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Traffic and Transportation

Large-Scale Residential Development
at 43-50 Dolphins Barn Street, Dublin 8
Traffic Impact Assessment for Planning Submission

The Iveagh Trust

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1 INTRODUCTION

1.1 BACKGROUND

This Traffic Impact Assessment (TIA) has been prepared by Stephen Reid Consulting Traffic and Transportation on behalf of The Iveagh Trust for submission to Dublin City Council (DCC) in support of the following proposed development:

The Iveagh Trust intend to apply to Dublin City Council for permission for a Large Scale Residential Development on a site of c.0.358 ha at 43- 50 Dolphins Barn Street, Dublin 8.

The site is bound by Dolphin's Barn Street to the east, No. 51 Dolphin's Barn Street to the northeast, No. 7 Poole Terrace to the south and boundaries of rear gardens of the residential properties located on Reuben Street and Emerald Square to the west and north of the application site respectively. The proposed development consists of the following:

- *The demolition of all existing buildings on site (comprising the former factory building to the rear of the site and buildings which front onto Dolphin's Barn Street (No's 43-50)), which have a total gross floor area of c.3,243.5 sqm.*
- *The construction of a 1-9 storey Large Scale Residential Development (LRD) comprising 119 no. apartments (70 no. 1 bed units and 49 no. 2 bed units) and a community hub space at ground floor level totalling c.523.5 sqm.*
- *All apartments are provided with balconies/terraces, which are located on the eastern, western, southern and northern elevations of the building.*
- *The proposal includes external communal open space areas (c.707 sqm) at ground floor level, and provision of PV panels at roof level.*
- *The proposal provides a total of 15 no. car parking spaces (12 no. for residents, 2 no. for the community hub, including 1 no. accessible parking space, and 1 no. car sharing space). 172 no. cycle parking spaces are provided for residents, and 60 no. cycle parking spaces are provided for visitors to the residential element of the development. 2 no. long stay cycle parking spaces, and 6 no. short stay cycle parking spaces are provided associated with the community hub element of the development.*
- *The proposal includes for alterations and upgrade of the site boundary walls / treatment.*
- *The proposal includes 1 no. shared pedestrian/ vehicular entrance point from Dolphin's Barn Street, alterations to the public footpath/street along Dolphins Barn Street, the provision of 2 no. ESB sub-station's, plant and storage rooms, a comms room, a LV switch room, a life safety room, bin stores and all associated and ancillary works.*
- *The associated site and infrastructural works include provision for water services; foul and surface water drainage and connections; attenuation proposals; permeable paving; all landscaping works including hard and soft landscaping; blue/green roofs; boundary treatment; internal roads and footpaths; electrical services; and all associated site development works above and below ground.*

It is intended that the completed scheme will be operated and managed by The Iveagh Trust who will select appropriate tenants from the housing list to live in the development.

The strategy for this LRD application has regard for a previous SHD scheme on this site and the planning assessment and issues which were considered in that previous scheme, and in the LRD consultation process for this application.

The site location is shown in the following Figure 1.1.

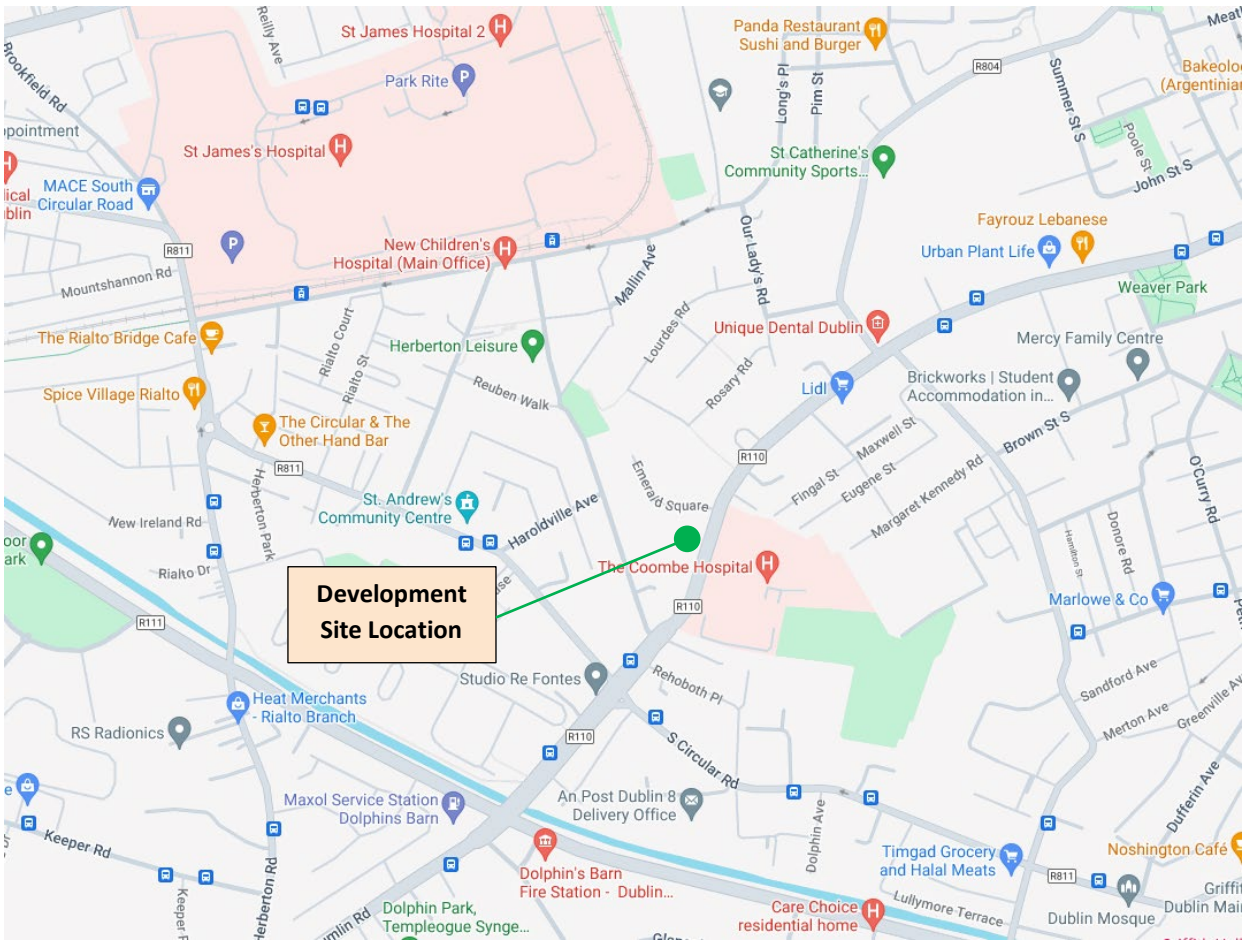


Figure 1.1 Development Site Location (Source: www.google.ie/maps)

To complete this report, reference is made to the following documents:

- The Dublin City Development Plan 2022-2028 (DCC);
- Design Manual for Urban Roads and Streets, Updated 2019, and associated DMURS Advice Notes (Dept. of Transport, Tourism and Sport/Dept. of Environment, Community & Local Government);
- Sustainable Urban Housing: Design Standards for New Apartments December 2020 (Dept of Housing, Local Government & Heritage)
- Cycle Design Manual (NTA)
- Dublin City Centre Transport Plan 2023 (DCC/NTA)
- Traffic and Transport Assessment Guidelines (TII)

1.2 Purpose of This Report

The purpose of this report is to consider the key traffic and transport issues relating to this proposal, having regard for traffic generation, proposed revisions to the traffic management arrangements, and pedestrian and cycle accessibility proposals and management of car parking and vehicle access to the LRD during and following completion of the development works.

From an initial scoping assessment, it is noted that with a limited car parking provision and site location on a key bus corridor in Dublin City Centre outer core area, the scale and nature of the redevelopment is below the threshold criteria that would warrant a full Traffic and Transportation Assessment with regard to the TII Guidelines.

Therefore, the focus of this assessment is consideration of the layout and traffic access arrangements including the revised site access point on Dolphins Barn Street and possible interactions with the existing traffic, cycle and pedestrian activity on this section of Dolphins Barn Street.

2 EXISTING CONDITIONS

2.1 GENERAL AREA AND ROAD USER ACCESS

The site is on the south western side of Dublin City Centre, in the St James area of Dublin 8, with frontage onto the westernmost side of the R110 Dolphins Barn Street.

The surrounding area is a mix of uses with The Coombe Maternity Hospital opposite the site and residential, community and employment development, and some local retail uses.

The site consists of 8 terraced buildings along Dolphin's Barn Street and a factory to the rear. The Dolphins Barn Street buildings, now vacant, range in height from two to four stories typically comprising ground floor commercial with residential on upper floors.

The factory site to the rear is occupied by vacant buildings and an electricity substation. The buildings mainly comprise a large double volume building block with saw tooth roof, divided into two spaces. The former factory site is served by an entrance at the southern end of the overall site from Dolphin's Barn Street. The building on Dolphin's Barn Street at the northern end of the site has access to the factory site.

The remainder of the buildings on Dolphin's Barn Street have no rear access and occupy sites with small rear garden/yard areas. The factory site is bounded by rear boundaries of adjoining largely residential properties.

The R110 extends from the southwest side of the City Centre core area (at St Stephens Green, which is 2km from the site via Kevin Street, St Lukes Avenue, Cork Street and Dolphins Barn Street), intersecting with the R811 South Circular Road (175m southwest of the site), and crossing the Grand Canal, where it intersects with the R111 Parnell Road (375m from the site), before continuing in a southwest heading via Crumlin Road and Drimnagh Road to the Long Mile Road.

Reuben Street (to the southwest of the site) is a local access street connecting Dolphins Barn Street to James Walk at its northernmost end (adjacent to St James Hospital and the Fatima Luas Stop, which is 650m walk from the site).

The R110 route in the vicinity of the site generally has one bus lane and one general traffic lane in each direction (with short turning lanes at certain junctions). There are on-road advisory cycle lanes on both sides of Dolphins Barn Street and Cork Street. Sections of the southbound cycle lane have bollards to prevent vehicles from pulling up/parking in front of The Coombe Hospital access and the Toucan crossing.

The Coombe Hospital access is a priority 'Stop' controlled entrance, with a mini roundabout inside the entrance to control traffic movements to/from the different car park areas which are barrier controlled.

There is also an Emergency Access gate to the north of the Toucan crossing.

Along the westernmost side of the street on the site frontage there are several sections of inset parallel parking bays bracketed by street trees in kerbed footpath buildouts. The parking bays are public pay and display and permit bays during the parking control operational period of 07.00-19.00 (Monday-Friday), and subject to the Dublin City Council 'green' zone tariff.

There is a gated vehicle access through No.43 Dolphins Barn Street at the south end of the frontage and a roller shutter vehicle access at the north end of the frontage into No.50 Dolphins Barn Street, both of which have dropped kerb crossovers of the public footpath, with a 'gap' in the parallel parking in front of each identified by contrasting block paving and road markings/parking limit signage, although these are

heavily worn/faded and as a result the no parking zones are generally parked on as the accesses have been unused for over 15 years.

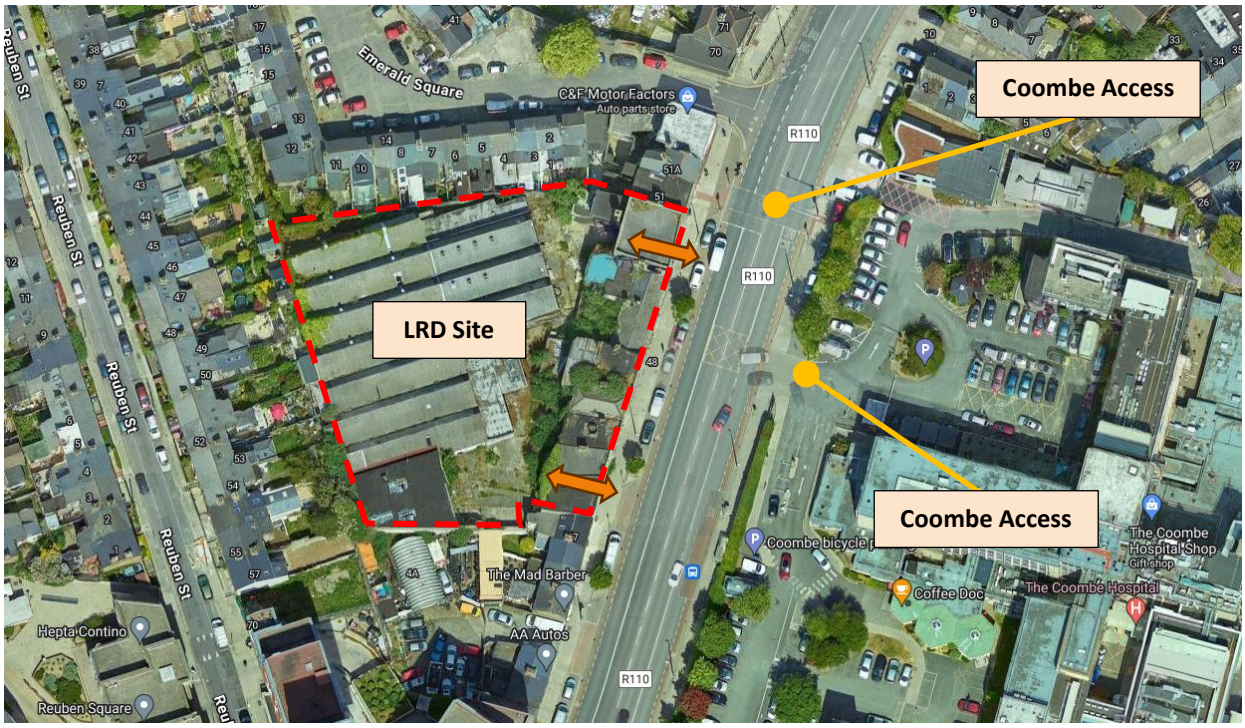


Figure 2.1 Existing Site and Surrounding Uses (source www.google.ie/maps)

2.2 Existing Cyclist and Pedestrian Facilities

There is a good level of footpath provision in the area including the controlled 'Toucan' crossing just beyond the northern end of the frontage, providing access across Dolphins Barn Street for cyclists and pedestrians, and facilitating access to the southbound bus stop in front of The Coombe Hospital.

There is also a Toucan crossing 75m to the south of the development in front of the Earls Court development, and controlled pedestrian crossings at the crossroads with South Circular Road.

The side roads typically have dropped kerbs at in-line crossing points/desire lines, with some provision of tactile pavers and/or entry ramps to reduce traffic speeds.

There are traffic calming ramps along Reuben Street, which is a two-way single carriageway road with a 30kph SLOW ZONE speed limit. Both Reuben Street and Emerald Square (to the north of the site) have entry treatment ramps to assist pedestrians crossing these side roads when walking along the westernmost footpath of Dolphins Barn Street.

There is public street lighting provided on the site frontage and in the surrounding streets.

As noted in Section 2.1, there are on-road cycle lanes on Dolphins Barn Street and Cork Street. These were previously implemented as part of the South Clondalkin QBC project and in some sections of the route the cycle provision is combined with the bus lane.

There is also an on-road cycle lane provision along Parnell Road/Dolphin Road (following the south side of the Grand Canal), sections of cycle lane on Suir Road, and shared bus/cycle lane on South Circular Road.

On the surrounding local street network traffic conditions are generally conducive to unsegregated cycling and the speeds are limited throughout the area as part of an environmental traffic cell to 30kph.

There are several schemes running in Dublin City and the surrounding area. The interactive maps for DublinBikes and Bleeperbikes map currently show that these two schemes do not currently extend to the Dolphins Barn Street area, although there is provision at St James Hospital and in the northern area of The Liberties.

2.3 Existing Public Transport Accessibility and Services

Existing Services
The key operators in the Dublin City area are Dublin Bus and Go-Ahead who operate bus services for TFI, while Transdev operates the Luas for TII, with two lines (Red and Green) serving Dublin City.

On Dolphins Barn St, the inbound buses stop 75m to the northeast of the development, and the outbound buses stop in front of The Coombe Hospital, so these are considered to be adjacent to the proposed development.

Bus Services on Dolphins Barn Street

The **No.27** is operated by Dublin Bus and follows a route between Clare Hall and Jobstown via the City Centre, with a daytime frequency of approximately every 10 minutes between services in both directions.

The **No.56A** is operated by Dublin Bus between The Square and Ringsend Rd, with a daytime frequency of 75 minutes between services in both directions.

The **No.74** is operated by Dublin Bus between Dundrum and Eden Quay, with a daytime frequency of every 30 minutes between services, in both directions.

The **No.77A** is operated by Dublin Bus between Citywest and Ringsend Rd, with a current daytime frequency of every 20 minutes between services in both directions.

The **No.151** is operated by Dublin Bus between The Docklands and Foxborough, with a daytime frequency of 20 minutes between services in both directions.

Therefore, there are 14-15 buses per hour in each direction passing the site on Dolphins Barn St.

Bus Services on South Circular Road

In addition to these services stopping on Dolphins Barn St/Cork S, there are stops on SCR a 250m walk from the LRD site, serviced by the **No.68/68A**, which is operated by Dublin Bus between Newcastle/Greenogue and Hawkins St, with an hourly daytime frequency in each direction, and the No.122, operated by Dublin Bus which follows a route from between Drimnagh and Ashington via Aungier St and Cabra, with a minimum daytime frequency of every 20 minutes in each direction.

The frequencies set out above are for the interpeak period (between 10.00 and 16.00) and it is noted that most key routes operate with an increased frequency during the AM and PM peaks on weekdays.

Luas (Light Rail) Services

The closest stop is at Fatima on the Red Line (this is a 650m walk from the development, via Rueben St. The earliest stopping service in each direction are before 6am and last stopping services are just before 1am.

Capacity of Existing Public Transport Services

As requested by DCC in the pre-planning consultation process a review of existing capacity on public transport services within the catchment area has been provided. The approach is to identify routes serving bus stops within 400m (5 mins walk) of the LRD site, and Luas stops within 800m (10 mins walk) of the LRD site.

Using a previously accepted methodology used in similar LRD projects in the DCC area, SRC have identified the AM peak period capacity of the relevant services based on the number of stopping services in each direction for the period multiplied by the capacity of each vehicle (for double decker buses this is 91 ppv, while for the Red Luas tram this is taken as 319 ppv).

Bus Capacity

In total, there are 510 stopping services on Dolphins Barn Street each weekday (within 75m walk of the LRD site), and a further 165 stopping services on SCR to the east of the Dolphins Barn St junction (within 275m walk of the LRD site).

Therefore, there are a total of 675 buses servicing these stops, which are all within a 275m walking catchment of the development site (with approximately 50:50 split between inbound and outbound services on each corridor).

Route No.	Stop	Inbound	Outbound	Serving City Centre
27	Dolphins Barn St (Coombe Hosp)	21	19	Yes
56a	Dolphins Barn St (Coombe Hosp)	3	3	Yes
77a	Dolphins Barn St (Coombe Hosp)	15	10	Yes
74	Dolphins Barn St (Coombe Hosp)	7	7	Yes
151	Dolphins Barn St (Coombe Hosp)	11	10	Yes
68/68a	SCR (Dolphins Barn Church)	6	3	Yes
122	SCR (Dolphins Barn Church)	14	15	Yes
	Total	77	67	
	Total Capacity on Bus Routes	7,007	6,097	

Table 2.1 Existing Bus Capacity Within 400m of the LRD Site (Weekday 07.00-10.00)

Luas Capacity

The Luas operating timetables identify the service at Fatima stop is a maximum frequency of every 3 minutes and an average frequency of every 4 minutes for the AM peak period between 07.00 and 10.00, equating to an average of 15 stopping services per hour each way.

Route No.	Stop	Inbound	Outbound	Serving City Centre
Red line	Fatima	45	45	Yes
	Total Capacity on Luas Red Line	14,355	14,355	

Table 2.2 Existing Luas Capacity Within 800m of the LRD Site (Weekday 07.00-10.00)

Capacity of Future Services (with Bus Connects)

Having regard to the planning process and likely timeframe for developing a site of this size, it is expected that the Bus Connects proposals for the R110 corridor along Dolphins Barn St and Cork St will have been implemented by the time the apartments are occupied.

