	AM Peak Hour	11.5	7.0	-4.4	-39%
		PM Peak Hour	10.6	6.9	-3.7	-35%

Table 13: 2043 AM and PM Peak Hour Journey Times

PT Line	Direction	Peak Period	DoMinimum	DoSomething	Abs Diff	% Diff
4031	D1: Ballyowen_ Foxborough Estate to Clongriffin_ Main Street	AM Peak Hour	19.81	16.31	-3.50	-18%
		PM Peak Hour	20.42	17.02	-3.40	-17%
4032	D1: Clongriffin_ Main Street to Ballyowen_ Foxborough Estate	AM Peak Hour	22.31	18.22	-4.09	-18%
		PM Peak Hour	25.35	17.35	-7.99	-32%
4033	D2: Baldoye Roundabout to Citywest_ Bianconi Avenue	AM Peak Hour	17.73	16.59	-1.13	-6%
		PM Peak Hour	20.61	16.37	-4.24	-21%
4034	D2: Citywest_ Bianconi Avenue to Baldoye Roundabout	AM Peak Hour	17.35	14.96	-2.39	-14%
		PM Peak Hour	17.39	15.72	-1.67	-10%
4035	D3: Clongriffin_ Main Street to Nangor_ Saint Ronan's Church	AM Peak Hour	23.59	18.64	-4.95	-21%
		PM Peak Hour	27.68	18.28	-9.41	-34%
4036	D3: Nangor_ Saint Ronan's Church to Clongriffin_ Main Street	AM Peak Hour	19.54	16.71	-2.83	-14%
		PM Peak Hour	20.66	16.94	-3.72	-18%
4037	D4: Kilmore (Dublin City)_ Coolock Lane to Oldbawn_ Kiltipper Way	AM Peak Hour	9.77	9.24	-0.53	-5%
		PM Peak Hour	12.00	8.92	-3.08	-26%
4038	D4: Oldbawn_ Marlfield Estate to Santry_ Oak Park Estate	AM Peak Hour	8.52	8.58	0.06	1%
		PM Peak Hour	9.29	8.21	-1.08	-12%
4039	D5: Edenmore_ GAA Sports Ground to Tallaght_ The Square Shopping Centre	AM Peak Hour	11.61	9.68	-1.93	-17%
		PM Peak Hour	13.88	9.08	-4.79	-35%
4040	D5: Tallaght_ The Square Shopping Centre to Edenmore_ Blunden Drive	AM Peak Hour	9.03	9.66	0.63	7%
		PM Peak Hour	9.74	9.51	-0.23	-2%
4041	D9: Clare Hall_ Malahide Road (N32) to Marlborough Luas Stop	AM Peak Hour	22.93	18.64	-4.29	-19%
		PM Peak Hour	27.30	18.24	-9.06	-33%
4042	D9: Dublin_ Irish Life Mall to Clare Hall_ Malahide Road (N32)	AM Peak Hour	19.94	16.36	-3.58	-18%
		PM Peak Hour	19.84	16.80	-3.04	-15%
4065	N2: Clontarf Train Station to Heuston Station	AM Peak Hour	1.34	1.28	-0.05	-4%
		PM Peak Hour	3.82	1.32	-2.50	-65%
4066	N2: Saint John's Road West to Clontarf Train Station	AM Peak Hour	1.65	1.51	-0.14	-9%
		PM Peak Hour	2.65	1.56	-1.09	-41%
4138	L80: Clongriffin_ Main Street to The Helix	AM Peak Hour	5.18	3.77	-1.41	-27%
		PM Peak Hour	5.52	3.59	-1.93	-35%
4139	L80: The Helix to Main Street	AM Peak Hour	4.19	2.61	-1.58	-38%
		PM Peak Hour	3.96	2.82	-1.14	-29%
4221		AM Peak Hour	19.82	17.24	-2.58	-13%

