consulting engineers

NRB

Traffic and Transport Assessment Report

Including
Mobility Management Plan (App F),
Public Transport Capacity Assessment (App G),
DMURS Statement of Consistency (App H)
Independent Quality / Stage 1 Road Safety Audit (Appendix I)

for

Proposed Residential Development

At

Summerhill Road, Dunboyne, Co. Meath

SUBMISSION ISSUE

5th Floor, 40 Mespil Road, Dublin 4, D04 C2N4
Tel: +353 1 292 1941, E-mail: info@nrb.ie, Web: www.nrb.ie

Registered in Ireland No. 491679

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EXECUTIVE SUMMARY

NRB Consulting Engineers Ltd were appointed to address the Traffic & Transport issues associated with a Residential Development, on lands located at Summerhill Road, Dunboyne, Co. Meath.

Solkerry Ventures Limited intend to apply for permission for development of a Large-Scale Residential Development on a site of approx. 6.87 ha on lands bounded by Summerhill Road (L2228) to the south-west, R157 to the north, Plunkett Hall Estate to the south and Dunboyne Business Park to the east, Dunboyne, Co. Meath.

The proposed development will consist of a Large-Scale Residential Development comprising 248 no. residential units and 1 no. childcare facility with associated car parking, bicycle parking, public open spaces, communal open spaces and all ancillary works.

Construction of 248 no. residential units as follows:

- 170 no. 2 storey houses in a mix of terraced, semi-detached and detached unit types consisting of 27 no. 2-bedroom units, 124 no. 3-bedroom units and 19 no. 4-bedroom units. Each house will have an associated rear private garden.
- 26 no. apartment units in a single 4 storey block consisting of 13 no. 1-bedroom units and 13 no. 2-bedroom apartments. All apartment units will be provided with private open space areas in the form of balconies.
- 52 no. duplex units in 4 no. 3 storey blocks (A-D) consisting of 26 no. 2-bedroom units and 26 no. 3-bedroom units. All duplex units will be provided with private open space areas in the form of balconies/terraces.
- Communal open space associated with the proposed apartment / duplex units will be provided in the form of 5 no. landscaped areas located in the vicinity of the units (total approx. 1,340.4 sqm).

Vehicular access to the proposed development is to be provided via a simple priority junction on Summerhill Road, designed in accordance with the Design Manual for Urban Roads and Streets (DMURS).

The site is clearly ideally located to benefit from its proximity to services and facilities close to Dunboyne Town Centre.

Parking is to be provided consistent with the requirements of the Development Plan, Compact Settlement Guidelines and Apartment Guidelines, with a total of 388 no. car parking spaces proposed (375 No. residential car parking space & 13no. for the creche).

It is anticipated that a significant number of residents and visitors can be encouraged to cycle to work and school etc. with the safe links and secure parking which are in place. This is reflected in the provision of a total of 429 no. cycle parking spaces proposed within the development (407 no. for residents and 22 no. for the creche), exceeding the MCC Development Plan 2021-2027 requirements.

This Traffic and Transport Assessment Report (TTA) has been prepared to address the Traffic and Transportation issues associated with the proposed development, assessing the capacity of the existing road network and the impact of the development locally. The Report has been prepared in accordance with TII's Traffic & Transport Assessment Guidelines and addresses the worst case traffic impact of the proposal.

We commissioned and undertook traffic surveys of the adjacent road network during 2025 when schools were fully open. These traffic survey data formed the basis of the study.

The analysis includes the effects of the existing traffic on the local roads and assesses the impact during the traditional peak commuter periods in accordance with TII's Traffic & Transport Assessment Guidelines.

The TTA confirms that the road network and the proposed access junction arrangement is more than adequate to accommodate the worst case traffic associated with the development.

The assessment confirms that the full operation of the scheme will have a negligible impact upon the operation of the adjacent road network.

The work includes an Independent Quality Audit, which includes a Stage 1 Road Safety Audit, Walking and Cycling Audit of the Layout and this will be included herein as ***Appendix I***, together with the associated Designer Feedback form.

Based on our study and assessment, we believe that there are no adverse traffic/transportation capacity or operational issues associated with the occupation of the proposed development that would prevent planning permission being granted by Meath County Council.

1.0 INTRODUCTION

1.1 This Traffic and Transport Assessment (TTA) has been prepared by NRB Consulting Engineers Ltd and addresses the Traffic/ Transport issues associated with a planning application for a residential development at Summerhill Road, Dunboyne, Co. Meath.

1.2 Vehicular access to the site is proposed by way of a simple priority junction on Summerhill Road. A site location plan for the site is included below as ***Figure 1.1***.



Figure 1.1 - Site Location

1.3 In describing the Receiving Environment and the Proposed Future Environment, this report addresses the following aspects of the proposed development:

- Relatively small scale of the development in the context of the local road network (Reflected in the Low Traffic Generation of the Development),
- Location of the development on the site, being close to Dunboyne Town Centre,
- Traffic & Transportation impact,
- Multi Modal permeability & promotion,
- Capacity and Safety of the access arrangement,
- Capacity of the Existing and Proposed Road Network,

- Adequacy and safety of the existing and proposed roads and junctions locally, within the area of influence.
- Impact upon the adjacent affected junctions locally.

1.4 The Recommendations contained within this Traffic and Transport Assessment are based on the following sources of information and industry-standard practices; -

- TII Traffic & Transport Assessment Guidelines,
- Design Manual for Urban Roads and Streets,
- Traffic Survey Data collected,
- Relevant Design Guidance,
- Our experience in assessing the impact of Developments of this Nature, and
- Site Visits and Observations.

1.5 The Report has been prepared in accordance with the requirements of the TII's Traffic & Transport Assessment Guidelines. These are the professional Guidelines used to assess the impact of developments on public roads.

1.6 The assessment includes an Independent Quality / Road Safety Audit included herein as ***Appendix I***. All responses to issues raised in the Audit have been accepted and signed off by the Audit Team and incorporated into the scheme layout plans.

MCC Stage 2 Opinion

1.7 We include below the extract from the MCC Opinion received in connection with this application, regarding Traffic and Transportation issues within the Opinion, and we set out thereafter our response to each item in turn.

> **9. Transportation**
> (a) Road layout to be reduced from 6m to 5.5m.

1.8 **Item 9(a)** – The proposed main road carriageway width has been reduced from 6.0m to 5.5m.

(b) In curtilage parking to be provided at North of site in accordance with CDP.

1.9 **Item 9(b)** – DM OBJ 93 states that vehicular parking for detached and semi-detached houses should be provided within the curtilage of the dwelling. The proposed development complies with this requirement, with off-curtilage parking provided only for the mid-terrace, duplex and apartment units.

(c) Signage to inform drivers they are entering shared space.

1.10 **Item 9(c)** – Signage (RUS 070) has been provided to inform drivers they are entering a shared space.

(d) Parking to be numbered – Dimensions of spaces to be amended in accordance with CDP.

1.11 **Item 9(d)** –The car parking dimensions are in accordance with Table 11.3 of the Meath County Development Plan 2021-2027, with 5.0m x 2.5m perpendicular spaces and 6.0m x 2.5m parallel spaces.

1.12 Dedicated provisions will be included in the relevant sales or letting agreements clearly setting out each dwelling's entitlement to car and bicycle parking. Where a car parking space forms part of the entitlement, the agreement will identify the specific space or spaces and will include an accompanying plan showing their locations.

(e) Parking ratios to be addressed – should accord with MCDP 2021-2027 minimum requirements.

1.13 **Item 9(e)** – The applicable car parking standards are set out in Chapter 11, Section 9 and Table 11.2 of the Meath County Development Plan 2021–2027, incorporating Variations Nos. 1, 2 and 3. For residential development in an accessible location, as defined in the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024), car parking is subject to a maximum standard of 1.5 spaces per dwelling. For childcare facilities, the Development Plan requires one space per employee, together with one space per four children and a dedicated set-down area.

DM OBJ 89: Car parking shall be provided in accordance with Table 11.2 and associated guidance notes.

Table 11.2 Car Parking

Land Use – Residential	Car Spaces
Dwellings/Apartments	**Accessible locations[3]:** Maximum of 1.5 spaces per dwelling/unit **Intermediate and peripheral locations:** Maximum should be 2 per dwelling/unit

Figure 1.1 –Table 11.2 of the MCC Development Plan (inc. Variations 1,2,3)

1.14 The proposed development comprises 248 No. residential units, consisting of 170 No. houses, 52 No. duplex units and 26 No. apartments. A total of 375 No. residential car parking spaces are proposed, which will serve the 248 No. residential units, equating to **a ratio of exactly 1.5 spaces per unit.** Separately, 13 No. spaces serve the crèche, resulting in an overall provision of 388 No. spaces across the development. These 13no. spaces can also double up as visitor spaces, out of crèche working hours.

1.15 A total of 282 No. car parking spaces will serve the 170 No. houses. Of these, 108 No. houses will each be provided with two in-curtilage spaces (216 no.), while 56 No. houses will each be provided with one in-curtilage space (56 no.). A further 10 No. on-street spaces will serve the remaining mid-terrace houses. This equates to an average provision of approximately 1.66 spaces per house.

1.16 Each of the 52 No. duplex units will be allocated one car parking space, representing a ratio of 1.0 space per unit. A total of 23 No. spaces will serve the 26 No. apartments, representing a ratio of approximately 0.88 spaces per apartment. In addition, 18 No. unallocated visitor spaces will be provided throughout the development.

1.17 Overall, 375 No. car parking spaces will serve the 248 No. residential units, equating to **a ratio of exactly 1.5 spaces per unit**, as shown in ***Figure 1.2***. The proposed

provision therefore accords with the maximum residential parking standard applicable to accessible locations under the Development Plan.

Car Parking Schedule		
Parking Spaces in Curtilage	272	1 per mid terraced unit, 2 per other unit types
On-street parking for houses	10	for 6no houses
Duplex Parking	52	1 per duplex
Apartment Parking	23	0.88 per apartment
Visitor Spaces	18	Spread throughout the site
Residential Total	375	Overall residential parking ratio 1.5/unit
Creche	13	Can be doubled up as visitor parking after hours
Overall Total	388	

Figure 1.2 – Car Parking Provision Excerpt from Schedule of Accommodation

(f) How is creche serviced re drop off and delivery, refuse collection, deliveries etc.

1.18 **Item 9 (f)** – The proposed crèche will be served by 13 No. car parking spaces, including 9no. spaces for staff and 4no. for set-down / deliveries activity. This provision is considered appropriate having regard to the crèche's location within the residential development and the potential for a significant proportion of trips to be undertaken internally on foot or by bicycle. A bin staging area is proposed beside the apartment block, as shown in ***Figure 1.3***, which can be used by the crèche and is easily accessible by the refuse vehicle.



Figure 1.3 – Apartment & Creche Bin Staging Area

1.19 ***Drop Off Space Calculation*** - The TRICS assessment, as used in the TTA, showed a max total of 15/16 vehicle trips an hour. Based on a projected demand of 16 vehicle arrivals per hour, and assuming a conservative scenario whereby all arrivals occur within a 30-minute period, this equates to an arrival rate of 0.5 vehicles per minute. Applying an average dwell time of 5 minutes results in a peak accumulation of 2.5 vehicles (0.5 × 5), **which equates to a requirement for approximately 3 parking spaces**. This demonstrates that the level of short-stay parking required to accommodate set-down activity is modest.

1.20 In this regard, the level of parking provision reflects:

- The integrated nature of the facility within the residential scheme.
- The potential for internal trip capture.
- The need to avoid over-provision of parking which could undermine sustainable travel patterns.

1.21 Accordingly, it is considered that the proposed provision is appropriate and consistent with policy.

(g) Footpaths to be 2m in width and allowance for an additional 300mm verge where there is perpendicular parking.

1.22 **Item 9 (g)** – The proposed footpaths have been designed with a minimum width of 2.0m, together with an additional 0.3m verge where perpendicular parking adjoins the footpath.

(h) SPA – No turning for refuse trucks indicated – To be shown on app docs.

1.23 **Item 9 (h)** – Autotracking for Refuse Vehicles have been included in this application.

(i) Permeability links to be shown between pedestrian and cycle paths for new link road and Plunkett Hall.

1.24 **Item 9 (i)** –The proposed layout has been revised to clearly show the pedestrian and cycle permeability links between the new link road and The Park to the south, The Avenue to the east and the new Part 8 link road to the north.

(j) Summerhill Rd boundary to be agreed prior to commencement.

1.25 **Item 9 (j)** –The proposed boundary treatment along Summerhill Road will be agreed with the Planning Authority prior to the commencement of development.

(k) Bicycle storage to be of block/brick construction within the footprint of the building and capable of accommodating larger bikes i.e. cargo bikes.

1.26 **Item 9 (k)** – The proposed apartment bicycle storage will be provided within the building footprint. The layout will also accommodate larger bicycles, including cargo bikes.

(l) 19 x EV spaces to be provided with ducting for same.

1.27 **Item 9 (l)** – 24 no. EV spaces are proposed (as shown on the JFA Parking Strategy layout attached), with ducting to be provided.

(m) Road Safety Audit & DMURS Audit to be submitted.

1.28 **Item 9 (m)** – A DMURS Compliance Audit and Road Safety Audit and a have been submitted with this application as ***Appendices H and I***, respectively.

(n) Horizontal road curvature as per DMURS and road widths should be uniform.

1.29 **Item 9 (n)** – The proposed horizontal road curvature has been designed in accordance with DMURS, and uniform carriageway widths have been provided throughout the scheme.

2.0 DEVELOPMENT PROPOSALS & EXISTING CONDITIONS

2.1 Solkerry Ventures Limited intend to apply for permission for development of a Large-Scale Residential Development on a site of approx. 6.87 ha on lands bounded by Summerhill Road (L2228) to the south-west, R157 to the north, Plunkett Hall Estate to the south and Dunboyne Business Park to the east, Dunboyne, Co. Meath.

2.2 The proposed development will consist of a Large-Scale Residential Development comprising 248 no. residential units and 1 no. childcare facility with associated car parking, bicycle parking, public open spaces, communal open spaces and all ancillary works.

2.3 The development shall comprise:

1. Construction of 248 no. residential units as follows:
    - 170 no. 2 storey houses in a mix of terraced, semi-detached and detached unit types consisting of 27 no. 2-bedroom units, 124 no. 3-bedroom units and 19 no. 4-bedroom units. Each house will have an associated rear private garden.
    - 26 no. apartment units in a single 4 storey block consisting of 13 no. 1-bedroom units and 13 no. 2-bedroom apartments. All apartment units will be provided with private open space areas in the form of balconies.
    - 52 no. duplex units in 4 no. 3 storey blocks (A-D) consisting of 26 no. 2-bedroom units and 26 no. 3-bedroom units. All duplex units will be provided with private open space areas in the form of balconies/terraces.
    - Communal open space associated with the proposed apartment / duplex units will be provided in the form of 5 no. landscaped areas located in the vicinity of the units (total approx. 1,340.4 sqm).
2. 1 no. childcare facility at ground floor of apartment Block A with dedicated external open space (GFA approx. 285.7 sqm).
3. Total provision of 388 no. car parking spaces including 6 no. accessible spaces and 24 no. EV charging spaces (357 no. resident car parking spaces, 18 no. residential visitor car parking spaces and 13 no. car parking spaces dedicated for the creche facility) and a total of 429 no. bicycle parking spaces (319 no. secure resident spaces and 88 no. visitor spaces for the apartment / duplex / mid-terrace units; and 14 no. childcare facility staff spaces and 8 no. childcare facility visitor spaces).

4. Landscaped public open space areas including children's play areas totalling approx. 10,775 sqm;

2.4 A new vehicular and pedestrian access point is proposed via a simple priority junction on Summerhill Road (L2228).

2.5 An annotated extract from the layout plans showing the proposed developments in the context of the roads & proposed infrastructure/connectivity is included below as ***Figure 2.1***. Detailed Layout Plans are included as ***Appendix A***.



Figure 2.1 –Extract from Layout Plans

2.6 The internal layout and arrangement have been specifically designed to be consistent with both DMURS and best practice, in terms of operational safety and design for housing schemes. The layout & access arrangement has also been subject to an independent Quality Audit (including a Stage 1 Road Safety Audit), included as ***Appendix I***.

2.7 As noted above, vehicular access to the site is by way of a simple priority junction on Summerhill Road, designed in accordance with Design Manual for Urban Roads and Streets (DMURS).

Car Parking

2.8 The car parking standards are set out in Chapter 11, Section 9, Table 11.2 of the MCDP 2021-2027(V3), and this confirms that the parking provision for residential uses is a maximum of 1.5 spaces per dwelling / unit for Accessible Locations (defined in the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities 2024). Furthermore, for a creche it is noted that car parking should be provided at 1 no. per employee and 1 per 4 children.

DM OBJ 89: Car parking shall be provided in accordance with Table 11.2 and associated guidance notes.

Table 11.2 Car Parking

Land Use – Residential	Car Spaces
Dwellings/Apartments	**Accessible locations[3]:** Maximum of 1.5 spaces per dwelling/unit **Intermediate and peripheral locations:** Maximum should be 2 per dwelling/unit

Figure 2.2 –Table 11.2 of the MCC Development Plan (inc. Variations 1,2,3)

2.9 A total of 282 No. car parking spaces will serve the 170 No. houses. Of these, 108 No. houses will each be provided with two in-curtilage spaces (216 no.), while 56 No. houses will each be provided with one in-curtilage space (56 no.). A further 10 No. on-street spaces will serve the remaining houses. This equates to an average provision of approximately 1.66 spaces per house.

2.10 Each of the 52 No. duplex units will be allocated one car parking space, representing a ratio of 1.0 space per unit. A total of 23 No. spaces will serve the 26 No. apartments, representing a ratio of approximately 0.88 spaces per apartment. In addition, 18 No. unallocated visitor spaces will be provided throughout the development.

2.11 Overall, 375 No. car parking spaces will serve the 248 No. residential units, equating to a ratio of exactly 1.5 spaces per unit. The proposed provision therefore accords with the maximum residential parking standard applicable to accessible locations under the Development Plan.

2.12 Dedicated clauses can and will be contained within Sales or Letting Agreements for all residential dwellings, which specifically address Car & also Bicycle Parking. In the

event where a parking space is an entitlement as part of a Sales/Letting Agreement, this will be clearly enunciated by way of a dedicated clause, with the specific space or spaces referenced with mapping provided to illustrate the relevant space.

2.13 The creche will be provided with 13 no. spaces, with 4 no. set aside for set down and 9 no. for staff, keeping with the CDP standards. The level of parking provided is sufficient given the location of the creche within the residential development.

Sustainable Residential Development and Compact Settlements

2.14 The MCC DP now refers to the Accessible, Intermediate and Peripheral locations as defined in the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities 2024.

2.15 Table 3.8 of the Compact Settlements Guidelines provides criteria for classifying sites as Accessible, Intermediate or Peripheral based on proximity to, and frequency of, public transport services. The relevant extract is included below as ***Figure 2.3***.

Table 3.8: Accessibility

High Capacity Public Transport Node or Interchange
• Lands within 1,000 metres (1km) walking distance of an existing or planned high capacity urban public transport node or interchange, namely an interchange or node that includes DART, high frequency Commuter Rail[11], light rail or MetroLink services; or locations within 500 metres walking distance of an existing or planned BusConnects 'Core Bus Corridor'[12] stop.
• Highest densities should be applied at the node or interchange and decrease with distance.
• 'Planned public transport' in these Guidelines refers to transport infrastructure and services identified in a Metropolitan Area Transport Strategy for the five cities and where a public authority (e.g. National Transport Authority, Transport Infrastructure Ireland or Irish Rail) has published the preferred route option and stop locations for the planned public transport.
Accessible Location
• Lands within 500 metres (i.e. up to 5-6 minute walk) of existing or planned high frequency (i.e. 10 minute peak hour frequency) urban bus services.
Intermediate Location
• Lands within 500-1,000 metres (i.e. 10-12 minute walk) of existing or planned high frequency (i.e. 10 minute peak hour frequency) urban bus services; and
• Lands within 500 metres (i.e. 6 minute walk) of a reasonably frequent (minimum 15 minute peak hour frequency) urban bus service.
Peripheral
• Lands that do not meet the proximity or accessibility criteria detailed above. This includes all lands in Small and Medium Sized Towns and in Rural Towns and Villages.

Figure 2.3 – Extract Table 3.8 – Areas and Density Ranges from the CSG

2.16 Accessible Locations are defined as "*Lands within 500 metres (i.e. up to 5-6 minute walk) of existing or planned high frequency (i.e. 10 minute peak hour frequency) urban bus services*".

2.17 Examination of the frequency of both Existing and Proposed Bus Services confirms that the site can be classified as an Accessible Location in accordance with Table 3.8.

2.18 The proposed site is now located in an Accessible Location, with the future L64 / P64 BusConnects Routes terminus beside the proposed site with a peak hour frequency (AM & PM) of 10mins, as shown in ***Figures 2.4, 2.5 and 2.6***.

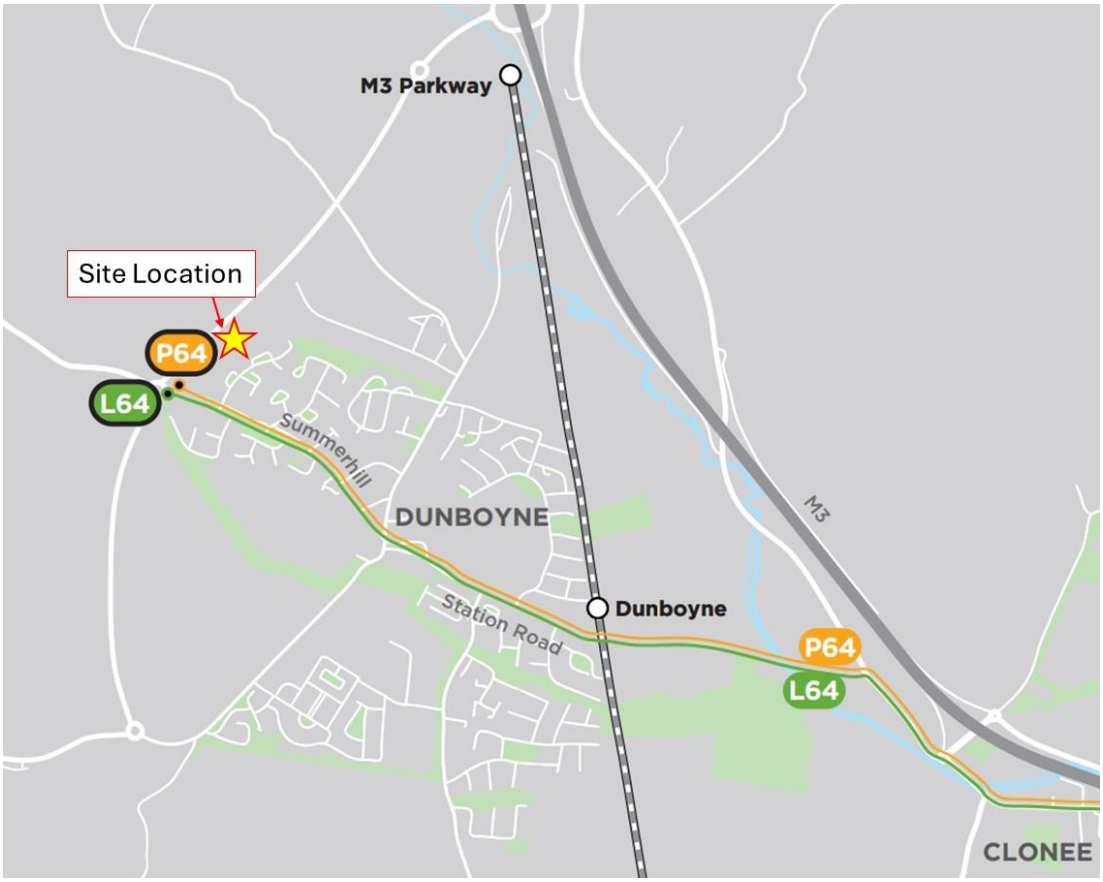


Figure 2.4 – BusConnects Network Plans & Site

Local 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
L64	Dunboyne - Littlepace Rd - Blanchardstown	30	15	10	10	15	15	15	15	15	15	10	10	10	15	15	15	15	15	30

Figure 2.5 – Extract NTA Core Bus Network GDA – Local Bus Frequency

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	6
P64	Dunboyne - City Centre				3										2	

Figure 2.6 – Extract NTA, Express Route Bus Frequency

Cycle Parking

2.19 It is anticipated that a significant number of residents and visitors can be encouraged to cycle to work and school etc. with the safe links and secure parking which are planned and in place. This is reflected in the provision of a total of 429 no. cycle parking spaces proposed within the development (407 no. for the residents and 22 no. for the creche), exceeding the MCC Development Plan 2021-2027 requirements.