Section 4a of the scheme is set out to be completed in Q3/Q4 of Year 1 of a 3 Year overall programme in the Construction Phasing Chapter of the EIS, and the overall Tallaght/Clondalkin to City Centre corridor will have been completed two years after this.

Therefore, it is likely there will be a period in the initial operating/occupied life of the completed LRD when the existing bus services routes are still operational, and this Plan should be updated when the changeover from the existing services to proposed BusConnects services has been completed.

For information, the key proposals are as set out in the following section with graphics from the NTA BusConnects website showing the current proposed routes and services.

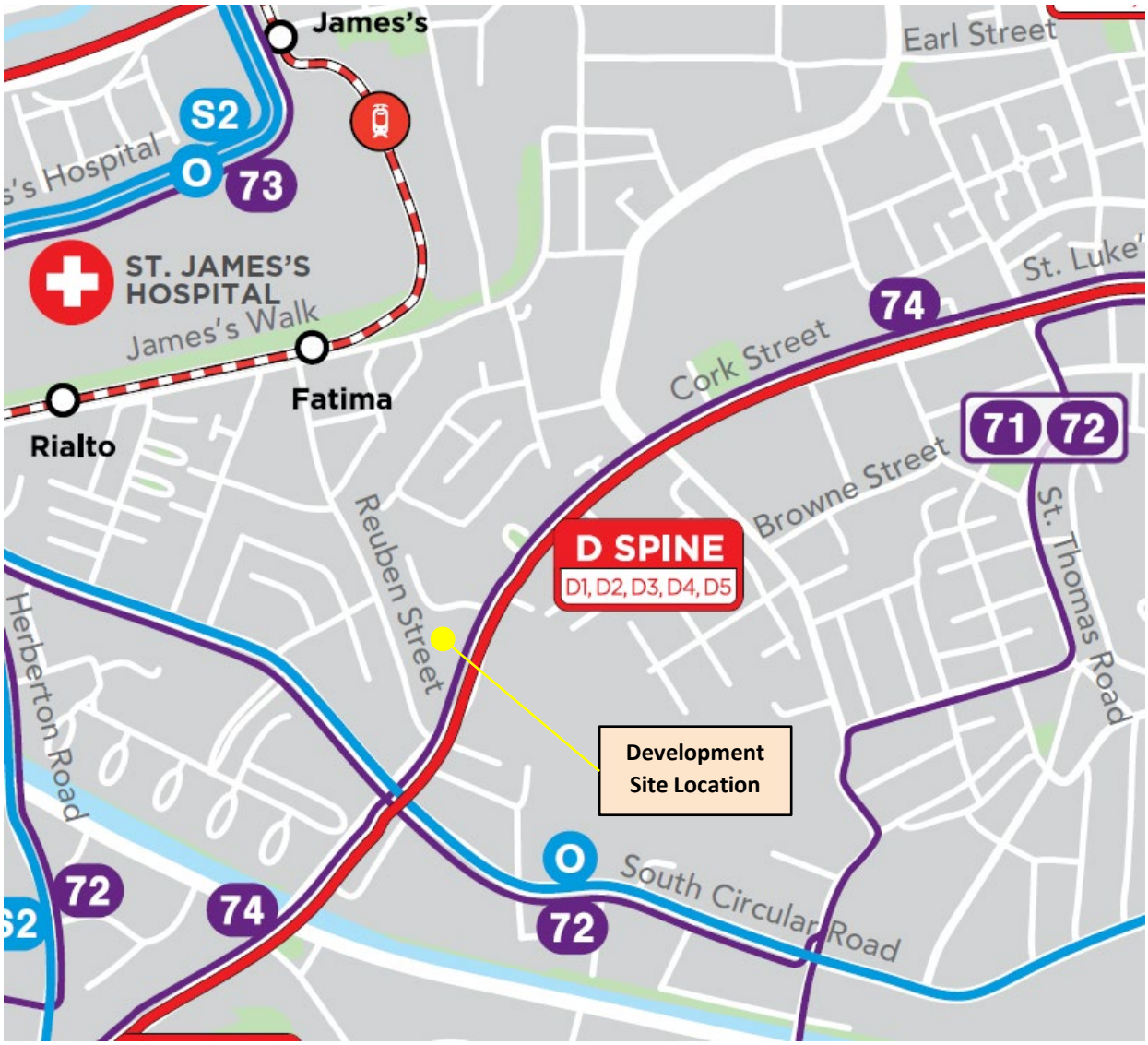


Figure 2.3 Proposed Bus Connects Network in Vicinity of Site (source: NTA BusConnects)

The Tallaght/Clondalkin to City Centre BusConnects corridor forms part of the D-Spine Route in the proposals (D1, D2, D3, D4 and D5 will all pass along this route – replacing several of the existing bus routes listed above), and will interconnect with the "O" route, an Inner Orbital route (using SCR and NCR). The "O" will have a proposed weekday daytime frequency of every 8 minutes.

At Walkinstown, the future D2, D4 and D5 turn southwest towards Tallaght while D1 and D3 will turn north on Walkinstown Ave to Naas Rd and then to Clondalkin.

The No. 74 (current service between Dundrum and Eden Quay) will continue to operate along this corridor between Dundrum and the City Centre. The No.72 on SCR will form a revised route encompassing parts of the existing No.122 and No.150 bus routes.

An additional bus stop for inbound services is proposed immediately to the south of the Reuben St junction. It is considered that this will allow a distribution of the proposed inbound services between the existing stop to the north of Emerald Square and the proposed additional stop, during peak boarding periods which will occur in the AM peak period for inbound services towards Dublin City Centre.

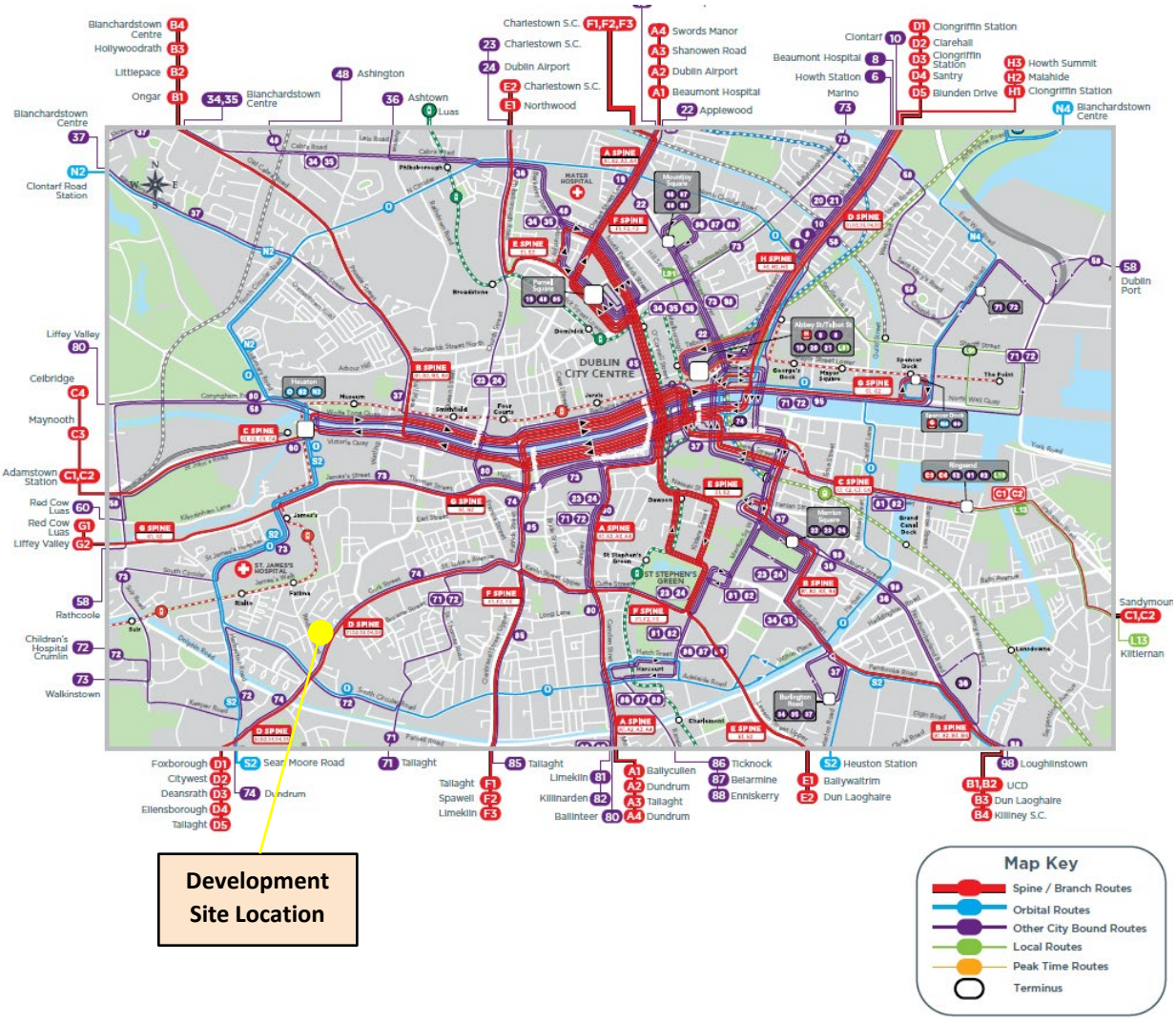


Figure 2.4 Proposed Bus Connects City Centre Network (source: NTA BusConnects)

From a review of existing operations and information provided by TFI/NTA, the impact of BusConnects should increase the capacity of the bus services along the corridors and key routes by approximately 25%.

During the AM peak period this would increase the inbound bus capacity on services stopping within 300m of the site from 7,007 passengers to 8,759 passengers.

Luas (light rail tram) Network

The Luas provides a high frequency tram service within the city centre area and suburbs to the south and west throughout the day.

The Red Line, which runs from Tallaght/Saggart in southwest Dublin to the Point Village in the North Docklands, connects with both Heuston and Connolly Station.

The Green Line runs from Broombridge in the Cabra area northwest of the city centre, via the City Centre (intersecting with the Red Line), and via Stephens Green, Dundrum, and Sandyford, to Cherrywood/Brides Glen in south east Dublin.

The Red and Green Lines interconnect at Abbey St (at O'Connell St for northbound and at Marlborough St for southbound).

A schematic map of the overall Luas network is shown in the following Figure 2.5.

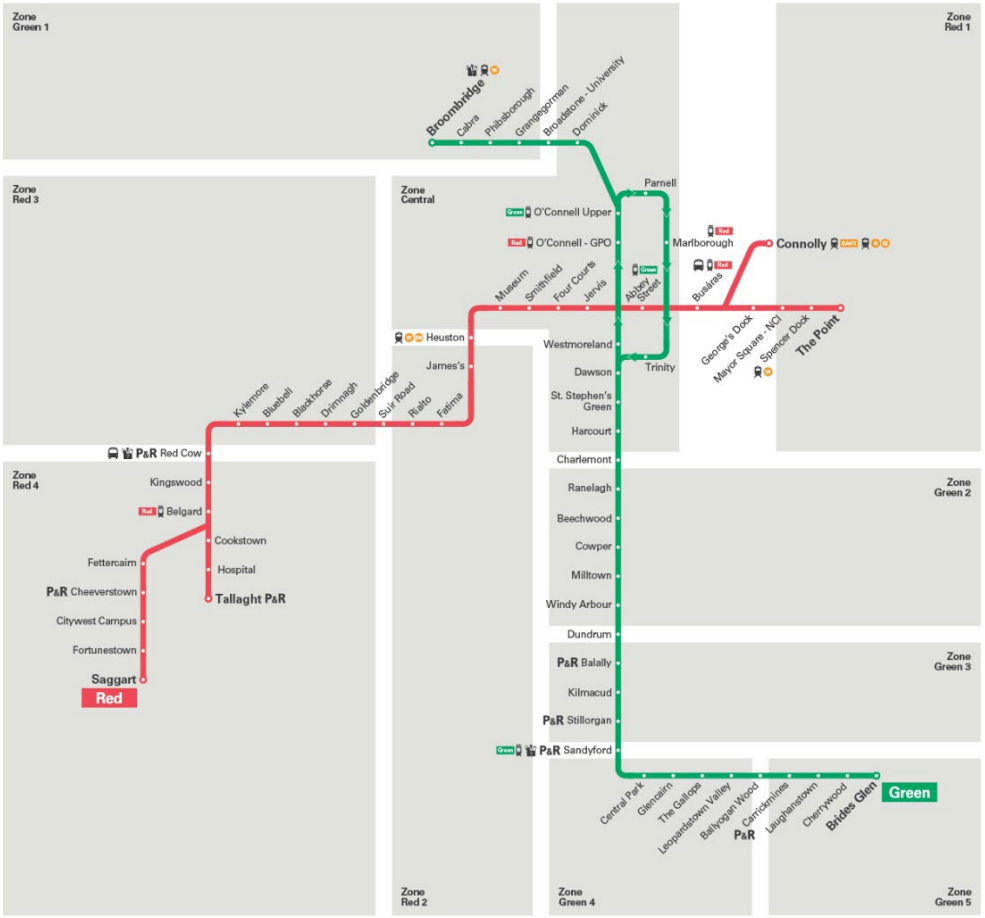


Figure 2.5 Current Overall Luas Network (source: www.luas.ie)

As noted previously, the closest stop on the Red Line is at Fatima (on the south side of St James Hospital) being approximately just under 650m (via Reuben St) from the proposed LRD access.

The Green Line is further from the site to the east (minimum walk distance is 2.2km to Stephens Green

stop) or alternatively the Green Line can be accessed via a walk to the Red Line at Fatima and interconnecting on the north side of the City Centre to reduce the walk to 650m. This is the most effective way of accessing the Green Line if travelling on the northern part of the route (north of the Liffey) shown in Fig 2.6.

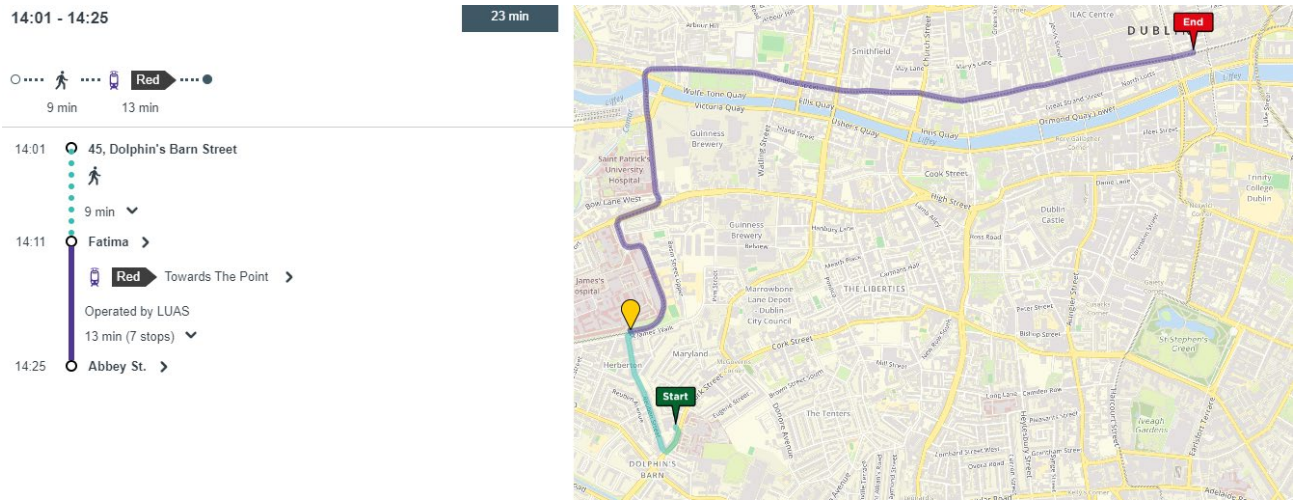


Figure 2.6 Existing Connectivity from LRD site to Luas Green Line at O'Connell St (source: TFI)

However, if travelling on the southern section (between Stephens Green and Cherrywood) a more effective way of accessing the Green Line is to catch the No.122 bus on SCR, which reduces the walk to a 3 minute (260m) walk at each end of a 9-minute bus journey, accessing the Green Line at the Harcourt Stop and avoiding the cross-river section (See Fig 2.7).

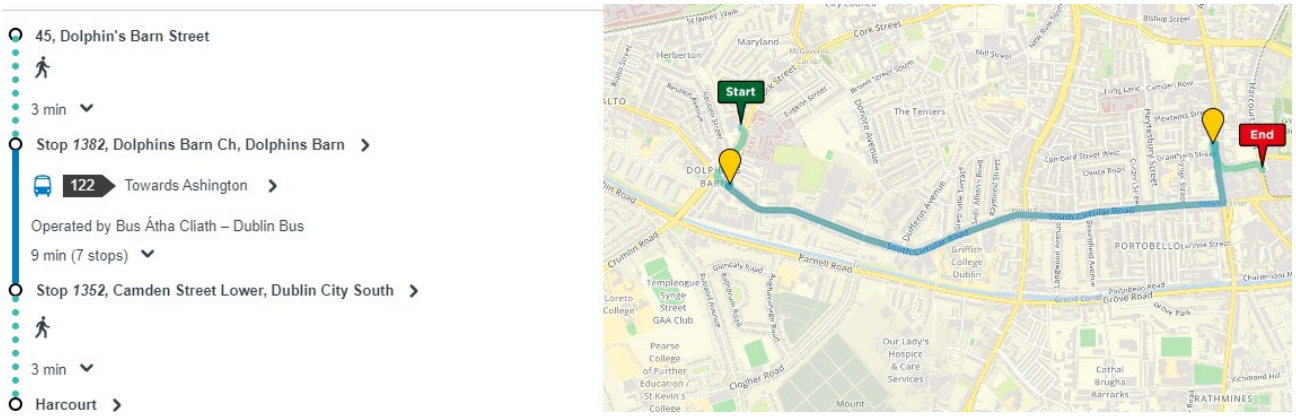


Figure 2.7 Existing Intermodal Connectivity from LRD site to Luas Green Line at Harcourt (source: TFI)

Taxi

Being located close to the city centre and opposite The Coombe Hospital with bus lanes serving the area the LRD site is ideally suited for short taxi journeys.

2.4 EXISTING TRAFFIC VOLUMES

Automatic Traffic Counts (ATC) were previously undertaken by the NTA as part of the Bus Connects planning work and it is noted from the NTA Bus Connects website that there was an ATC installed on Dolphins Barn Street just north of the Emerald Square junction. This was installed from 7th-13th February 2020, prior to the start of the Covid-19 restrictions period (see location in Figure 2.8 below). The data can be downloaded as an Excel spreadsheet.