PT Line	Direction	Peak Period	DoMinimum	DoSomething	Abs Diff	% Diff
	20: Dublin_ National Lottery Head Quarters to Malahide_ COast Road (opp Seapark Estate)	PM Peak Hour	20.83	17.54	-3.29	-16%
4222	20: Malahide_ Martello Tower to Dublin_ National Lottery Head Quarters	AM Peak Hour	23.30	18.49	-4.81	-21%
		PM Peak Hour	26.93	18.17	-8.76	-33%
4253	N8: Clongriffin_ Main Street to Blanchardstown_ Shopping Centre	AM Peak Hour	1.90	1.61	-0.29	-15%
		PM Peak Hour	2.48	1.27	-1.21	-49%
4254	N8: Blanchardstown_ Shopping Centre to Main Street	AM Peak Hour	0.23	0.37	0.14	58%
		PM Peak Hour	0.24	0.31	0.07	28%
4261	21: Swords_ Swords Business Park to Dublin_ National Lottery Head Quarters	AM Peak Hour	23.77	19.24	-4.52	-19%
		PM Peak Hour	27.68	18.90	-8.77	-32%
4262	21: Dublin_ National Lottery Head Quarters to Swords_ Swords Business Park	AM Peak Hour	19.48	17.21	-2.27	-12%
		PM Peak Hour	20.42	17.34	-3.08	-15%

Appendix A6.4.4: General Traffic Assessment

Table 14: 2028 AM Peak Hour Junction Analysis

Location							Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Ranges		Description of Impact	Significance of Effects
Orientation	Map ID	Road Name	NavTeq Functional Class	Road Sensitivity	Junction ID	Junction Name	Do Minimum Flow	Do Something Flow	Do Minimum VoC	Do Something VoC	Do Minimum VoC	Do Something VoC		
A01		Cathal Brugha Street	5	High	2150	Cathal Brugha Street / Cumberland Street North / Sean Macdermott Street Upper	815	943	68.8	94.8	≤85%	85% - 100%	Low	Negative Moderate
			5	High	2151	Cathal Brugha Street / Marlborough Street	661	825	54.4	69.1	≤85%	≤85%	Negligible	Not Significant
A02		Seville Place	1	Negligible	2233	Amiens Street / Portland Row / North Strand Road / Seville Place	2140	2061	78.7	93.2*	≤85%	85% - 100%	Low	Not Significant
			1	Negligible	2239	Seville Place / Oriel Street Lower / Oriel Street Upper	1487	1779	48.7	60.1	≤85%	≤85%	Negligible	Imperceptible
			1	Negligible	2237	Seville Place	1203	1545	33.2	44.5	≤85%	≤85%	Negligible	Imperceptible
A03		Guild Street	1	Negligible	2424	Seville Place / Sheriff Street Upper / Guild Street	1456	1738	65.1	99.6	≤85%	85% - 100%	Low	Not Significant
			1	Negligible	2467	Mayor Street Lower / Guild Street / Mayor Street Upper	1285	1491	93.3	92.3*	85% - 100%	85% - 100%	Negligible	Imperceptible
A04		O'Connell Street Lower	4	Medium	2489	O'Connell Street Lower / Sackville Place	169	347	8.4	20.4	≤85%	≤85%	Negligible	Not Significant
			4	Medium	2488	O'Connell Street Lower	169	347	8.9	18.3	≤85%	≤85%	Negligible	Not Significant
			4	Medium	2481	O'Connell Street Lower / Abbey Street Lower	571	749	29.2	37.8	≤85%	≤85%	Negligible	Not Significant
A05		O'Connell Bridge	4	Medium	2480	Bachelors Walk / O'Connell Street Lower / Eden Quay / O'Connell Bridge	1342	1511	70.3	70.7	≤85%	≤85%	Negligible	Not Significant
A06		D'Olier Street	4	Medium	2469	Ashton Quay / O'Connell Bridge / Burgh Quay / D'Olier Street	1770	1881	66.6	62.7	≤85%	≤85%	Negligible	Not Significant
			5	High	2306	D'Olier Street	764	934	13.4	16.4	≤85%	≤85%	Negligible	Not Significant
			5	High	2341	D'Olier Street / Burgh Quay	764	934	13.8	16.7	≤85%	≤85%	Negligible	Not Significant
			5	High	6403	D'Olier Street	786	956	13.3	16.3	≤85%	≤85%	Negligible	Not Significant
			5	High	6115	Fleet Street / D'Olier Street / Townsend Street / Colleg Street	846	1012	40.6	68.3	≤85%	≤85%	Negligible	Not Significant
A07		Moss Street	5	High	6222	Moss Street / Gloucester Street South	522	696	13.2	17.8	≤85%	≤85%	Negligible	Not Significant
A08		Townsend Street	4	Medium	6447	Townsend Street / Moss Street / Shaw Street	859	1169	71.1	67.2*	≤85%	≤85%	Negligible	Not Significant
			4	Medium	6113	Townsend Street / Mark Street	829	1151	20.5	29.0	≤85%	≤85%	Negligible	Not Significant
			4	Medium	6429	Townsend Street / Prince's Street South	785	1107	21.0	29.5	≤85%	≤85%	Negligible	Not Significant
			3	Low	6120	Townsend Street / Lombard Street East	1494	1591	48.8	70.0	≤85%	≤85%	Negligible	Not Significant
A09		Misery Hill	1	Negligible	6375	Hanover Street East / Cardiff Lane / Misery Hill	1491	1592	91.1	99.6*	85% - 100%	85% - 100%	Negligible	Imperceptible
A10		Hibernian Road	5	High	2609	Misery Hill / Hibernian Road	299	485	7.6	22.8	≤85%	≤85%	Negligible	Not Significant
			5	High	2610	Hibernian Road / Lazer Lane	390	417	32.2	33.8	≤85%	≤85%	Negligible	Not Significant
A11		Tom Clarke Bridge	3	Low	2471	North Wall Quay / East Wall Road / Tom Clarke Bridge	1473	1547	53.7	57.0	≤85%	≤85%	Negligible	Not Significant