2.20 No designated bicycle parking spaces are required for houses with direct access to rear gardens, as bicycle parking is possible within each unit's private curtilage. Detached, Semi-detached and end-terrace houses each have direct external access to private rear gardens for cycle storage.

2.21 The requirement for bicycle parking has also been assessed in accordance with the ***MCC Development Plan*** 2021-2027 (Table 11.4) and this is included below as ***Table 2.1*** below:

Table 2.1: Minimum Residential Bicycle Parking as per MCC Development Plan

Element	***MCC Min Parking Rate***	***Requires***	***Provided***
	Long Term	Long Term	Long Term
17no. 1-bed Apartments	1/Bedroom	17	19
9no. 2-bed Apartments	1/Bedroom	18	20
26no. 2-bed Duplex	1/Bedroom	52	52
26no. 3-bed Duplex	1/Bedroom	78	78
27no. 2-bed Mid Terrace	1/Bedroom	54	54
32no. 3-bed Mid Terrace	1/Bedroom	96	96
Total Min Cycle Parking Required Under MCC Plan		**315**	**319**

Table 2.2: Minimum Visitor Bicycle Parking as per MCC Development Plan

Element	***MCC Min Parking Rate***	***Requires***	***Provided***
	Long Term	Long Term	Long Term
17no. 1-bed Apartments	1 per 2 Units		
9no. 2-bed Apartments	1 per 2 Units	14	16
26no. 2-bed Duplex	1 per 2 Units		
26no. 3-bed Duplex	1 per 2 Units	26	40
27no. 2-bed Mid Terrace	1 per 2 Units		
32no. 3-bed Mid Terrace	1 per 2 Units	30	32
Total Min Cycle Parking Required Under MCC Plan		**70**	**88**

2.22 Secure residential cycle parking has been provided for the apartments, duplexes, Mid-terrace in accordance with MCDP 2021-2028, with 1 private secure bicycle per bedroom (315 no required, and 319 no. provided).

2.23 Furthermore, 1 visitor bicycle space has been provided for every 2 no. residential unit. With 88 no. visitor cycle parking spaces provided; this exceeds the 70 no. visitor bicycle spaces required.

2.24 The cycle parking provision is shown below in ***Figure 2.7***.



Figure 2.7 – Proposed Cycle Parking Provision

2.25 There are additional cycle parking requirements for the Creche, and this is included below as ***Table 2.3*** below. The creche requires a provision of 1 staff bicycle parking space per 4 Pupils. As the creche is designed for 61 pupils, a total requirement of 15 no. cycle parking spaces are needed. A total of 22 no. cycle parking spaces are proposed for the creche, exceeding the MCC Development Plan 2021-2027 requirements.

Table 2.3: Minimum Commercial Bicycle Parking as per MCC Development Plan

Element	***MCC Min Parking Rate***	***Requires***
Creche	25% of Pupils	15
Total Min Cycle Parking Required Under MCC Plan		***15***

GDA Cycle Network Plan

2.26 While dedicated cycle facilities are not currently provided on Summerhill Road in the immediate vicinity of the site, the NTA / MCC have plans to further enhance the links and cycle network in Dunboyne. An extract from the NTA Cycle Network Plans showing the site in context is included below as ***Figure 2.8***, with a primary route shown past the proposed site on Summerhill Road which will connect to the town centre to the east.

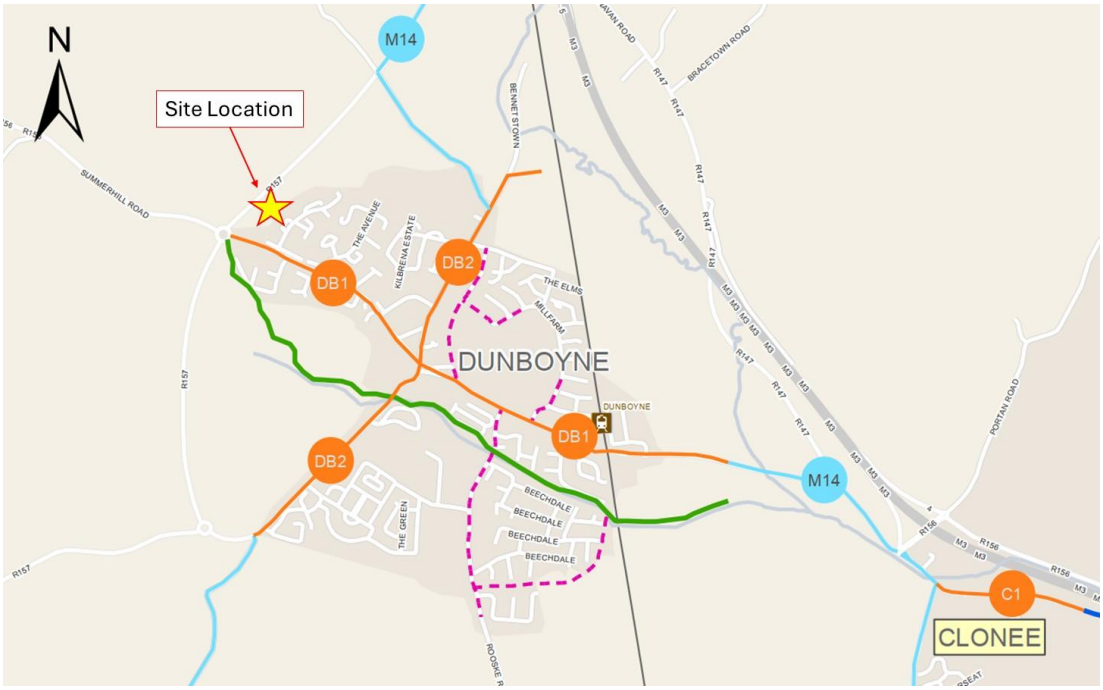


Figure 2.8 – NTA GDA Cycle Network Plan 2023

Existing Conditions

2.27 Vehicular access to the site is proposed by way of a simple priority junction on Summerhill Road. The site is bound to the south by Summerhill Road, to the west by the R157, to the east by the residential estate Plunkett Hall, and the north by existing agricultural land.

2.28 The Summerhill Road is an existing urban road, approximately 6.0m wide, with a footpath provided on the northern side of the road carriageway. An illustration showing Summerhill Road at the site access is below as ***Figure 2.9***.



Figure 2.9 – Summerhill Road (Google Maps)

2.29 Summerhill Road carries a weekday AM Peak Hour 2-way flow of approximately 611 PCUs and a weekday PM Peak Hour 2-Way flow of approximately 537 PCUs, measured just east of the Summerhill Road / R157 junction. In these terms, it can be considered as lightly trafficked.

2.30 The R157 Regional Road carries a weekday AM Peak Hour 2-way flow of approximately 1,592 PCUs and a weekday PM Peak Hour 2-Way flow of approximately 1,670 PCUs, measured just north with its junction with Summerhill Road. In these terms, it can also be considered as moderately trafficked.

2.31 Being an urban area, all of the roads are subject to a 50km/h urban speed restriction. To set the traffic flow volumes in context, urban roads of the nature of Summerhill Road have a theoretical free flow link capacity of approximately 1,000 to 1,200 PCUs per-direction per-hour. In this regard, the flows on Summerhill Road can be considered to be lightly trafficked in comparison with the link carrying capacity. However, it is accepted that the capacity of any road is generally limited by the capacity of road junctions along its length, particularly in urban areas.

2.32 A site layout plan showing the development arrangement in relation to the existing site and roads is included herein as ***Appendix A*** along with further details of the development access/egress and internal layout arrangement.

3.0 VEHICULAR TRIP GENERATION, ASSIGNMENT & DISTRIBUTION

3.1 The Trip Rate Information Computer System (TRICS) database is ordinarily used to ascertain vehicular trip generation associated with the use of any particular site. This represents industry standard practice for Traffic and Transport Assessments in Ireland, and the use of TRICS is specifically recommended and referenced in the TII Guidelines. In this case the worst case assessment has been undertaken with Selection Parameters based on traditional Residential Housing, Residential Apartments and Nursery/Crèche facilities (using the licensed version of TRICS 8.25.12), based on Irish sites only. The use of these Trip Rates extracted from TRICS represents industry-standard practice.

3.2 A robust and onerous assessment has been undertaken of the traffic impact in the network emanating from the site. The junctions included within the assessment are as set out in an image included below as ***Figure 3.1***.

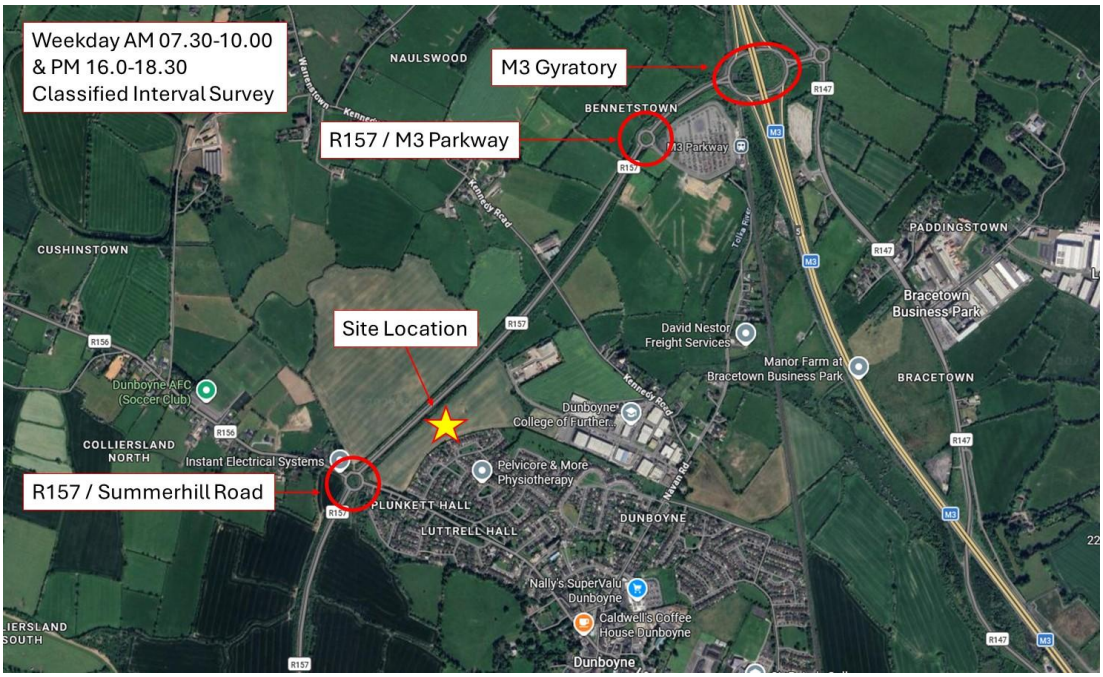


Figure 3.1 – Network Junctions Included in Assessment

3.3 The quantification of traffic generated, and the associated network assessment is undertaken in accordance with the Guidelines in the context of the demonstrably low levels of traffic generated by the proposed development (as evidenced herein).

3.4 We have undertaken the Traffic Generation calculations using the appropriate category of Houses, Apartments, and Crèche facilities from within TRICS V8.25.12. The resulting TRICS Trip Rates applied for the Development in this case are as set out below as ***Table 3.1***. The associated TRICS data output as ***Appendix C.***

Table 3.1; - TRICS Data Summary, Total Traffic – Proposed Development

170 Houses	Arrivals (PCUs)		Departures (PCUs)		Total 2-Way Traffic
Network Hour	**Per Unit**	**Dev**	**Per Unit**	**Dev**	
Weekday AM Peak (8-9)	0.169	29	0.481	82	111
Weekday PM Peak (5-6)	0.422	72	0.282	48	120
24 Hours	2.968	505	3.123	531	1035
78 Apartments / Duplex	**Arrivals (PCUs)**		**Departures (PCUs)**		**Total 2-Way Traffic**
Network Hour	**Per Unit**	**Dev**	**Per Unit**	**Dev**	
Weekday AM Peak (8-9)	0.042	3	0.200	16	19
Weekday PM Peak (5-6)	0.173	13	0.053	4	18
24 Hours	0.934	73	1.037	81	154
328m² Creche*	**Arrivals (PCUs)**		**Departures (PCUs)**		**Total 2-Way Traffic**
Network Hour	**Per 100m²**	**Dev**	**Per 100m²**	**Dev**	
Weekday AM Peak (8-9)	4.542	15	2.619	9	23
Weekday PM Peak (5-6)	3.642	12	4.992	16	28
24 Hours	22.710	74	22.667	74	149
TOTAL PRIMARY DEVELOPMENT TRAFFIC GENERATED BY SUBJECT SITE					
Network Hour	**Arrivals (PCUs)**		**Departures (PCUs)**		**2-Way Flow**
Weekday AM Peak (8-9)	36		100		136
Weekday PM Peak (5-6)	89		57		146
24 Hours	600		634		1234

*70% of trips from the Creche will be internal

3.5 We have included herein as ***Appendix C*** the TRICS data output for Residential Houses, Apartments, and Crèches upon which the above are based.

Assignment/Distribution - Future Year Traffic

3.6 We have used hand assignment techniques based on the observed movements, with the worst case traffic assigned to the roads based on the observed established traffic patterns, being the industry standard methodology.

3.7 The standard methodology applied was to firstly ascertain the base background traffic conditions for both the weekday AM and weekday PM Commuter Peak periods. To this end we commissioned and undertook 2025 Traffic Survey of the existing affected roads & junctions in order to establish base background traffic conditions.

3.8 Details of the traffic surveys are included as ***Appendix B*** and are reproduced as peak hour Network Flow Diagrams as ***Appendix D.*** We then used the TII PE-PAG-02017 Project Appraisal Guidelines for National Roads Unit 5.3 (Travel Demand Projections 2019, Table 6.1: Central Growth Rates: Annual Growth Factors), to establish projected occupation/opening year 2028 and design year 2043 traffic conditions 15 years following opening on the local road network.

3.9 The worst-case traffic based on the content of ***Table 3.1*** above was then applied in order to establish Opening Year and Design Year Traffic Conditions with the proposed developments in place and fully occupied. This is all included in the calculations included herein as ***Appendix D***.

3.10 It should be noted that we have selected an opening year of 2028 as being reasonable and appropriate. However, in our experience, varying the opening year and design year by 1-3 years, if required for whatever reason, would have no significant impact upon the conclusions of the study. In addition, given the favourable results reported in this study, if required to apply higher background traffic conditions for any reason we would not anticipate any changes whatsoever to the conclusions.

3.11 Traffic growth factors for future year assessments were calculated from data obtained in the TII PE-PAG-02017 Project Appraisal Guidelines for National Roads Unit 5.3 which provides the recommended method of predicting future year traffic growth on Roads. Calculations of the relevant growth factors are included in ***Table 3.2*** below (based on tabulated 'Central Growth' for GDA). It should be noted that any requirement to use different or higher growth factors will also have no implications whatsoever for the conclusions of the study.

Table 3.2 - Traffic Growth Rates, TII Travel Demand Projections Unit 5.3

Year	to Year	Table 6.1:
Surveyed	2028	1.049
2028	2043	1.101

3.12 The resulting Traffic Flow Projections and Figures within ***Appendix D*** allowed the assessment of impact of the development to be undertaken.

Committed Development

3.13 Following a review of MCC's and ABP's online planning portal, NRB have established the extent of existing third-party developments, as located within the area of influence of the subject site, including the following;

5. **Bennetstown** (townland) to the west of the R157, Dunboyne, Co. Meath (Planning Ref. : 2460805) – Proposed 309 housing units.
6. **Bennettstown** (Adjacent to M3 Parkway Station), (Planning Ref. : 2360290) – Proposed 267 housing units.

7. **Carroll Estates Site**, Old Navan Road, Dunboyne (Planning Ref. : 2460625) – 171 units
8. **Station Road**, Dunboyne, Co. Meath (Planning Ref. : 2460709) - 810 units
9. **Station Road**, Dunboyne, Co. Meath (Planning Ref. : 2460468) – 76no. units.
10. **Castlefarm**, Ruskin, Clonee, Dunboyne, Co. Meath (Planning Ref. : 23849) – 715 units

3.14 In order to establish the potential quantum of traffic generated by these committed developments, reference has been made to the corresponding TTA reports that was submitted with the applications.

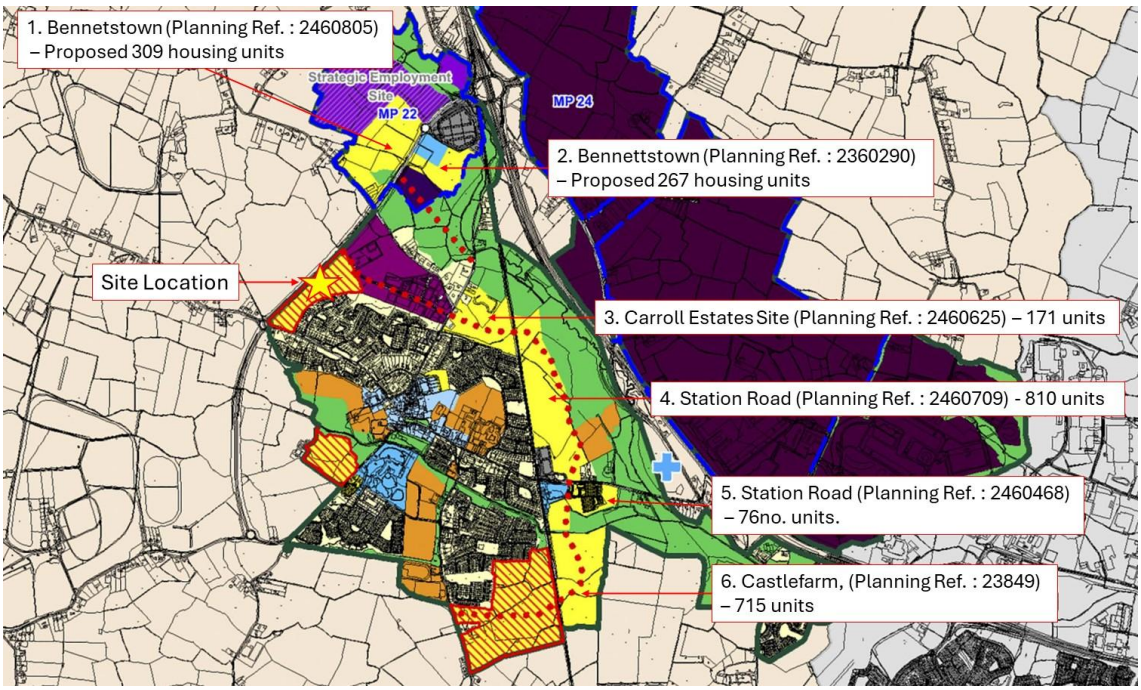


Figure 3.2 – Committed Development

Sensitivity Test

3.15 A sensitivity test has been undertaken to show that the proposed development does not have a significant impact in terms of traffic generation. This sensitivity test is further discussed at 4.12 below.

4.0 TRAFFIC IMPACT - THRESHOLD ASSESSMENT/TRAFFIC CAPACITY ANALYSIS

4.1 The Institution of Highways and Transportation (IHT) Guidelines for Traffic Impact Assessment and the TII Traffic and Transport Assessment Guidelines sets out a strict mechanism for assessment of developments of this nature and determining whether further assessment is indeed required.

4.2 This TII Traffic and Transport Assessment Guidelines requires a **Threshold Assessment** of the impact on the local roads to be provided in order to determine whether further more detailed modelling and assessment of particular critical junctions is necessary.

4.3 The professional guidance referenced above sets out specific increases in traffic volume associated with new development, which, if breached, requires further more detailed analysis and assessment to be undertaken. The recommendation is that, if the expected increase is **5%** for networks that are considered heavily trafficked or congested, or **10%** for uncongested junctions, then further analysis is warranted.

4.4 In this regard, it is demonstrated herein that the proposed opening and operation of the entire residential developments, with very low volumes of vehicular traffic added to the local road network, will not result in significant levels of new vehicular trips on the local roads.

4.5 Our assessment, included within ***Appendix D*** (Refer Page 6 of Appendix D) confirms that the absolute worst case traffic increase on the adjacent road network junctions are as summarised below as ***Table 4.1*** below.

Table 4.1; - Threshold Assessment, Worst-Case Impact - AM & PM Peak Hours

	Assessed Road or Junction	Traffic Increase %		COMMENT
		AM Pk Hr	PM Pk Hr	
1	R157 / Summerhill Road	3%	4%	<5% No Further Assessment Required
2	R157 / M3 Parkway	2%	2%	<5% No Further Assessment Required
3	M3 Gyratory	2%	1%	<5% No Further Assessment Required
4	Summerhill Road / Site Access	New	New	Junction Capacity Assessed

4.6 To set these increased levels of traffic in context, the day-to-day variation in traffic volume (due to day-of-week or weather conditions) is accepted as being 10%, so, in this context alone, increases of in most cases less than 5% in traffic on the local road links will go entirely unnoticed. The reality is that the increases appear higher because the existing network traffic flows are so low.

4.7 We have undertaken detailed capacity modelling of the junctions highlighted ("Capacity Assessed"), with the results summarised below.

4.8 We have used the TII-approved software package 'Junctions 10' PiCADY' (**P**riority **I**ntersection **C**apacity **A**nd **D**elay) software package (as part of the TRL Package 'Junctions 10') to assess the capacity of the priority controlled junctions. PiCADY produce results based on a ratio of flow to capacity (RFC) and queue length. An RFC greater that 1.00 indicates that a junction is operating at or above capacity, with 0.85 considered to be the optimum RFC value.

4.9 We have appended the detailed computer simulation model results for each of the assessed junctions with the results tabulated and summarised below.

JUNCTION CAPACITY ANALYSIS

4.10 A summary of the results is included below as ***Table 4.2***.

Table 4.2 - PICADY Summary Results, Proposed Site Access Junction

Modelled Scenario	Period Max RFC	Period Mean Max Q (PCUs)
2028 Opening Year AM Peak Hr	0.25	0.3
2028 Opening Year PM Peak Hr	0.14	0.2
2043 Design Year AM Peak Hr	0.26	0.4
2043 Design Year PM Peak Hr	0.14	0.2

4.11 The results of the modelling for all the above site access junction clearly shows that the junction will have significantly more than adequate capacity to accommodate the worst case traffic associated with the development. All of the RFCs are way below the theoretical optimum capacity of 0.85 and no significant queuing is anticipated. These results are unsurprising given the moderately trafficked nature of the existing junctions.

SENSITIVITY TEST – INCLUDING THE TRIPS FROM COMMITTED DEVELOPMENTS

4.12 **Bennetstown** (Sites 1 & 2) An TTA has been prepared by Atkins for Bennettstown. NRB have reviewed this TTA and the proposed changes to the link flows on the local road network.

4.13 **Carroll Estates Site** (Site 3) A Traffic and Transport Assessment has been provided by Waterman Moylan for the Carroll Estates Site Development. NRB have reviewed this TTA and the proposed changes to the link flows beside the site. Due to this scheme, traffic volumes using Summerhill Road are to increase by 37pcu in the AM peak and 35 pcu in the PM peak.

4.14 **Station Road** (Site 4) A Traffic and Transport Assessment has been provided by DBFL for the LRD Site at Station Road. Reviewing the TTA, no development trips have been assigned to Summerhill Road.

4.15 **Station Road** (Site 5) A TTA has been provided by for Castle Farm Phase 2 development by DBFL. NRB have reviewed this TTA and the proposed changes to the link flows beside the site. Due to this scheme, traffic volumes using Summerhill Road are to increase by 10pcu in the AM peak and 6 pcu in the PM peak.

4.16 **Oakfield Dunboyne** (Site 6) A TTA has been provided by for Oakfield Dunboyne development by Waterman Moylan. NRB have reviewed this TTA and the proposed changes to the link flows beside the site. Due to this scheme, traffic volumes using Summerhill Road are to increase by 32pcu in the AM peak and 28 pcu in the PM peak.