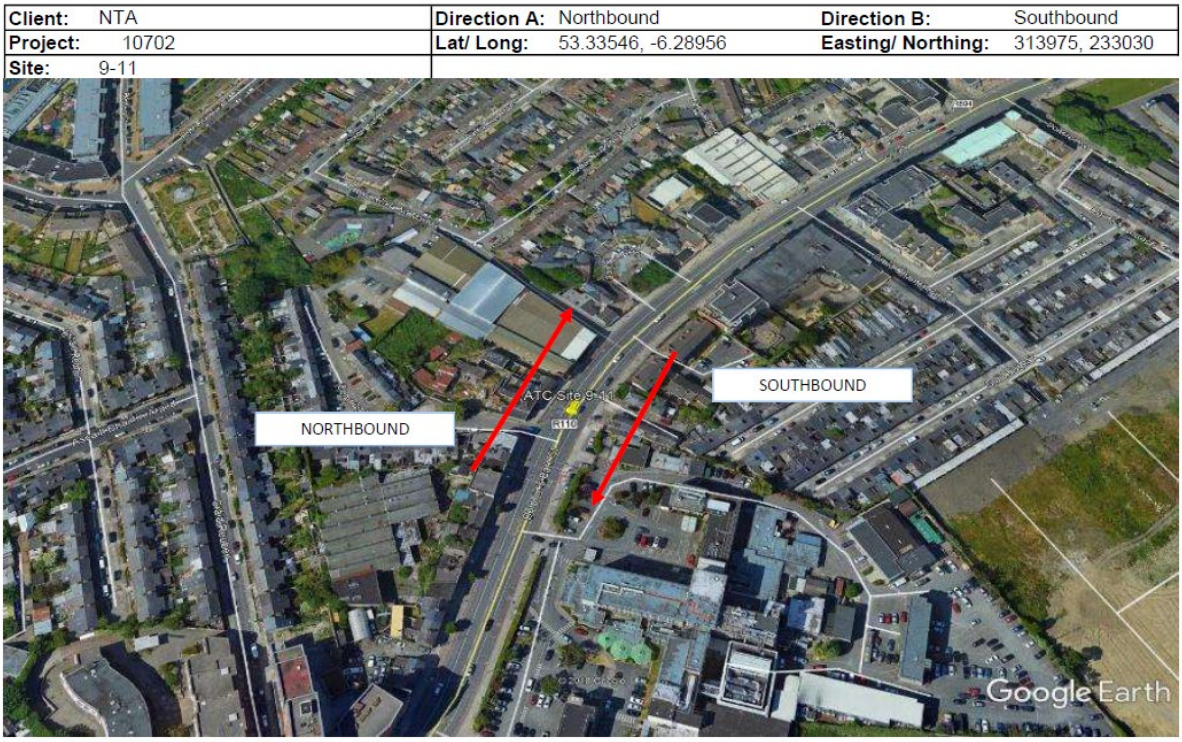


Figure 2.8 ATC Site Location from Bus Connects Project Data (source: https://busconnects.ie/cities/dublin/core-bus-corridors/background-information/traffic-count-data-2019-2020/)

Vehicle flows during the weekday AM and PM peak hours are clearly tidal, and from extracting the data for Tuesday 11th February 2020 (i.e. a typical weekday), the following is noted:

AM peak hour 08.00-09.00	Northbound = 777 vehicles, Southbound = 441 vehicles
PM peak hour 17.00-18.00	Northbound = 454 vehicles. Southbound = 733 vehicles

The volume of cyclists was the same in both peak hours (a total of 127 in the AM peak hour, and 128 in the PM peak hour), with similar tidal proportions favouring inbound commuting in the AM peak and outbound in the PM peak.

The previous SHD for this site was prepared and assessed in 2021-2022, and it is expected that the traffic flows passing the site would have been substantially impacted due to various Covid-19 lockdowns and restrictions from March 2020-February 2022. More recent surveys of routes passing through the Canals Cordon of Dublin City has established that while the volume of person trips (all modes) has generally recovered, the policies and measures in the Dublin City Centre area are reducing private car demands and the private car mode share.

3 PROPOSED DEVELOPMENT

3.1 GENERAL

The redevelopment of a site formed by Nos.43-50 Dolphins Barn Street and the associated former factory building to the rear is a Large-Scale Residential Development scheme comprising 119no. apartments (70 no. 1 bed units, and 49 no. 2 bed units), and community hub uses in two ground floor units totalling 523sq. m GFA.

The proposal provides a total of 15 no. car parking spaces (1% accessible & 33% EV charging, which are to be allocated as follows:

- 12 no. standard spaces (residents)
- 1 no. car sharing space (residents)
- 1 no. standard space (community hub use)
- 1 no. accessible/disabled space (community hub use)

Cycle parking is to be provided within the curtilage of the site as follows:

- 172 no. secure bicycle parking spaces for residents
- 60 no. visitor bicycle parking spaces,
- 2 no. community hub long stay bicycle parking spaces (staff) and 6 no. community hub short stay bicycle spaces (visitors)

All cycle parking is provided at ground floor level, with a mix of double-stacker storage and Sheffield stands.

It is intended that the completed scheme will be managed and operated by The Iveagh Trust who will select appropriate people from the housing list to live as tenants in the development.

3.2 DEVELOPMENT ACCESS

The proposal includes a 4.8m wide vehicular entrance from Dolphin's Barn Street, with an adjacent separate 2m path for pedestrian and cyclist access. There is a setback gate arrangement to control access into the inner courtyard area, with the location of the inwards opening vehicle gate setback 9.5m from the building line allowing for a refuse vehicle to stop between the gate and the back of the public footpath on Dolphins Barn Street so that there is no blocking across the footpath when a service vehicle is entering or exiting.

The site layout, vehicle, cycle and pedestrian access, bin store access arrangement and resident and visitor cycle parking locations are illustrated on the C+W O'Brien Architects site plan drawings submitted with the application.

The internal roadway and footpaths within the proposed LRD site have regard for the current Design Manual for Urban Roads and Streets (DMURS), and the layout has consideration for appropriate vertical profile and gradient within the site and at stepped and ramped access points to ensure Part M compliance for walking accessibility. The design will result in a low-speed environment within the site between the access gate and the car parking spaces and has regard to the limited car parking/low volume of vehicle movements generated and priorities pedestrian and cyclist circulation routes within the development.

The existing buildout/parallel car parking, and the crossover area which is in front of the existing vehicle entrances (No.43 and No. 50 Dolphins Barn Street) will be have been re-ordered slightly as part of the proposed site development works to tie in with the proposed position of the access on the proposed building frontage (the new crossover access will be in front of the existing No.49/50 Dolphins Barn Street), which will require minor works) and the kerbline alignment from the buildout zone at the existing Toucan crossing will be extended southwards across the proposed access crossover to tie-in with the buildout that brackets the parking spaces to the south of the access.

The more southerly crossover outside No.43 will become redundant and the footpath/kerb will be raised to match the existing path to each side.

The Tallaght/Clondalkin to City Centre BusConnects scheme drawings have been reviewed as part of the design development and it is noted that while the proposed LRD building line is to the back of the existing footpath and will not impact on the delivery of the proposed scheme, there should be liaison at an appropriate time between the BusConnects Project Team, DCC RMS and the LRD Design Team on the interface of the repositioned crossover access to ensure all tie-ins in terms of streetscape and material finishes are addressed and consistent.

Further to requirements of DCC , refuse vehicles will enter the site and refuse collection would be undertaken from a turning head within the development of a managed strategy agreed between The Iveagh Trust and a refuse collection company with a full Waste Management Strategy by AWN submitted with the LRD application.

The fire consultant has confirmed that Dublin Fire Brigade vehicles will not be required to access the site and can operate from Dolphins Barn Street in the event of a fire emergency call out, although it is noted that the access for refuse vehicles could also accommodate a fire tender or ambulance entering the site.

The exact details of the controlled vehicle access including automated inward opening gates (which will be operated by an ANPR and keyfob system) are provided on the C+W O'Brien Architects drawings.

3.3 Car Parking

Dublin City Development Plan 2022-2028

The site is located in DCC Zone 1 (light blue shaded section on Development Plan Map J), which has the lowest car parking standards for residential apartments (being a maximum allowance of 0.5 spaces/unit).

The Development Plan notes:

A relaxation of maximum car parking standards will be considered in Zone 1 and Zone 2 for any site located within a highly accessible location.

Applicants must set out a clear case satisfactorily demonstrating a reduction of parking need for the development based on the following criteria:

- *Locational suitability and advantages of the site.*
- *Proximity to High Frequency Public Transport services (10 minutes' walk).*
- *Walking and cycling accessibility/permeability and any improvement to same.*
- *The range of services and sources of employment available within walking distance of the development.*

- *Availability of shared mobility.*
- *Impact on the amenities of surrounding properties or areas including overspill parking.*
- *Impact on traffic safety including obstruction of other road users.*
- *Robustness of Mobility Management Plan to support the development.*

These considerations are also set out in the SUH Apartment Standards.

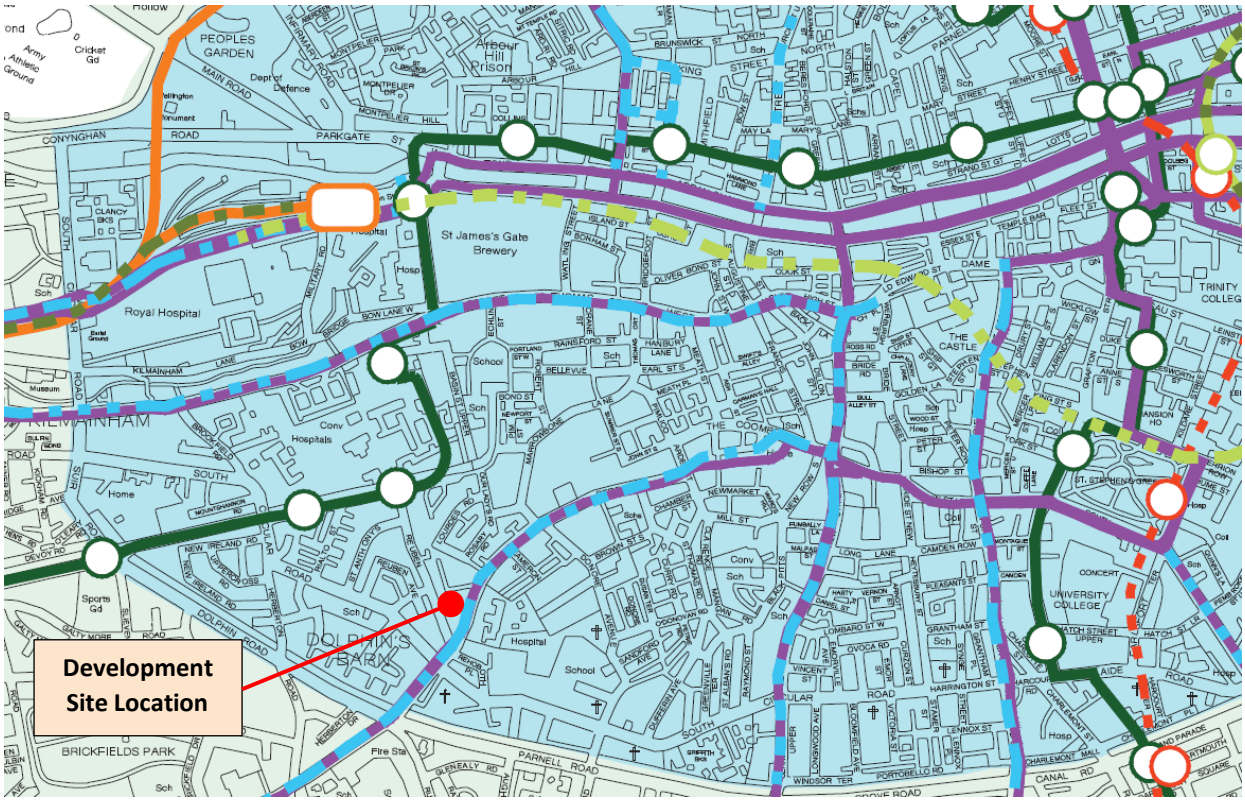


Figure 3.1.Development Location on Extract of Map J
(Source: Dublin City Development Plan 2022-2028)

The development will be operated and managed by The Iveagh Trust who are an Approved Housing Body (AHB). The allocation of resident car parking will be determined by The Iveagh Trust based on need and tenants will be selected on that basis, with 13 spaces allocated to residential users (including a car share space supplied with a car by Driveyou), and 2 spaces allocated to the community hub use (including a disabled accessible space).

This approach of limited parking provision is appropriate having regard to the high level of bus accessibility on the Dolphins Barn Street/Cork Street corridor which is to be further improved as part of the NTA BusConnects project, and the good provision of access to the Luas Red Line Fatima Stop, which is 650m from the site via Reuben Street, and with key employment sites and amenities within walking distance (including the Coombe Maternity Hospital and St James Hospital/National Children's Hospital campus).

In relation to cycle parking the standards are Minimum and requirements at Appendix 5, Volume 2 (Table 1) are as follows:

- 1 secure long stay space per bedroom and 1 short-stay/visitor space per 2 apartments.

The Development Plan sets out the following criteria for provision of cycle parking/storage.

"All new developments are required to fully integrate cycle facilities into the design and operation of the schemes, in accordance with Table 1.

Having regard to the Sustainable Urban Development: Guidelines for New Apartments (2020), cycle parking for residential apartment units shall be provided at a rate of 1 secure cycle parking space per residential bedroom and 1 visitor cycle parking space for every two units. Relaxations of this standard may be considered in certain instances where the applicant can justify the proposed quantum having regard to location, quality of facilities, flexibility for future enhancement / enlargement and availability of alternative transport facilities.

Secure cycle parking stations/facilities shall be provided in new public transport interchanges, Luas stops (in association with TII), Park and Ride facilities, office blocks, apartment blocks, shopping centres, hospitals, etc., in accordance with the standards set out in Table 1, unless otherwise agreed with the planning authority.

Secure bicycle parking stands shall be provided in all cases where bicycle parking is deemed to be necessary by the planning authority. Such cycle stands shall be within 25 m of a destination for short-term parking (shops) and within 50 m for long-term parking (school, college, office). All long-term (more than three hours) cycle stands shall be protected from the weather. Cyclists shall be able to secure both frame and wheels to the cycle parking stand.

All on-street cycle stands shall be capable of performing the basic functions of supporting the bicycle and protecting it against theft or vandalism. Off-street storage/parking facilities shall provide adequate shelter, lighting, safety and security, ease of access and egress, and an appropriate level of supervision. As such, publicly accessible cycle parking shall be of Sheffield stand type; toaster racks or similar are not acceptable for publicly accessible cycle parking. Where high density cycle parking is provided in a secure location, stacked/tiered cycle parking may be acceptable provided it is easily used and secure. Secure cycle compounds shall be provided where feasible and, in particular, in large office developments, multi-storey car parks and railway stations.

Guidance for selecting the most appropriate type of bicycle parking facility depending on location and user needs is outlined in the National Cycle Manual, 'Bicycle Parking Facilities'. Dublin City Council will have regard to this document when considering applications where bicycle parking is a requirement. Planning applications shall clearly demonstrate cycle parking capacity and user accessibility. It is an objective of this Plan over its lifetime (Objective SMT13) to develop a guidance document for the design and provision of cycle parking. All developments must outline how they comply with said guidance when completed."

The current requirements are per the NTA 'Cycle Design Manual' (formerly the National Cycle Manual) but there is a possibility that the DCC Guidance Document could be introduced during the planning assessment for this LRD scheme.

With regard to the City Development Plan referenced above and the SUH: New Apartments Standards there will be a provision of 172 long-stay cycle spaces, and 60 short-stay visitor cycle spaces.

For the community hub use, a separate allowance of 2 long stay cycle spaces (for staff) and 6 short-stay cycle spaces (for visitors) is provided within the development, with regard to the Development Plan minimum standards of 1 long stay per 5 staff and 1 short-stay per 100 sq. GFA.

It is noted that there is likely to be an element of visitor parking demand associated with the apartments. From a review of the supply and demand for on-street parking in the vicinity of the site, it is considered that there is adequate kerbside parking including controlled parking on Dolphins Barn Street and surrounding streets to accommodate these occasional short-stay demands.

The end-user demographic for the proposed apartment development is persons from the social housing list and therefore the car ownership/resident parking demand can be managed by The Iveagh Trust through lease agreements and allocated on specific need.

In addition, SRC notes that there is an letter of support by Driveyou (appended to this Plan) to provide a vehicle to be parked in an allocated car-club space within the curtilage which will be specifically for the tenants of this development by The Iveagh Trust.

Residents of the development who hold a valid driving licence will be able to rent the vehicle - the rental cost (per hour/per day) includes a fuel/mileage allowance, tax and insurance.

A number of recent studies and research papers have indicated that car club schemes can replace between 10 and 15 cars per car club vehicle serving a development.

Therefore, the provision of a car club vehicle for this development can clearly facilitate an offset in car parking provision for this site by residents who may occasionally wish to use a car for a short period but without the need to own a car.

As apartment scheme residents cannot apply for an on-street parking permit it is not considered that there will be an issue of residents who do not have an allocated space within the development opting to own a car and park on-street, with parking spaces in the area generally controlled through period from 07.00-19.00 (Monday-Friday), at €2.00/hr with a 3hr maximum stay, which is considered to be adequate to deter long term/all day parking.

The Community Hub uses are to serve the development and the local area, and therefore dedicated visitor car parking is not required, but it is expected that there could be a need for a disabled accessible space and also a reserved space for a staff member who may be accessing multiple sites during their working week and need convenient on-site parking.

3.4 Cycle Parking Provision

The Development Plan requirement is 1 space per bedroom plus 1 visitor space/2 units, equating to a Development Plan requirement for 162 residential (long-term) spaces for 70 x 1-bed and 49 x 2-bed units and 60 visitor (short-stay) spaces.

For the community hub use, the requirement for is 1 space/5 staff and 1 space/100 sqm GFA, equating to a minimum requirement of 2 staff spaces and 5 visitor spaces.

There are 172 secure cycle parking spaces proposed for residents in bike stores within the development at ground floor level – these are accessed from the internal path and roadway. These spaces will have a double-stacking system with pneumatic assisted lifting operation.

In addition to the long-term resident spaces, a total of 60 spaces are proposed for visitors to the residential units, provided in Sheffield cycle parking groups.

There are also 2 no. community hub long stay bicycle parking spaces (staff) and 6 no. community hub short stay bicycle spaces (visitors).

Three of the cycle parking spaces are for adapted/cargo bikes.

Please refer to C+W O'Brien Architects drawings and Design Statement for details of the proposed cycle provision including layout and operation of stacking system.

3.5 Proposed Pedestrian Accessibility

The main pedestrian access point into the development is adjacent to the vehicle access, with an inward opening gate controlled by a keyfob/swipe card and an intercom system for visitors.

There is a main pedestrian entrance to the apartments including an entrance vestibule area providing access to the lift core and a location for apartment letterboxes, on the Dolphins Barn Street frontage of the development, to the south of the vehicle and pedestrian access gates.

There are also separate controlled access doors into the community hub uses from Dolphin's Barn Street so that pedestrian visitors can access these uses directly from the public footpath without entering the inner area of the development (these will only be accessible during the hours that the community hub is operational).

As the site is located on the Dolphins Barn Street where there are relatively wide footpaths with a minimum width of 3m (increasing to almost 6m at areas where there are buildouts between the sections of parallel parking and the crossing point) the quality of the pedestrian access to the site is good.

There is also good accessibility to the surrounding environs with dedicated pedestrian provision, entry treatment ramps and dropped kerb crossing points at side road junctions.

It is noted that just north of the site frontage there is a Toucan crossing to connect to the eastern footpath and outbound bus stop outside the Coombe Hospital, and a further Toucan crossing 75m to the south of the site, in front of the Earls Court development. There is also dedicated pedestrian crossing provision at the traffic signals junction with South Circular Road 150m to the southwest of the proposed LRD.

Within the site there are footpaths connecting to the building entrances and the bike store/bin store accesses and car parking area that is located in the north west corner of the ground floor site layout.

3.6 Site Servicing/Emergency Services

Typically, this type of development generates very few servicing movements. Refuse collection arrangements and times will be agreed between The Iveagh Trust and a contracted refuse collection company with the larger 1100L 'Eurobins' brought out from the bin stores to the collection point at the turning head within the development by the operator.

A swept path assessment for a 3-axle refuse collection truck has been undertaken to inform the internal access roadway and turning head area. See Figure 3.2 below.