*Optimised signal timings

Table 15: 2043 AM Junction Analysis

Location							Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Ranges		Description of Impact	Significance of Effects											
Orientation	Map ID	Major Road Name	NavTeq Functional Class	Road Sensitivity	Junction ID	Junction Name	Do Minimum Flow	Do Something Flow	Do Minimum VoC	Do Something VoC	Do Minimum VoC	Do Something VoC													
A01	Cathal Brugha Street	5	High	2150	Cathal Brugha Street / Cumberland Street North / Sean Macdermott Street Upper	716	815	60.64	79.04	≤85%	≤85%	Negligible	Not Significant												
														5	High	2151	Cathal Brugha Street / Marlborough Street	603	707	48.25	57.72	≤85%	≤85%	Negligible	Not Significant
A02	Seville Place	1	Negligible	2233	Amiens Street / Portland Row / North Strand Road / Seville Place	1965	2015	82.83	97.80	≤85%	85% - 100%	Low	Not Significant												
														1	Negligible	2239	Seville Place / Oriel Street Lower / Oriel Street Upper	1283	1505	38.94	48.50	≤85%	≤85%	Negligible	Imperceptible
A03	Guild Street Guild Street	1	Negligible	2424	Seville Place / Sheriff Street Upper / Guild Street	1236	1461	66.66	73.93	≤85%	≤85%	Negligible	Imperceptible												
														1	Negligible	2467	Mayor Street Lower / Guild Street / Mayor Street Upper	1063	1306	90.71	92.37	85% - 100%	85% - 100%	Negligible	Imperceptible
A04	O'Connell Street Lower	4	Medium	2489	O'Connell Street Lower / Sackville Place	140	248	11.79	17.25	≤85%	≤85%	Negligible	Not Significant												
														4	Medium	2488	O'Connell Street Lower	140	248	7.35	13.04	≤85%	≤85%	Negligible	Not Significant
														4	Medium	2481	O'Connell Street Lower / Abbey Street Lower	542	650	27.79	33.02	≤85%	≤85%	Negligible	Not Significant
A05	O'Connell Bridge	4	Medium	2480	Bachelors Walk / O'Connell Street Lower / Eden Quay / O'Connell Bridge	1104	1199	53.54	60.21	≤85%	≤85%	Negligible	Not Significant												
														4	Medium	2469	Ashton Quay / O'Connell Bridge / Burgh Quay / D'Olier Street	2062	2010	80.89	71.96	≤85%	≤85%	Negligible	Not Significant
A06	D'Olier Street	5	High	2306	D'Olier Street	838	923	14.71	16.19	≤85%	≤85%	Negligible	Not Significant												
														5	High	2341	D'Olier Street / Burgh Quay	838	923	15.55	17.03	≤85%	≤85%	Negligible	Not Significant
														5	High	6403	D'Olier Street	1028	1112	57.13	60.96	≤85%	≤85%	Negligible	Not Significant
														5	High	6115	Fleet Street / D'Olier Street / Townsend Street / Colleg Street	1013	1097	49.62	50.79	≤85%	≤85%	Negligible	Not Significant
A07	Moss Street	5	High	6222	Moss Street / Gloucester Street South	449	674	11.38	17.22	≤85%	≤85%	Negligible	Not Significant												
A08	Townsend Street	4	Medium	6447	Townsend Street / Moss Street / Shaw Street	794	1019	61.17	83.89*	≤85%	≤85%	Negligible	Not Significant												
														4	Medium	6113	Townsend Street / Mark Street	767	1006	19.02	25.27	≤85%	≤85%	Negligible	Not Significant
														4	Medium	6429	Townsend Street / Prince's Street South	722	963	19.28	25.64	≤85%	≤85%	Negligible	Not Significant
														3	Low	6120	Townsend Street / Lombard Street East	1379	1458	45.48	61.68	≤85%	≤85%	Negligible	Not Significant
A09	Cardiff Lane	1	Negligible	6375	Hanover Street East / Cardiff Lane / Misery Hill	1327	1351	92.82	74.31	85% - 100%	≤85%	Low Positive	Not Significant												
A10	Misery Hill	5	High	2609	Misery Hill / Hibernian Road	248	384	6.84	20.45	≤85%	≤85%	Negligible	Not Significant												
	Hibernian Road	5	High	2610	Hibernian Road / Lazer Lane	290	291	24.36	21.89	≤85%	≤85%	Negligible	Not Significant												
A11	Tom Clarke Bridge	3	Low	2471	North Wall Quay / East Wall Road / Tom Clarke Bridge	566	701	28.56	36.34	≤85%	≤85%	Negligible	Not Significant												