4.17 Our assessments, set out in Network Flow Diagrams (with Committed Development), included within ***Appendix D*** (Refer Page 6 of Appendix D), confirms that the absolute worst case traffic increase at the adjacent road network is as summarised below as ***Table 4.3.***

Table 4.3; - Threshold Assessment, Worst-Case Impact of Development - INCLUDING COMMITTED DEVELOPMENT

	Assessed Road or Junction	Traffic Increase %		COMMENT
		AM Pk Hr	PM Pk Hr	
1	R157 / Summerhill Road	1%	2%	<5% No Further Assessment Required
2	R157 / M3 Parkway	1%	1%	<5% No Further Assessment Required
3	M3 Gyratory	1%	1%	<5% No Further Assessment Required
4	Summerhill Road / Site Access	New	New	Junction Capacity Assessed

4.18 In this regard, it has been demonstrated that the proposed occupation of the proposed development will generate only minimal additional traffic on an already busy network. The projected increase in trips on local roads, including Summerhill Road, remains well below industry-standard thresholds that would trigger the need for further assessment. The traffic impact is negligible, especially when compared to the significantly greater volumes expected from the proposed committed developments.

SENSITIVITY TEST – JUNCTION CAPACITY ANALYSIS

4.19 A summary of the results is included below as ***Table 4.4***.

Table 4.4 - PICADY Summary Results, Proposed Site Access Junction (SENSITIVITY TEST)

Modelled Scenario	Period Max RFC	Period Mean Max Q (PCUs)
2028 Opening Year AM Peak Hr	0.27	0.4
2028 Opening Year PM Peak Hr	0.16	0.2
2043 Design Year AM Peak Hr	0.28	0.4
2043 Design Year PM Peak Hr	0.16	0.2

4.20 The results of the modelling for all the above site access junction clearly shows that the junction will have significantly more than adequate capacity to accommodate the worst case traffic associated with the development. All of the RFCs are way below the theoretical optimum capacity of 0.85 and no significant queuing is anticipated. These results are unsurprising given the moderately trafficked nature of the existing junctions.

5.0 CONCLUSIONS

5.1 This TTA Report assesses the Traffic & Transport issues associated with a Residential Development, on lands located at Summerhill Road, Dunboyne, Co. Meath.

5.2 The proposed residential development consists of the construction of 248 no. residential units, and a creche facility.

5.3 Vehicular access to the proposed development is proposed via a simple priority junction on Summerhill Road, designed in accordance with the Design Manual for Urban Roads and Streets (DMURS).

5.4 The site is clearly ideally located to benefit from its proximity to services and facilities close Dunboyne Town Centre.

5.5 Parking is to be provided consistent with the requirements of the Development Plan. Overall, 375 no. car parking spaces are provided for the 248 no. housing units, a ratio of 1.5 car parking spaces per housing unit, in keeping with the 1.5 maximum car parking space per unit, as per the CDP standards.

5.6 It is anticipated that a significant number of residents and visitors can be encouraged to cycle to work and school etc. with the safe links and secure parking which are in place. This is reflected in the provision of a total of 429 no. cycle parking spaces proposed within the development (407no. for the residents and 22no. for the creche), exceeding the MCC Development Plan 2021-2027requirements.

5.7 This Report has been prepared in accordance with the TII Traffic & Transport Assessment Guidelines and is based on industry-standard Trip Generation Rates established using the most up to date version of the TRICS Database.

5.8 The impact of the development traffic on the local roads has been modelled and assessed, based on a traffic survey/vehicle turning movement survey during normal school period. Appropriate traffic growth factors have been applied to establish selected opening year and design year traffic conditions.

5.9 This report demonstrates that the proposed development will have a negligible impact upon the established local traffic conditions and can easily be accommodated on the existing and approved roads network without any capacity concerns arising.

5.10 The internal layout and design of the site is consistent with both the Design Manual for Urban Roads and Streets (DMURS). To this end, we commissioned an independent Quality / Road Safety Audit of the access and layout, and this, together with the Designer Feedback form will be included at full application stage as ***Appendix I***.

5.11 The assessment confirms that the proposed access junction is more than adequate capacity to accommodate the worst case traffic associated with the proposed developments during the selected year of opening and the design year 15 years following opening.

5.12 It is considered that there are no significant Operational Traffic Safety or Road Capacity issues that prevent a positive determination of the application by Meath County Council.

APPENDICES - CONTENT

A	Proposed Development Site Layout
B	2025 Classified Traffic Survey Data
C	TRICS Trip Generation Output *(Residential Housing, Apartments, & Crèche)*
D	Traffic Surveys, Trip Distribution & Network Traffic Flow Diagrams
E	PICACY Junct Capacity Model Output – Proposed Site Access Junction
F	Mobility Management Plan / Travel Plan
G	Public Transport Capacity Assessment
H	DMURS Statement of Consistency
I	Independent Quality / Stage 1 Road Safety Audit & Designer Feedback Form

APPENDIX A

Proposed Development Site Layout



NRB Consulting Engineers Ltd recommend that Road and land ownership boundaries are verified through Legal & Land searches by the Client.

This drawing is based upon drawing 25MH01-DR-0000 rev 2026-08-10, received 12/08/26. NRB Consulting Engineers Ltd shall not be liable for any inaccuracies or deficiencies.

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NRB Consulting Engineers Ltd
5th Floor
40 Mespil Road
Dublin 4
D04 C2N4

Phone/Fax: +353 1 292 1941
Email: info@nrb.ie
Web: www.nrb.ie
Registered in Ireland No. 491679

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Client

Project: Dunboyne LRD, Meath

Title: Proposed Site Layout

Project No.: 25-163

Drawing No.: NRB-TA-001

Drawn: PB

Checked: BMcM 13/07/26

Approved: BMcM 13/07/26

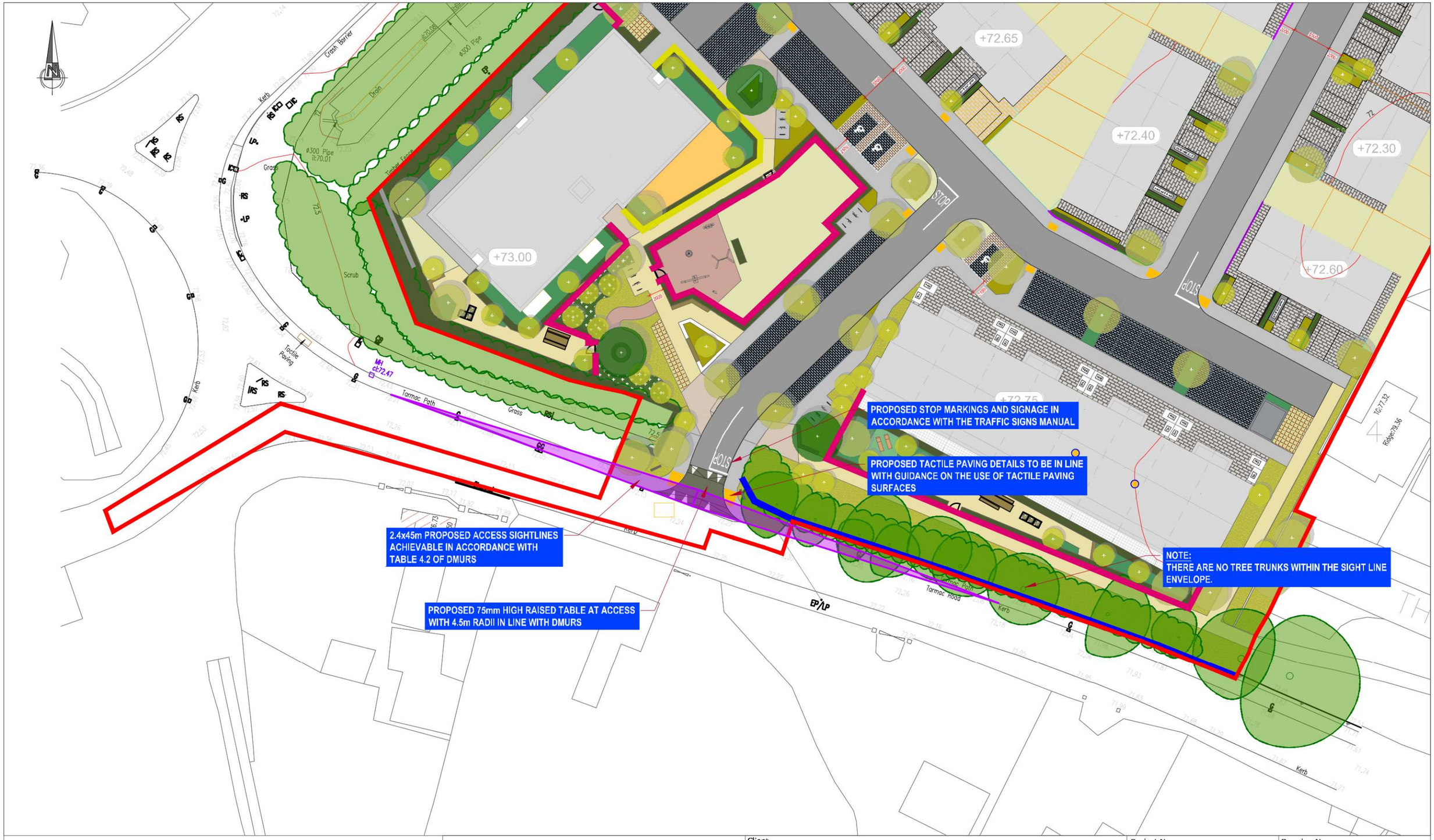
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NRB Consulting Engineers Ltd
5th Floor
40 Mespil Road
Dublin 4
D04 C2N4

Phone/Fax: +353 1 292 1941
Email: info@nrb.ie
Web: www.nrb.ie
Registered in Ireland No. 491679

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Client

Project: Dunboyne LRD
Meath

Title: Proposed Site Access

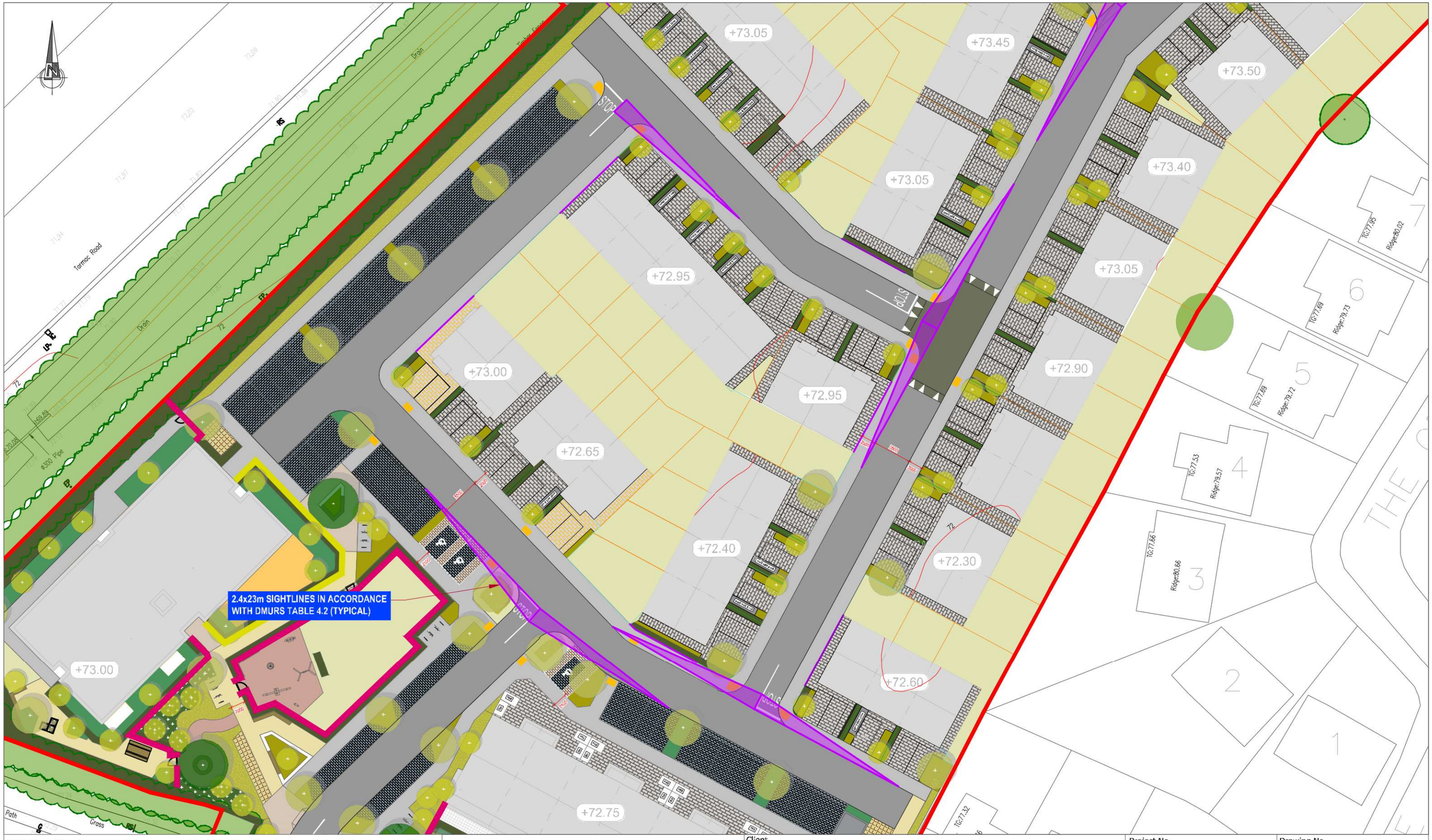
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25-163	NRB-TA-002

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NRB Consulting Engineers Ltd
5th Floor
40 Mespil Road
Dublin 4
D04 C2N4

Phone/Fax: +353 1 292 1941
Email: info@nrb.ie
Web: www.nrb.ie
Registered in Ireland No. 491679

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Client

Project: Dunboyne LRD, Meath

Title: Sight Lines at Various Internal Junctions 1 of 3

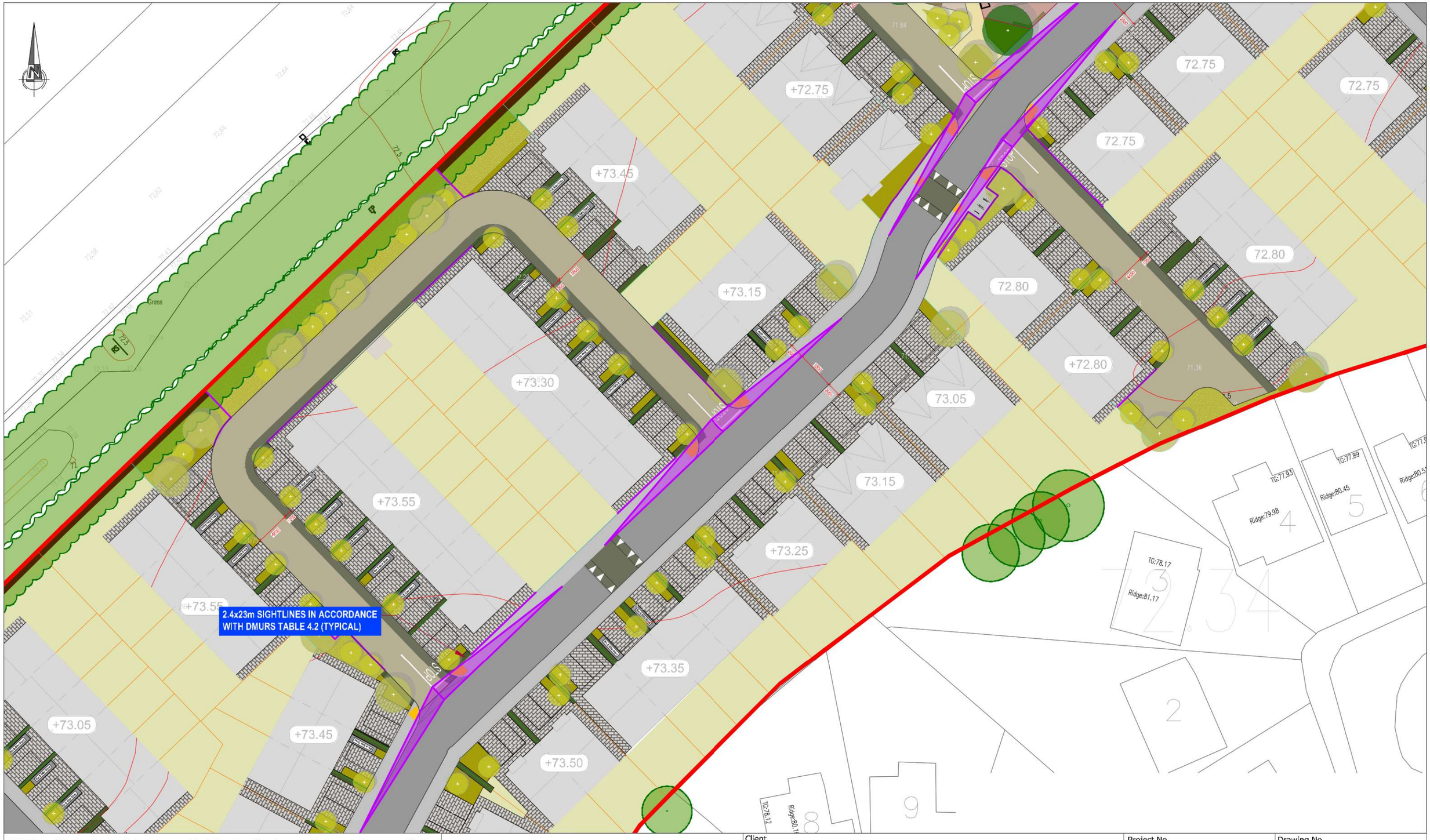
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13-Aug-26	1:500	C

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NRB Consulting Engineers Ltd
5th Floor
40 Mespil Road
Dublin 4
D04 C2N4

Phone/Fax: +353 1 292 1941
Email: info@nrb.ie
Web: www.nrb.ie
Registered in Ireland No. 491679

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Client		Project No. 25-163	Drawing No. NRB-TA-004
Project	Dunboyne LRD Meath	Drawn PB / Checked BMcM 13/08/26	Approved BMcM 13/08/26
Title	Sight Lines at Various Internal Junctions 2 of 3	Date 13-Aug-26	Scale @ A3 1:500 / Rev C

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5th Floor
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Dublin 4
D04 C2N4

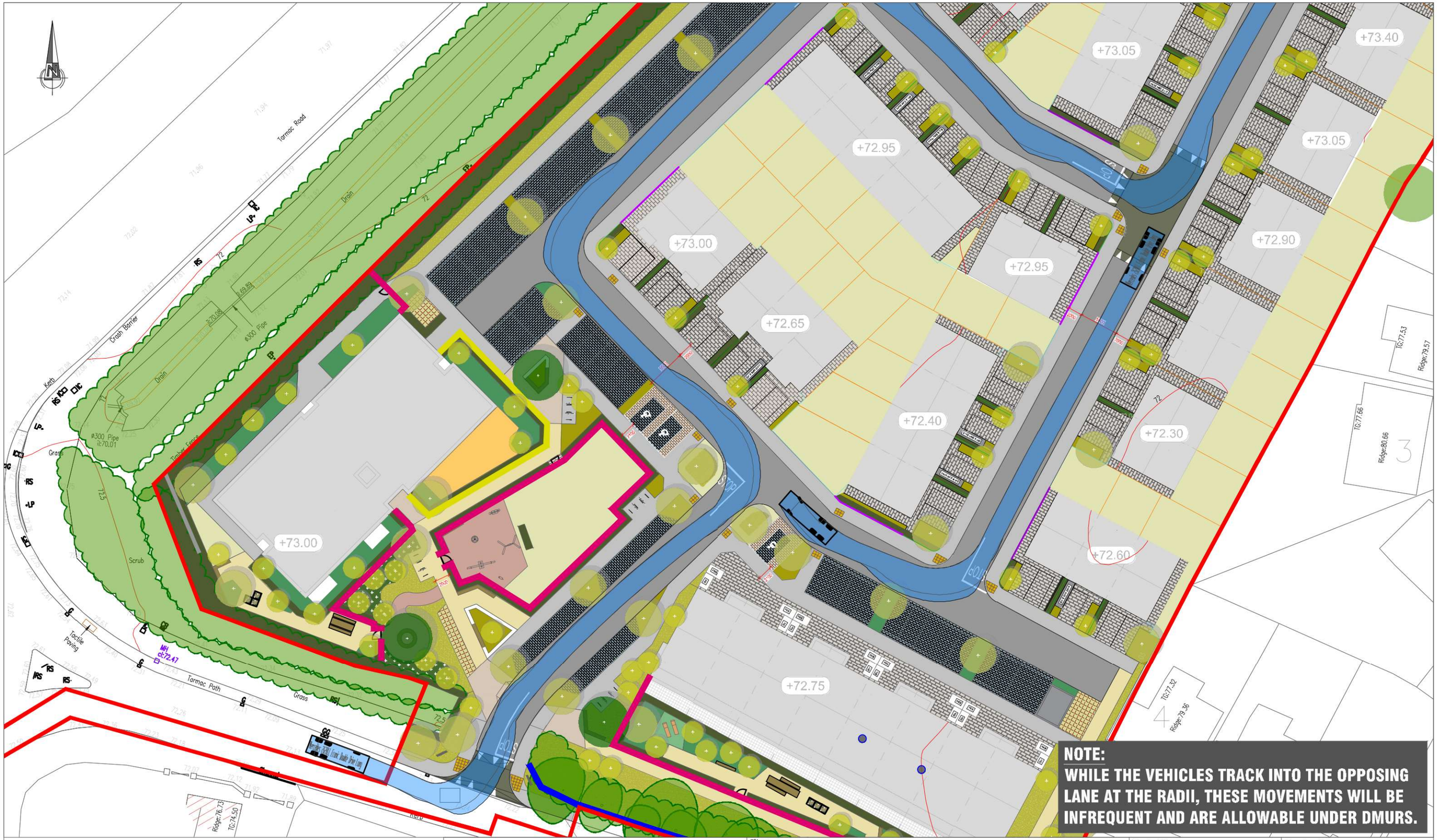
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Email: info@nrb.ie
Web: www.nrb.ie
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Client	
Project	Dunboyne LRD Meath
Title	Sight Lines at Various Internal Junctions 3 of 3
Project No.	25-163
Drawing No.	NRB-TA-005
Drawn	PB
Checked	BMcM 13/08/26
Approved	BMcM 13/08/26
Date	13-Aug-26
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Rev	C
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NRB Consulting Engineers Ltd
5th Floor
40 Mespil Road
Dublin 4
D04 C2N4

Phone/Fax: +353 1 292 1941
Email: info@nrb.ie
Web: www.nrb.ie
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Client

Project: Dunboyne LRD
Meath

Title: Refuse Vehicle
AutoTRACKs 1 of 3

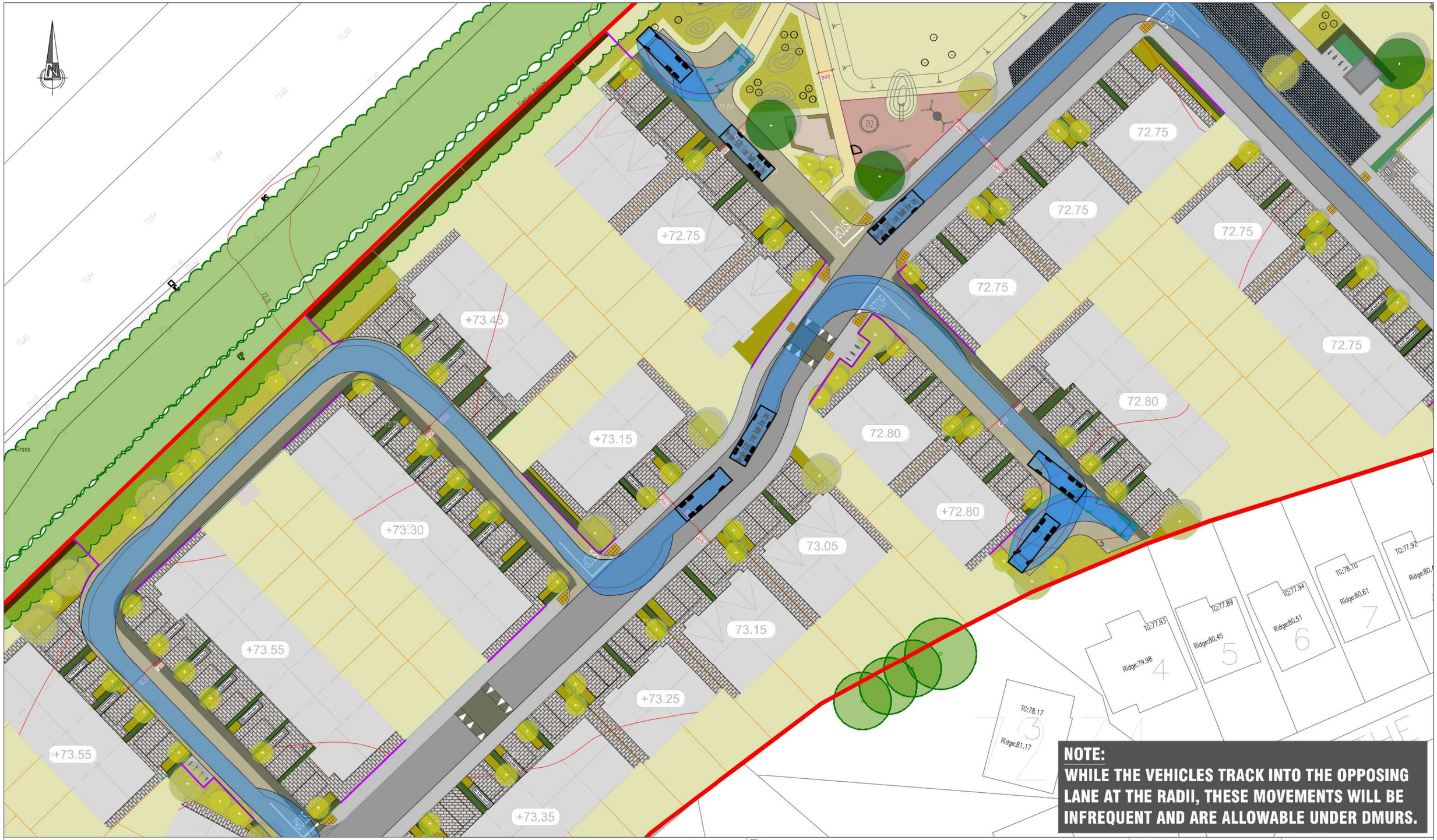
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Project No.	Drawing No.
25-163	NRB-TA-006

Drawn	Checked	Approved
PB	SN 13/08/26	SN 13/08/26

Date	Scale @ A3	Rev
13-Aug-26	1:500	C

Purpose of Issue: ☐ Draft ☐ Information ☐ Approval ☐ As Built ☐ Tender ☐ Construction



NOTE:
WHILE THE VEHICLES TRACK INTO THE OPPOSING LANE AT THE RADII, THESE MOVEMENTS WILL BE INFREQUENT AND ARE ALLOWABLE UNDER DMURS.