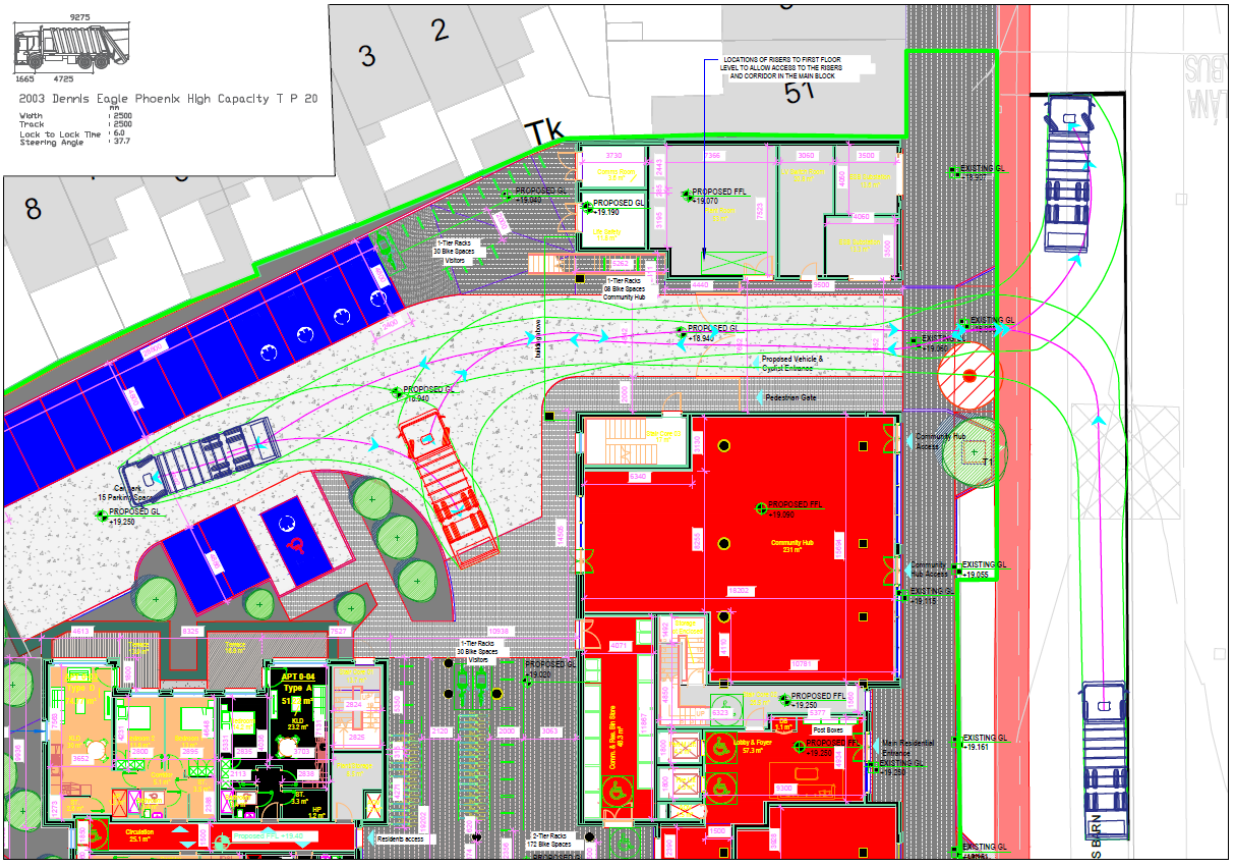


Figure 3.2.Swept Path Assessment for 3-Axle Refuse Truck Servicing Proposed Dolphins Barn St LRD (Source: SRC/CWOB, February 2025)

SRC have been advised by the client that there will be two general waste and one recycling collection per week, and one glass recycling collection. These will all be scheduled to occur on different days to ensure that there is no conflict between refuse vehicles accessing the LRD site.

There are public parking bays on Dolphins Barn Street which would facilitate temporary stopping by occasional delivery vans (i.e. home shopping) but these could also be given limited controlled access to the internal area by development management to drop off at the turning head space.

As set out at Section 3.1, the fire consultant (Knapton Engineering) for the project has confirmed that Dublin Fire Brigade vehicles will not have to enter the site in the event of an emergency call out as there is a dry riser system installed at the building frontage.

4 TRAFFIC GENERATION OF PROPOSED DEVELOPMENT

4.1 CONSTRUCTION STAGE

A detailed Construction Management Plan will be prepared by the developer/contractor prior to commencement of works on site.

All site staff and deliveries will park within the development site in a designated compound area and no construction traffic will be allowed to park or wait on the existing roads or public footpaths.

Any large deliveries to site will be scheduled to minimise conflict with existing traffic at peak times such as morning peak/school runs and peak hours for activity on Dolphins Barn St.

The contractor will have to liaise continuously with DCC to manage access and traffic management with appropriate Road Opening Licences and Temporary Traffic Management while undertaking works on the public roads and footpaths.

It is estimated that a construction site on this scale would have 5-10 staff during the initial phase (demolition and site clearance), rising to approximately 40-50 staff (including subcontractors) during the main phases of work. Construction is estimated to take 18 months, depending on contractor methodology and resource programming/PC handovers. [SRC note: tbc]

4.2 VEHICLE TRIP RATES DURING PEAK HOURS

The development is to contains 70 no. one-bedroom apartment units and 49 no. two-bedroom units, and 523.5 sq.m of community hub use (in two areas).

As there is limited car parking provision the vehicle trip generation will be low. There will be some residential travel to from the site (as car driver) and also some by pick-up/drop off by friends/relatives or by taxi. There will also be occasional servicing light van traffic movements due to deliveries and maintenance work.

Vehicle trip rates are set out in Table 4.1 below, for the peak hours (the TRICS data sheets are at Appendix C).

The rates were selected having regard to the sites proximity to good public transport (bus services adjacent to the development and Luas within walking/cycling distance) and access to the local amenities (including educational uses, community uses, and retail/leisure uses) and the City Centre.

As there is only one allocated ‘staff’ parking space and one accessible space for the community hub use, this is not expected to generate significant trips with most of the visitors being local to the area and using non-car modes to access the facility. For the purpose of this assessment, it is assumed there would be an arrival during the AM peak and a departure during the PM peak (by staff).

Proposed Land Use	Rate	Weekday AM peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)	
		Arrivals	Departures	Arrivals	Departures
Residential Units	Per unit	0.048	0.079	0.084	0.063
Community Hub	Per space	1.0	0.0	0.0	1.0

Table 4.1 – Vehicle Trip Rates for Proposed LRD (from TRICS Database)

When the above trip rates are used in conjunction with the schedule of accommodation of the proposed development, the total vehicle trips generated can be found. These can be seen in Table 4.2 below.

Proposed Land Use	Rate	Weekday AM peak (08:30-09:30)		Weekday PM Peak (17:00-18:00)	
		Arrivals	Departures	Arrivals	Departures
Residential Units	119 units	6	9	10	7
Community Hub	1 space	1	0	0	1
Development Total		***7***	***9***	***10***	***8***

Table 4.2 – Vehicle Trips for Proposed SHD Redevelopment

The vehicle arrival and departure totals include van deliveries and drop-offs/pick-ups that occur on the Dolphins Barn St frontage.

Therefore, the volume of vehicles exiting from the development car parking area through the access gate will be lower than the total generated by the LRD, and the two-way movements on the internal access roadway will also be lower than the totals above for each hour.

It should also be recognised that this is a proposed redevelopment of a brownfield site which would have historically generated traffic activity (including servicing traffic).

5 TRAFFIC IMPACT OF PROPOSED DEVELOPMENT

5.1 GENERAL

This section considers the impact of development traffic on the local road network following completion of the proposed LRD. The earliest completion year for the development is expected to be late 2027 to early 2028, allowing for a typical planning application process, tendering and construction period.

The generally accepted methodology for undertaking a TIA/TTA is to apply traffic growth to the baseline flows for future design year assessment, using the TII PAG Unit 5.3 Document 'Travel Demand Projections' (PE-PAG-02017 October 2021), which gives the expected percentage increases in general road traffic.

The Dublin Metropolitan Area rates from the TII document have 'low sensitivity', 'central' and 'high sensitivity' growth indices at Table 6.1 of the document, and the accepted methodology is to use the central rates for development impact assessment exercises.

However, in this case it should be recognised that the LRD site location within the Canals Cordon and in a zone where there will be significant demand management interventions limiting private car trip growth in favour of mode shift to non-car travel modes (walking, cycling and public transport), and in conjunction with the limited capacity of the City Centre road network, traffic growth is expected to be tending towards zero in future years.

5.2 DEVELOPMENT IMPACT ON ROAD NETWORK

The IHT and TII Guidelines for Transport Assessments state that the thresholds for junction analysis in Transport Assessments are as follows:

- *"Traffic to and from the development exceeds 10% of the existing two-way traffic flow on the adjoining highway."*

- *"Traffic to and from the development exceeds 5% of the existing two-way traffic flow on the adjoining highway, where traffic congestion exists or will exist within the assessment period or in other sensitive locations".*

The increases in two-way link flows due to development traffic during the peak hours (from a direct comparison of existing flows from Chapter 2 and LRD traffic from Chapter 4 are set out below.

Scenario	**AM Peak Weekday**			**PM Peak Weekday**		
Location & Two-Way Link Flow (pcu)	DN	DS	% Increase (impact)	DN	DS	% Increase (impact)
	1,218	1,234	+1.31%	1,187	1,205	+1.52%

Table 5.1 – Percentage Impact of Development Traffic – Do Nothing V Do Something

Clearly the development will be well below the threshold for junction capacity assessment at the proposed site access or on adjoining junctions in the public road network.

In terms of interaction between the existing access to The Coombe Hospital and the proposed development access, it is noted that the yellow box area which extends across the northbound and southbound traffic lanes on Dolphins Barn St in front of the hospital access is to the south of the proposed LRD access.

Therefore, there would be no conflict between right turners into the hospital and right turners into the LRD access (the latter will be infrequent as the volume entering/exiting the LRD will be low across the day).

Traffic turning left out of the LRD access will be able to straighten up before the stopline for the Toucan crossing and the access is setback far enough from the signals for exiting drivers to observe the signal displayed before turning onto Dolphins Barn Street.

6 SUMMARY

This TIA report has been carried out on behalf of The Iveagh Trust for a proposed Large-Scale Residential Development (LRD) on a brownfield site at Nos. 43-50 Dolphins Barn Street, Dublin 8.

The redevelopment comprises demolition of the existing buildings and new development of 119 apartments (70 no. 1-bedroom and 49no. 2-bedroom units), with ground floor community hub uses totalling 523.5sq. m facing onto Dolphins Barn Street.

The completed apartments will be populated by tenants from the social housing list who will be selected for the scheme by The Iveagh Trust to ensure there is a good fit between the prospective tenants and the size and type of units, and with recognition of the limited proposed on-site car parking provision.

The development is to be accessed by vehicles from a new access located at the frontage of the existing Nos. 49/50 Dolphins Barn Street buildings just south of the existing roller shutter access in the front of No.50 Dolphins Barn Street.

The access will have a setback, inward opening gate and a septate pedestrian path and access gate to enter the central courtyard/car parking and bike storage area.

A separate pedestrian access to the front apartment block is also provided on Dolphins Barn Street, with dedicated public access doors to the community hub, also from Dolphins Barn Street.

The car park area will contain 15 car parking spaces, with 12 standard spaces and 1 car share space allocated to resident use, and 1 standard space and 1 accessible space allocated to the Community Hub use.

A total of 172 residential cycle storage spaces are to be provided, within the LRD, along with 60 residential visitor spaces. A further 2 staff cycle spaces and 6 visitor cycle spaces are to be provided for the community hub use.

The site layout has been designed to be able to accommodate a 3-axle refuse truck turning within the site, so that refuse collection can be undertaken without impacting on the existing on-street car parking, cycle lane and bus lane in front of the development.

The proposed development is expected to generate low volumes of traffic (a two-way total of 16 vehicle movements in the AM peak hour, and 18 vehicle movements in the PM peak hour, Including taxis, drop off/pick ups and servicing delivery trips).

Stephen Reid Consulting Traffic and Transportation
[03.03.2025]

Appendices

A: Walking and Cycling Reach Catchment Maps from LRD Site

B: Existing Bus Timetables

C: Proposed Bus Connects Routes – Area Map and Proposed Timetables

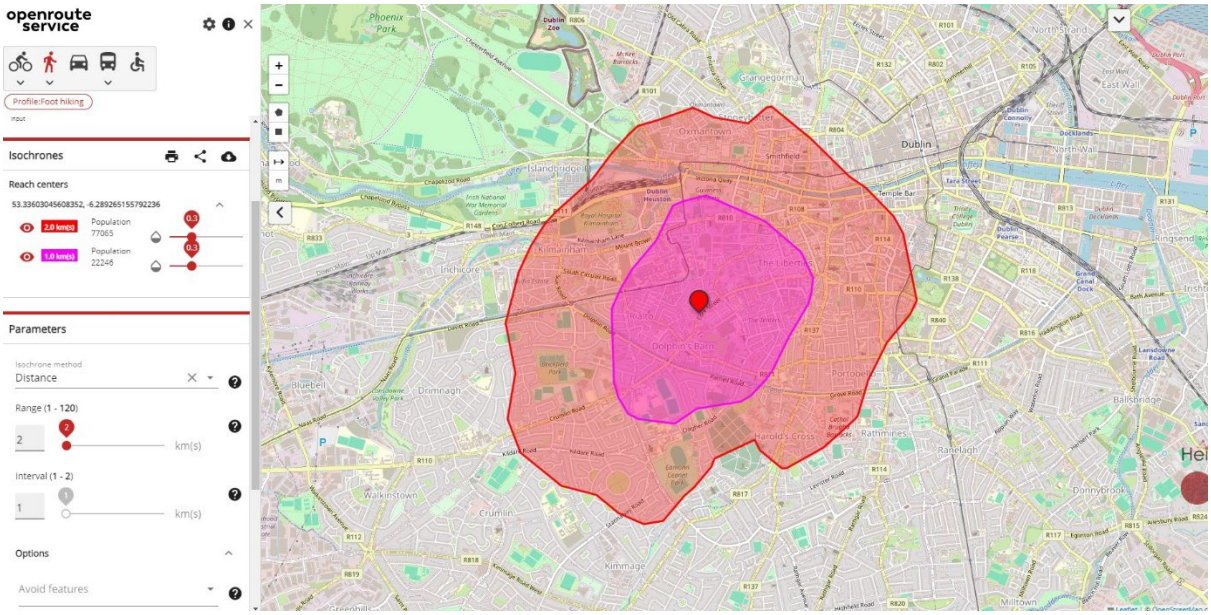
D: Dublin Area Rail and Luas Network Map

E: Letter of Support from Driveyou for Provision of Development Car Club Vehicle

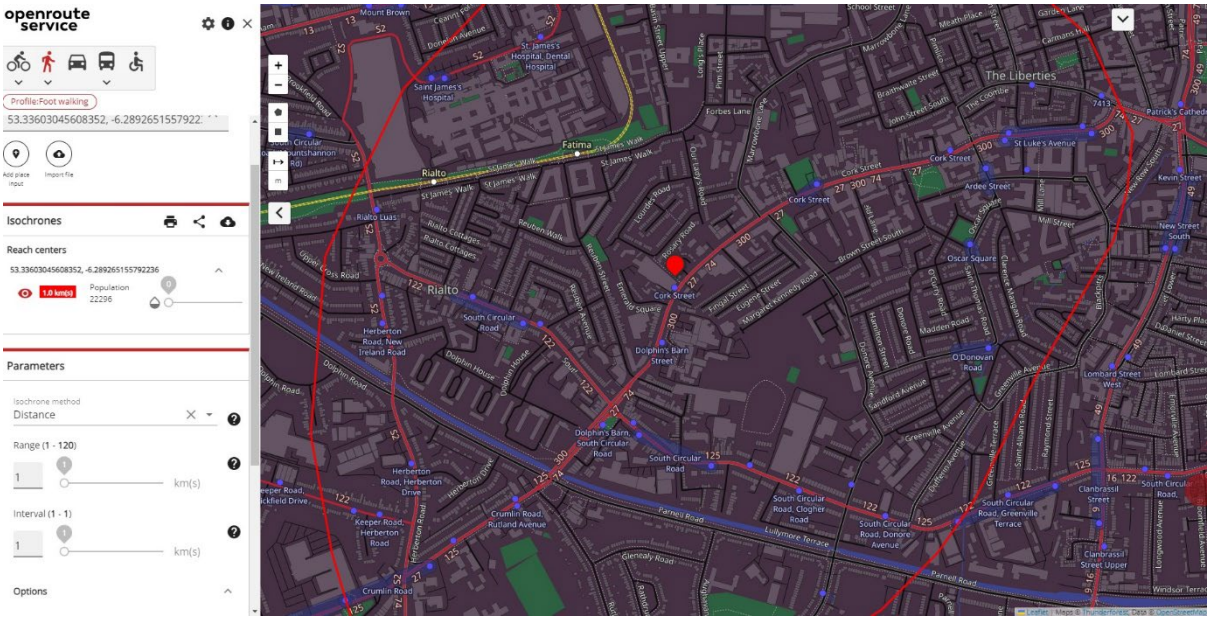
F: TRICS Data Outputs on Development Trip Rates

Appendix A:
Walking and Cycling Reach Catchment Isochrones from Dolphins Barn Street LRD Site

1km-2km Walking Reach from LRD Site

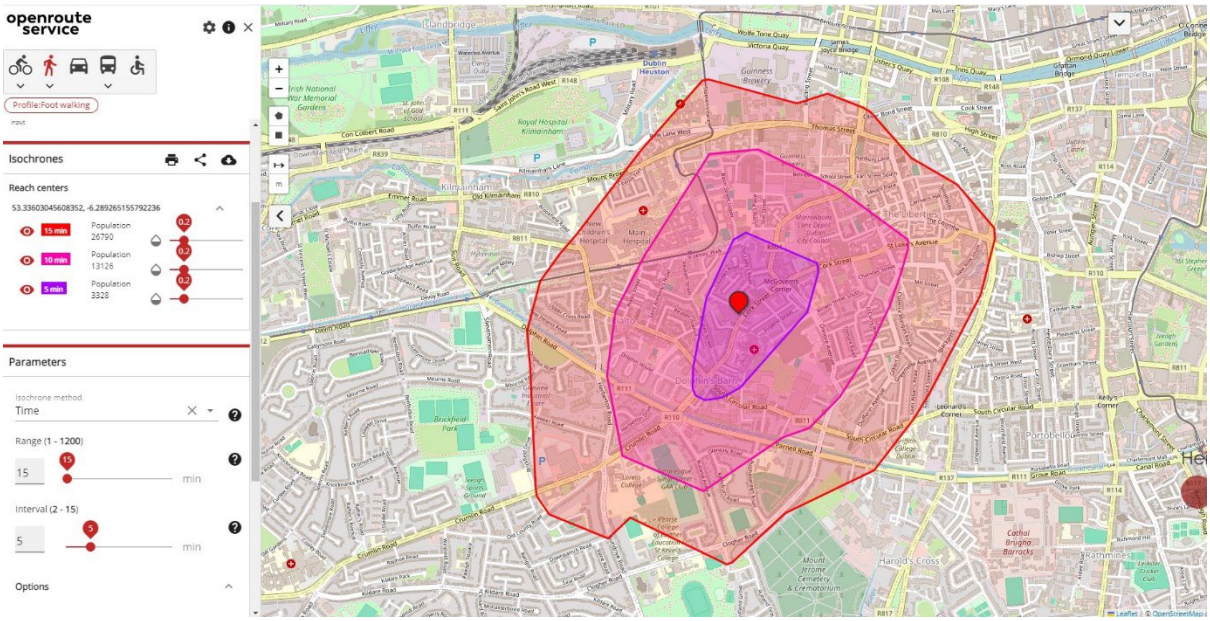


1km Walking Reach from LRD Site with Existing Public Transport Stops Indicated

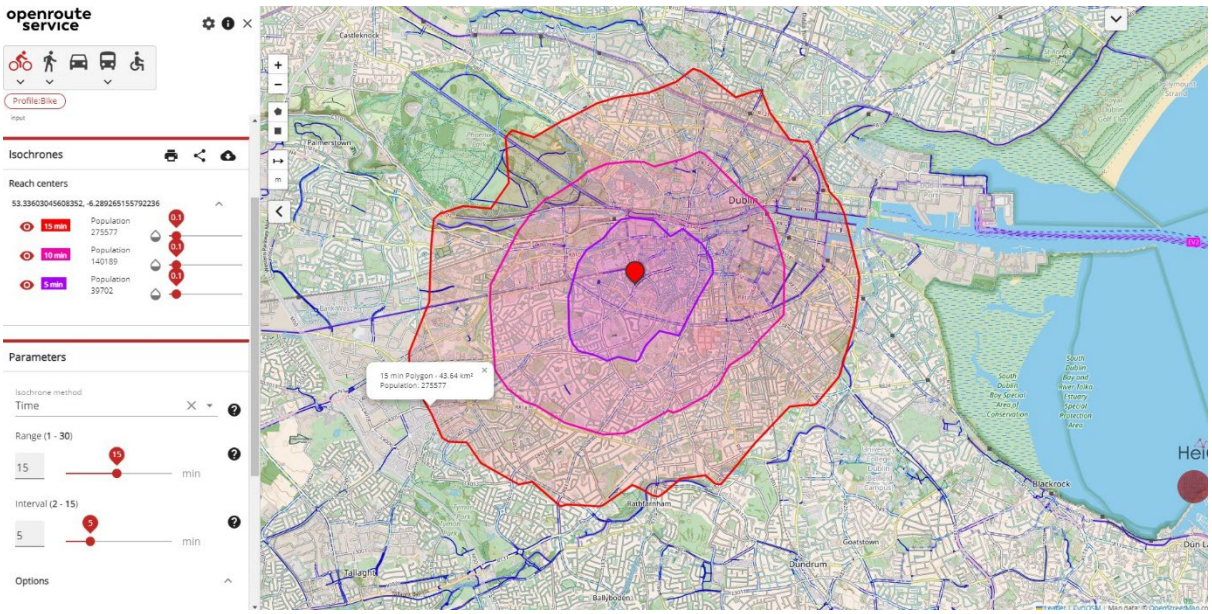


Appendix A:
Walking and Cycling Reach Catchment Isochrones from Dolphins Barn Street LRD Site