*Optimised signal timings

Table 16: 2028 PM Junction Analysis

Location							Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Ranges		Description of Impact	Significance of Effects
Orientation	Map ID	Major Road Name	NavTeq Functional Class	Road Sensitivity	Junction ID	Junction Name	Do Minimum Flows	Do Something Flows	Do Minimum VoC	Do Something VoC	Do Minimum VoC	Do Something VoC		
	P01	Custom House Quay	3	Low	2102	Eden Quay / Beresford Place / Custom House Quay / Butt Bridge	2285	2386	55.96	59.51	≤85%	≤85%	Negligible	Not Significant
		Beresford Place	3	Low	2330	Beresford Place / Custom House	1740	1921	32.52	38.99	≤85%	≤85%	Negligible	Not Significant
			3	Low	2361	Old Abbey Street / Beresford Place	1703	1884	22.41	24.79	≤85%	≤85%	Negligible	Not Significant
			3	Low	2318	Abbey Street Lower / Beresford Place	2062	2242	94.72	94.72	85% - 100%	85% - 100%	Negligible	Not Significant
		Gardiner Street Lower	3	Low	2479	Gardiner Street Lower / Beresford Place	2756	2818	62.77	66.76	≤85%	≤85%	Negligible	Not Significant
	P02	Seville Place	1	Negligible	2239	Seville Place / Oriel Street Lower / Oriel Street Upper	1416	1591	80.16	60.47	≤85%	≤85%	Negligible	Imperceptible
			1	Negligible	2237	Seville Place	843	1237	22.35	33.66	≤85%	≤85%	Negligible	Imperceptible
	P03	Guild Street	1	Negligible	2424	Seville Place / Sheriff Street Upper / Guild Street	1186	1512	61.88	75.68	≤85%	≤85%	Negligible	Imperceptible
			1	Negligible	2467	Mayor Street Lower / Guild Street / Mayor Street Upper	1100	1367	97.54	90.64	85% - 100%	85% - 100%	Negligible	Imperceptible
	P04	Mayor Street Upper	5	High	2496	Mayor Street Upper	232	265	25.20	23.30	≤85%	≤85%	Negligible	Not Significant
		Park Lane	5	High	2391	Mayor Street Upper / Park Lane	175	212	12.06	76.82	≤85%	≤85%	Negligible	Not Significant
	P05	Moss Street	5	High	6222	Moss Street / Gloucester Street	240	572	5.93	14.99	≤85%	≤85%	Negligible	Not Significant
	P06	Townsend Street	4	Medium	6447	Townsend Street / Moss Street / Shaw Street	509	791	31.15	86.60	≤85%	85% - 100%	Low	Negative Moderate
			4	Medium	6113	Townsend Street / Mark Street	488	775	12.12	19.65	≤85%	≤85%	Negligible	Not Significant
			4	Medium	6429	Townsend Street / Prince's Street South	488	775	12.94	20.46	≤85%	≤85%	Negligible	Not Significant
			3	Low	6120	Townsend Street / Lombard Street East	1239	1304	41.64	59.80	≤85%	≤85%	Negligible	Not Significant
	P07	Hanover Street East	5	High	6224	Townsend Street / Creighton Street / Hanover Street East	310	397	20.14	20.27	≤85%	≤85%	Negligible	Not Significant
		Lime Street	4	Medium	6423	Hanover Street East / Lime Street	307	347	19.44	9.75	≤85%	≤85%	Negligible	Not Significant
Cardiff Lane		1	Negligible	6375	Hanover Street East / Cardiff Lane / Misery Hill	1408	1484	77.97	93.54*	≤85%	85% - 100%	Low	Not Significant	
P08	Misery Hill	5	High	2609	Misery Hill / Hibernian Road	325	530	9.28	24.32	≤85%	≤85%	Negligible	Not Significant	
	Hibernian Road	5	High	2610	Hibernian Road / Lazer Lane	448	446	34.97	34.62	≤85%	≤85%	Negligible	Not Significant	