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NRB Consulting Engineers Ltd
5th Floor
40 Mespil Road
Dublin 4
D04 C2N4

Phone/Fax: +353 1 292 1941
Email: info@nrb.ie
Web: www.nrb.ie
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Client		Project No. 25-163	Drawing No. NRB-TA-007
Project	Dunboyne LRD Meath	Drawn PB / Checked SN 13/08/26	Approved SN 13/08/26
Title	Refuse Vehicle AutoTRACKs 2 of 3	Date 13-Aug-26	Scale @ A3 1:500 / Rev C

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5th Floor
40 Mespil Road
Dublin 4
D04 C2N4

Phone/Fax: +353 1 292 1941
Email: info@nrb.ie
Web: www.nrb.ie
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Client

Project: Dunboyne LRD
Meath

Title: Refuse Vehicle
AutoTRACKs 3 of 3

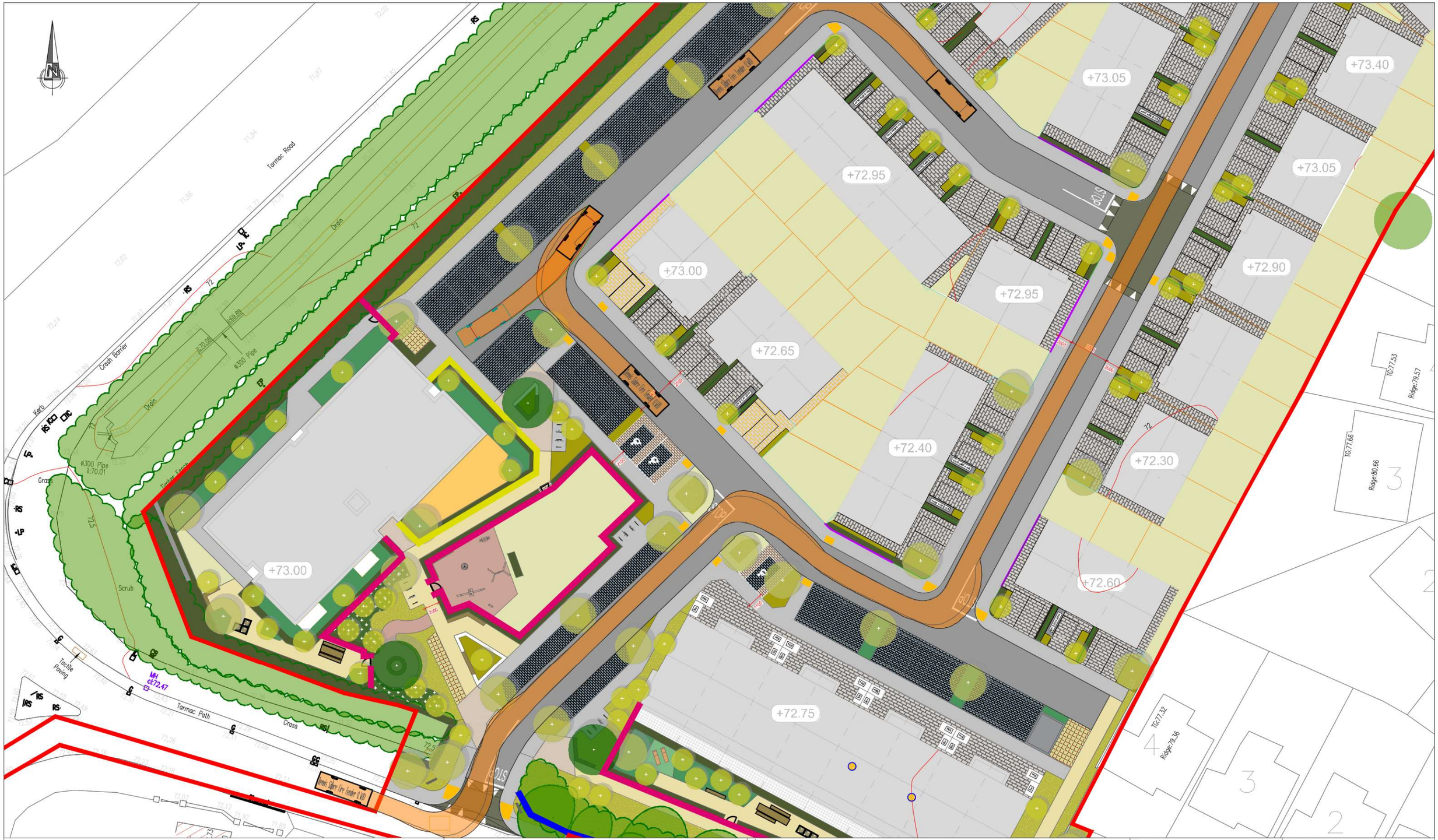
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25-163	NRB-TA-008

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Purpose of Issue: ☐ Draft ☐ Information ☐ Approval ☐ As Built ☐ Tender ☐ Construction



NRB Consulting Engineers Ltd recommend that Road and land ownership boundaries are verified through Legal & Land searches by the Client.

This drawing is based upon drawing 25MH01-DR-0000 rev 2026-08-10, received 12/08/26. NRB Consulting Engineers Ltd shall not be liable for any inaccuracies or deficiencies.

REV	DATE	AMENDMENTS	DRAWN	CHK	APP

NRB Consulting Engineers Ltd
5th Floor
40 Mespil Road
Dublin 4
D04 C2N4

Phone/Fax: +353 1 292 1941
Email: info@nrb.ie
Web: www.nrb.ie
Registered in Ireland No. 491679

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Client

Project: Dunboyne LRD
Meath

Title: Fire Tender
AutoTRACKs 1 of 4

NRB Consulting Engineers Ltd accept no responsibility for any unauthorised amendments to this drawing. Only figured dimensions to be worked to.

Project No.	Drawing No.
25-163	NRB-TA-009

Drawn	Checked	Approved
PB	SN 13/08/26	SN 13/08/26

Date	Scale @ A3	Rev
13-Aug-26	1:500	C

Purpose of Issue: ☐ Draft ☐ Information ☐ Approval ☐ As Built ☐ Tender ☐ Construction



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5th Floor
40 Mespil Road
Dublin 4
D04 C2N4

Phone/Fax: +353 1 292 1941
Email: info@nrb.ie
Web: www.nrb.ie
Registered in Ireland No. 491679

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Client

Project: Dunboyne LRD
Meath

Title: Fire Tender
AutoTRACKs 2 of 4

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Project No.	Drawing No.
25-163	NRB-TA-010

Drawn	Checked	Approved
PB	SN 13/08/26	SN 13/08/26

Date	Scale @ A3	Rev
13-Aug-26	1:500	C

Purpose of Issue: ☐ Draft ☐ Information ☐ Approval ☐ As Built ☐ Tender ☐ Construction



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5th Floor
40 Mespil Road
Dublin 4
D04 C2N4

Phone/Fax: +353 1 292 1941
Email: info@nrb.ie
Web: www.nrb.ie
Registered in Ireland No. 491679

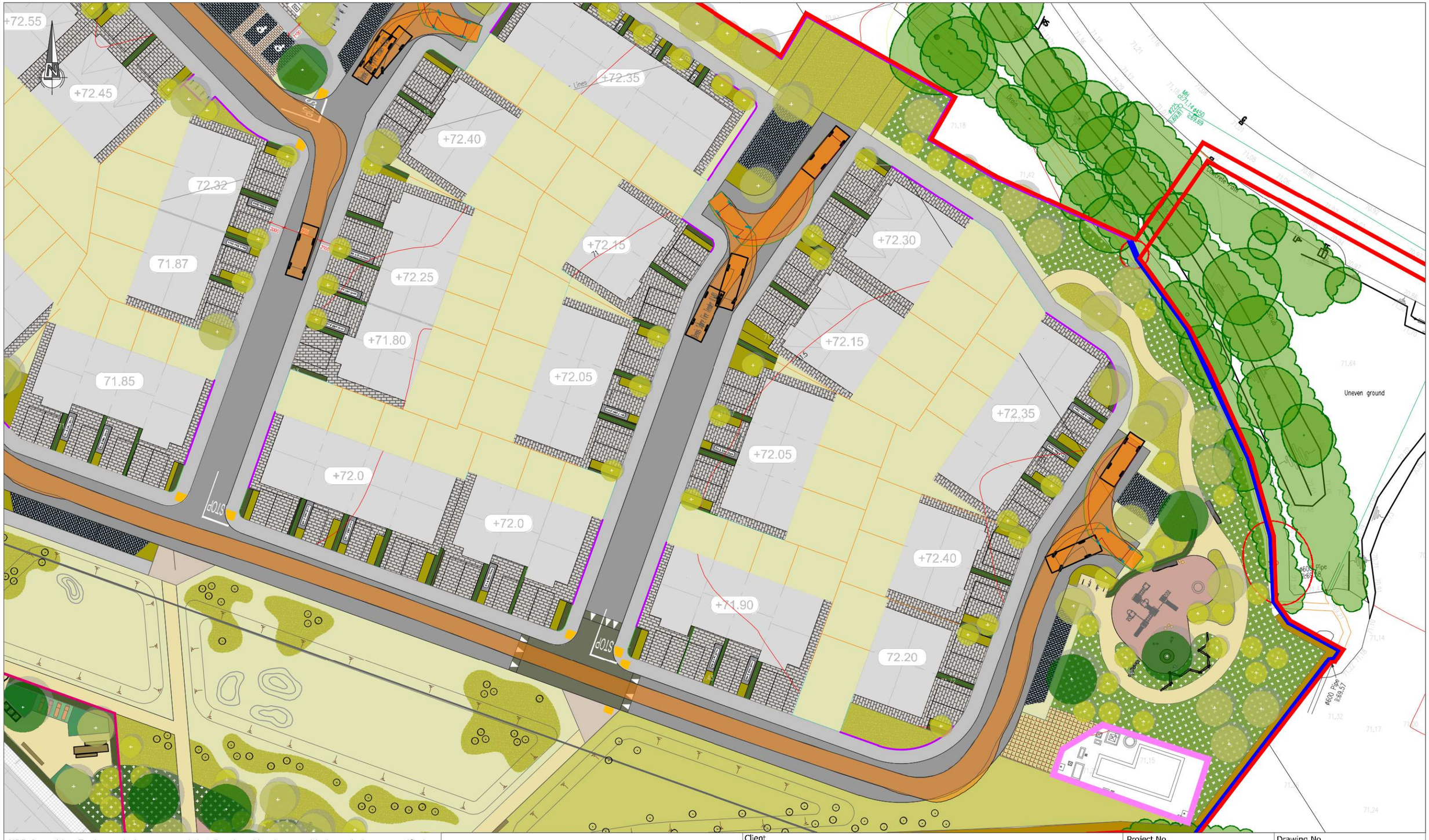
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Client		Project No. 25-163	Drawing No. NRB-TA-011
Project	Dunboyne LRD Meath	Drawn PB / Checked SN 13/08/26	Approved SN 13/08/26
Title	Fire Tender AutoTRACKs 3 of 4	Date 13-Aug-26	Scale @ A3 1:500 / Rev C

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Purpose of Issue: ☐ Draft ☐ As Built ☐ Information ☐ Tender ☐ Approval ☐ Construction



NRB Consulting Engineers Ltd recommend that Road and land ownership boundaries are verified through Legal & Land searches by the Client.

This drawing is based upon drawing 25MH01-DR-0000 rev 2026-08-10, received 12/08/26. NRB Consulting Engineers Ltd shall not be liable for any inaccuracies or deficiencies.

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NRB Consulting Engineers Ltd
5th Floor
40 Mespil Road
Dublin 4
D04 C2N4

Phone/Fax: +353 1 292 1941
Email: info@nrb.ie
Web: www.nrb.ie
Registered in Ireland No. 491679

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Client		Project No. 25-163	Drawing No. NRB-TA-012
Project	Dunboyne LRD Meath	Drawn PB	Checked SN 13/08/26 / Approved SN 13/08/26
Title	Fire Tender AutoTRACKs 4 of 4	Date 13-Aug-26	Scale @ A3 1:500 / Rev C

NRB Consulting Engineers Ltd accept no responsibility for any unauthorised amendments to this drawing. Only figured dimensions to be worked to.

Purpose of Issue: ☐ Draft ☐ Information ☐ Approval ☐ As Built ☐ Tender ☐ Construction

8.3 Parking Strategy

Parking Strategy

The parking strategy has been designed to provide convenient access for residents and visitors while maintaining a high-quality public realm.

The overall residential parking ratio is 1.5 spaces per unit. Houses are predominantly served by in-curtilage parking, providing direct and convenient access to dwellings. End-of-terrace, semi-detached and detached homes are provided with two parking spaces, while mid-terrace houses are generally served by one in-curtilage space.

Duplex and apartment parking is integrated within the overall layout in a manner that balances accessibility, residential amenity and efficient land use. Visitor parking is distributed throughout the development and benefits from passive surveillance from surrounding homes.

Electric vehicle charging infrastructure and accessible parking spaces are incorporated throughout the scheme to support sustainable and inclusive travel. Crèche parking is conveniently located adjacent to the facility and can also accommodate visitor parking outside of operating hours.

Overall, the parking layout is carefully integrated into the street network, ensuring that parking provision supports rather than dominates the public realm.

Please refer to NRB's Traffic and Transport Assessment Report for more details.

Car Parking Schedule		
Parking Spaces in Curtilage	272	1 per mid terraced unit, 2 per other unit types
On-street parking for houses	10	for 6no houses
Duplex Parking	52	1 per duplex
Apartment Parking	23	0.88 per apartment
Visitor Spaces	18	Spread throughout the site
Residential Total	375	Overall residential parking ratio 1.5/unit
Creche	13	Can be doubled up as visitor parking after hours
Overall Total	388	

Fig 8.5 - Car Parking Provision Excerpt from Schedule of Accommodation

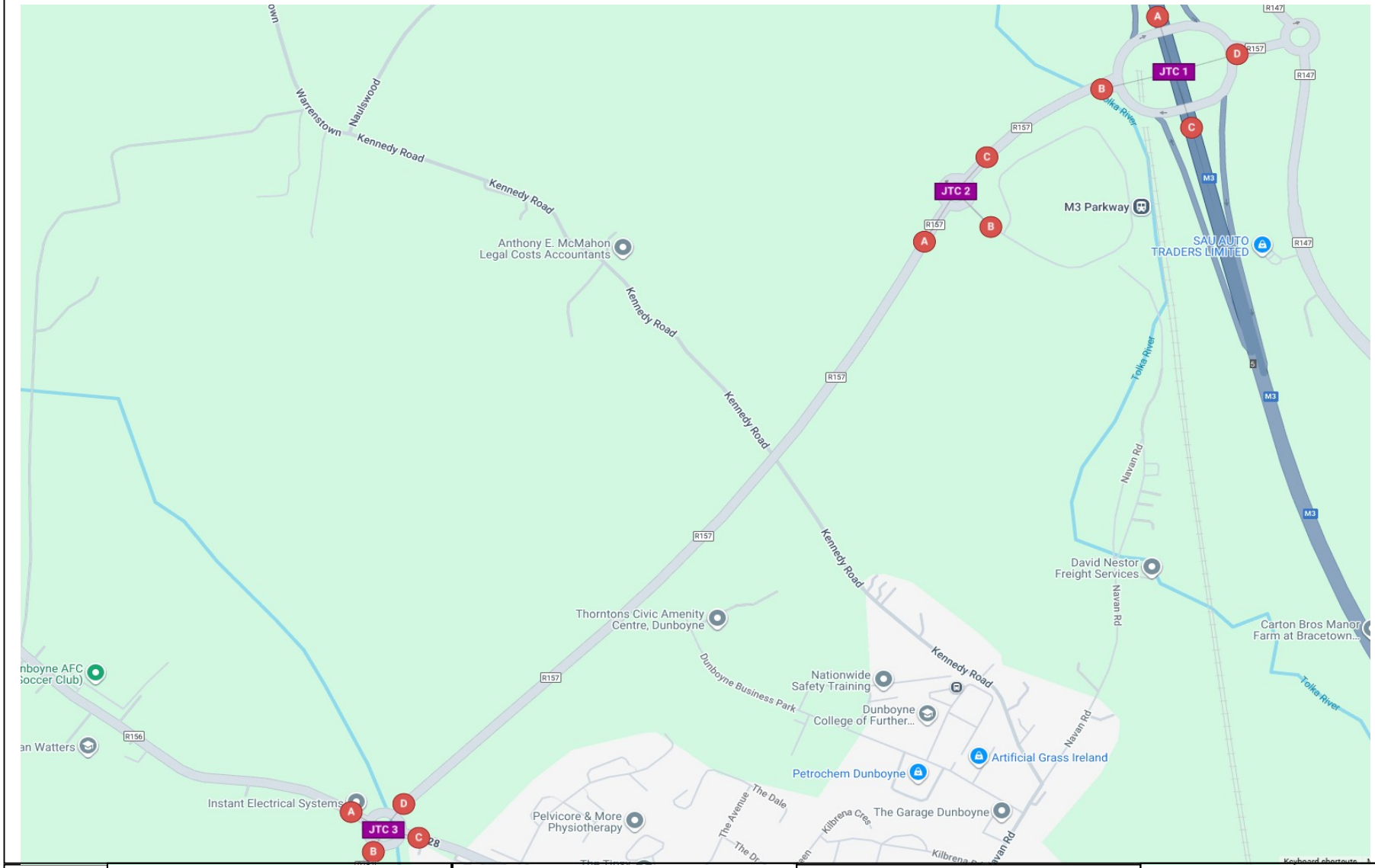


Fig 8.4 - Parking Strategy Diagram

APPENDIX B

Classified Traffic Survey Data

Site/Movement Labelling



Job number: IDA/25/1224	Job Dates: 20/11/2025	Drawing No: IDA/24/1224-01	IDASO Innovative Data Solutions
Client: NRB Consulting Engineers	Job Days: Thursday	Author: BP	

251224 - Dunboyne Co Meath **NOVEMBER 2025**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **IDA/25/1224**

SITE: Site 1 DATE: 20th November 2025

LOCATION: R157/M3 Roundabout DAY: Thursday

	MOVEMENT 1 (A => D)								MOVEMENT 2 (A => C)								MOVEMENT 3 (A => B)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
07:30	0	0	10	7	0	0	17	17	0	0	0	0	0	0	0	0	0	0	49	13	1	0	63	64
07:45	0	0	21	12	1	0	34	35	0	0	0	0	0	0	0	0	0	0	32	8	1	0	41	42
H/TOT	0	0	31	19	1	0	51	52	0	0	0	0	0	0	0	0	0	0	81	21	2	0	104	106
08:00	0	0	20	2	1	0	23	24	0	0	0	0	0	0	0	0	0	0	59	4	0	0	63	63
08:15	0	0	27	5	1	0	33	34	0	0	0	0	0	0	0	0	0	0	53	8	0	1	62	63
08:30	0	0	28	2	1	0	31	32	0	0	0	0	0	0	0	0	0	0	45	4	1	0	50	51
08:45	0	0	13	2	0	0	15	15	0	0	0	0	0	0	0	0	0	0	25	3	1	0	29	30
H/TOT	0	0	88	11	3	0	102	105	0	0	0	0	0	0	0	0	0	0	182	19	2	1	204	207
09:00	0	0	8	3	0	0	11	11	0	0	0	0	0	0	0	0	0	0	19	3	1	0	23	24
09:15	0	0	4	2	1	0	7	8	0	0	0	0	0	0	0	0	0	0	15	4	2	0	21	23
09:30	0	0	6	3	0	0	9	9	0	0	0	0	0	0	0	0	0	0	17	0	0	0	17	17
09:45	0	0	8	4	0	0	12	12	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	7
H/TOT	0	0	26	12	1	0	39	40	0	0	0	0	0	0	0	0	0	0	58	7	3	0	68	71
P/TOT	0	0	145	42	5	0	192	197	0	0	0	0	0	0	0	0	0	0	321	47	7	1	376	384

	MOVEMENT 1 (A => D)								MOVEMENT 2 (A => C)								MOVEMENT 3 (A => B)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	13	13
16:15	0	0	3	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	7	3	2	0	12	14
16:30	0	0	1	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	5	2	0	0	7	7
16:45	0	0	5	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	4	3	0	0	7	7
H/TOT	0	0	9	1	0	0	10	10	0	0	0	0	0	0	0	0	0	0	28	9	2	0	39	41
17:00	0	0	4	1	0	0	5	5	0	0	0	0	0	0	0	0	0	0	8	1	0	1	10	11
17:15	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	9	2	1	0	12	13
17:30	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	13	0	0	0	13	13
17:45	0	0	2	1	1	0	4	5	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	10
H/TOT	0	0	8	2	1	0	11	12	0	0	0	0	0	0	0	0	0	0	40	3	1	1	45	47
18:00	0	0	2	0	1	0	3	4	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	8
18:15	0	0	5	1	0	0	6	6	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	9
H/TOT	0	0	7	1	1	0	9	10	0	0	0	0	0	0	0	0	0	0	17	0	0	0	17	17
P/TOT	0	0	24	4	2	0	30	32	0	0	0	0	0	0	0	0	0	0	85	12	3	1	101	105

251224 - Dunboyne Co Meath **NOVEMBER 2025**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **IDA/25/1224**

SITE: Site 1 DATE: 20th November 2025

LOCATION: R157/M3 Roundabout DAY: Thursday

	MOVEMENT 4 (B => A)								MOVEMENT 5 (B => D)								MOVEMENT 6 (B => C)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
07:30	0	0	8	4	2	0	14	16	0	0	85	13	3	1	102	106	0	0	51	18	7	0	76	83
07:45	0	0	16	2	1	0	19	20	0	0	86	22	6	1	115	122	0	0	92	12	2	0	106	108
H/TOT	0	0	24	6	3	0	33	36	0	0	171	35	9	2	217	228	0	0	143	30	9	0	182	191
08:00	0	0	9	3	0	0	12	12	0	0	81	8	4	0	93	97	0	0	86	12	9	0	107	116
08:15	0	0	10	3	0	0	13	13	0	0	99	9	6	0	114	120	0	0	72	13	0	1	86	87
08:30	0	0	11	1	0	0	12	12	0	0	73	8	2	2	85	89	0	0	69	11	5	0	85	90
08:45	0	0	6	3	1	0	10	11	0	0	68	13	2	0	83	85	0	0	67	11	5	0	83	88
H/TOT	0	0	36	10	1	0	47	48	0	0	321	38	14	2	375	391	0	0	294	47	19	1	361	381
09:00	0	0	5	2	0	1	8	9	0	0	47	8	2	3	60	65	0	0	73	14	11	0	98	109
09:15	0	0	6	3	1	0	10	11	0	0	45	8	5	1	59	65	0	0	67	4	4	1	76	81
09:30	0	0	3	1	0	0	4	4	0	0	22	7	1	0	30	31	0	0	59	9	7	1	76	84
09:45	0	0	8	0	1	0	9	10	0	0	24	3	3	1	31	35	0	0	66	12	7	0	85	92
H/TOT	0	0	22	6	2	1	31	34	0	0	138	26	11	5	180	196	0	0	265	39	29	2	335	366
P/TOT	0	0	82	22	6	1	111	118	0	0	630	99	34	9	772	815	0	0	702	116	57	3	878	938