15 minute Walking Reach from LRD Site



15 minute Cycle Reach from LRD Site



Appendix B: Existing Bus Timetables

27

From Jobstown Towards Clare Hall

Baile na Miontáin, Tamhlacht (An Chearnóg), Crois Bhaile Bhailcín, An Carnán, Cé Éidin, Fionnradharc, Timpeallán Ard Aidhin, Halla Chláir

Buses leave terminus at

Route Variations

- **v** Via Crumlin Village to city centre
- **e** From Eden Quay to Clare Hall
- **c** To city centre
- **t** From Jobstown via Cookstown Rd., Kingswood Heights, Belgard Rd., Castletymon Rd. and Tallaght Community College during term time only

Monday – Friday				Saturday				Sunday			
05:15c	05:35	05:55v	06:00	05:30	06:00	06:30	07:00	08:00	08:30	09:00	09:20
06:05e	06:10	06:20	06:30	07:30	08:00	08:20	08:40	09:40	10:00	10:20	10:40
06:40	06:50	07:00	07:10	09:00	09:10	09:20	09:30	11:00	11:15	11:30	11:45
07:20	07:30	07:40	07:45t	then every 10 minutes until 19:00				then every 15 minutes until 19:00			
07:50t	07:50	08:00	08:10								
then every 10 minutes until 19:30				19:20	19:40	20:00	20:20	19:20	19:40	20:00	20:20
				20:40	21:00	21:20	21:40	20:40	21:00	21:20	21:40
19:50	20:10	20:30	20:50	22:00	22:20	22:40	23:00c	22:00	22:20	22:40	23:00c
21:10	21:30	21:50	22:10	23:30c				23:30c			
22:30	22:50c	23:10c	23:30c								

Jobstown » 12mins » Tallaght (The Square) » 13mins » Walkinstown Cross (The Kestrel) » 17mins » Dolphin's Barn Cross » 14mins » Eden Quay » 10mins » Fairview » 14mins » Artane Roundabout » 16mins » Clare Hall

All times are off peak estimates

Fare stages

⇊	⇈	
55	45	**Jobstown**
56	44	**Blessington Rd.** (Raheen Rd.)
57	43	**Tallaght** (The Square)
58	42	**Greenhills Rd.** (Airton Rd.)
59	41	**Greenhills Rd.** (Mayberry Rd.)
60	40	**Greenhills Rd.** (Cuckoo's Nest)
61	39	**Greenhills Rd.** (Ballymount Rd. Upr.)
62	38	**Greenhills Rd.** (Green Park)
63	37	**Greenhills Rd.** (O'Malley's)
64	36	**Walkinstown Cross** (The Kestrel)
65	35	**Drimnagh Rd.** (Halfway House)
66	34	**Crumlin Rd.** (Cooley Rd.)
67	33	**Crumlin Rd.** (Bangor Drive)
68	32	**Crumlin Rd.** (Loreto Convent)
69	31	**Dolphin's Barn Cross**
70	30	**Cork St.** (Coombe Hospital)
71	29	**Cork St.** (Donore Ave.)
72	28	**Cork St.** (Ardee St.)
73	27	**Kevin St.** (Patrick St.) / Patrick St.
74	26	**Werburgh St. / Lord Edward St.**
75	25	**Eden Quay**
76	24	**Connolly Rail Station**
77	23	**Newcomen Bridge**
78	22	**Annesley Bridge Rd.**
79	21	**Fairview** (St. Joseph's School)
80	20	**Malahide Rd.** (Griffith Ave.)
81	19	**Malahide Rd.** (Donnycarney Church)
82	18	**Malahide Rd.** (Killester Park)
83	17	**St. Brigid's Rd.** (Roundabout)
84	16	**Brookville Rd.** (Ascal Measc)
85	15	**Greencastle Rd. / Greencastle Ave.**
86	14	**Glin Rd. / Greencastle Rd.**
87	13	**Priorswood Rd.**
88	12	**Malahide Rd.** (N32)
89	11	**Clare Hall**

27

From Clare Hall Towards Jobstown

Halla Chláir, Timpeallán Ard Aidhin, Fionnradharc, Cé Éidin, An Carnán, Crois Bhaile Bhailcín, Tamhlacht (An Chearnóg), Baile na Miontáin

Buses leave terminus at

Monday – Friday				Saturday				Sunday			
05:15	05:30r	05:45	05:55r	05:30	06:00	06:30	07:00	08:00	08:30	09:00	09:20
06:00	06:10	06:15r	06:20	07:30	08:00	08:20	08:40	09:40	10:00	10:20	10:40
06:30	06:30r	06:40	06:50	09:00	09:10	09:20	09:30	11:00	11:15	11:30	11:45
then every 10 minutes until 19:30				then every 10 minutes until 19:00				then every 15 minutes until 19:00			
19:50	20:10	20:30	20:50	19:20	19:40	20:00	20:20	19:20	19:40	20:00	20:20
21:10	21:30	21:50	22:10	20:40	21:00	21:20	21:40	20:40	21:00	21:20	21:40
22:30	22:50	23:10c	23:30c	22:00	22:20	22:40	23:00	22:00	22:20	22:40	23:00
				23:30c				23:30c			

Route Variations

c To city centre

r From Ringsend to Jobstown

Clare Hall » 16mins » **Artane Roundabout** » 14mins » **Fairview** » 10mins » **Eden Quay** » 14mins » **Dolphin's Barn Cross** » 17mins » **Walkinstown Cross (The Kestrel)** » 13mins » **Tallaght (The Square)** » 12mins » **Jobstown**

All times are off peak estimates

Fare stages

»	«	
89	11	**Clare Hall**
88	12	**Malahide Rd.** (N32)
87	13	**Priorswood Rd.**
86	14	**Glin Rd. / Greencastle Rd.**
85	15	**Greencastle Rd. / Greencastle Ave.**
84	16	**Brookville Rd.** (Ascal Measc)
83	17	**St. Brigid's Rd.** (Roundabout)
82	18	**Malahide Rd.** (Killester Park)
81	19	**Malahide Rd.** (Donnycarney Church)
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77	23	**Newcomen Bridge**
76	24	**Connolly Rail Station**
75	25	**Eden Quay**
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73	27	**Kevin St.** (Patrick St.) / Patrick St.
72	28	**Cork St.** (Ardee St.)
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63	37	**Greenhills Rd.** (O'Malley's)
62	38	**Greenhills Rd.** (Green Park)
61	39	**Greenhills Rd.** (Ballymount Rd. Upr.)
60	40	**Greenhills Rd.** (Cuckoo's Nest)
59	41	**Greenhills Rd.** (Mayberry Rd.)
58	42	**Greenhills Rd.** (Airton Rd.)
57	43	**Tallaght** (The Square)
56	44	**Blessington Rd.** (Raheen Rd.)
55	45	**Jobstown**

56a

From Ringsend Rd. Towards Tallaght (The Square)

Bóthar na Rinne, An Carnán, Crois Bhaile Bhailcín,
Bothar Bhaile an Chócaigh, Tamhlacht (An Chearnóg)

Buses leave terminus at

Monday – Friday				Saturday				Sunday			
06:10	07:20	08:30	09:45	06:10	07:20	08:30	09:45	09:45	11:00	12:15	13:30
11:00	12:15	13:30	14:45	11:00	12:15	13:30	14:45	14:45	16:00	17:15	18:30
16:00	17:15	18:30	19:45	16:00	17:15	18:30	19:45	19:45	21:00	22:15	23:30
21:00	22:15	23:30		21:00	22:15	23:30					

Ringsend Rd. » 22 mins » **Dolphin's Barn** » 22 mins » **Walkinstown Cross** » 15 mins » **Cookstown Rd.** » 15 mins » **Tallaght (The Square)**

56a

From Tallaght (The Square) Towards Ringsend Rd.

Tamhlacht (An Chearnóg), Bothar Bhaile an Chócaigh,
Crois Bhaile Bhailcín, An Carnán, Bóthar na Rinne

Buses leave terminus at

Monday – Friday				Saturday				Sunday			
06:20	07:20	08:30	09:45	06:20	07:20	08:30	09:45	11:00	12:15	13:30	14:45
11:00	12:15	13:30	14:45	11:00	12:15	13:30	14:45	16:00	17:15	18:30	19:45
16:00	17:15	18:30	19:45	16:00	17:15	18:30	19:45	21:00	22:15	23:30	
21:00	22:15	23:30		21:00	22:15	23:30					

Tallaght (The Square) » 15 mins » **Cookstown Rd.** » 15 mins » **Walkinstown Cross** » 22 mins » **Dolphin's Barn** » 22 mins » **Ringsend Rd.**

All times are off peak estimates

Areas served

Ringsend Rd. (Barrow St.)
Pearse St. (Macken St.)
Pearse St./Townsend St.
College St./Townsend St.
Werburgh St./Lord Edward St.
Kevin St. (Patrick St.)/Patrick St.
Cork St. (Ardee St.)
Cork St. (Donore Ave.)
Cork St. (Coombe Hospital)
Dolphin's Barn Cross
Crumlin Rd. (Loreto Convent)
Crumlin Rd. (Bangor Drive)
Crumlin Rd. (Cooley Rd.)
Drimnagh Rd. (Halfway House)
Walkinstown Ave.
Ballymount Rd. Lwr. (Musgrave's)
Sylvan Drive
Ballymount Rd. (Kingswood Heights)
Cookstown Rd. (Belgard Inn)
Cookstown Rd. (Scoil Ard Mhuire)
Cookstown Rd. (Ambervale)
Cookstown Rd. (St. Mark's School)
Maplewood Rd. (Shopping Centre)
Maplewood Rd. (Fettercairn Rd.)
Fettercairn
Tallaght (The Square)

68/a

From Newcastle/Greenogue Business Park Towards Hawkins St.

An Caisleán Nua / Páirc Ghnó Ghrianóige, Bailtíní Choill na Silíní, Sráidbhaile Chluain Dolcáin, Bóthar Bulfin, Sráid Camden, Sráid Hawkins

Buses leave terminus at

Route Variations

v Via Baldonnell
a From Bulfin Road (Route 68a)
n Via Newlands Cross
c To Conyngham Road Garage via Emmet Rd. and Islandbridge

Monday – Friday				Saturday				Sunday			
06:00	06:30n	07:00	07:45	06:35n	07:10	07:50	09:15v	10:15	11:30	12:45	14:00
08:15a	09:00v	09:15a	10:00	09:45	11:00	12:00	13:00	15:15	16:30	17:45	19:00
11:00	12:00	13:00	14:00	14:00	15:00	16:00v	17:00v	20:15	21:30	22:30	23:45c
15:00	16:00v	17:10v	18:15	18:00	19:00	20:00	21:00	00:25c			
19:15	20:15	21:25	22:25	22:15	23:30	00:15c					
23:35c	00:15c										

Newcastle/Greenogue Business Park » 15 mins » Cherrywood Villas » 10 mins » Clondalkin Village » 15 mins » Bulfin Rd. » 12 mins » Camden St. » 8 mins » Hawkins St.

All times are off peak estimates

Areas served

Newcastle/Greenogue Business Park
Sancta Maria
Peamount Rd.
Peamount Cross
Peamount House
Peamount Cottages
Milltown Cross/Baldonnel
Leravanagh
Ballbane (Kelly's)
Kilcarbery
Nangor Castle
Woodlands
Castlegrange
Cherrywood Villas
Clondalkin Village
Monastery Rd. (Castle Park)
Monastery Rd. (Cluain Mhuire)
Naas Rd. (Monastery Corner)
Naas Rd. (Red Cow Inn)
Naas Rd. (John Sisk and Sons)
Naas Rd. (Fox and Geese)
Naas Rd. (Long Mile Rd.)
Naas Rd. (Robin Hood Rd.)
Naas Rd. (Bluebell)
Naas Rd. (Canal Bridge)
Bulfin Rd.
Dolphin's Barn
South Circular Rd. (Donore Ave.)
South Circular Rd. (Leonard's Corner)
Kelly's Corner (Camden St.)
Aungier St. (Bishop St.)
South Great George's St.
Hawkins St.

Route Information

Monday to Friday all buses on Route 68 will operate to and from Greenogue Business Park until 20:15hrs. Last bus from Hawkins St. to Greenogue will be 18:45hrs and last bus from Greenogue will be 20:15hrs.

Saturday all buses on Route 68 will operate to and from Greenogue Business Park until 20.00hrs. Last bus from Hawkins St. to Greenogue will be 18:30hrs and last bus from Greenogue will be 20:00hrs.

On Sunday all buses will operate to and from Newcastle only.

68/a

From Hawkins St. Towards Newcastle/Greenogue Business Park

Sráid Hawkins, Sráid Camden, Bóthar Bulfin, Sráidbhaile Chluain Dolcáin, Bailtíní Choill na Silíní, An Caisleán Nua/Páirc Ghnó Ghrianóige

Buses leave terminus at

Route Variations
v Via Baldonnell
a To Bulfin Road (Route 68a)

Monday – Friday				Saturday				Sunday			
06:25v	07:30v	08:30	09:30	06:40v	07:50v	08:20	09:30	09:00	10:15	11:30	12:45
10:30	11:30	12:30	13:30	10:30	11:30	12:30	13:30	14:00	15:15	16:30	17:45
14:30v	15:30	16:00a	16:30	14:30v	15:30	16:30	17:30	19:00v	20:15v	21:30v	22:40
17:00a	17:30	18:15a	18:45	18:30	19:30	21:05v	22:20v	23:30			
20:15	21:15v	22:30v	23:30	23:30							

Hawkins St. » 8 mins » **Camden St.** » 12 mins » **Bulfin Rd.** » 15 mins » **Clondalkin Village** » 10 mins » **Cherrywood Villas** » 15 mins » **Newcastle / Greenogue Business Park**

All times are off peak estimates

Areas served

Hawkins Street
South Great George's St.
Aungier St. (Bishop St.)
Kelly's Corner (Camden St.)
South Circular Rd. (Leonard's Corner)
South Circular Rd. (Donore Ave.)
Dolphin's Barn
Bulfin Rd.
Naas Rd. (Canal Bridge)
Naas Rd. (Bluebell)
Naas Rd. (Robin Hood Rd.)
Naas Rd. (Long Mile Rd.)
Naas Rd. (Fox and Geese)
Naas Rd. (John Sisk and Sons)
Naas Rd. (Red Cow Inn)
Naas Rd. (Monastery Corner)
Monastery Rd. (Cluain Mhuire)
Monastery Rd. (Castle Park)
Clondalkin Village
Cherrywood Villas
Castlegrange
Woodlands
Nangor Castle
Kilcarbery
Ballbane (Kelly's)
Leravanagh
Milltown Cross/Baldonnel
Peamount Cottages
Peamount House
Peamount Cross
Peamount Rd.
Sancta Maria
Newcastle/Greenogue Business Park

Route Information

Monday to Friday all buses on Route 68 will operate to and from Greenogue Business Park until 20:15hrs. Last bus from Hawkins St. to Greenogue will be 18:45hrs and last bus from Greenogue will be 20:15hrs.

Saturday all buses on Route 68 will operate to and from Greenogue Business Park until 20.00hrs. Last bus from Hawkins St. to Greenogue will be 18:30hrs and last bus from Greenogue will be 20:00hrs.

On Sunday all buses will operate to and from Newcastle only.

74 Outbound & Inbound Timetables

74 Dundrum Luas to Eden Quay

Monday to Friday	Saturday	Sunday and Bank Holidays
05:30	06:00	07:30
06:00	07:00	08:30
06:30	08:00	09:30
07:00	09:00	10:30
07:30	09:30	11:00
08:00	10:00	11:30
08:30	10:30	12:00
09:00	11:00	12:30
09:30	11:30	13:00
10:00	12:00	13:30
10:30	12:30	14:00
11:00	13:00	14:30
11:30	13:30	15:00
12:00	14:00	15:30
12:30	14:30	16:00
13:00	15:00	16:30
13:30	15:30	17:00
14:00	16:00	17:30
14:30	16:30	18:00
15:00	17:00	18:30
15:30	17:30	19:00
16:00	18:00	19:30
16:30	18:30	20:00
17:00	19:00	20:30
17:30	19:30	21:00
18:00	20:00	21:30
18:30	20:30	22:00
19:00	21:00	22:30
19:30	21:30	23:30
20:00	22:30	
20:30	23:30	
21:00		
21:30		
22:00		
22:30		
23:30		

74 Eden Quay to Dundrum Luas

Monday to Friday	Saturday	Sunday and Bank Holidays
05:30	06:00	07:30
06:00	07:00	08:30
06:30	08:00	09:30
07:00	09:00	10:30
07:30	09:30	11:00
08:00	10:00	11:30
08:30	10:30	12:00
09:00	11:00	12:30
09:30	11:30	13:00
10:00	12:00	13:30
10:30	12:30	14:00
11:00	13:00	14:30
11:30	13:30	15:00
12:00	14:00	15:30
12:30	14:30	16:00
13:00	15:00	16:30
13:30	15:30	17:00
14:00	16:00	17:30
14:30	16:30	18:00
15:00	17:00	18:30
15:30	17:30	19:00
16:00	18:00	19:30
16:30	18:30	20:00
17:00	19:00	20:30
17:30	19:30	21:00
18:00	20:00	21:30
18:30	20:30	22:00
19:00	21:00	22:30
19:30	21:30	23:30
20:00	22:30	
20:30	23:30	
21:00		
21:30		
22:00		
22:30		
23:30		

77a

From Citywest Towards Ringsend Rd.

Iarthar na Cathrach, Tamhlacht (An Chearnóg), Baile an Ridire, Crois Bhaile Bhailcín, An Carnán, Bóthar na Rinne

Buses leave terminus at

Monday – Friday				Saturday				Sunday			
06:00	06:20	06:40	07:00	06:20	06:50	07:20	07:50	08:00	08:30	09:00	09:30
07:20	07:30	07:30t	07:40	08:10	08:30	08:50	09:10	10:00	10:30	11:00	11:30
07:50	08:00	08:10	08:20	09:30	09:50	10:10	10:30	12:00	12:30	13:00	13:30
08:30	08:40	09:00	09:20	10:50	11:10	11:30	11:50	14:00	14:30	15:00	15:30
09:40	10:00	10:20	10:40	12:10	12:30	12:50	13:10	16:00	16:30	17:00	17:30
11:00	11:20	11:40	12:00	13:30	13:50	14:10	14:30	18:00	18:30	19:00	19:30
12:20	12:40	13:00	13:20	14:50	15:10	15:30	15:50	20:00	20:30	21:00	21:30
13:40	14:00	14:20	14:40	16:10	16:30	16:50	17:10	22:00	22:30	23:00	23:30
15:00	15:20	15:40	15:55	17:30	17:50	18:10	18:30				
16:10	16:20	16:30	16:45	18:50	19:20	19:50	20:20				
17:00	17:15	17:30	17:45	20:50	21:20	21:50	22:20				
18:00	18:20	18:40	19:00	22:50	23:20						
19:30	20:00	20:30	21:00								
21:30	22:00	22:30	23:00								
23:30											

Route Variations

t From Kilinarden Community School via Mayberry Rd., St. Peter's Rd., and St. Paul's school Limekiln Ave during term time only

Citywest » 12 mins » Tallaght (The Square) » 15 mins » Balrothery » 15 mins » Walkinstown Cross » 22 mins » Dolphin's Barn » 22 mins » Ringsend Rd.