Table 17: 2043 PM Junction Analysis

Location							Peak Hour Traffic Flows		Max Volume over Capacity Ratio (%)		Ranges		Description of Impact	Significance of Effects
Orientation	Map ID	Major Road Name	NavTeq Functional Class	Road Sensitivity	Junction ID	Junction Name	Do Minimum Flows	Do Something Flows	Do Minimum VoC	Do Something VoC	Do Minimum VoC	Do Something VoC		
	P01	Custom House Quay	3	Low	2102	Eden Quay / Beresford Place / Custom House Quay / Butt Bridge	1976	2040	48.75	51.79	≤85%	≤85%	Negligible	Not Significant
		Beresford Place	3	Low	2330	Beresford Place / Custom House	1432	1564	24.58	26.91	≤85%	≤85%	Negligible	Not Significant
			3	Low	2361	Old Abbey Street / Beresford Place	1386	1518	18.23	19.97	≤85%	≤85%	Negligible	Not Significant
			3	Low	2318	Abbey Street Lower / Beresford Place	1740	1873	93.73	93.69	85% - 100%	85% - 100%	Negligible	Not Significant
		Gardiner Street Lower	3	Low	2479	Gardiner Street Lower / Beresford Place	2513	2528	59.00	62.62	≤85%	≤85%	Negligible	Not Significant
	P02	Seville Place	1	Negligible	2239	Seville Place / Oriel Street Lower / Oriel Street Upper	1301	1436	60.14	43.60	≤85%	≤85%	Negligible	Imperceptible
			1	Negligible	2237	Seville Place	866	1157	23.51	30.53	≤85%	≤85%	Negligible	Imperceptible
	P03	Guild Street	1	Negligible	2424	Seville Place / Sheriff Street Upper / Guild Street	1096	1407	45.57	61.73	≤85%	≤85%	Negligible	Imperceptible
			1	Negligible	2467	Mayor Street Lower / Guild Street / Mayor Street Upper	1053	1264	90.01	93.77	85% - 100%	85% - 100%	Negligible	Imperceptible
	P04	Mayor Street Upper	5	High	2496	Mayor Street Upper	213	234	9.94	10.35	≤85%	≤85%	Negligible	Not Significant
		Park Lane	5	High	2391	Mayor Street Upper / Park Lane	343	263	26.72	77.30	≤85%	≤85%	Negligible	Not Significant
	P05	Moss Street	5	High	6222	Moss Street / Gloucester Street	222	509	5.76	13.34	≤85%	≤85%	Negligible	Not Significant
	P06	Townsend Street	4	Medium	6447	Townsend Street / Moss Street / Shaw Street	442	714	28.67	75.02	≤85%	≤85%	Negligible	Not Significant
			4	Medium	6113	Townsend Street / Mark Street	423	690	10.39	17.42	≤85%	≤85%	Negligible	Not Significant
			4	Medium	6429	Townsend Street / Prince's Street South	423	690	11.24	18.25	≤85%	≤85%	Negligible	Not Significant
		Lombard Street East	3	Low	6120	Townsend Street / Lombard Street East	1151	1219	40.49	58.42	≤85%	≤85%	Negligible	Not Significant
	P07	Hanover Street East	5	High	6224	Townsend Street / Creighton Street / Hanover Street East	180	276	9.49	13.50	≤85%	≤85%	Negligible	Not Significant
		Lime Street	4	Medium	6423	Hanover Street East / Lime Street	240	269	15.94	9.84	≤85%	≤85%	Negligible	Not Significant
		Cardiff Lane	1	Negligible	6375	Hanover Street East / Cardiff Lane / Misery Hill	1304	1345	68.58	84.73*	≤85%	≤85%	Negligible	Imperceptible
	P08	Misery Hill	5	High	2609	Misery Hill / Hibernian Road	261	414	7.18	20.75	≤85%	≤85%	Negligible	Not Significant
Hibernian Road		5	High	2610	Hibernian Road / Lazer Lane	347	335	25.11	21.76	≤85%	≤85%	Negligible	Not Significant	

*Optimised