	MOVEMENT 4 (B => A)								MOVEMENT 5 (B => D)								MOVEMENT 6 (B => C)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
16:00	0	0	24	4	1	0	29	30	0	0	49	3	0	1	53	54	0	0	39	13	7	0	59	66
16:15	0	0	22	13	0	1	36	37	0	0	26	4	3	2	35	40	0	0	51	13	1	1	66	68
16:30	0	0	43	10	1	0	54	55	0	0	58	3	4	0	65	69	0	0	51	20	1	0	72	73
16:45	0	0	34	6	3	0	43	46	0	0	61	1	1	0	63	64	0	1	30	16	3	0	50	52
H/TOT	0	0	123	33	5	1	162	168	0	0	194	11	8	3	216	227	0	1	171	62	12	1	247	259
17:00	0	0	47	8	2	0	57	59	0	1	59	2	3	0	65	67	0	0	70	16	2	0	88	90
17:15	0	0	42	5	0	0	47	47	0	0	64	2	4	0	70	74	0	0	43	16	0	0	59	59
17:30	0	0	46	7	0	0	53	53	0	0	75	2	0	2	79	81	0	0	45	15	1	0	61	62
17:45	0	0	51	6	0	0	57	57	0	0	40	2	1	0	43	44	0	0	58	9	3	1	71	75
H/TOT	0	0	186	26	2	0	214	216	0	1	238	8	8	2	257	266	0	0	216	56	6	1	279	286
18:00	0	0	25	2	0	0	27	27	0	0	62	5	3	1	71	75	0	0	34	5	1	0	40	41
18:15	0	0	47	3	0	1	51	52	0	0	75	1	2	3	81	86	0	0	34	7	1	0	42	43
H/TOT	0	0	72	5	0	1	78	79	0	0	137	6	5	4	152	161	0	0	68	12	2	0	82	84
P/TOT	0	0	381	64	7	2	454	463	0	1	569	25	21	9	625	654	0	1	455	130	20	2	608	629

251224 - Dunboyne Co Meath **NOVEMBER 2025**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **IDA/25/1224**

SITE: Site 1 DATE: 20th November 2025

LOCATION: R157/M3 Roundabout DAY: Thursday

	MOVEMENT 7 (C => B)								MOVEMENT 8 (C => A)								MOVEMENT 9 (C => D)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
07:30	0	0	39	7	3	0	49	52	0	0	0	0	0	0	0	0	0	0	69	16	4	0	89	93
07:45	0	0	47	16	2	0	65	67	0	0	0	0	0	0	0	0	0	0	57	10	9	0	76	85
H/TOT	0	0	86	23	5	0	114	119	0	0	0	0	0	0	0	0	0	0	126	26	13	0	165	178
08:00	0	0	39	6	3	0	48	51	0	0	0	0	0	0	0	0	0	0	75	10	5	2	92	99
08:15	0	0	35	12	6	0	53	59	0	0	0	0	0	0	0	0	0	0	83	10	4	0	97	101
08:30	0	0	49	8	12	0	69	81	0	0	0	0	0	0	0	0	0	0	74	8	8	0	90	98
08:45	0	0	51	5	8	0	64	72	0	0	0	0	0	0	0	0	0	0	69	10	2	0	81	83
H/TOT	0	0	174	31	29	0	234	263	0	0	0	0	0	0	0	0	0	0	301	38	19	2	360	381
09:00	0	0	36	6	5	0	47	52	0	0	0	0	0	0	0	0	0	0	62	7	7	1	77	85
09:15	0	0	33	5	6	0	44	50	0	0	0	0	0	0	0	0	0	0	44	10	4	0	58	62
09:30	0	0	30	7	5	0	42	47	0	0	0	0	0	0	0	0	0	0	44	9	7	0	60	67
09:45	0	0	21	9	7	0	37	44	0	0	0	0	0	0	0	0	0	0	50	9	9	2	70	81
H/TOT	0	0	120	27	23	0	170	193	0	0	0	0	0	0	0	0	0	0	200	35	27	3	265	295
P/TOT	0	0	380	81	57	0	518	575	0	0	0	0	0	0	0	0	0	0	627	99	59	5	790	854

	MOVEMENT 7 (C => B)								MOVEMENT 8 (C => A)								MOVEMENT 9 (C => D)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
16:00	0	0	98	16	3	1	118	122	0	0	0	0	0	0	0	0	0	0	132	19	7	0	158	165
16:15	0	0	130	15	6	0	151	157	0	0	0	0	0	0	0	0	0	1	122	17	5	1	146	151
16:30	0	0	120	24	4	0	148	152	0	0	0	0	0	0	0	0	0	0	120	30	5	0	155	160
16:45	0	0	102	14	3	0	119	122	0	0	0	0	0	0	0	0	0	1	103	18	4	0	126	129
H/TOT	0	0	450	69	16	1	536	553	0	0	0	0	0	0	0	0	0	2	477	84	21	1	585	605
17:00	0	1	99	17	7	0	124	130	0	0	0	0	0	0	0	0	0	0	112	11	3	0	126	129
17:15	0	1	105	14	4	0	124	127	0	0	0	0	0	0	0	0	0	2	123	14	5	0	144	148
17:30	0	0	47	7	1	1	56	58	0	0	0	0	0	0	0	0	0	0	58	13	3	0	74	77
17:45	0	1	53	4	5	0	63	67	0	0	0	0	0	0	0	0	0	0	65	7	2	1	75	78
H/TOT	0	3	304	42	17	1	367	382	0	0	0	0	0	0	0	0	0	2	358	45	13	1	419	432
18:00	0	0	83	14	1	0	98	99	0	0	0	0	0	0	0	0	0	0	98	15	5	0	118	123
18:15	0	0	80	10	1	0	91	92	0	0	0	0	0	0	0	0	0	0	88	15	2	1	106	109
H/TOT	0	0	163	24	2	0	189	191	0	0	0	0	0	0	0	0	0	0	186	30	7	1	224	232
P/TOT	0	3	917	135	35	2	1092	1126	0	0	0	0	0	0	0	0	0	4	1021	159	41	3	1228	1269

251224 - Dunboyne Co Meath **NOVEMBER 2025**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **IDA/25/1224**

SITE: Site 1 DATE: 20th November 2025

LOCATION: R157/M3 Roundabout DAY: Thursday

	MOVEMENT 10 (D => C)								MOVEMENT 11 (D => B)								MOVEMENT 12 (D => A)								PCU's Through Junction
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	
07:30	0	0	95	6	6	2	109	117	0	0	56	12	4	1	73	78	0	0	0	0	0	0	0	0	626
07:45	0	1	85	11	6	0	103	108	0	0	78	12	0	0	90	90	0	0	0	0	0	0	0	0	677
H/TOT	0	1	180	17	12	2	212	225	0	0	134	24	4	1	163	168	0	0	0	0	0	0	0	0	1303
08:00	0	1	70	11	6	1	89	95	0	0	86	18	3	1	108	112	0	0	1	0	0	0	1	1	670
08:15	0	0	78	9	5	2	94	101	0	0	82	6	4	2	94	100	0	0	0	0	0	0	0	0	678
08:30	0	1	66	15	7	1	90	97	0	0	75	13	1	3	92	96	0	0	1	1	1	0	3	4	650
08:45	0	0	79	13	5	0	97	102	0	0	62	14	5	0	81	86	0	0	1	1	0	0	2	2	574
H/TOT	0	2	293	48	23	4	370	395	0	0	305	51	13	6	375	394	0	0	3	2	1	0	6	7	2572
09:00	0	0	106	12	5	0	123	128	0	0	38	8	2	0	48	50	0	0	1	0	0	0	1	1	534
09:15	0	0	104	9	4	0	117	121	0	0	44	8	9	2	63	74	0	0	1	0	0	0	1	1	496
09:30	0	0	103	19	8	0	130	138	0	0	38	8	6	0	52	58	0	0	2	0	0	0	2	2	457
09:45	0	0	123	18	9	2	152	163	0	0	36	4	4	1	45	50	0	0	1	1	0	0	2	2	496
H/TOT	0	0	436	58	26	2	522	550	0	0	156	28	21	3	208	232	0	0	5	1	0	0	6	6	1983
P/TOT	0	3	909	123	61	8	1104	1170	0	0	595	103	38	10	746	794	0	0	8	3	1	0	12	13	5858

	MOVEMENT 10 (D => C)								MOVEMENT 11 (D => B)								MOVEMENT 12 (D => A)								PCU's Through Junction
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	
16:00	0	0	97	12	7	0	116	123	0	0	114	15	2	1	132	135	0	0	15	8	1	0	24	25	733
16:15	0	0	87	8	6	0	101	107	0	0	94	26	5	2	127	134	0	0	14	7	1	0	22	23	734
16:30	0	0	107	13	1	1	122	124	0	1	105	24	2	1	133	135	0	0	25	10	0	0	35	35	812
16:45	0	0	107	13	3	0	123	126	0	0	144	27	4	1	176	181	0	0	14	3	1	0	18	19	751
H/TOT	0	0	398	46	17	1	462	480	0	1	457	92	13	5	568	585	0	0	68	28	3	0	99	102	3030
17:00	0	0	88	8	5	0	101	106	0	0	110	17	2	2	131	135	0	0	22	5	0	0	27	27	759
17:15	0	0	92	18	4	0	114	118	0	0	119	14	0	0	133	133	0	0	31	7	0	0	38	38	758
17:30	0	0	106	20	2	0	128	130	0	0	131	19	1	1	152	154	0	0	29	2	2	0	33	35	664
17:45	0	0	105	15	1	1	122	124	0	1	107	12	6	0	126	131	0	0	24	9	1	0	34	35	626
H/TOT	0	0	391	61	12	1	465	478	0	1	467	62	9	3	542	553	0	0	106	23	3	0	132	135	2807
18:00	0	0	90	7	3	1	101	105	0	0	113	5	0	1	119	120	0	0	24	12	2	0	38	40	642
18:15	0	0	95	11	7	0	113	120	0	0	83	8	2	0	93	95	0	0	16	4	0	1	21	22	634
H/TOT	0	0	185	18	10	1	214	225	0	0	196	13	2	1	212	215	0	0	40	16	2	1	59	62	1276
P/TOT	0	0	974	125	39	3	1141	1183	0	2	1120	167	24	9	1322	1353	0	0	214	67	8	1	290	299	7113

251224 - Dunboyne Co Meath **NOVEMBER 2025**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **IDA/25/1224**

SITE: Site 2 DATE: 20th November 2025

LOCATION: R157 Roundabout DAY: Thursday

	MOVEMENT 1 (A => C)								MOVEMENT 2 (A => B)								MOVEMENT 3 (B => A)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
07:30	0	0	142	32	12	1	187	200	0	0	19	0	0	0	19	19	0	0	8	0	1	0	9	10
07:45	0	0	190	35	11	0	236	247	0	0	24	0	0	0	24	24	0	0	1	0	0	0	1	1
H/TOT	0	0	332	67	23	1	423	447	0	0	43	0	0	0	43	43	0	0	9	0	1	0	10	11
08:00	0	0	155	24	8	0	187	195	0	0	17	0	0	0	17	17	0	0	5	1	0	0	6	6
08:15	0	0	193	24	7	1	225	233	0	0	14	0	0	0	14	14	0	0	2	0	0	0	2	2
08:30	0	0	146	20	5	1	172	178	0	0	7	0	0	0	7	7	0	0	4	0	1	0	5	6
08:45	0	0	147	28	5	1	181	187	0	0	2	0	0	0	2	2	0	0	0	0	1	0	1	2
H/TOT	0	0	641	96	25	3	765	793	0	0	40	0	0	0	40	40	0	0	11	1	2	0	14	16
09:00	0	0	119	21	11	5	156	172	0	0	1	0	0	1	2	3	0	0	0	0	0	0	0	0
09:15	0	0	108	17	11	1	137	149	0	0	3	0	0	0	3	3	0	0	2	1	0	0	3	3
09:30	0	0	80	14	8	0	102	110	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	1
09:45	0	0	93	15	9	1	118	128	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	400	67	39	7	513	559	0	0	5	0	0	1	6	7	0	0	3	1	0	0	4	4
P/TOT	0	0	1373	230	87	11	1701	1799	0	0	88	0	0	1	89	90	0	0	23	2	3	0	28	31

	MOVEMENT 1 (A => C)								MOVEMENT 2 (A => B)								MOVEMENT 3 (B => A)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
16:00	0	0	111	22	8	1	142	151	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	3
16:15	0	0	93	29	3	4	129	136	0	0	2	0	0	0	2	2	0	0	2	1	0	0	3	3
16:30	0	1	135	29	8	0	173	180	0	0	1	0	0	0	1	1	0	0	11	0	0	0	11	11
16:45	0	0	114	21	6	0	141	147	0	0	2	0	0	0	2	2	0	0	6	1	0	0	7	7
H/TOT	0	1	453	101	25	5	585	614	0	0	5	0	0	0	5	5	0	0	20	2	1	0	23	24
17:00	0	0	150	25	6	0	181	187	0	0	2	1	0	0	3	3	0	0	12	0	0	0	12	12
17:15	0	0	134	18	4	0	156	160	0	0	6	0	0	0	6	6	0	0	12	0	0	0	12	12
17:30	0	0	131	21	1	2	155	158	0	0	1	0	0	0	1	1	0	0	8	1	0	0	9	9
17:45	0	0	131	14	5	1	151	157	0	0	1	0	0	0	1	1	0	1	8	0	0	0	9	8
H/TOT	0	0	546	78	16	3	643	662	0	0	10	1	0	0	11	11	0	1	40	1	0	0	42	41
18:00	0	0	102	12	2	1	117	120	0	0	3	0	0	0	3	3	0	0	6	0	0	0	6	6
18:15	0	0	98	11	3	4	116	123	0	0	3	0	0	0	3	3	0	0	15	0	0	0	15	15
H/TOT	0	0	200	23	5	5	233	243	0	0	6	0	0	0	6	6	0	0	21	0	0	0	21	21
P/TOT	0	1	1199	202	46	13	1461	1519	0	0	21	1	0	0	22	22	0	1	81	3	1	0	86	86

251224 - Dunboyne Co Meath **NOVEMBER 2025**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **IDA/25/1224**

SITE: Site 2 DATE: 20th November 2025

LOCATION: R157 Roundabout DAY: Thursday

	MOVEMENT 4 (B => C)								MOVEMENT 5 (C => B)								MOVEMENT 6 (C => A)								PCU's Through Junction
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	
07:30	0	0	9	1	0	1	11	12	0	0	42	1	0	0	43	43	0	0	116	26	10	1	153	164	448
07:45	0	0	2	0	0	0	2	2	0	0	20	0	1	0	21	22	0	0	133	35	2	0	170	172	468
H/TOT	0	0	11	1	0	1	13	14	0	0	62	1	1	0	64	65	0	0	249	61	12	1	323	336	916
08:00	0	0	7	0	2	0	9	11	0	0	56	2	2	0	60	62	0	0	120	24	4	1	149	154	445
08:15	0	0	3	0	0	0	3	3	0	0	24	0	2	0	26	28	0	0	134	25	9	3	171	183	463
08:30	0	0	4	0	2	0	6	8	0	0	10	0	4	0	14	18	0	0	168	18	10	1	197	208	425
08:45	0	0	0	0	3	0	3	6	0	0	8	1	2	0	11	13	0	0	132	21	12	2	167	181	391
H/TOT	0	0	14	0	7	0	21	28	0	0	98	3	10	0	111	121	0	0	554	88	35	7	684	726	1724
09:00	0	0	1	0	1	0	2	3	0	0	6	0	1	0	7	8	0	0	91	18	7	0	116	123	309
09:15	0	0	0	1	0	0	1	1	0	0	8	2	0	0	10	10	0	0	86	14	17	2	119	138	304
09:30	0	0	4	0	0	1	5	6	0	0	4	0	2	0	6	8	0	0	76	15	7	0	98	105	231
09:45	0	0	1	0	1	0	2	3	0	0	1	0	1	0	2	3	0	0	67	18	10	1	96	107	241
H/TOT	0	0	6	1	2	1	10	13	0	0	19	2	4	0	25	29	0	0	320	65	41	3	429	473	1085
P/TOT	0	0	31	2	9	2	44	55	0	0	179	6	15	0	200	215	0	0	1123	214	88	11	1436	1535	3725

	MOVEMENT 4 (B => C)								MOVEMENT 5 (C => B)								MOVEMENT 6 (C => A)								PCU's Through Junction
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	
16:00	0	0	1	0	1	0	2	3	0	0	3	0	0	1	4	5	0	0	219	28	7	1	255	263	425
16:15	0	0	4	1	0	0	5	5	0	0	9	0	0	0	9	9	0	0	229	40	10	2	281	293	448
16:30	0	0	21	2	0	0	23	23	0	0	5	1	0	0	6	6	0	1	233	47	5	1	287	292	513
16:45	0	0	17	1	0	0	18	18	0	0	5	0	0	0	5	5	0	0	228	41	8	1	278	287	466
H/TOT	0	0	43	4	1	0	48	49	0	0	22	1	0	1	24	25	0	1	909	156	30	5	1101	1135	1852
17:00	0	0	38	0	0	0	38	38	0	0	9	0	1	0	10	11	0	1	212	49	8	3	273	283	534
17:15	0	0	16	2	0	0	18	18	0	0	6	2	0	0	8	8	0	1	227	27	5	0	260	264	468
17:30	0	0	39	2	1	0	42	43	0	0	7	1	0	0	8	8	0	0	183	26	2	2	213	217	436
17:45	0	0	13	0	0	0	13	13	0	1	2	0	0	0	3	2	0	2	165	18	9	0	194	202	383
H/TOT	0	0	106	4	1	0	111	112	0	1	24	3	1	0	29	29	0	4	787	120	24	5	940	966	1821
18:00	0	0	23	0	0	0	23	23	0	0	7	0	0	0	7	7	0	0	196	20	3	1	220	224	383
18:15	0	0	49	0	1	0	50	51	0	0	6	0	0	0	6	6	0	0	154	17	3	0	174	177	375
H/TOT	0	0	72	0	1	0	73	74	0	0	13	0	0	0	13	13	0	0	350	37	6	1	394	401	758
P/TOT	0	0	221	8	3	0	232	235	0	1	59	4	1	1	66	67	0	5	2046	313	60	11	2435	2502	4431

251224 - Dunboyne Co Meath **NOVEMBER 2025**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **IDA/25/1224**

SITE: Site 3 DATE: 20th November 2025

LOCATION: R156/R157/L2228 Summerhill Rd Roundabout DAY: Thursday

	MOVEMENT 1 (A => D)								MOVEMENT 2 (A => C)								MOVEMENT 3 (A => B)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
07:30	0	0	38	12	3	0	53	56	0	0	19	11	0	0	30	30	0	0	3	1	0	0	4	4
07:45	0	0	53	10	5	0	68	73	0	0	28	2	1	0	31	32	0	0	3	1	0	0	4	4
H/TOT	0	0	91	22	8	0	121	129	0	0	47	13	1	0	61	62	0	0	6	2	0	0	8	8
08:00	0	0	49	9	3	0	61	64	0	0	13	2	3	1	19	23	0	0	8	0	0	0	8	8
08:15	0	0	60	6	1	0	67	68	0	0	25	3	0	0	28	28	0	0	4	1	0	0	5	5
08:30	0	0	46	6	1	0	53	54	0	0	38	5	0	1	44	45	0	0	4	0	0	0	4	4
08:45	0	0	52	11	3	0	66	69	0	0	34	1	0	0	35	35	0	0	10	0	0	1	11	12
H/TOT	0	0	207	32	8	0	247	255	0	0	110	11	3	2	126	131	0	0	26	1	0	1	28	29
09:00	0	0	42	8	7	0	57	64	0	0	19	4	2	0	25	27	0	0	2	1	0	0	3	3
09:15	0	0	29	4	4	0	37	41	0	0	13	0	0	0	13	13	0	0	2	0	0	0	2	2
09:30	0	0	29	9	5	0	43	48	0	0	20	4	0	0	24	24	0	0	2	0	0	0	2	2
09:45	0	0	22	6	5	0	33	38	0	0	11	2	3	0	16	19	0	0	4	0	0	0	4	4
H/TOT	0	0	122	27	21	0	170	191	0	0	63	10	5	0	78	83	0	0	10	1	0	0	11	11
P/TOT	0	0	420	81	37	0	538	575	0	0	220	34	9	2	265	276	0	0	42	4	0	1	47	48

	MOVEMENT 1 (A => D)								MOVEMENT 2 (A => C)								MOVEMENT 3 (A => B)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
16:00	0	0	19	4	1	0	24	25	0	0	11	1	1	0	13	14	0	0	5	0	0	0	5	5
16:15	0	0	12	8	1	0	21	22	0	0	12	3	0	0	15	15	0	0	0	0	0	0	0	0
16:30	0	0	26	5	3	0	34	37	0	0	15	1	1	0	17	18	0	0	0	4	0	0	4	4
16:45	0	0	16	4	1	0	21	22	0	0	15	3	0	0	18	18	0	0	7	1	1	0	9	10
H/TOT	0	0	73	21	6	0	100	106	0	0	53	8	2	0	63	65	0	0	12	5	1	0	18	19
17:00	0	0	17	9	2	0	28	30	0	0	15	3	1	0	19	20	0	0	2	0	0	0	2	2
17:15	0	0	27	6	0	0	33	33	0	0	18	2	0	0	20	20	0	0	4	0	0	0	4	4
17:30	0	0	20	2	1	0	23	24	0	0	21	1	1	0	23	24	0	0	6	1	0	0	7	7
17:45	0	0	18	4	2	0	24	26	0	0	21	0	0	0	21	21	0	0	1	0	0	0	1	1
H/TOT	0	0	82	21	5	0	108	113	0	0	75	6	2	0	83	85	0	0	13	1	0	0	14	14
18:00	0	0	10	0	0	0	10	10	0	0	11	2	0	0	13	13	0	0	2	0	0	0	2	2
18:15	0	0	17	3	0	0	20	20	0	0	10	1	0	0	11	11	0	0	1	1	0	0	2	2
H/TOT	0	0	27	3	0	0	30	30	0	0	21	3	0	0	24	24	0	0	3	1	0	0	4	4
P/TOT	0	0	182	45	11	0	238	249	0	0	149	17	4	0	170	174	0	0	28	7	1	0	36	37

251224 - Dunboyne Co Meath **NOVEMBER 2025**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **IDA/25/1224**

SITE: Site 3 DATE: 20th November 2025

LOCATION: R156/R157/L2228 Summerhill Rd Roundabout DAY: Thursday

	MOVEMENT 4 (B => A)								MOVEMENT 5 (B => D)								MOVEMENT 6 (B => C)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
07:30	0	0	0	0	0	0	0	0	0	0	96	15	3	1	115	119	0	0	0	0	0	1	1	2
07:45	0	0	3	2	0	0	5	5	0	0	113	22	4	0	139	143	0	0	4	0	1	0	5	6
H/TOT	0	0	3	2	0	0	5	5	0	0	209	37	7	1	254	262	0	0	4	0	1	1	6	8
08:00	0	0	5	0	0	0	5	5	0	0	108	15	5	0	128	133	0	0	5	0	0	0	5	5
08:15	0	0	5	2	0	0	7	7	0	0	95	12	4	0	111	115	0	0	10	1	1	0	12	13
08:30	0	0	1	1	0	0	2	2	0	0	89	13	3	0	105	108	0	0	7	0	0	0	7	7
08:45	0	0	1	0	0	0	1	1	0	0	63	12	3	1	79	83	0	0	7	1	0	0	8	8
H/TOT	0	0	12	3	0	0	15	15	0	0	355	52	15	1	423	439	0	0	29	2	1	0	32	33
09:00	0	0	1	0	0	0	1	1	0	0	45	6	3	2	56	61	1	0	1	1	0	1	4	4
09:15	0	0	3	1	0	0	4	4	0	0	49	9	2	0	60	62	0	0	0	0	0	0	0	0
09:30	0	0	1	0	0	0	1	1	0	0	45	4	4	0	53	57	0	0	4	0	0	0	4	4
09:45	0	0	1	0	0	0	1	1	0	0	38	6	2	0	46	48	0	0	2	1	0	0	3	3
H/TOT	0	0	6	1	0	0	7	7	0	0	177	25	11	2	215	228	1	0	7	2	0	1	11	11
P/TOT	0	0	21	6	0	0	27	27	0	0	741	114	33	4	892	929	1	0	40	4	2	2	49	52