All times are off peak estimates

Areas served

Citywest
De Selby Quarries
Jobstown
Blessington Rd. (Raheen)
Tallaght (The Square)
Old Bawn Rd.
Seskin View Rd.
Balrothery (Castle Park)
Castle Lawns
Tymon Park
Greenhills Rd. (Cuckoo's Nest)
Greenhills Rd. (Ballymount Rd. Upr.)
Greenhills Rd. (Green Park)
Greenhills Rd. (O'Malley's)
Walkinstown Cross (The Kestrel)
Drimnagh Rd. (Halfway House)
Crumlin Rd. (Cooley Rd.)
Crumlin Rd. (Bangor Drive)
Crumlin Rd. (Loreto Convent)
Dolphin's Barn Cross
Cork St. (Coombe Hospital)
Cork St. (Donore Ave.)
Cork St. (Ardee St.)
Kevin St. (Patrick St.)/Patrick St.
Werburgh St./Lord Edward St.
College St./Townsend St.
Pearse St. (Lombard St.)
Pearse St. (Macken St.)
Ringsend Rd. (Barrow St.)

77a

From Ringsend Rd. Towards Citywest

Bóthar na Rinne, An Carnán, Crois Bhaile Bhailcín, Baile an Ridire, Tamhlacht (An Chearnóg), Iarthar na Cathrach

Buses leave terminus at

Monday – Friday				Saturday				Sunday			
05:40	06:00	06:20	06:40	05:55	06:30	07:00	07:30	07:00	07:30	08:00	08:30
07:00	07:20	07:40	08:00	08:00	08:20	08:40	09:00	09:00	09:30	10:00	10:30
08:20	08:40	09:00	09:20	09:20	09:40	10:00	10:20	11:00	11:30	12:00	12:30
09:40	10:00	10:20	10:40	10:40	11:00	11:20	11:40	13:00	13:30	14:00	14:30
11:00	11:20	11:40	12:00	12:00	12:20	12:40	13:00	15:00	15:30	16:00	16:30
12:20	12:40	13:00	13:20	13:20	13:40	14:00	14:20	17:00	17:30	18:00	18:30
13:40	14:00	14:20	14:40	14:40	15:00	15:20	15:40	19:00	19:30	20:00	20:30
15:00	15:20	15:40	16:00	16:00	16:20	16:40	17:00	21:00	21:30	22:00	22:30
16:20	16:40	16:55	17:10	17:20	17:40	18:00	18:30	23:00	23:30		
17:25	17:40	17:55	18:10	19:00	19:30	20:00	20:30				
18:30	18:50	19:10	19:30	21:00	21:30	22:00	22:30				
20:00	20:30	21:00	21:30	23:00	23:25						
22:00	22:30	23:00	23:25								

Ringsend Rd. » 22 mins » **Dolphin's Barn** » 22 mins » **Walkinstown Cross** » 15 mins » **Balrothery** » 15 mins » **Tallaght (The Square)** » 12 mins » **Citywest**

All times are off peak estimates

Areas served

Ringsend Rd. (Barrow St.)
Pearse St. (Macken St.)
Pearse St. (Lombard St.)
College St./Townsend St.
Werburgh St./Lord Edward St.
Kevin St. (Patrick St.)/Patrick St.
Cork St. (Ardee St.)
Cork St. (Donore Ave.)
Cork St. (Coombe Hospital)
Dolphin's Barn Cross
Crumlin Rd. (Loreto Convent)
Crumlin Rd. (Bangor Drive)
Crumlin Rd. (Cooley Rd.)
Drimnagh Rd. (Halfway House)
Walkinstown Cross (The Kestrel)
Greenhills Rd. (O'Malley's)
Greenhills Rd. (Green Park)
Greenhills Rd. (Ballymount Rd. Upr.)
Greenhills Rd. (Cuckoo's Nest)
Tymon Park
Castle Lawns
Balrothery (Castle Park)
Seskin View Rd.
Old Bawn Rd.
Tallaght (The Square)
Blessington Rd. (Raheen)
Jobstown
De Selby Quarries
Citywest

122

From Drimnagh Rd. Towards Ashington

Bóthar Dhroimeanaigh (Ospidéal Mhuire), Coirnéal Uí Cheallaigh, Sráid Uí Chonaill, Teampaill Naomh Pheadair (Bothar na Cabraí), Ashington

Buses leave terminus at

Monday – Friday				Saturday				Sunday			
06:30	06:45	07:00	07:15	07:05	07:25	07:45	08:05	08:00	08:30	09:00	09:30
07:30	07:40	07:50	08:00	08:25	08:45	09:05	09:25	10:00	10:30	11:00	11:20
08:10	08:20	08:35	08:50	09:45	10:05	10:25	10:45	11:40	12:00	12:20	12:40
09:05	09:20	09:35	09:50	11:05	11:25	11:45	12:05	13:00	13:20	13:40	14:00
10:10	10:30	10:50	11:10	12:25	12:45	13:05	13:25	14:20	14:40	15:00	15:20
11:30	11:50	12:10	12:30	13:45	14:05	14:25	14:45	15:40	16:00	16:20	16:40
12:50	13:10	13:30	13:50	15:05	15:25	15:35	15:55	17:00	17:20	17:40	18:00
14:10	14:30	14:50	15:10	16:15	16:35	16:55	17:15	18:20	18:40	19:00	19:20
15:28	15:40	15:52	16:04	17:35	17:55	18:15	18:35	19:40	20:00	20:30	21:00
16:16	16:28	16:40	16:52	18:55	19:15	19:35	20:00	21:30	22:00	22:30	23:00
17:04	17:16	17:28	17:40	20:30	21:00	21:30	22:00	23:30c			
18:00	18:20	18:40	19:00	22:30	23:00	23:30c					
19:20	19:40	20:05	20:30								
21:00	21:30	22:00	22:30								
23:00	23:30c										

Route Variations
c To City Centre

Drimnagh Rd. (Our Lady's Hospital) » 10 mins » **Kelly's Corner** » 15 mins » **O'Connell St.** » 15 mins » **St. Peter's Church (Cabra Rd.)** » 15 mins » **Ashington**

All times are off peak estimates

Areas Served

Drimnagh Rd. (Our Lady's Hospital)
Mourne Rd.
Herberton Rd.
Dolphin's Barn
South Circular Rd. (Donore Ave.)
South Circular Rd. (Leonard's Corner)
Kelly's Corner
Aungier St.
St. Great Georges St.
O'Connell St.
Dorset St. (North Frederick St.)
North Circular Rd. (Dorset St.)
Cabra Rd. (St. Peter's Church)
Cabra Rd. (Dowth Ave.)
Cabra Rd. (Carnlough Rd.)
Faussagh Rd. (Carnlough Rd.)
Faussagh Ave. (Ratoath Rd.)
Nephin Rd. (John Paul II Park)
Navan Rd. (Kinvara Ave.)
Ashington

122

From Ashington Towards Drimnagh Rd.

Ashington, Teampaill Naomh Pheadair (Bothar na Cabraí), Sráid Uí Chonaill, Coirnéal Uí Cheallaigh, Bóthar Dhroimeanaigh (Ospidéal Mhuire)

Buses leave terminus at

Monday – Friday				Saturday				Sunday			
06:15	06:30	06:45	07:00	06:55	07:15	07:35	07:55	08:00	08:30	09:00	09:30
07:15	07:25	07:35	07:45	08:15	08:35	08:55	09:15	10:00	10:30	10:50	11:10
07:55	08:05	08:15	08:25	09:35	09:55	10:15	10:35	11:30	11:50	12:10	12:30
08:40	08:55	09:10	09:25	10:55	11:15	11:35	11:55	12:50	13:10	13:30	13:50
09:40	10:00	10:20	10:40	12:15	12:35	12:55	13:15	14:10	14:30	14:50	15:10
11:00	11:20	11:40	12:00	13:35	13:55	14:15	14:35	15:30	15:50	16:10	16:30
12:20	12:40	13:00	13:20	14:55	15:15	15:35	15:55	16:50	17:10	17:30	17:50
13:40	14:00	14:20	14:40	16:15	16:35	16:55	17:15	18:10	18:30	18:50	19:10
14:58	15:10	15:22	15:34	17:35	17:55	18:15	18:35	19:30	20:00	20:30	21:00
15:46	15:58	16:10	16:22	18:55	19:15	19:45	20:15	21:30	22:00	22:30	23:00
16:34	16:46	16:58	17:10	20:45	21:15	21:45	22:15	23:30c			
17:22	17:35	17:50	18:10	22:45	23:10	23:30c					
18:30	18:50	19:15	19:45								
20:15	20:45	21:15	21:45								
22:15	22:45	23:10	23:30c								

Route Variations
c To City Centre

Ashington » 15 mins » St. Peter's Church (Cabra Rd.) » 15 mins » O'Connell St. » 15 mins » Kelly's Corner » 10 mins » Drimnagh Rd. (Our Lady's Hospital)

All times are off peak estimates

Areas Served

Ashington
Navan Rd. (Kinvara Ave.)
Nephin Rd. (John Paul II Park)
Faussagh Ave. (Ratoath Rd.)
Faussagh Rd. (Carnlough Rd.)
Cabra Rd. (Carnlough Rd.)
Cabra Rd. (Dowth Ave.)
Cabra Rd. (St. Peter's Church)
North Circular Rd. (Dorset St.)
Dorset St. (North Frederick St.)
O'Connell St.
St. Great Georges St.
Aungier St.
Kelly's Corner
South Circular Rd. (Leonard's Corner)
South Circular Rd. (Donore Ave.)
Dolphin's Barn
Herberton Rd.
Mourne Rd.
Drimnagh Rd. (Our Lady's Hospital)

151

From Foxborough (Balgaddy Rd.) Towards Docklands (East Rd.)

Baile an tSionnaigh, An Pháirc Thiar, Bóthar Dhroimeanaigh, An Carnán, Sráid an Dáma/Cé Urumhan Íochtarach, Ceantar na nDugaí (An Bóthar Thoir)

Buses leave terminus at

Monday – Friday				Saturday				Sunday			
06:00	06:15	06:30	06:45	06:30	06:50	07:10	07:30	07:30	08:00	08:30	09:00
07:00	07:15	07:30	07:45	07:50	08:10	08:30	08:50	09:30	10:00	10:30	11:00
08:00	08:20	08:40	09:00	09:10	09:30	09:50	10:10	11:30	12:00	12:30	13:00
09:20	09:40	10:00	10:20	10:30	10:50	11:10	11:30	13:25	13:50	14:20	14:50
10:40	11:00	11:20	11:40	11:50	12:10	12:30	12:50	15:20	15:50	16:20	16:50
12:00	12:20	12:40	13:00	13:10	13:30	13:50	14:10	17:20	17:50	18:20	18:50
13:20	13:40	14:00	14:20	14:30	14:50	15:10	15:30	19:10	19:30	20:00	20:30
14:40	15:00	15:20	15:40	15:50	16:10	16:30	16:50	21:00	21:30	22:00	22:30
16:00	16:20	16:40	17:00	17:10	17:30	17:50	18:10	23:00	23:30t		
17:20	17:40	18:00	18:20	18:30	18:50	19:10	19:30				
18:40	19:00	19:30	20:00	20:00	20:30	21:00	21:30				
20:30	21:00	21:30	22:00	22:00	22:30	23:00	23:30t				
22:30	23:00	23:30t									

Route Variations
t To Eden Quay only

Foxborough » 15 mins » Parkwest » 15 mins » Drimnagh Rd. » 15 mins » Dolphin's Barn » 15 mins » Dame St./Ormond Quay » 10 mins » Docklands (East Rd.)

All times are off peak estimates

Areas served

Foxborough
Outer Ring Rd.
Grange Castle Business Park
Nangor Rd. (Westbourne)
Nangor Rd. (Fonthill Rd.)
Nangor Rd. (Michael Collins Park)
New Nangor Rd. (Woodford Walk)
New Nangor Rd. (Oak Rd.)
New Nangor Rd. (Willow Rd.)
New Nangor Rd. (Jct. Killeen Rd.)
Long Mile Rd. (Robinhood Park)
Long Mile Rd. (Walkinstown Ave.)
Drimnagh Rd. (Halfway House)
Crumlin Rd. (Cooley Rd.)
Crumlin Rd. (Bangor Drive)
Crumlin Rd. (Loreto Convent)
Dolphin's Barn Cross
Cork St. (Coombe Hospital)
Cork St. (Donore Ave.)
Cork St. (Ardee St.)
Kevin St. (Patrick St.)
Werburgh St./Upr. Ormond Quay
Hawkins St./Eden Quay
Eden Quay/Custom House Quay
Docklands Rail Station/North Wall Quay
Docklands (East Rd.)

151

From Docklands (East Rd.) Towards Foxborough (Balgaddy Rd.)

Ceantar na nDugaí (An Bóthar Thoir), Sráid an Dáma/Cé Urumhan Íochtarach, An Carnán, Bóthar Dhroimeanaigh, An Pháirc Thiar, Baile an tSionnaigh

Buses leave terminus at

Monday – Friday				Saturday				Sunday			
06:30	06:50	07:10	07:30	07:10	07:30	07:50	08:10	08:30	09:00	09:30	10:00
07:50	08:05	08:20	08:40	08:30	08:50	09:10	09:30	10:30	11:00	11:30	12:00
09:00	09:20	09:40	10:00	09:50	10:10	10:30	10:50	12:30	13:00	13:30	14:00
10:20	10:40	11:00	11:20	11:10	11:30	11:50	12:10	14:30	15:00	15:30	16:00
11:40	12:00	12:20	12:40	12:30	12:50	13:10	13:30	16:30	17:00	17:30	18:00
13:00	13:20	13:40	14:00	13:50	14:10	14:30	14:50	18:30	19:00	19:30	20:00
14:20	14:40	15:00	15:20	15:10	15:30	15:50	16:10	20:30	21:00	21:30	22:00
15:40	16:00	16:20	16:40	16:30	16:50	17:10	17:30	22:30	23:00	23:20f	
17:00	17:20	17:40	18:00	17:50	18:10	18:30	18:50				
18:20	18:40	19:00	19:30	19:10	19:30	20:00	20:30				
20:00	20:30	21:00	21:30	21:00	21:30	22:00	22:30				
22:00	22:30	23:00	23:20f	23:00	23:20f						

Route Variations

f From Docklands and departs Eden Quay South at 23:30

Docklands (East Rd.) » 10 mins » **Dame St. / Ormond Quay** » 15 mins » **Dolphin's Barn** » 15 mins » **Drimnagh Rd.** » 15 mins » **Parkwest** » 15 mins » **Foxborough**

All times are off peak estimates

Areas served

Docklands (East Rd.)
Docklands Rail Station/North Wall Quay
Eden Quay/Custom House Quay
Hawkins St./Eden Quay
Werburgh St./Upr. Ormond Quay
Kevin St. (Patrick St.)
Cork St. (Ardee St.)
Cork St. (Donore Ave.)
Cork St. (Coombe Hospital)
Dolphin's Barn Cross
Crumlin Rd. (Loreto Convent)
Crumlin Rd. (Bangor Drive)
Crumlin Rd. (Cooley Rd.)
Drimnagh Rd. (Halfway House)
Long Mile Rd. (Walkinstown Ave.)
Long Mile Rd. (Robinhood Park)
New Nangor Rd. (Jct. Killeen Rd.)
New Nangor Rd. (Willow Rd.)
New Nangor Rd. (Oak Rd.)
New Nangor Rd. (Woodford Walk)
Nangor Rd. (Michael Collins Park)
Nangor Rd. (Fonthill Rd.)
Nangor Rd. (Westbourne)
Grange Castle Business Park
Outer Ring Rd.
Foxborough

Appendix C: BusConnects Information

Spine frequency tables

The number in each box is the expected time in minutes between buses. It is subject to adjustment in line with future passenger numbers.

Spines & Branches		Weekday																			Saturday																	Sunday															
Route no.	To and From	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11
A-SPINE	Swords Rd - City Centre - Terenure	8	4	3	3	3	3	3	3	3	3	3	3	3	3	4	4	4	4	8	5	5	5	4	4	4	4	4	4	4	4	4	4	5	5	5	5	8	8	8	5	5	5	5	5	5	5	5	5	8	8	8	8	8
A1	Beaumont - City Centre - Knocklyon	30	15	12	12	12	12	12	12	12	12	12	12	12	12	15	15	15	15	30	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30	30	30	20	20	20	20	20	20	20	20	20	30	30	30	30	30
A2	Airport - City Centre - Ballinteer - Dundrum	30	15	12	12	12	12	12	12	12	12	12	12	12	12	15	15	15	15	30	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30	30	30	20	20	20	20	20	20	20	20	20	30	30	30	30	30
A3	DCU - City Centre - Tallaght	30	15	12	12	12	12	12	12	12	12	12	12	12	12	15	15	15	15	30	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30	30	30	20	20	20	20	20	20	20	20	20	30	30	30	30	30
A4	Swords - City Centre - Dundrum	30	15	12	12	12	12	12	12	12	12	12	12	12	12	15	15	15	15	30	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30	30	30	20	20	20	20	20	20	20	20	20	30	30	30	30	30
B-SPINE	Blanchardstown SC - City Centre - UCD	8	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	8	5	5	5	4	4	4	4	4	4	4	4	4	4	5	5	5	5	8	8	8	5	5	5	5	5	5	5	5	5	8	8	8	8	8
B1	Ongar - City Centre - UCD	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30	30	30	20	20	20	20	20	20	20	20	20	30	30	30	30	30
B2	Ongar North - Clonsilla - City Centre - UCD	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30	30	30	20	20	20	20	20	20	20	20	20	30	30	30	30	30
B3	Tyrrelstown - City Centre - Dún Laoghaire	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30	30	30	20	20	20	20	20	20	20	20	20	30	30	30	30	30
B4	Blanchardstown SC - City Centre - Sallynoggin	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30	30	30	20	20	20	20	20	20	20	20	20	30	30	30	30	30
C-SPINE	Lucan - City Centre - Ringsend	15	8	4	5	8	8	8	8	8	8	5	4	5	8	8	8	8	8	15	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	15	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	15
C1	Adamstown - City Centre - Sandymount	60	30	8	8	30	30	30	30	30	30	8	8	8	30	30	30	30	30	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60
C2	Adamstown - City Centre - Sandymount	60	30	8	15	30	30	30	30	30	30	15	8	15	30	30	30	30	30	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60
C3	Maynooth - City Centre - Ringsend	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60
C4	Celbridge - City Centre - Ringsend	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60
D-SPINE	Malahide Rd - City Centre - Crumlin	8	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	8	5	5	5	4	4	4	4	4	4	4	4	4	4	5	5	5	5	8	8	8	5	5	5	5	5	5	5	5	5	8	8	8	8	8
D1	Clongriffin - City Centre - Grange Castle	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30	30	30	20	20	20	20	20	20	20	20	20	30	30	30	30	30
D2	Clare Hall - City Centre - Citywest	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30	30	30	20	20	20	20	20	20	20	20	20	30	30	30	30	30
D3	Clongriffin - City Centre - Clondalkin	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30	30	30	20	20	20	20	20	20	20	20	20	30	30	30	30	30
D4	Swords Road - City Centre - Killinarden	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	40	40	40	30	30	30	30	30	30	30	30	30	30	40	40	40	40	60	60	60	40	40	40	40	40	40	40	40	40	60	60	60	60	60
D5	Edenmore - City Centre - Tallaght	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	40	40	40	30	30	30	30	30	30	30	30	30	30	40	40	40	40	60	60	60	40	40	40	40	40	40	40	40	40	60	60	60	60	60
E-SPINE	Ballymun - City Centre - Foxrock Church	10	5	4	4	5	5	5	5	5	5	4	4	4	5	5	5	5	5	10	8	8	8	5	5	5	5	5	5	5	5	5	5	8	8	8	8	10	10	10	8	8	8	8	8	8	8	8	8	10	10	10	10	10
E1	Northwood - City Centre - Bray Main St. - Ballywaltrim	20	10	8	8	10	10	10	10	10	10	8	8	8	10	10	10	10	10	20	15	15	15	10	10	10	10	10	10	10	10	10	10	15	15	15	15	20	20	20	15	15	15	15	15	15	15	15	15	20	20	20	20	20
E2	Charlestown - City Centre - Dún Laoghaire	20	10	8	8	10	10	10	10	10	10	8	8	8	10	10	10	10	10	20	15	15	15	10	10	10	10	10	10	10	10	10	10	15	15	15	15	20	20	20	15	15	15	15	15	15	15	15	15	20	20	20	20	20
F-SPINE	Finglas - City Centre - Kimmage	10	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	10	7	7	7	5	5	5	5	5	5	5	5	5	5	7	7	7	7	10	10	10	7	7	7	7	7	7	7	7	7	10	10	10	10	10
F1	Charlestown - Finglas Bypass - City Centre - Tallaght	30	15	10	10	15	15	15	15	15	15	10	10	10	15	15	15	15	15	30	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30	30	30	20	20	20	20	20	20	20	20	20	30	30	30	30	30
F2	Charlestown - Finglas NW - City Centre - Templeogue	30	15	10	10	15	15	15	15	15	15	10	10	10	15	15	15	15	15	30	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30	30	30	20	20	20	20	20	20	20	20	20	30	30	30	30	30
F3	Charlestown - Finglas SW - City Centre - Greenhills	30	15	10	10	15	15	15	15	15	15	10	10	10	15	15	15	15	15	30	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30	30	30	20	20	20	20	20	20	20	20	20	30	30	30	30	30
G-SPINE	Ballyfermot - City Centre - Docklands	15	8	6	6	8	8	8	8	8	8	6	6	6	8	8	8	8	8	15	10	10	10	8	8	8	8	8	8	8	8	8	8	10	10	10	10	15	15	15	10	10	10	10	10	10	10	10	10	15	15	15	15	15
G1	Red Cow - City Centre - Spencer Dock	30	15	12	12	15	15	15	15	15	15	12	12	12	15	15	15	15	15	30	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30	30	30	20	20	20	20	20	20	20	20	20	30	30	30	30	30
G2	Liffey Valley SC - City Centre - Spencer Dock	30	15	12	12	15	15	15	15	15	15	12	12	12	15	15	15	15	15	30	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30	30	30	20	20	20	20	20	20	20	20	20	30	30	30	30	30
H-SPINE	Howth Rd - City Centre	15	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	15	10	10	10	8	8	8	8	8	8	8	8	8	8	10	10	10	10	15	15	15	8	8	8	8	8	8	8	8	8	15	15	15	15	15
H1	Clongriffin - Donaghmede - City Centre	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30	30	30	15	15	15	15	15	15	15	15	15	30	30	30	30	30
H2	Portmarnock - Bayside - City Centre	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	40	40	40	30	30	30	30	30	30	30	30	30	30	40	40	40	40	60	60	60	30	30	30	30	30	30	30	30	30	60	60	60	60	60
H3	Howth - Bayside - City Centre	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	40	40	40	30	30	30	30	30	30	30	30	30	30	40	40	40	40	60	60	60	30	30	30	30	30	30	30	30	30	60	60	60	60	60

The full delivery of the new network is subject to additional funding from Government

Orbital frequency tables

The number in each box is the expected time in minutes between buses. It is subject to adjustment in line with future passenger numbers.

Orbital Routes		Weekday																			
Route no.	To and From	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11
O	Inner Orbital (North and South Circular)	30	15	8	8	8	8	8	8	8	8	8	8	8	8	15	15	15	15	30
N2	Heuston - Broombridge - Clontarf Rail Station		20	15	15	20	20	20	20	20	20	15	15	15	20	30	30	30	30	30
N4	Blanch. SC - Finglas - DCU - Collins Ave - Docklands	20	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	20
N6	Finglas - Santry - Coolock - Donaghmede	20	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	20
N8	Blanch SC - Dublin Airport - Clongriffin	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60
S2	Heuston - Kimmage - Ballsbridge - Poolbeg	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30
S4	Liffey Valley - Ballyfermot - Crumlin - Milltown - UCD	20	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	20
S6	Tallaght - Dundrum - UCD - Blackrock	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30
S8	Tallaght - Sandyford - Dún Laoghaire		20	15	15	20	20	20	20	20	20	15	15	15	20	30	30	30	30	30
W2	Liffey Valley - Clondalkin - Tallaght	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30
W4	Blanch. SC - Liffey Valley - Grange Castle Rd - Tallaght		30	15	15	30	30	30	30	30	30	15	15	15	30	30	30	30	30	60
W6	Maynooth - Celbridge - Citywest - Tallaght		30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60

Saturday																			
6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11
15	15	15	10	10	10	10	10	10	10	10	10	10	15	15	15	15	30
30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
15	15	15	10	10	10	10	10	10	10	10	10	10	15	15	15	15	20
15	15	15	10	10	10	10	10	10	10	10	10	10	15	15	15	15	20
60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60
20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30
15	15	15	10	10	10	10	10	10	10	10	10	10	15	15	15	15	20
20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30
30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30
60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60
60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60

Sunday																	
8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11
30	30	15	15	15	15	15	15	15	15	15	15	15	15	15	30
60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30
20	20	15	15	15	15	15	15	15	15	20	20	20	20	20	20
20	20	15	15	15	15	15	15	15	15	20	20	20	20	20	20
60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	60
30	30	20	20	20	20	20	20	20	20	30	30	30	30	30	30
20	20	15	15	15	15	15	15	15	15	20	20	20	20	20	20
30	30	20	20	20	20	20	20	20	20	30	30	30	30	30	30
60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30
30	30	20	20	20	20	20	20	20	20	30	30	30	30	30	30
60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	60
60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	60

The full delivery of the new network is subject to additional funding from Government

Radial frequency tables

The number in each box is the expected time in minutes between buses. It is subject to adjustment in line with future passenger numbers.

Radial Routes		Weekday																			Saturday																			Sunday																		
Route no.	To and From	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11			8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11
6	Howth Station - Summit - Watermill Rd - Abbey Street		60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60			60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
8	Beaumont Hospital - Clontarf - Abbey Street		60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60			60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
10	Clontarf - City Centre	30	15	6	10	15	15	15	15	15	15	10	6	10	15	15	15	15	15	30	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30			30	30	20	20	20	20	20	20	20	20	30	30	30	30	30
19	Airport - Balbutcher Lane - Wadelai - Parnell Square		60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60			60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
20	Malahide - Kinsealy - City Centre		30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60			60	60	30	30	30	30	30	30	30	30	30	30	30	30	60
21	Swords Business Park - Kinsealy - City Centre		30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60			60	60	30	30	30	30	30	30	30	30	30	30	30	30	60
22	Glen Ellan Rd - River Valley - City Centre	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30			30	30	20	20	20	20	20	20	20	20	30	30	30	30	30
23	Charlestown - Glasanaon Rd. - Merrion Square	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	30	30	30	30	20	20	20	20	20	20	20	20	20	20	30	30	30	30	40			40	40	30	30	30	30	30	30	30	30	30	30	30	30	40
24	Airport - Charlestown - Ballygall Rd - Merrion Square	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	30	30	30	30	20	20	20	20	20	20	20	20	20	20	30	30	30	30	40			40	40	30	30	30	30	30	30	30	30	30	30	30	30	40
34	Blanch. SC - Coolmine - Castleknock - Burlington Rd.		20	8	15	20	20	20	20	20	20	15	8	15	20	20	20	20	20	30	30	30	30	20	20	20	20	20	20	20	20	20	20	30	30	30	30	30			60	60	30	30	30	30	30	30	30	30	30	30	30	30	30
35	Blanch. SC - Corduff - Castleknock - Burlington Rd.		20	15	15	20	20	20	20	20	20	15	15	15	20	20	20	20	20	30	30	30	30	20	20	20	20	20	20	20	20	20	20	30	30	30	30	30			60	60	30	30	30	30	30	30	30	30	30	30	30	30	30
36	Rathborne - City Centre - Ballsbridge	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30			30	30	20	20	20	20	20	20	20	20	30	30	30	30	30
37	Blanch. SC - Castleknock - City Centre - Burlington Rd		20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	30	30	30	30	20	20	20	20	20	20	20	20	20	20	30	30	30	30	30			60	60	30	30	30	30	30	30	30	30	30	30	30	30	30
48	Ashington Park - Parnell Square		60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60			60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
52	Collinstown - Easton Road - City Centre - Ringsend		60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60			60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
58	Rathcoole - City Centre - Dublin Port		60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60			60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
60	Red Cow - Cherry Orchard - Decies Rd. - Spencer Dock		60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60			60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
71	Tallaght - Ballymount - Warrenmount - East Wall		30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60			60	60	30	30	30	30	30	30	30	30	30	30	30	30	60
72	Drimnagh - Warrenmount - East Wall		30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60			60	60	30	30	30	30	30	30	30	30	30	30	30	30	60
73	Marino - City Centre - Walkinstown	30	15	10	15	15	15	15	15	15	15	15	10	15	15	15	15	15	15	30	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30			30	30	20	20	20	20	20	20	20	20	30	30	30	30	30
74	Dundrum - Whitechurch - Crumlin - City Centre		30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60			60	60	30	30	30	30	30	30	30	30	30	30	30	30	60
80	Liffey Valley - City Centre - Ballinteer	30	15	10	10	15	15	15	15	15	15	10	10	10	15	15	15	15	15	30	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30			30	30	20	20	20	20	20	20	20	20	30	30	30	30	30
81	Greenhills - City Centre - Ringsend		20	15	15	20	20	20	20	20	20	15	15	15	20	20	20	20	20	30	30	30	30	20	20	20	20	20	20	20	20	20	20	30	30	30	30	30			60	60	30	30	30	30	30	30	30	30	30	30	30	30	30
82	Killinarden - Crumlin - Ringsend		20	20	20	20	20	20	20	20	20	20	20	20	20	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30			60	60	30	30	30	30	30	30	30	30	30	30	30	30	30
85	Tallaght - Ballyboden - Harold's Cross - Parnell Square	30	15	10	10	15	15	15	15	15	15	10	10	10	15	15	15	15	15	30	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30			30	30	20	20	20	20	20	20	20	20	30	30	30	30	30
86	Ticknock - Goatstown - Mountjoy Square	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	60	60	60	30	30	30	30	30	30	30	30	30	30	60	60	60	60	60			60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
87	Belarmine - Dundrum - Mountjoy Square		60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60				60	60	60	60	60	60	60	60	60	60																						
88	Enniskerry - Belarmine - Dundrum - Mountjoy Square		60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60			60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
98	Loughlinstown Drive - Dún Laoghaire - Mountjoy Sq.		60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60			60	60	60	60	60	60	60	60	60	60	60	60	60	60	60

The full delivery of the new network is subject to additional funding from Government

Local frequency tables

The number in each box is the expected time in minutes between buses. It is subject to adjustment in line with future passenger numbers.

Local Routes		Weekday																			Saturday																			Sunday																		
Route no.	To and From	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11
L1	Greystones - Newcastle Loop Clockwise - Bray		40	40	40	40	40	40	40	40	40	40	40	40	40	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
L2	Greystones - Newcastle Loop Anticlockwise - Bray		40	40	40	40	40	40	40	40	40	40	40	40	40	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
L3	Greystones Circulator (1-way loop)		30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	60
L11	Kilmacanogue - Bray - Dún Laoghaire		20	20	20	20	20	20	20	20	20	20	20	20	20	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30
L12	Ballywaltrim - Bray Station		20	20	20	20	20	20	20	20	20	20	20	20	20	30	30	30	30	30	30	30	30	30	20	20	20	20	20	20	20	20	20	20	30	30	30	30	30	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30
L13	Kilternan - Stillorgan Village - UCD - Ringsend		60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60			60	60	60	60	60	60	60	60	60	60	60	60	60	60
L14	Southern Cross Rd - Bray Station - Palermo		30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	60
L15	Shop River - Enniskerry - Bray		60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
L21	Dalkey - Dún Laoghaire		60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
L22	Brides Glen - Sally Glen Road - Dún Laoghaire	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30	30	30	20	20	20	20	20	20	20	20	20	30	30	30	30	30
L25	Dundrum - Dún Laoghaire	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30	30	30	20	20	20	20	20	20	20	20	20	30	30	30	30	30
L26	Kilternan - Cabinteely - Deansgrange - Blackrock		30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	60
L27	Ballyogan - Cabinteely - NRH - Dún Laoghaire		30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	60
L33	Glencullen - Dundrum				60	60	60		60		60		60		60	60		60																																									
L35	Rockbrook - Dundrum					60		60		60		60		60																																													
L44	Ballymore Eustace - Blessington - Tallaght		60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
L51	Adamstown - Lucan Village - Esker - Liffey Valley		60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
L52	Adamstown - Lucan Village - Clonsilla - Blanch. SC		60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
L53	Adamstown - Balgaddy - Liffey Valley		30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	60
L54	River Forest - Lucan - Clondalkin - Red Cow		30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	60
L56	Newcastle - Clondalkin - Red Cow		60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
L58	Hazelhatch - Celbridge - Castletown - Leixlip - Confey		30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	60
L59	Hazelhatch - Celbridge - Glen Easton - Leixlip - Confey		30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	60
L61	Blanch. SC - Blanch. Village - Ballycoolin (2-way loop)	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30	30	30	20	20	20	20	20	20	20	20	20	30	30	30	30	30
L62	Blanchardstown - Tyrrelstown- Broombridge		30	15	15	30	30	30	30	30	30	15	15	15	30	30	30	30	30	60	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	60
L63	Damastown - Blanchardstown	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30	30	30	20	20	20	20	20	20	20	20	20	30	30	30	30	30
L64	Dunboyne - Littlepace Rd - Blanchardstown	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30	30	30	20	20	20	20	20	20	20	20	20	30	30	30	30	30
L80	Clongriffin - Beaumont Hospital – DCU		40	20	20	40	40	40	40	40	40	20	20	20	40	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
L81	Sutton -Portmarnock - Malahide - Swords - Airport		20	20	20	20	20	20	20	20	20	20	20	20	20	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30
L82	Swords - Clonshaugh - Beaumont Hospital				60	60	60	60	60	60	60	60	60	60	60	60						60	60	60	60	60	60	60	60	60	60	60	60	60																							
L83	Portrane - Donabate - Swords - Airport		30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	60
L85	Balbriggan - Skerries - Rush/Lusk - Swords - Airport		30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	60
L89	Airside - Swords - Knocksedan - Toberburr - Finglas				60	60	60	60		60		60		60	60	60		60		60				60		60		60		60		60		60		60		60				60		60		60		60		60			
L91	Sheriff Street - Talbot Street							60	60	60	60	60																																													

The full delivery of the new network is subject to additional funding from Government

Local frequency tables

The number in each box is the expected trips per hour for this service. It is subject to adjustment in line with future passenger numbers.

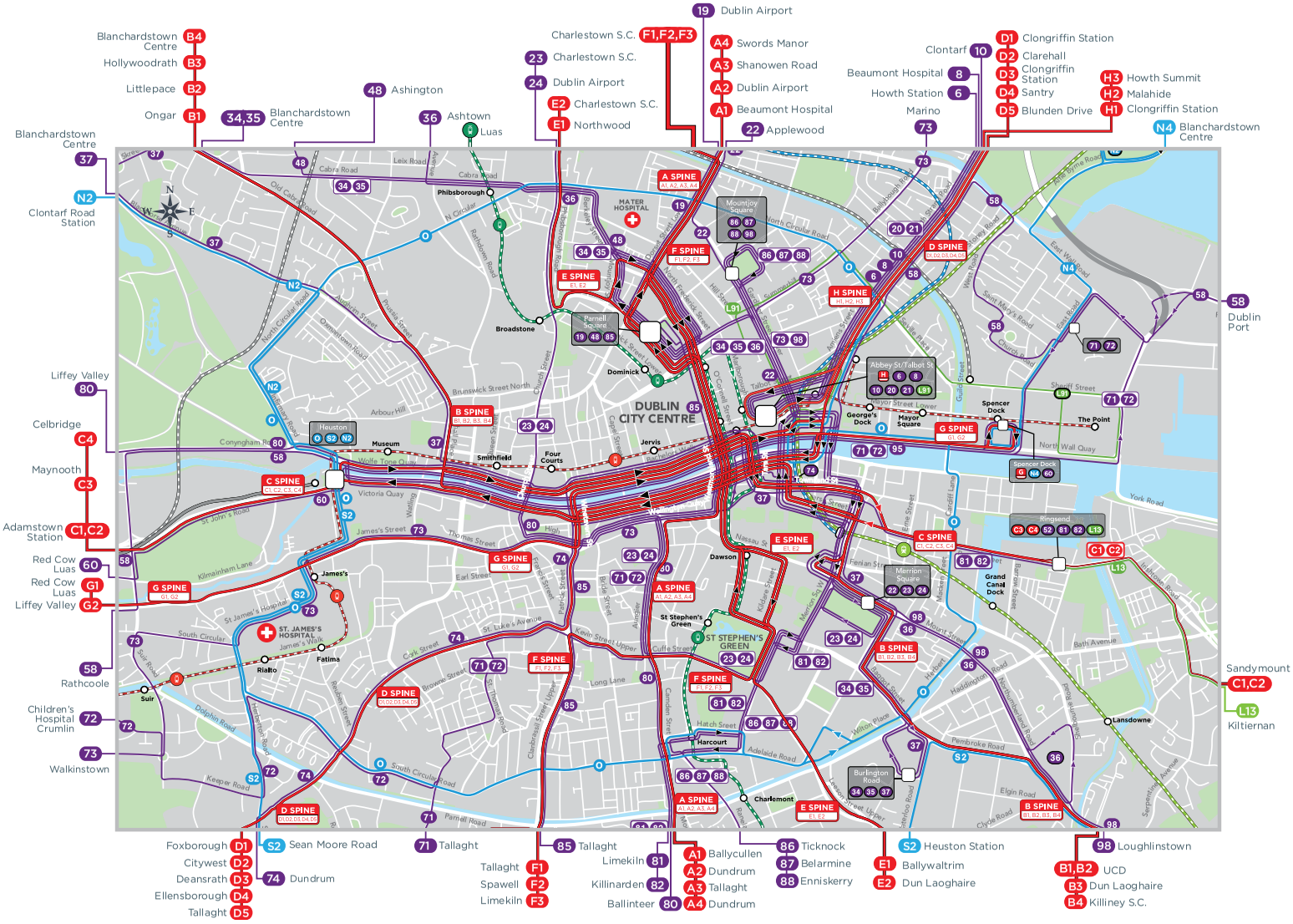
Peak-Only/ Express Routes			Weekday												
Route no.	To and From	Existing Similar Route	5	6	7	8	9	10	11	12	1	2	3	4	5
A9	Whitehall - City Centre				6									3	3
D9	Clare Hall - City Centre				6	6							6	6	6
E9	Brides Glen - UCD				6	6								6	6
F9	Charlestown - City Centre				6									3	3
H9	All Saints Road - City Centre				3										
71 short	Walkinstown - City Centre				2	2							2	2	2
P11	Shankill - Ballybrack - City Centre	7b		2	4	1									6
P12	Dalkey - City Centre	7d			2										2
P13	Kilternan - Stepaside - UCD				2	2								2	2
P16	Whitechurch - UCD	116			1									1	
P18	Whitechurch - City Centre	118			2										2
P29	Adamstown Road - City Centre - Ringsend	25d			4										4
P43	Ballyknockan - Blessington - City Centre	65		1											1
P44	Ballymore Eustace - Blessington - City Centre	65		1											1
P63	Damastown - Corduff - City Centre (two-way)	38b			3	3							3	3	3
P64	Dunboyne - City Centre				2										2
P65	Diswellstown Rd - Clonsilla Rd - City Centre				2										2
X1	Kilcoole - Southern Cross - City Centre	84x		2	4									1	5
X2	Newcastle - Kilcoole - Southern Cross - City Centre	84x		1	2									1	2
X25	Maynooth - Glen Easton - City Centre	66x			2									1	1
X26	Maynooth - City Centre - UCD	66x			3									1	2
X27	Celbridge Aghards Rd - City Centre - UCD	67x			5									2	2
X28	Celbridge Main Street - City Centre - UCD	67x			4									2	2
X30	Dodsborough - Lucan Village - City Centre - UCD	25x			4									1	2
X31	Leixlip River Forest - City Centre	66x			3									1	2
X32	Leixlip Castletown - City Centre	66x			2									1	1
X47	Kiltipper - Seskin View - Tymon North - City Centre	77x			1										1
X55	Clondalkin - City Centre - Ringsend	51x			3										2
X56	Newcastle - Peamount - City Centre	68x			1										1
X58	Rathcoole - City Centre	69x			2										1
X61	Hartstown - Huntstown - City Centre	39x			4										4
X62	Ongar - Littlepace Distributor - City Centre	39x			4										4
X76	Skerries - Rush - Lusk - City Centre - UCD	33x		2	3									2	3
X77	Portmarnock - City Centre - UCD	142			6									2	3
X78	Malahide - Portmarnock - Clontarf - City Centre - UCD	32x			2									1	1
X79	Glen Ellan Rd - River Valley - City Centre - UCD	41x			3										3
X83	Portrane - Donabate - City Centre - UCD	33d				1									1
X84	Knocksedan - Swords Manor - City Centre - UCD	41x				3									3

The full delivery of the new network is subject to additional funding from Government

Your local area map

How BusConnects gets you where you want to go.