	MOVEMENT 4 (B => A)								MOVEMENT 5 (B => D)								MOVEMENT 6 (B => C)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
16:00	0	0	4	2	2	0	8	10	0	0	58	15	5	0	78	83	0	0	5	0	0	0	5	5
16:15	0	0	7	2	0	0	9	9	0	0	77	19	4	1	101	106	0	0	5	0	0	0	5	5
16:30	0	0	5	2	0	0	7	7	0	0	76	15	3	0	94	97	0	0	7	0	2	0	9	11
16:45	0	0	5	0	0	0	5	5	0	0	94	20	4	0	118	122	0	0	4	2	0	0	6	6
H/TOT	0	0	21	6	2	0	29	31	0	0	305	69	16	1	391	408	0	0	21	2	2	0	25	27
17:00	0	0	8	3	0	0	11	11	0	0	99	15	3	0	117	120	0	0	12	0	0	0	12	12
17:15	0	0	8	2	0	0	10	10	0	0	77	10	3	1	91	95	0	0	3	3	0	0	6	6
17:30	0	0	3	0	1	0	4	5	0	0	97	13	0	0	110	110	0	0	6	0	0	0	6	6
17:45	0	0	3	0	0	0	3	3	0	0	87	15	3	0	105	108	0	0	4	1	0	0	5	5
H/TOT	0	0	22	5	1	0	28	29	0	0	360	53	9	1	423	433	0	0	25	4	0	0	29	29
18:00	0	0	8	1	0	0	9	9	0	0	71	4	1	0	76	77	0	0	5	0	0	0	5	5
18:15	0	0	10	0	0	0	10	10	0	0	64	9	2	3	78	83	0	0	6	0	1	0	7	8
H/TOT	0	0	18	1	0	0	19	19	0	0	135	13	3	3	154	160	0	0	11	0	1	0	12	13
P/TOT	0	0	61	12	3	0	76	79	0	0	800	135	28	5	968	1001	0	0	57	6	3	0	66	69

251224 - Dunboyne Co Meath **NOVEMBER 2025**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **IDA/25/1224**

SITE: Site 3 DATE: 20th November 2025

LOCATION: R156/R157/L2228 Summerhill Rd Roundabout DAY: Thursday

	MOVEMENT 7 (C => B)								MOVEMENT 8 (C => A)								MOVEMENT 9 (C => D)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
07:30	0	0	6	1	0	0	7	7	0	0	6	2	0	0	8	8	0	0	21	2	4	0	27	31
07:45	0	0	7	1	0	0	8	8	0	0	10	4	2	0	16	18	0	0	28	2	3	0	33	36
H/TOT	0	0	13	2	0	0	15	15	0	0	16	6	2	0	24	26	0	0	49	4	7	0	60	67
08:00	0	0	7	0	0	0	7	7	0	0	8	5	0	0	13	13	0	0	26	3	1	0	30	31
08:15	0	0	6	1	0	0	7	7	0	0	10	2	0	0	12	12	0	0	31	3	0	2	36	38
08:30	0	0	9	0	0	0	9	9	0	0	10	1	1	0	12	13	0	0	25	3	0	0	28	28
08:45	0	0	13	1	0	0	14	14	0	0	12	3	0	0	15	15	0	0	35	6	1	0	42	43
H/TOT	0	0	35	2	0	0	37	37	0	0	40	11	1	0	52	53	0	0	117	15	2	2	136	140
09:00	0	0	6	2	0	0	8	8	0	0	13	0	1	0	14	15	0	0	29	7	2	4	42	48
09:15	0	0	5	1	0	0	6	6	0	0	7	1	1	0	9	10	0	0	31	6	2	1	40	43
09:30	0	0	0	0	0	0	0	0	0	0	14	1	0	0	15	15	0	0	23	1	1	0	25	26
09:45	0	0	4	2	0	0	6	6	0	0	4	1	0	0	5	5	0	0	19	3	2	1	25	28
H/TOT	0	0	15	5	0	0	20	20	0	0	38	3	2	0	43	45	0	0	102	17	7	6	132	145
P/TOT	0	0	63	9	0	0	72	72	0	0	94	20	5	0	119	124	0	0	268	36	16	8	328	352

	MOVEMENT 7 (C => B)								MOVEMENT 8 (C => A)								MOVEMENT 9 (C => D)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
16:00	0	0	9	3	0	0	12	12	0	0	18	2	1	0	21	22	0	0	31	5	1	0	37	38
16:15	0	0	5	2	0	0	7	7	0	0	28	1	0	0	29	29	0	0	18	7	0	3	28	31
16:30	0	0	7	0	0	0	7	7	0	0	11	2	0	0	13	13	0	0	23	3	0	0	26	26
16:45	0	0	11	0	0	0	11	11	0	0	14	5	0	0	19	19	0	0	14	3	2	0	19	21
H/TOT	0	0	32	5	0	0	37	37	0	0	71	10	1	0	82	83	0	0	86	18	3	3	110	116
17:00	0	0	4	2	0	0	6	6	0	0	15	6	0	0	21	21	0	1	30	3	0	0	34	33
17:15	0	0	3	0	0	0	3	3	0	0	21	4	0	0	25	25	0	0	22	3	1	0	26	27
17:30	0	0	6	0	0	0	6	6	0	0	25	5	0	0	30	30	0	0	31	8	0	3	42	45
17:45	0	0	3	1	0	0	4	4	0	0	28	2	1	0	31	32	0	0	19	0	0	0	19	19
H/TOT	0	0	16	3	0	0	19	19	0	0	89	17	1	0	107	108	0	1	102	14	1	3	121	124
18:00	0	0	4	0	0	0	4	4	0	0	12	1	1	0	14	15	0	0	25	5	1	1	32	34
18:15	0	0	7	1	0	0	8	8	0	0	32	5	0	0	37	37	0	0	20	1	0	1	22	23
H/TOT	0	0	11	1	0	0	12	12	0	0	44	6	1	0	51	52	0	0	45	6	1	2	54	57
P/TOT	0	0	59	9	0	0	68	68	0	0	204	33	3	0	240	243	0	1	233	38	5	8	285	297

251224 - Dunboyne Co Meath **NOVEMBER 2025**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **IDA/25/1224**

SITE: Site 3 DATE: 20th November 2025

LOCATION: R156/R157/L2228 Summerhill Rd Roundabout DAY: Thursday

	MOVEMENT 10 (D => C)								MOVEMENT 11 (D => B)								MOVEMENT 12 (D => A)								PCU's Through Junction
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	
07:30	0	0	17	5	1	1	24	26	0	0	89	23	7	0	119	126	0	0	8	2	3	0	13	16	425
07:45	0	0	23	4	1	0	28	29	0	0	101	21	1	0	123	124	0	0	15	7	0	0	22	22	500
H/TOT	0	0	40	9	2	1	52	55	0	0	190	44	8	0	242	250	0	0	23	9	3	0	35	38	925
08:00	0	0	24	8	0	1	33	34	0	0	93	14	4	0	111	115	0	0	10	6	1	0	17	18	456
08:15	0	0	46	6	0	0	52	52	0	0	79	16	3	3	101	107	0	0	10	6	5	0	21	26	478
08:30	0	0	52	4	1	0	57	58	0	0	102	14	3	1	120	124	0	0	14	2	8	0	24	32	484
08:45	0	0	61	4	2	2	69	73	0	0	65	15	6	0	86	92	0	0	16	3	4	0	23	27	472
H/TOT	0	0	183	22	3	3	211	217	0	0	339	59	16	4	418	438	0	0	50	17	18	0	85	103	1890
09:00	0	0	33	6	0	0	39	39	0	0	43	8	5	0	56	61	0	0	14	4	2	0	20	22	353
09:15	0	0	30	5	3	2	40	45	0	0	51	8	9	0	68	77	0	0	9	1	4	0	14	18	321
09:30	0	0	19	5	1	0	25	26	0	0	47	5	5	0	57	62	0	0	15	5	2	0	22	24	289
09:45	0	0	21	3	2	0	26	28	0	0	43	5	0	1	49	50	0	0	5	6	8	0	19	27	257
H/TOT	0	0	103	19	6	2	130	138	0	0	184	26	19	1	230	250	0	0	43	16	16	0	75	91	1220
P/TOT	0	0	326	50	11	6	393	410	0	0	713	129	43	5	890	938	0	0	116	42	37	0	195	232	4035

	MOVEMENT 10 (D => C)								MOVEMENT 11 (D => B)								MOVEMENT 12 (D => A)								PCU's Through Junction
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	
16:00	0	0	44	7	4	0	55	59	0	0	129	11	2	1	143	146	0	0	43	12	2	0	57	59	478
16:15	0	0	42	10	0	1	53	54	0	0	119	21	5	1	146	152	0	0	68	15	4	0	87	91	521
16:30	0	1	33	2	2	0	38	39	0	0	139	22	3	1	165	169	0	0	65	23	1	0	89	90	518
16:45	0	0	44	6	0	1	51	52	0	0	120	22	2	0	144	146	0	0	76	14	6	0	96	102	534
H/TOT	0	1	163	25	6	2	197	204	0	0	507	76	12	3	598	613	0	0	252	64	13	0	329	342	2051
17:00	0	0	33	9	1	1	44	46	0	1	111	23	1	1	137	138	0	0	72	16	6	0	94	100	539
17:15	0	0	52	5	0	0	57	57	0	0	97	11	1	1	110	112	0	1	84	13	3	0	101	103	495
17:30	0	0	26	3	0	1	30	31	0	0	100	16	2	1	119	122	0	0	75	9	1	0	85	86	496
17:45	0	1	34	2	1	0	38	38	0	2	85	9	5	0	101	105	0	0	52	8	1	0	61	62	424
H/TOT	0	1	145	19	2	2	169	172	0	3	393	59	9	3	467	477	0	1	283	46	11	0	341	351	1954
18:00	0	0	39	2	2	0	43	45	0	0	102	6	1	0	109	110	0	0	58	11	2	0	71	73	397
18:15	0	0	35	4	0	1	40	41	0	0	102	8	1	0	111	112	0	0	40	5	2	0	47	49	404
H/TOT	0	0	74	6	2	1	83	86	0	0	204	14	2	0	220	222	0	0	98	16	4	0	118	122	801
P/TOT	0	2	382	50	10	5	449	462	0	3	1104	149	23	6	1285	1312	0	1	633	126	28	0	788	815	4806

APPENDIX C

TRICS Trip Generation Output
(Residential Housing, Apartments, & Crèche)

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

12	**CONNAUGHT**		
	CS	SLIGO	2 days
	GA	GALWAY	4 days
	LT	LEITRIM	1 day
	MA	MAYO	2 days
	RO	ROSCOMMON	4 days
13	**MUNSTER**		
	CL	CLARE	2 days
	CR	CORK	1 day
	TI	TIPPERARY	1 day
	WA	WATERFORD	2 days
14	**LEINSTER**		
	KD	KILDARE	1 day
	KK	KILKENNY	1 day
	LU	LOUTH	1 day
	ME	MEATH	1 day
	WC	WICKLOW	2 days
	WX	WEXFORD	1 day
15	**GREATER DUBLIN**		
	DL	DUBLIN	2 days
16	**ULSTER (REPUBLIC OF IRELAND)**		
	CV	CAVAN	2 days
	DN	DONEGAL	4 days
	MG	MONAGHAN	2 days

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**36**	**67**	**0.058**	**0.214**	**0.272**
08:00-09:00	**36**	**67**	**0.169**	**0.481**	**0.650**
09:00-10:00	**36**	**67**	**0.199**	**0.261**	**0.460**
10:00-11:00	**36**	**67**	**0.154**	**0.174**	**0.328**
11:00-12:00	**36**	**67**	**0.161**	**0.199**	**0.360**
12:00-13:00	**36**	**67**	**0.236**	**0.226**	**0.462**
13:00-14:00	**36**	**67**	**0.264**	**0.251**	**0.515**
14:00-15:00	**36**	**67**	**0.279**	**0.277**	**0.556**
15:00-16:00	**36**	**67**	**0.305**	**0.242**	**0.547**
16:00-17:00	**36**	**67**	**0.349**	**0.241**	**0.590**
17:00-18:00	**36**	**67**	**0.422**	**0.282**	**0.704**
18:00-19:00	**36**	**67**	**0.372**	**0.275**	**0.647**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**2.968**	**3.123**	**6.091**

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	08/12/2005 - 30/10/2024
Number of weekdays (Monday-Friday):	36
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	251
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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total People

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	36	67	0.087	0.307	0.394
08:00-09:00	36	67	0.243	0.869	1.112
09:00-10:00	36	67	0.290	0.460	0.750
10:00-11:00	36	67	0.229	0.311	0.540
11:00-12:00	36	67	0.274	0.322	0.596
12:00-13:00	36	67	0.364	0.359	0.723
13:00-14:00	36	67	0.432	0.427	0.859
14:00-15:00	36	67	0.483	0.418	0.901
15:00-16:00	36	67	0.575	0.408	0.983
16:00-17:00	36	67	0.632	0.418	1.050
17:00-18:00	36	67	0.687	0.477	1.164
18:00-19:00	36	67	0.615	0.472	1.087
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			4.911	5.248	10.159

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	08/12/2005 - 30/10/2024
Number of weekdays (Monday-Friday):	36
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	251
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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Cyclists

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**36**	**67**	**0.001**	**0.008**	**0.009**
08:00-09:00	**36**	**67**	**0.002**	**0.014**	**0.016**
09:00-10:00	**36**	**67**	**0.005**	**0.006**	**0.011**
10:00-11:00	**36**	**67**	**0.003**	**0.005**	**0.008**
11:00-12:00	**36**	**67**	**0.005**	**0.004**	**0.009**
12:00-13:00	**36**	**67**	**0.005**	**0.005**	**0.010**
13:00-14:00	**36**	**67**	**0.005**	**0.005**	**0.010**
14:00-15:00	**36**	**67**	**0.007**	**0.005**	**0.012**
15:00-16:00	**36**	**67**	**0.010**	**0.005**	**0.015**
16:00-17:00	**36**	**67**	**0.009**	**0.008**	**0.017**
17:00-18:00	**36**	**67**	**0.013**	**0.006**	**0.019**
18:00-19:00	**36**	**67**	**0.007**	**0.006**	**0.013**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.072**	**0.077**	**0.149**

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	08/12/2005 - 30/10/2024
Number of weekdays (Monday-Friday):	31
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	251
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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

PSVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**36**	**67**	**0.001**	**0.000**	**0.001**
08:00-09:00	**36**	**67**	**0.005**	**0.006**	**0.011**
09:00-10:00	**36**	**67**	**0.001**	**0.000**	**0.001**
10:00-11:00	**36**	**67**	**0.000**	**0.000**	**0.000**
11:00-12:00	**36**	**67**	**0.001**	**0.001**	**0.002**
12:00-13:00	**36**	**67**	**0.000**	**0.000**	**0.000**
13:00-14:00	**36**	**67**	**0.000**	**0.000**	**0.000**
14:00-15:00	**36**	**67**	**0.003**	**0.003**	**0.006**
15:00-16:00	**36**	**67**	**0.005**	**0.005**	**0.010**
16:00-17:00	**36**	**67**	**0.002**	**0.001**	**0.003**
17:00-18:00	**36**	**67**	**0.000**	**0.001**	**0.001**
18:00-19:00	**36**	**67**	**0.000**	**0.000**	**0.000**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.018**	**0.017**	**0.035**

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	08/12/2005 - 12/10/2021
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	251
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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

OGVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**36**	**67**	**0.001**	**0.001**	**0.002**
08:00-09:00	**36**	**67**	**0.005**	**0.005**	**0.010**
09:00-10:00	**36**	**67**	**0.004**	**0.004**	**0.008**
10:00-11:00	**36**	**67**	**0.003**	**0.004**	**0.007**
11:00-12:00	**36**	**67**	**0.005**	**0.005**	**0.010**
12:00-13:00	**36**	**67**	**0.002**	**0.002**	**0.004**
13:00-14:00	**36**	**67**	**0.003**	**0.003**	**0.006**
14:00-15:00	**36**	**67**	**0.003**	**0.004**	**0.007**
15:00-16:00	**36**	**67**	**0.003**	**0.004**	**0.007**
16:00-17:00	**36**	**67**	**0.001**	**0.001**	**0.002**
17:00-18:00	**36**	**67**	**0.002**	**0.002**	**0.004**
18:00-19:00	**36**	**67**	**0.001**	**0.000**	**0.001**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.033**	**0.035**	**0.068**

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	08/12/2005 - 30/10/2024
Number of weekdays (Monday-Friday):	25
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	251
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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Vehicle Occupants

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**36**	**67**	**0.069**	**0.253**	**0.322**
08:00-09:00	**36**	**67**	**0.202**	**0.717**	**0.919**
09:00-10:00	**36**	**67**	**0.238**	**0.356**	**0.594**
10:00-11:00	**36**	**67**	**0.176**	**0.222**	**0.398**
11:00-12:00	**36**	**67**	**0.202**	**0.247**	**0.449**
12:00-13:00	**36**	**67**	**0.294**	**0.296**	**0.590**
13:00-14:00	**36**	**67**	**0.333**	**0.333**	**0.666**
14:00-15:00	**36**	**67**	**0.392**	**0.356**	**0.748**
15:00-16:00	**36**	**67**	**0.459**	**0.333**	**0.792**
16:00-17:00	**36**	**67**	**0.501**	**0.332**	**0.833**
17:00-18:00	**36**	**67**	**0.557**	**0.389**	**0.946**
18:00-19:00	**36**	**67**	**0.501**	**0.376**	**0.877**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**3.924**	**4.210**	**8.134**

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	08/12/2005 - 30/10/2024
Number of weekdays (Monday-Friday):	36
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	251
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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Pedestrians

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**36**	**67**	**0.017**	**0.042**	**0.059**
08:00-09:00	**36**	**67**	**0.039**	**0.115**	**0.154**
09:00-10:00	**36**	**67**	**0.045**	**0.090**	**0.135**
10:00-11:00	**36**	**67**	**0.049**	**0.078**	**0.127**
11:00-12:00	**36**	**67**	**0.066**	**0.068**	**0.134**
12:00-13:00	**36**	**67**	**0.064**	**0.055**	**0.119**
13:00-14:00	**36**	**67**	**0.089**	**0.084**	**0.173**
14:00-15:00	**36**	**67**	**0.079**	**0.056**	**0.135**
15:00-16:00	**36**	**67**	**0.086**	**0.067**	**0.153**
16:00-17:00	**36**	**67**	**0.113**	**0.076**	**0.189**
17:00-18:00	**36**	**67**	**0.111**	**0.081**	**0.192**
18:00-19:00	**36**	**67**	**0.101**	**0.089**	**0.190**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.859**	**0.901**	**1.760**

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	08/12/2005 - 30/10/2024
Number of weekdays (Monday-Friday):	36
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	251
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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Public Transport Users

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**36**	**67**	**0.000**	**0.004**	**0.004**
08:00-09:00	**36**	**67**	**0.000**	**0.022**	**0.022**
09:00-10:00	**36**	**67**	**0.001**	**0.009**	**0.010**
10:00-11:00	**36**	**67**	**0.001**	**0.006**	**0.007**
11:00-12:00	**36**	**67**	**0.002**	**0.003**	**0.005**
12:00-13:00	**36**	**67**	**0.002**	**0.002**	**0.004**
13:00-14:00	**36**	**67**	**0.005**	**0.004**	**0.009**
14:00-15:00	**36**	**67**	**0.005**	**0.001**	**0.006**
15:00-16:00	**36**	**67**	**0.020**	**0.002**	**0.022**
16:00-17:00	**36**	**67**	**0.009**	**0.002**	**0.011**
17:00-18:00	**36**	**67**	**0.006**	**0.001**	**0.007**
18:00-19:00	**36**	**67**	**0.005**	**0.001**	**0.006**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.056**	**0.057**	**0.113**

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	08/12/2005 - 30/10/2024
Number of weekdays (Monday-Friday):	23
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	251
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.

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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: C - FLATS PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

12	**CONNAUGHT**		
	CS	SLIGO	1 day
	GA	GALWAY	1 day
	MA	MAYO	1 day
14	**LEINSTER**		
	KD	KILDARE	1 day
	LU	LOUTH	4 days
	WT	WESTMEATH	2 days
	WX	WEXFORD	1 day
15	**GREATER DUBLIN**		
	DL	DUBLIN	10 days
16	**ULSTER (REPUBLIC OF IRELAND)**		
	MG	MONAGHAN	1 day

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**22**	**89**	**0.039**	**0.181**	**0.220**
08:00-09:00	**22**	**89**	**0.042**	**0.200**	**0.242**
09:00-10:00	**22**	**89**	**0.054**	**0.104**	**0.158**
10:00-11:00	**22**	**89**	**0.035**	**0.058**	**0.093**
11:00-12:00	**22**	**89**	**0.047**	**0.047**	**0.094**
12:00-13:00	**22**	**89**	**0.066**	**0.073**	**0.139**
13:00-14:00	**22**	**89**	**0.068**	**0.063**	**0.131**
14:00-15:00	**22**	**89**	**0.066**	**0.062**	**0.128**
15:00-16:00	**22**	**89**	**0.078**	**0.058**	**0.136**
16:00-17:00	**22**	**89**	**0.101**	**0.060**	**0.161**
17:00-18:00	**22**	**89**	**0.173**	**0.053**	**0.226**
18:00-19:00	**22**	**89**	**0.165**	**0.078**	**0.243**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.934**	**1.037**	**1.971**

Parameter Summary:

Trip rate parameter range selected:	6 - 832 (units: DWELLS)
Survey date date range:	15/06/2007 - 20/04/2023
Number of weekdays (Monday-Friday):	22
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	117
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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Total People

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	22	89	0.055	0.361	0.416
08:00-09:00	22	89	0.086	0.462	0.548
09:00-10:00	22	89	0.110	0.218	0.328
10:00-11:00	22	89	0.094	0.131	0.225
11:00-12:00	22	89	0.096	0.107	0.203
12:00-13:00	22	89	0.133	0.163	0.296
13:00-14:00	22	89	0.153	0.139	0.292
14:00-15:00	22	89	0.149	0.142	0.291
15:00-16:00	22	89	0.193	0.137	0.330
16:00-17:00	22	89	0.234	0.129	0.363
17:00-18:00	22	89	0.393	0.136	0.529
18:00-19:00	22	89	0.379	0.171	0.550
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.075	2.296	4.371

Parameter Summary:

Trip rate parameter range selected:	6 - 832 (units: DWELLS)
Survey date date range:	15/06/2007 - 20/04/2023
Number of weekdays (Monday-Friday):	22
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	117
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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Cyclists

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**22**	**89**	**0.002**	**0.017**	**0.019**
08:00-09:00	**22**	**89**	**0.002**	**0.023**	**0.025**
09:00-10:00	**22**	**89**	**0.003**	**0.006**	**0.009**
10:00-11:00	**22**	**89**	**0.004**	**0.002**	**0.006**
11:00-12:00	**22**	**89**	**0.003**	**0.002**	**0.005**
12:00-13:00	**22**	**89**	**0.005**	**0.001**	**0.006**
13:00-14:00	**22**	**89**	**0.003**	**0.004**	**0.007**
14:00-15:00	**22**	**89**	**0.004**	**0.003**	**0.007**
15:00-16:00	**22**	**89**	**0.007**	**0.004**	**0.011**
16:00-17:00	**22**	**89**	**0.011**	**0.002**	**0.013**
17:00-18:00	**22**	**89**	**0.013**	**0.003**	**0.016**
18:00-19:00	**22**	**89**	**0.011**	**0.005**	**0.016**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.068**	**0.072**	**0.140**

Parameter Summary:

Trip rate parameter range selected:	6 - 832 (units: DWELLS)
Survey date date range:	15/06/2007 - 20/04/2023
Number of weekdays (Monday-Friday):	20
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	117
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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

PSVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**22**	**89**	**0.001**	**0.002**	**0.003**
08:00-09:00	**22**	**89**	**0.000**	**0.000**	**0.000**
09:00-10:00	**22**	**89**	**0.000**	**0.000**	**0.000**
10:00-11:00	**22**	**89**	**0.000**	**0.000**	**0.000**
11:00-12:00	**22**	**89**	**0.000**	**0.000**	**0.000**
12:00-13:00	**22**	**89**	**0.000**	**0.000**	**0.000**
13:00-14:00	**22**	**89**	**0.000**	**0.000**	**0.000**
14:00-15:00	**22**	**89**	**0.000**	**0.000**	**0.000**
15:00-16:00	**22**	**89**	**0.000**	**0.000**	**0.000**
16:00-17:00	**22**	**89**	**0.000**	**0.000**	**0.000**
17:00-18:00	**22**	**89**	**0.000**	**0.000**	**0.000**
18:00-19:00	**22**	**89**	**0.000**	**0.000**	**0.000**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.001**	**0.002**	**0.003**

Parameter Summary:

Trip rate parameter range selected:	6 - 832 (units: DWELLS)
Survey date date range:	10/09/2013 - 10/09/2013
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	117
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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

OGVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**22**	**89**	**0.000**	**0.002**	**0.002**
08:00-09:00	**22**	**89**	**0.000**	**0.001**	**0.001**
09:00-10:00	**22**	**89**	**0.003**	**0.002**	**0.005**
10:00-11:00	**22**	**89**	**0.002**	**0.003**	**0.005**
11:00-12:00	**22**	**89**	**0.001**	**0.001**	**0.002**
12:00-13:00	**22**	**89**	**0.002**	**0.001**	**0.003**
13:00-14:00	**22**	**89**	**0.000**	**0.001**	**0.001**
14:00-15:00	**22**	**89**	**0.000**	**0.000**	**0.000**
15:00-16:00	**22**	**89**	**0.001**	**0.000**	**0.001**
16:00-17:00	**22**	**89**	**0.001**	**0.001**	**0.002**
17:00-18:00	**22**	**89**	**0.000**	**0.000**	**0.000**
18:00-19:00	**22**	**89**	**0.001**	**0.000**	**0.001**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.011**	**0.012**	**0.023**

Parameter Summary:

Trip rate parameter range selected:	6 - 832 (units: DWELLS)
Survey date date range:	25/06/2007 - 22/09/2021
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	117
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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Vehicle Occupants

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**22**	**89**	**0.041**	**0.223**	**0.264**
08:00-09:00	**22**	**89**	**0.054**	**0.258**	**0.312**
09:00-10:00	**22**	**89**	**0.067**	**0.131**	**0.198**
10:00-11:00	**22**	**89**	**0.044**	**0.071**	**0.115**
11:00-12:00	**22**	**89**	**0.058**	**0.058**	**0.116**
12:00-13:00	**22**	**89**	**0.081**	**0.085**	**0.166**
13:00-14:00	**22**	**89**	**0.089**	**0.081**	**0.170**
14:00-15:00	**22**	**89**	**0.083**	**0.082**	**0.165**
15:00-16:00	**22**	**89**	**0.111**	**0.078**	**0.189**
16:00-17:00	**22**	**89**	**0.130**	**0.078**	**0.208**
17:00-18:00	**22**	**89**	**0.224**	**0.070**	**0.294**
18:00-19:00	**22**	**89**	**0.200**	**0.096**	**0.296**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**1.182**	**1.311**	**2.493**

Parameter Summary:

Trip rate parameter range selected:	6 - 832 (units: DWELLS)
Survey date date range:	15/06/2007 - 20/04/2023
Number of weekdays (Monday-Friday):	22
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	117
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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Pedestrians

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**22**	**89**	**0.012**	**0.058**	**0.070**
08:00-09:00	**22**	**89**	**0.025**	**0.064**	**0.089**
09:00-10:00	**22**	**89**	**0.035**	**0.053**	**0.088**
10:00-11:00	**22**	**89**	**0.039**	**0.037**	**0.076**
11:00-12:00	**22**	**89**	**0.025**	**0.036**	**0.061**
12:00-13:00	**22**	**89**	**0.036**	**0.056**	**0.092**
13:00-14:00	**22**	**89**	**0.045**	**0.040**	**0.085**
14:00-15:00	**22**	**89**	**0.046**	**0.039**	**0.085**
15:00-16:00	**22**	**89**	**0.051**	**0.042**	**0.093**
16:00-17:00	**22**	**89**	**0.058**	**0.042**	**0.100**
17:00-18:00	**22**	**89**	**0.082**	**0.045**	**0.127**
18:00-19:00	**22**	**89**	**0.070**	**0.047**	**0.117**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.524**	**0.559**	**1.083**

Parameter Summary:

Trip rate parameter range selected:	6 - 832 (units: DWELLS)
Survey date date range:	15/06/2007 - 20/04/2023
Number of weekdays (Monday-Friday):	22
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	117
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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Public Transport Users

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**22**	**89**	**0.002**	**0.064**	**0.066**
08:00-09:00	**22**	**89**	**0.005**	**0.116**	**0.121**
09:00-10:00	**22**	**89**	**0.006**	**0.028**	**0.034**
10:00-11:00	**22**	**89**	**0.007**	**0.021**	**0.028**
11:00-12:00	**22**	**89**	**0.010**	**0.010**	**0.020**
12:00-13:00	**22**	**89**	**0.011**	**0.020**	**0.031**
13:00-14:00	**22**	**89**	**0.016**	**0.014**	**0.030**
14:00-15:00	**22**	**89**	**0.017**	**0.018**	**0.035**
15:00-16:00	**22**	**89**	**0.023**	**0.013**	**0.036**
16:00-17:00	**22**	**89**	**0.036**	**0.007**	**0.043**
17:00-18:00	**22**	**89**	**0.074**	**0.017**	**0.091**
18:00-19:00	**22**	**89**	**0.099**	**0.023**	**0.122**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.306**	**0.351**	**0.657**

Parameter Summary:

Trip rate parameter range selected:	6 - 832 (units: DWELLS)
Survey date date range:	25/06/2007 - 22/09/2021
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	117
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.

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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 04 - EDUCATION

Category: D - NURSERY

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

12	**CONNAUGHT**		
	RO	ROSCOMMON	2 days
14	**LEINSTER**		
	WT	WESTMEATH	1 day
16	**ULSTER (REPUBLIC OF IRELAND)**		
	MG	MONAGHAN	1 day

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

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TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	**1**	**509**	**0.000**	**0.000**	**0.000**
07:00-08:00	**4**	**611**	**0.491**	**0.368**	**0.859**
08:00-09:00	**4**	**611**	**4.542**	**2.619**	**7.161**
09:00-10:00	**4**	**611**	**4.173**	**4.255**	**8.428**
10:00-11:00	**4**	**611**	**0.573**	**0.655**	**1.228**
11:00-12:00	**4**	**611**	**0.900**	**0.286**	**1.186**
12:00-13:00	**4**	**611**	**2.087**	**2.905**	**4.992**
13:00-14:00	**4**	**611**	**1.596**	**1.473**	**3.069**
14:00-15:00	**4**	**611**	**2.005**	**1.309**	**3.314**
15:00-16:00	**4**	**611**	**0.982**	**1.187**	**2.169**
16:00-17:00	**4**	**611**	**1.596**	**1.882**	**3.478**
17:00-18:00	**4**	**611**	**3.642**	**4.992**	**8.634**
18:00-19:00	**4**	**611**	**0.123**	**0.736**	**0.859**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**22.710**	**22.667**	**45.377**

Parameter Summary:

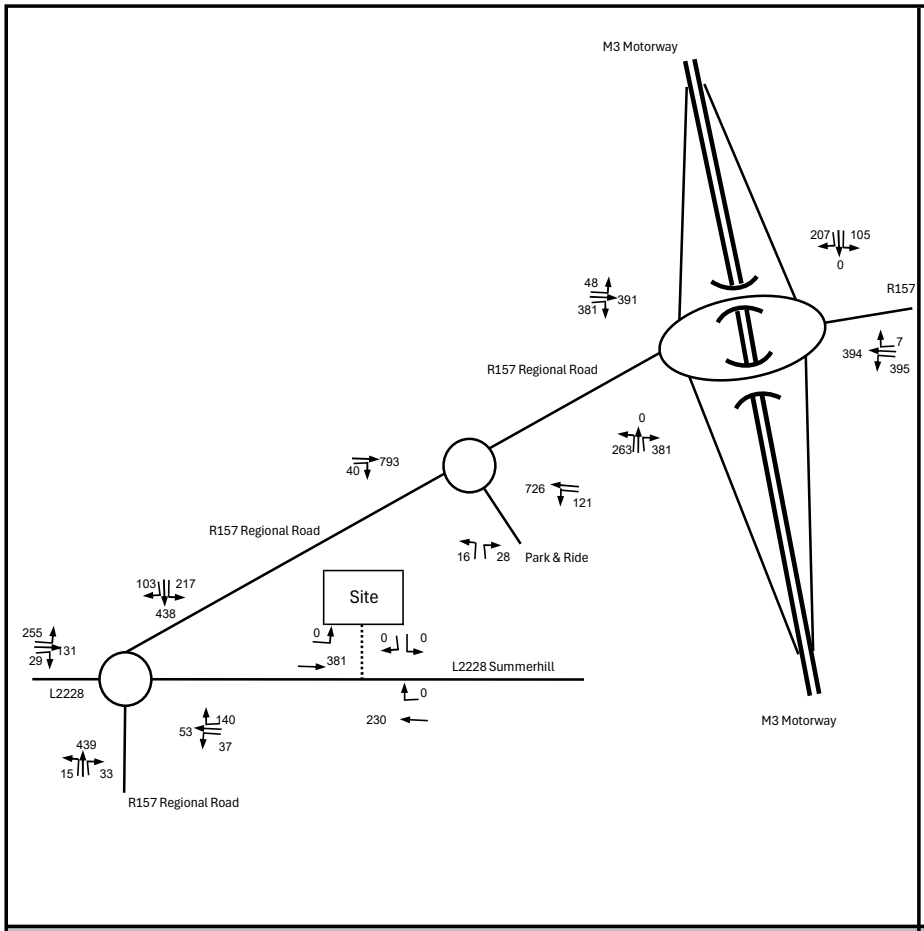
Trip rate parameter range selected:	185 - 2350 (units: sqm)
Survey date date range:	19/06/2007 - 12/10/2021
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	48
Surveys manually removed from selection:	0

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.

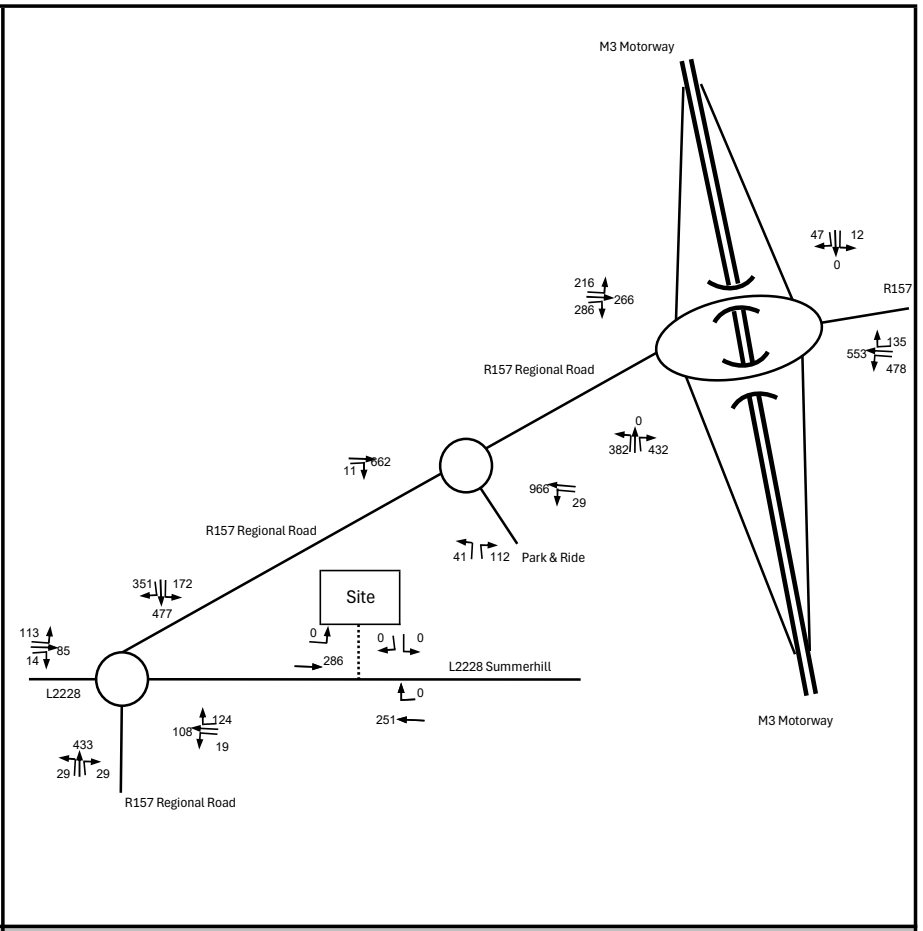
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APPENDIX D

Traffic Surveys, Trip Distribution & Network Traffic Flow Diagrams



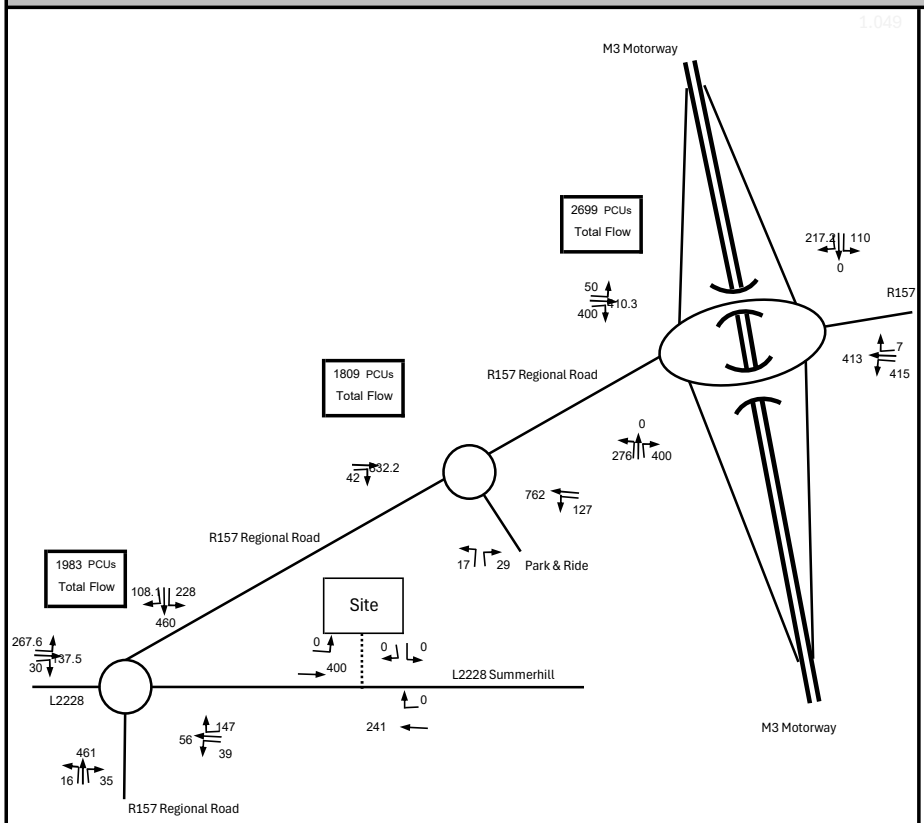
Weekday AM Peak Hour 8-9AM

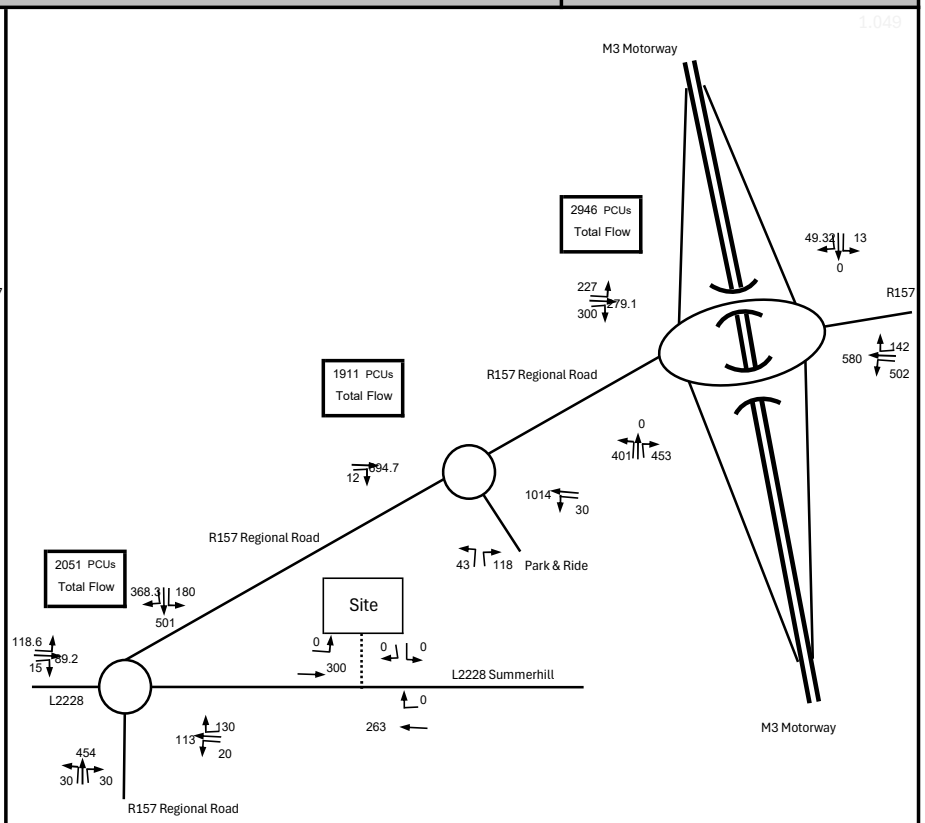


Weekday PM Peak Hour 5-6PM

AS SURVEYED JUNCTION TURNING MOVEMENT SURVEYS 2025 (PCUs)

TII PE-PAG-02017 Project Appraisal Guidelines for National Roads Unit 5.3 (Travel Demand Projections 2021, Table 6.1: Central Growth Rates: Link-Based Growth Factors (Dublin Metropolitan Area)	2025 to 2028 = 1.049
	2028 to 2043 = 1.101

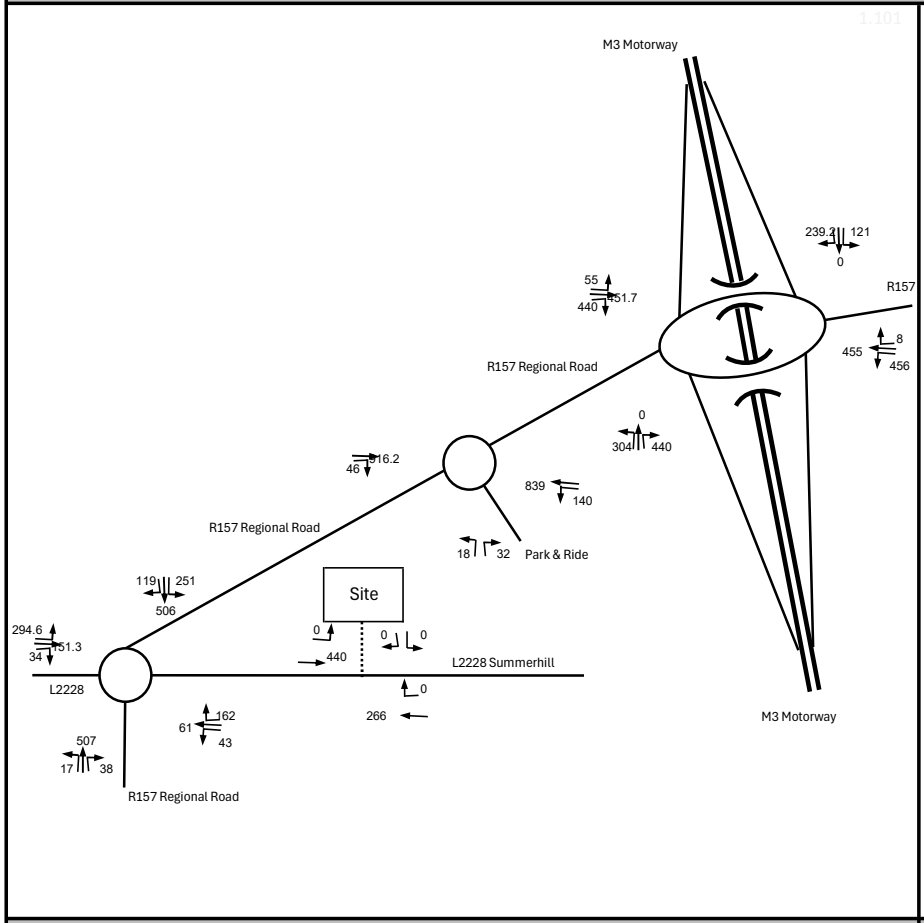


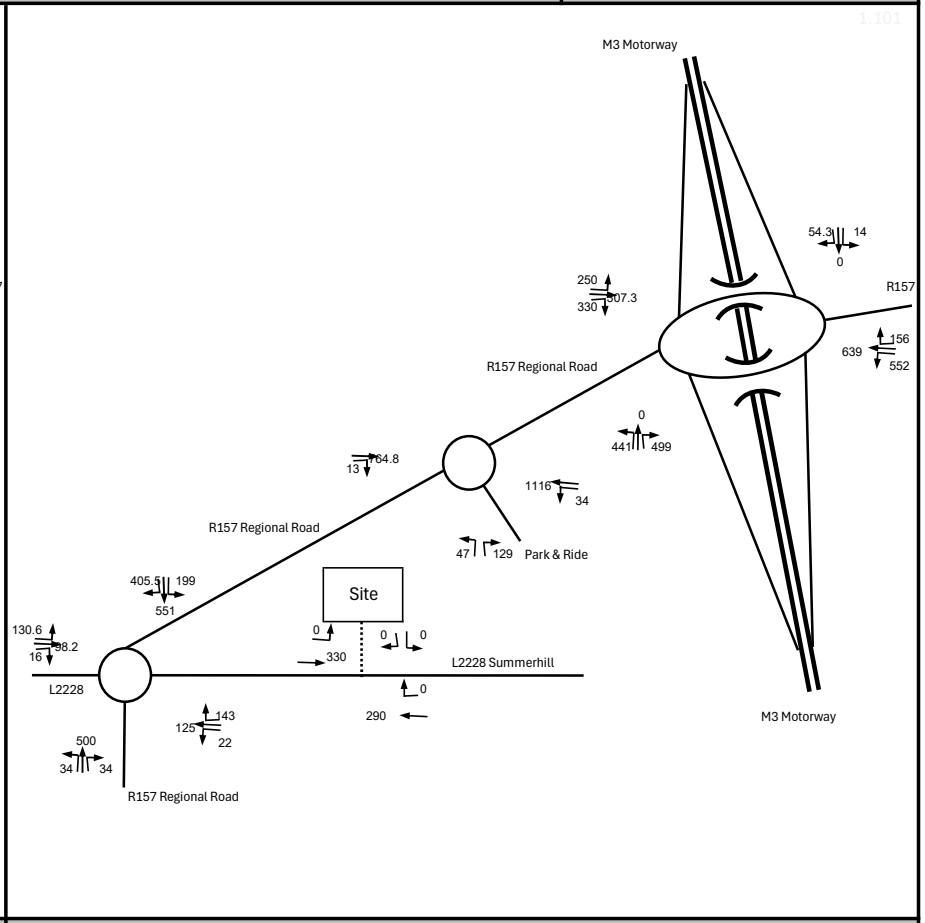


Weekday AM Peak Hour 8-9AM	Weekday PM Peak Hour 5-6PM

SELECTED OPENING YEAR 2028 FLOWS WITH TII GROWTH APPLIED (WITHOUT PROPOSED DEVELOPMENT) (PCUs)

TII PE-PAG-02017 Project Appraisal Guidelines for National Roads Unit 5.3 (Travel Demand Projections 2021, Table 6.1: Central Growth Rates: Link-Based Growth Factors (Dublin Metropolitan Area)	2025 to 2028 = 1.049
	2028 to 2043 = 1.101





Weekday AM Peak Hour 8-9AM	Weekday PM Peak Hour 5-6PM

ASSOCIATED DESIGN YEAR 2043 FLOWS WITH TII GROWTH APPLIED (WITHOUT PROPOSED DEVELOPMENT) (PCUs)