• Christchurch • Dolphin's Barn • Dublin City North • Dublin City South
• East Wall • North Strand • Smithfield • South Circular Road/Portobello



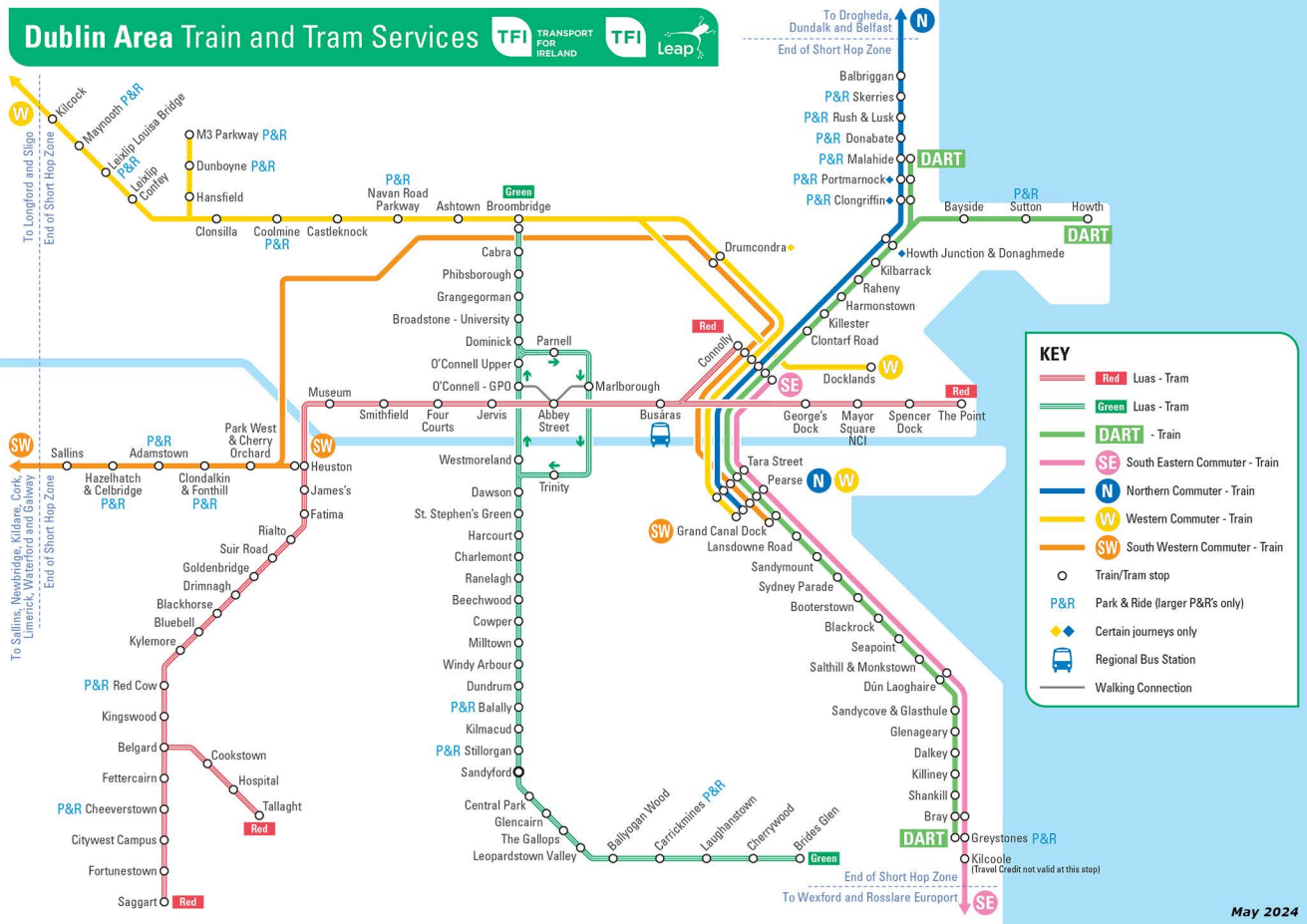
Map Key

- Spine / Branch Routes
- Orbital Routes
- Other City Bound Routes
- Local Routes
- Peak Time Routes
- Terminus

Appendix D: Dublin Area Rail and Luas Network Map

Dublin Area Train and Tram Services

TFI TRANSPORT FOR IRELAND | TFI Leap



May 2024

Appendix E: Driveyou letter of support

Driveyou Limited
Westpoint Court, Block 1
JFK Drive
Naas Road
Dublin
D12 FN53

Mr Michael Clery
The Iveagh Trust,
Bull Alley Street,
Dublin 8
D08 R7DX

1st August 2024

Driveyou Car Sharing at 43-50 Dolphin's Barn Street, Dublin 8 – Letter of Support

To whom it may concern,

Driveyou car and van sharing have met with representatives of The Iveagh Trust who are the Applicant for the proposed Dolphin's Barn Street residential development and have discussed the possibilities of creating a car sharing location for use by the residents of the development.

Driveyou have assessed a number of criteria around the particular development and confirm that we would look to add a car sharing location on site with a minimum of one passenger type car.

Car sharing is a sustainable alternative to car ownership. Many users appreciate the fact they create less emissions by not owning their own vehicle but instead use a shared car if needed, their primary mode of transport is by public transport, by foot or on bicycle.

Many households look to reduce car ownership from two to one where possible which in turn reduces their carbon footprint whilst simultaneously reducing overheads (cost of car ownership, finance, maintenance and insurance). The main assisting factor in this is convenient and reliable car sharing services on your doorstep.

Driveyou looks forward to offering a car sharing service to the future residents at the Dolphin's Barn Street development.

Please don't hesitate to contact me if needed,

Yours sincerely,

Robert M

_____

Robert Montgomery
Commercial Operations
Driveyou Ltd

Calculation Reference: AUDIT-758001-250303-0345

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS
TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	IS	ISLINGTON	1 days
	WF	WALTHAM FOREST	1 days
02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 days
	WS	WEST SUSSEX	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	LS	LEEDS	1 days
15	GREATER DUBLIN		
	DL	DUBLIN	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 24 to 247 (units:)
Range Selected by User: 6 to 467 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 10/04/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	3 days
Tuesday	1 days
Thursday	1 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Town Centre	1
Edge of Town Centre	5

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	5
Built-Up Zone	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

C3	6 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 100,000	2 days
100,001 or More	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000	2 days
500,001 or More	4 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	2 days
1.1 to 1.5	3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	6 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	4 days
5 Very Good	1 days
6a Excellent	1 days

This data displays the number of selected surveys with PTAL Ratings.

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
TOTAL VEHICLES
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 119 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	6	101	0.031	3.725	6	101	0.056	6.666	6	101	0.087	10.391
08:00 - 09:00	6	101	0.048	5.685	6	101	0.079	9.410	6	101	0.127	15.095
09:00 - 10:00	6	101	0.059	7.058	6	101	0.058	6.862	6	101	0.117	13.920
10:00 - 11:00	6	101	0.040	4.705	6	101	0.053	6.273	6	101	0.093	10.978
11:00 - 12:00	6	101	0.058	6.862	6	101	0.068	8.038	6	101	0.126	14.900
12:00 - 13:00	6	101	0.054	6.470	6	101	0.058	6.862	6	101	0.112	13.332
13:00 - 14:00	6	101	0.063	7.450	6	101	0.056	6.666	6	101	0.119	14.116
14:00 - 15:00	6	101	0.051	6.077	6	101	0.058	6.862	6	101	0.109	12.939
15:00 - 16:00	6	101	0.074	8.822	6	101	0.068	8.038	6	101	0.142	16.860
16:00 - 17:00	6	101	0.089	10.586	6	101	0.063	7.450	6	101	0.152	18.036
17:00 - 18:00	6	101	0.084	9.998	6	101	0.063	7.450	6	101	0.147	17.448
18:00 - 19:00	6	101	0.068	8.038	6	101	0.058	6.862	6	101	0.126	14.900
19:00 - 20:00	2	136	0.074	8.782	2	136	0.048	5.708	2	136	0.122	14.490
20:00 - 21:00	2	136	0.037	4.391	2	136	0.018	2.196	2	136	0.055	6.587
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.830	98.649			0.804	95.343			1.634	193.992

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	24 - 247 (units:)
Survey date date range:	01/01/16 - 10/04/24
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
TAXIS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 119 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	6	101	0.003	0.392	6	101	0.003	0.392	6	101	0.006	0.784
08:00 - 09:00	6	101	0.003	0.392	6	101	0.003	0.392	6	101	0.006	0.784
09:00 - 10:00	6	101	0.007	0.784	6	101	0.007	0.784	6	101	0.014	1.568
10:00 - 11:00	6	101	0.003	0.392	6	101	0.003	0.392	6	101	0.006	0.784
11:00 - 12:00	6	101	0.003	0.392	6	101	0.003	0.392	6	101	0.006	0.784
12:00 - 13:00	6	101	0.005	0.588	6	101	0.005	0.588	6	101	0.010	1.176
13:00 - 14:00	6	101	0.003	0.392	6	101	0.003	0.392	6	101	0.006	0.784
14:00 - 15:00	6	101	0.003	0.392	6	101	0.003	0.392	6	101	0.006	0.784
15:00 - 16:00	6	101	0.002	0.196	6	101	0.002	0.196	6	101	0.004	0.392
16:00 - 17:00	6	101	0.003	0.392	6	101	0.003	0.392	6	101	0.006	0.784
17:00 - 18:00	6	101	0.007	0.784	6	101	0.007	0.784	6	101	0.014	1.568
18:00 - 19:00	6	101	0.000	0.000	6	101	0.000	0.000	6	101	0.000	0.000
19:00 - 20:00	2	136	0.000	0.000	2	136	0.000	0.000	2	136	0.000	0.000
20:00 - 21:00	2	136	0.004	0.439	2	136	0.004	0.439	2	136	0.008	0.878
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.046	5.535			0.046	5.535			0.092	11.070

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
OGVS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 119 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	6	101	0.000	0.000	6	101	0.000	0.000	6	101	0.000	0.000
08:00 - 09:00	6	101	0.000	0.000	6	101	0.000	0.000	6	101	0.000	0.000
09:00 - 10:00	6	101	0.000	0.000	6	101	0.000	0.000	6	101	0.000	0.000
10:00 - 11:00	6	101	0.000	0.000	6	101	0.000	0.000	6	101	0.000	0.000
11:00 - 12:00	6	101	0.003	0.392	6	101	0.003	0.392	6	101	0.006	0.784
12:00 - 13:00	6	101	0.000	0.000	6	101	0.000	0.000	6	101	0.000	0.000
13:00 - 14:00	6	101	0.000	0.000	6	101	0.000	0.000	6	101	0.000	0.000
14:00 - 15:00	6	101	0.000	0.000	6	101	0.000	0.000	6	101	0.000	0.000
15:00 - 16:00	6	101	0.000	0.000	6	101	0.000	0.000	6	101	0.000	0.000
16:00 - 17:00	6	101	0.000	0.000	6	101	0.000	0.000	6	101	0.000	0.000
17:00 - 18:00	6	101	0.000	0.000	6	101	0.000	0.000	6	101	0.000	0.000
18:00 - 19:00	6	101	0.000	0.000	6	101	0.000	0.000	6	101	0.000	0.000
19:00 - 20:00	2	136	0.000	0.000	2	136	0.000	0.000	2	136	0.000	0.000
20:00 - 21:00	2	136	0.000	0.000	2	136	0.000	0.000	2	136	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.003	0.392			0.003	0.392			0.006	0.784

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
PSVS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 119 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	6	101	0.000	0.000	6	101	0.000	0.000	6	101	0.000	0.000
08:00 - 09:00	6	101	0.002	0.196	6	101	0.000	0.000	6	101	0.002	0.196
09:00 - 10:00	6	101	0.000	0.000	6	101	0.002	0.196	6	101	0.002	0.196
10:00 - 11:00	6	101	0.000	0.000	6	101	0.000	0.000	6	101	0.000	0.000
11:00 - 12:00	6	101	0.000	0.000	6	101	0.000	0.000	6	101	0.000	0.000
12:00 - 13:00	6	101	0.000	0.000	6	101	0.000	0.000	6	101	0.000	0.000
13:00 - 14:00	6	101	0.002	0.196	6	101	0.002	0.196	6	101	0.004	0.392
14:00 - 15:00	6	101	0.000	0.000	6	101	0.000	0.000	6	101	0.000	0.000
15:00 - 16:00	6	101	0.002	0.196	6	101	0.002	0.196	6	101	0.004	0.392
16:00 - 17:00	6	101	0.000	0.000	6	101	0.000	0.000	6	101	0.000	0.000
17:00 - 18:00	6	101	0.000	0.000	6	101	0.000	0.000	6	101	0.000	0.000
18:00 - 19:00	6	101	0.000	0.000	6	101	0.000	0.000	6	101	0.000	0.000
19:00 - 20:00	2	136	0.000	0.000	2	136	0.000	0.000	2	136	0.000	0.000
20:00 - 21:00	2	136	0.000	0.000	2	136	0.000	0.000	2	136	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.006	0.588			0.006	0.588			0.012	1.176

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
CYCLISTS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 119 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	6	101	0.002	0.196	6	101	0.002	0.196	6	101	0.004	0.392
08:00 - 09:00	6	101	0.002	0.196	6	101	0.000	0.000	6	101	0.002	0.196
09:00 - 10:00	6	101	0.000	0.000	6	101	0.002	0.196	6	101	0.002	0.196
10:00 - 11:00	6	101	0.002	0.196	6	101	0.000	0.000	6	101	0.002	0.196
11:00 - 12:00	6	101	0.002	0.196	6	101	0.005	0.588	6	101	0.007	0.784
12:00 - 13:00	6	101	0.002	0.196	6	101	0.003	0.392	6	101	0.005	0.588
13:00 - 14:00	6	101	0.002	0.196	6	101	0.005	0.588	6	101	0.007	0.784
14:00 - 15:00	6	101	0.008	0.980	6	101	0.008	0.980	6	101	0.016	1.960
15:00 - 16:00	6	101	0.003	0.392	6	101	0.005	0.588	6	101	0.008	0.980
16:00 - 17:00	6	101	0.003	0.392	6	101	0.005	0.588	6	101	0.008	0.980
17:00 - 18:00	6	101	0.002	0.196	6	101	0.005	0.588	6	101	0.007	0.784
18:00 - 19:00	6	101	0.005	0.588	6	101	0.003	0.392	6	101	0.008	0.980
19:00 - 20:00	2	136	0.000	0.000	2	136	0.000	0.000	2	136	0.000	0.000
20:00 - 21:00	2	136	0.004	0.439	2	136	0.011	1.317	2	136	0.015	1.756
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.037	4.163			0.054	6.413			0.091	10.576

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
CARS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 119 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	6	101	0.026	3.137	6	101	0.048	5.685	6	101	0.074	8.822
08:00 - 09:00	6	101	0.035	4.117	6	101	0.069	8.234	6	101	0.104	12.351
09:00 - 10:00	6	101	0.041	4.901	6	101	0.036	4.313	6	101	0.077	9.214
10:00 - 11:00	6	101	0.025	2.941	6	101	0.036	4.313	6	101	0.061	7.254
11:00 - 12:00	6	101	0.038	4.509	6	101	0.048	5.685	6	101	0.086	10.194
12:00 - 13:00	6	101	0.031	3.725	6	101	0.038	4.509	6	101	0.069	8.234
13:00 - 14:00	6	101	0.044	5.293	6	101	0.038	4.509	6	101	0.082	9.802
14:00 - 15:00	6	101	0.043	5.097	6	101	0.044	5.293	6	101	0.087	10.390
15:00 - 16:00	6	101	0.054	6.470	6	101	0.049	5.881	6	101	0.103	12.351
16:00 - 17:00	6	101	0.074	8.822	6	101	0.049	5.881	6	101	0.123	14.703
17:00 - 18:00	6	101	0.064	7.646	6	101	0.046	5.489	6	101	0.110	13.135
18:00 - 19:00	6	101	0.059	7.058	6	101	0.051	6.077	6	101	0.110	13.135
19:00 - 20:00	2	136	0.063	7.465	2	136	0.037	4.391	2	136	0.100	11.856
20:00 - 21:00	2	136	0.030	3.513	2	136	0.015	1.756	2	136	0.045	5.269
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.627	74.694			0.604	72.016			1.231	146.710

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
LGVS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 119 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	6	101	0.002	0.196	6	101	0.005	0.588	6	101	0.007	0.784
08:00 - 09:00	6	101	0.008	0.980	6	101	0.007	0.784	6	101	0.015	1.764
09:00 - 10:00	6	101	0.010	1.176	6	101	0.012	1.372	6	101	0.022	2.548
10:00 - 11:00	6	101	0.012	1.372	6	101	0.013	1.568	6	101	0.025	2.940
11:00 - 12:00	6	101	0.013	1.568	6	101	0.012	1.372	6	101	0.025	2.940
12:00 - 13:00	6	101	0.016	1.960	6	101	0.015	1.764	6	101	0.031	3.724
13:00 - 14:00	6	101	0.013	1.568	6	101	0.012	1.372	6	101	0.025	2.940
14:00 - 15:00	6	101	0.002	0.196	6	101	0.008	0.980	6	101	0.010	1.176
15:00 - 16:00	6	101	0.013	1.568	6	101	0.010	1.176	6	101	0.023	2.744
16:00 - 17:00	6	101	0.010	1.176	6	101	0.010	1.176	6	101	0.020	2.352
17:00 - 18:00	6	101	0.010	1.176	6	101	0.007	0.784	6	101	0.017	1.960
18:00 - 19:00	6	101	0.007	0.784	6	101	0.005	0.588	6	101	0.012	1.372
19:00 - 20:00	2	136	0.004	0.439	2	136	0.004	0.439	2	136	0.008	0.878
20:00 - 21:00	2	136	0.000	0.000	2	136	0.000	0.000	2	136	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.120	14.159			0.120	13.963			0.240	28.122

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MOTOR CYCLES
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 119 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	6	101	0.000	0.000	6	101	0.000	0.000	6	101	0.000	0.000
08:00 - 09:00	6	101	0.000	0.000	6	101	0.000	0.000	6	101	0.000	0.000
09:00 - 10:00	6	101	0.002	0.196	6	101	0.002	0.196	6	101	0.004	0.392
10:00 - 11:00	6	101	0.000	0.000	6	101	0.000	0.000	6	101	0.000	0.000
11:00 - 12:00	6	101	0.000	0.000	6	101	0.002	0.196	6	101	0.002	0.196
12:00 - 13:00	6	101	0.002	0.196	6	101	0.000	0.000	6	101	0.002	0.196
13:00 - 14:00	6	101	0.000	0.000	6	101	0.002	0.196	6	101	0.002	0.196
14:00 - 15:00	6	101	0.003	0.392	6	101	0.002	0.196	6	101	0.005	0.588
15:00 - 16:00	6	101	0.003	0.392	6	101	0.005	0.588	6	101	0.008	0.980
16:00 - 17:00	6	101	0.002	0.196	6	101	0.000	0.000	6	101	0.002	0.196
17:00 - 18:00	6	101	0.003	0.392	6	101	0.003	0.392	6	101	0.006	0.784
18:00 - 19:00	6	101	0.002	0.196	6	101	0.002	0.196	6	101	0.004	0.392
19:00 - 20:00	2	136	0.007	0.878	2	136	0.007	0.878	2	136	0.014	1.756
20:00 - 21:00	2	136	0.004	0.439	2	136	0.000	0.000	2	136	0.004	0.439
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.028	3.277			0.025	2.838			0.053	6.115

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*