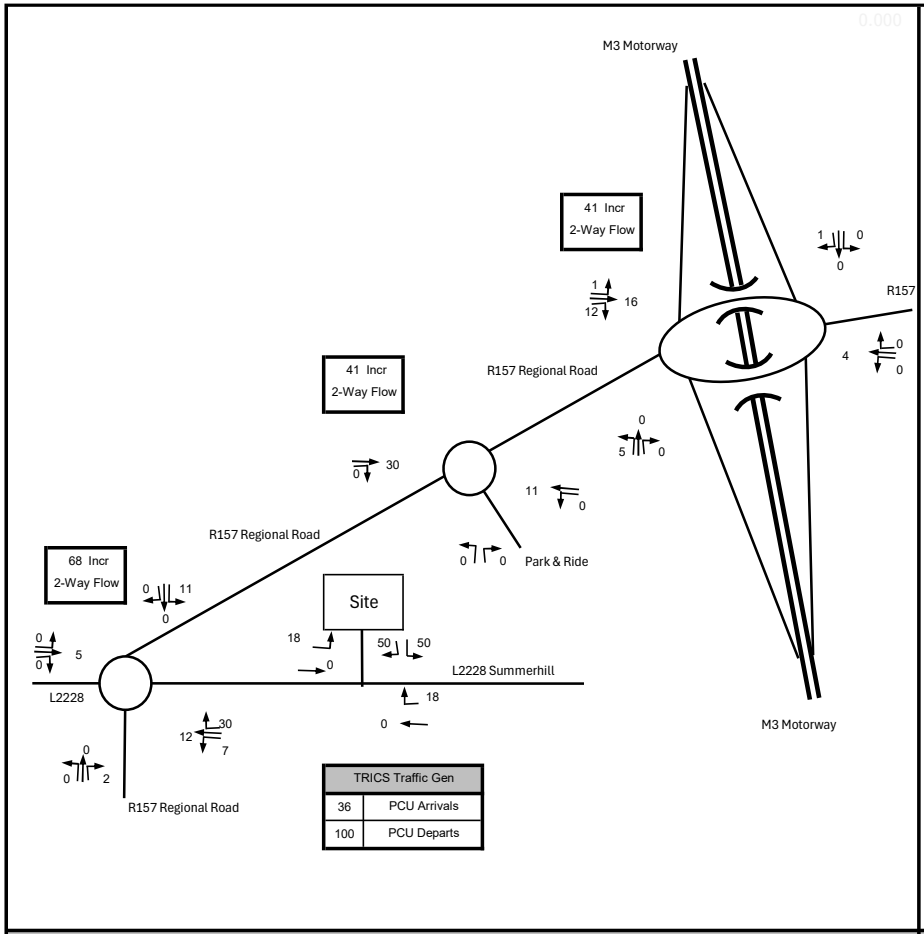
TRICS ASSESSMENT OF TRAFFIC GENERATED BY PROPOSED DEVELOPMENT ELEMENTS (*USING TRICS OUTPUT IN APPENDIX C*)

TRICS ASSESSMENT OF WORST-CASE TRAFFIC GENERATED BY PROPOSED DEVELOPMENT (REFER APPENDIX C)

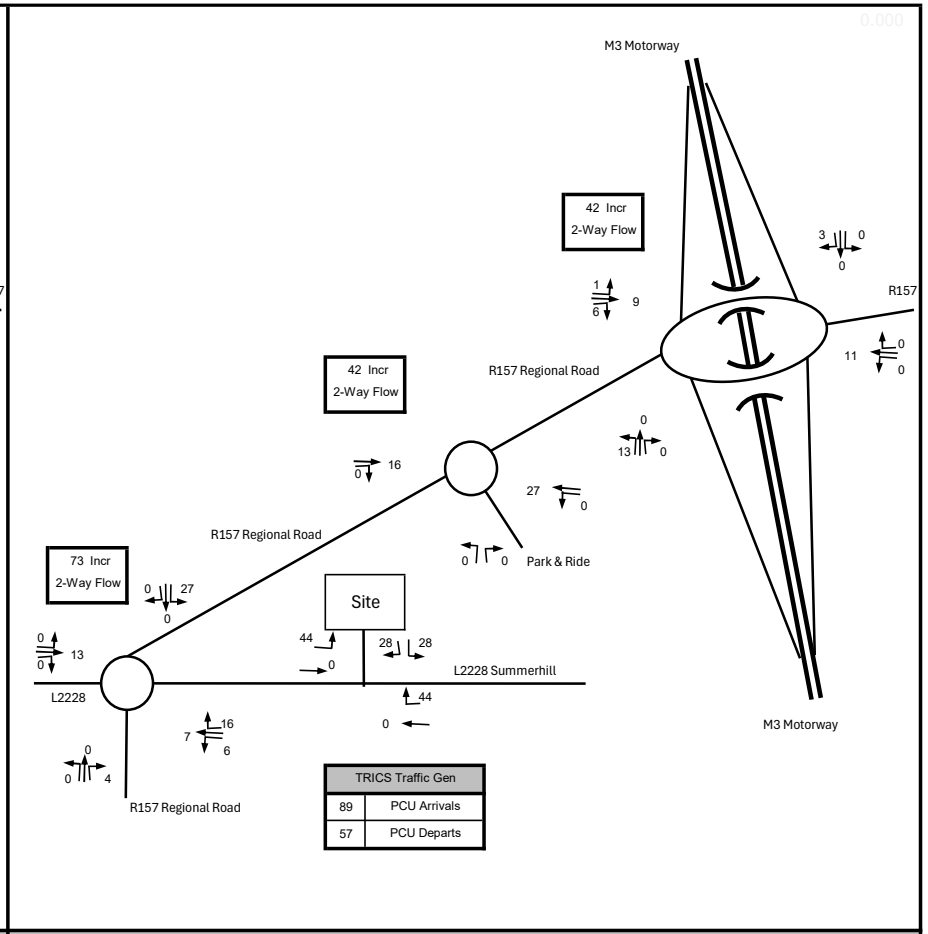
170 Houses	**Arrivals (PCUs)**		**Departures (PCUs)**		**Total 2-Way**
Network Hour	**Per Unit**	**Dev**	**Per Unit**	**Dev**	
Weekday AM Peak (8-9)	0.169	29	0.481	82	111
Weekday PM Peak (5-6)	0.422	72	0.282	48	120
24 Hours	2.968	505	3.123	531	1035
78 Apartments / Duplex	**Arrivals (PCUs)**		**Departures (PCUs)**		**Total 2-Way**
Network Hour	**Per Unit**	**Dev**	**Per Unit**	**Dev**	
Weekday AM Peak (8-9)	0.042	3	0.200	16	19
Weekday PM Peak (5-6)	0.173	13	0.053	4	18
24 Hours	0.934	73	1.037	81	154
328 Creche	**Arrivals (PCUs)**		**Departures (PCUs)**		**Total 2-Way**
Network Hour	**Per Unit**	**Dev**	**Per Unit**	**Dev**	
Weekday AM Peak (8-9)	4.542	15	2.619	9	23
Weekday PM Peak (5-6)	3.642	12	4.992	16	28
24 Hours	22.710	74	22.667	74	149

*70% of trips from the Creche will be internal

TOTAL PRIMARY DEVELOPMENT TRAFFIC GENERATED BY SUBJECT SITE			
Network Hour	**Arrivals (PCUs)**	**Departures (PCUs)**	**2-Way**
Weekday AM Peak (8-9)	36	100	136
Weekday PM Peak (5-6)	89	57	146
24 Hours	600	634	1234

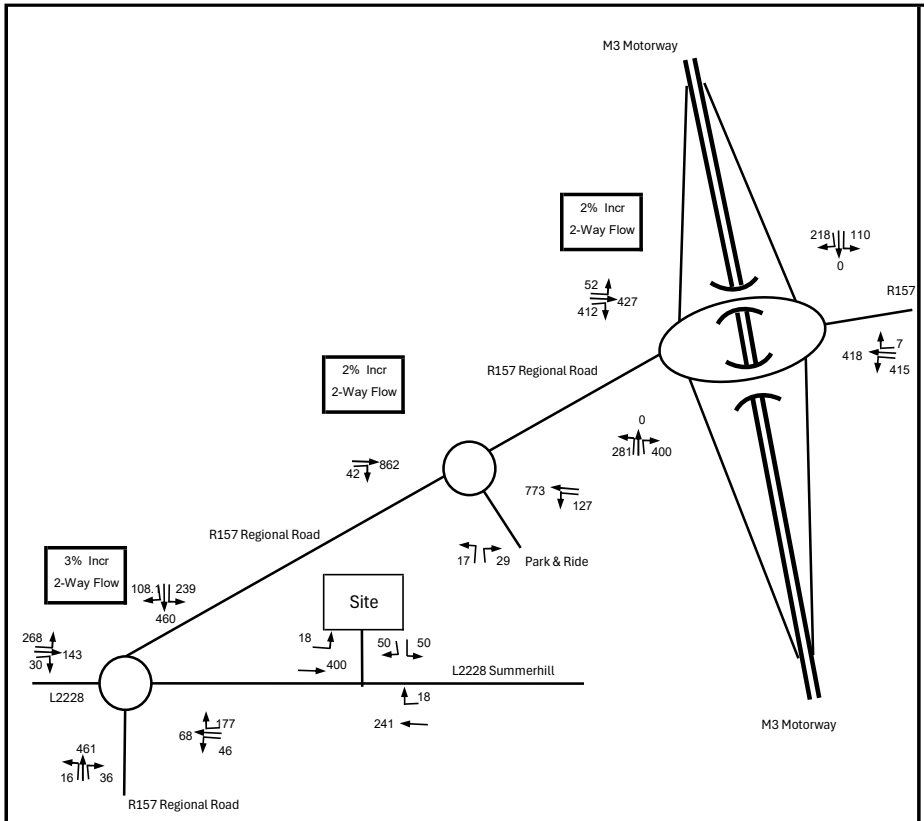


Weekday AM Peak Hour 8-9AM

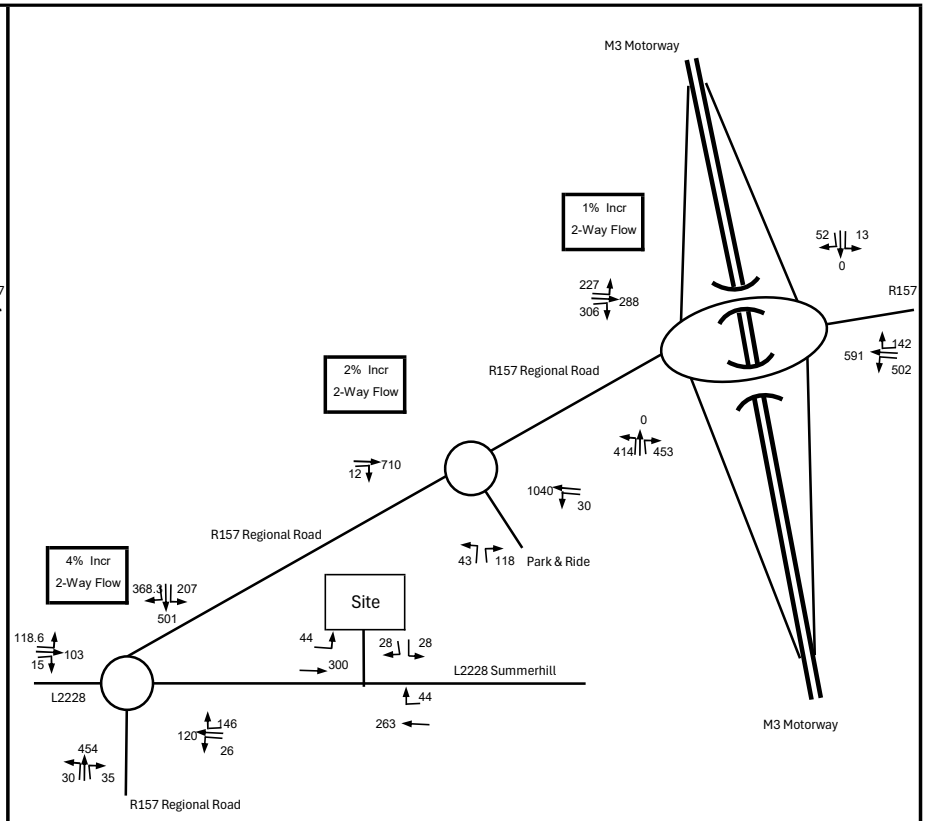


Weekday PM Peak Hour 5-6PM

PROPOSED DEVELOPMENT FLOWS (PCUs)

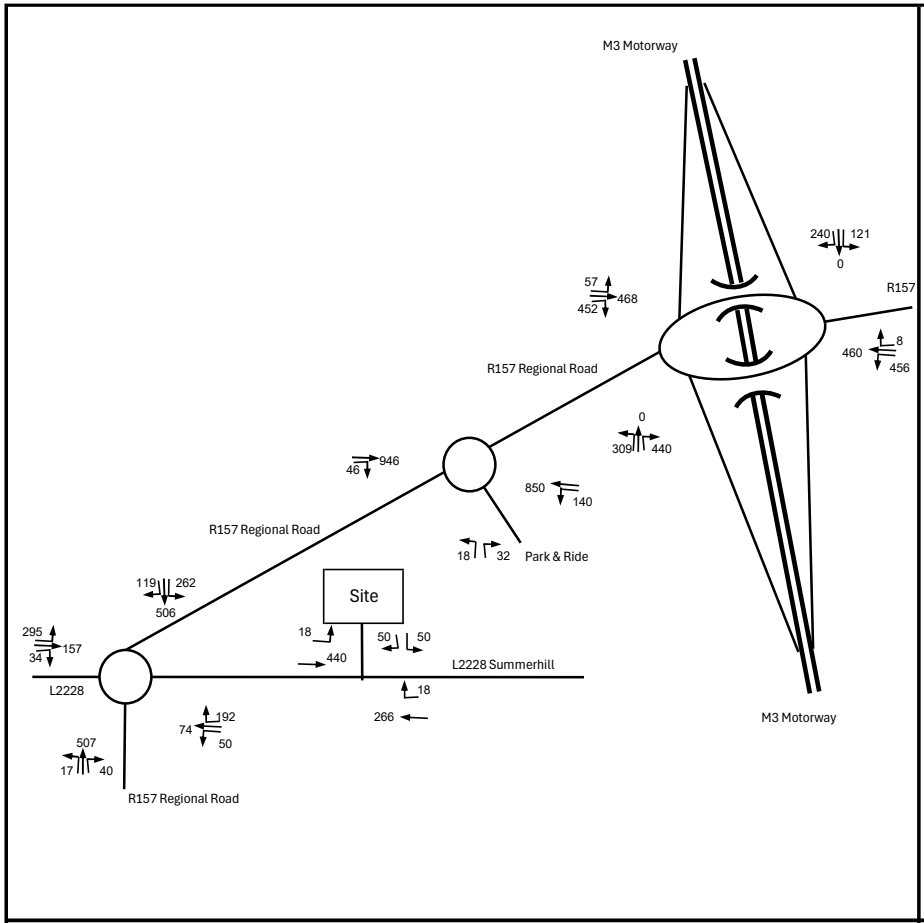


Weekday AM Peak Hour 8-9AM

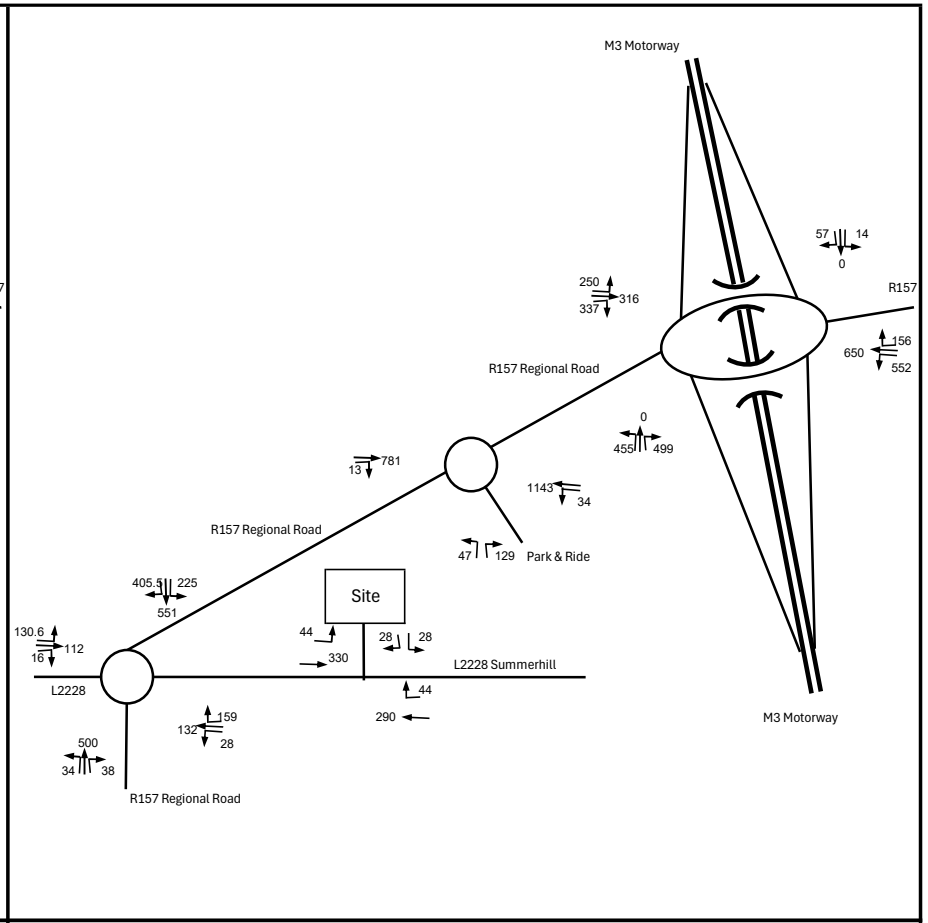


Weekday PM Peak Hour 5-6PM

SELECTED OPENING YEAR 2028 FLOWS WITH TII GROWTH APPLIED WITH PROPOSED DEVELOPMENT (PCUs)

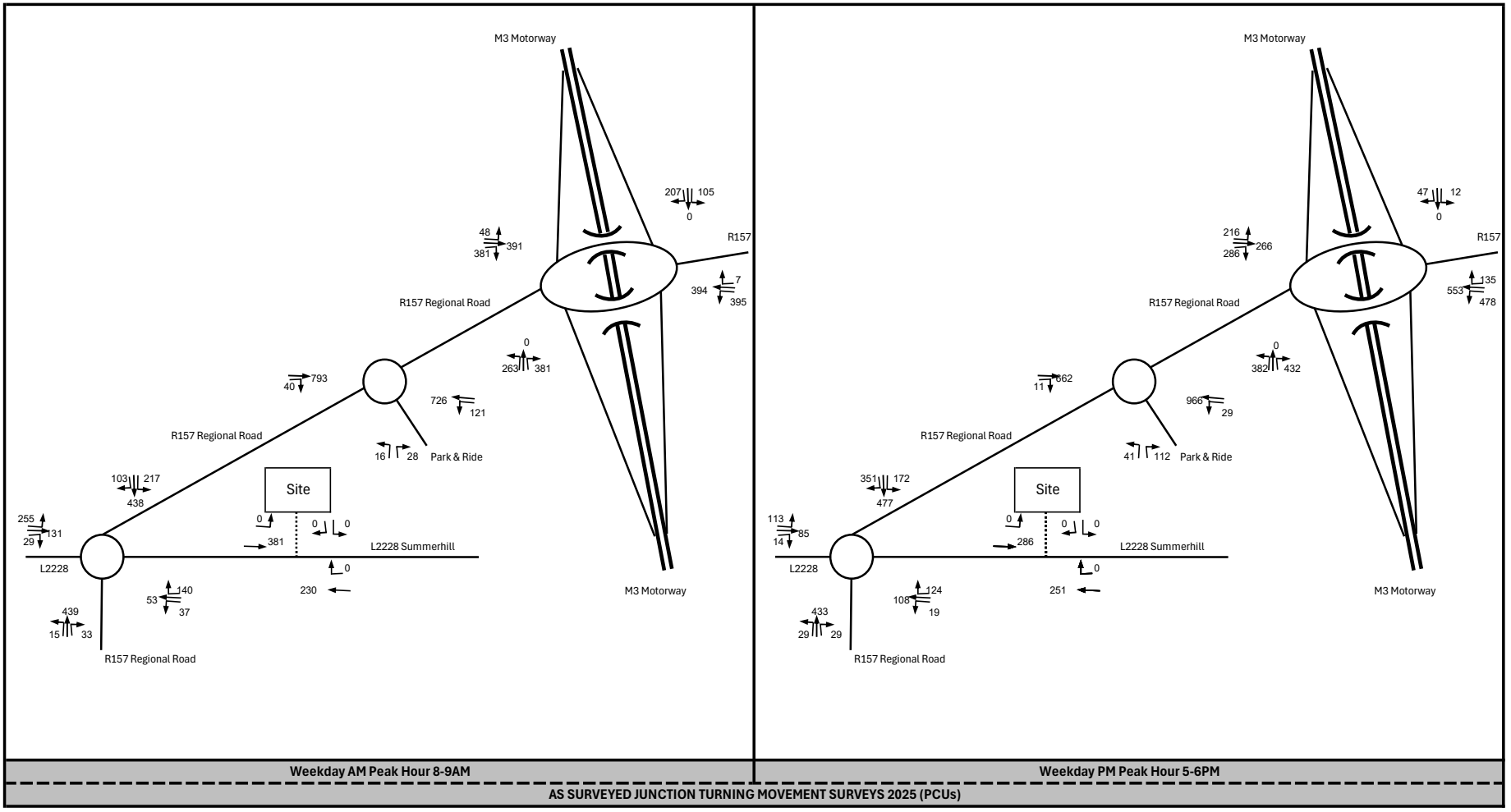


Weekday AM Peak Hour 8-9AM

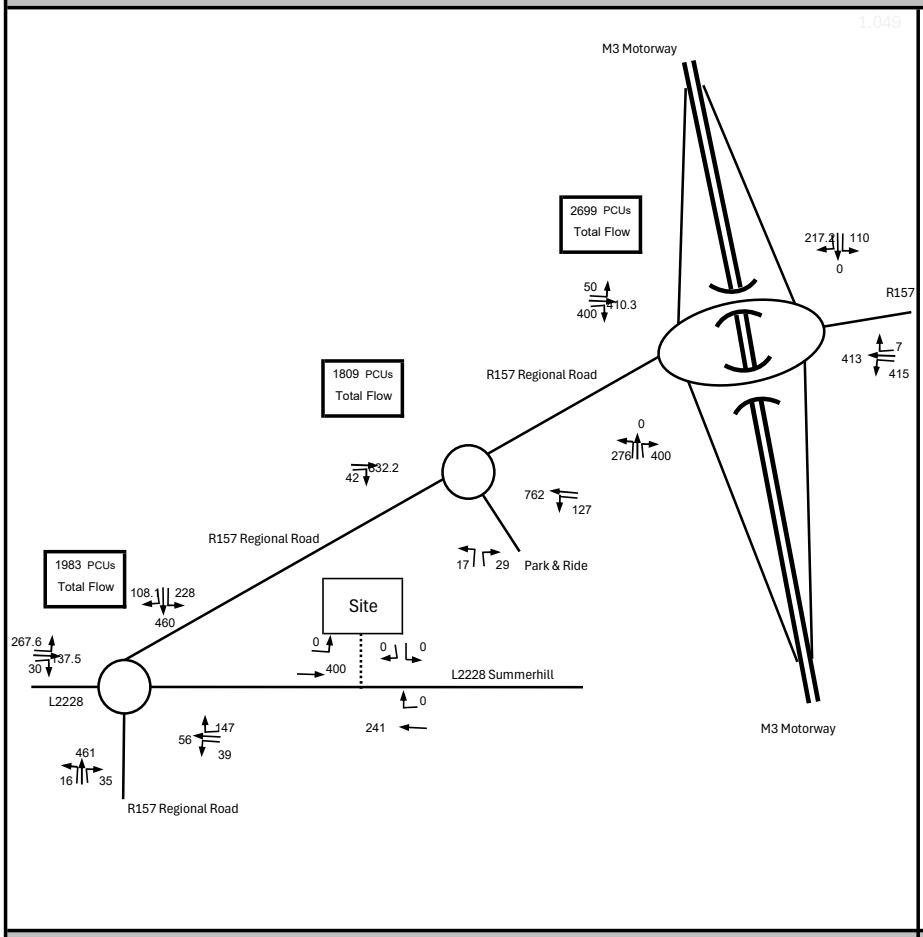


Weekday PM Peak Hour 5-6PM

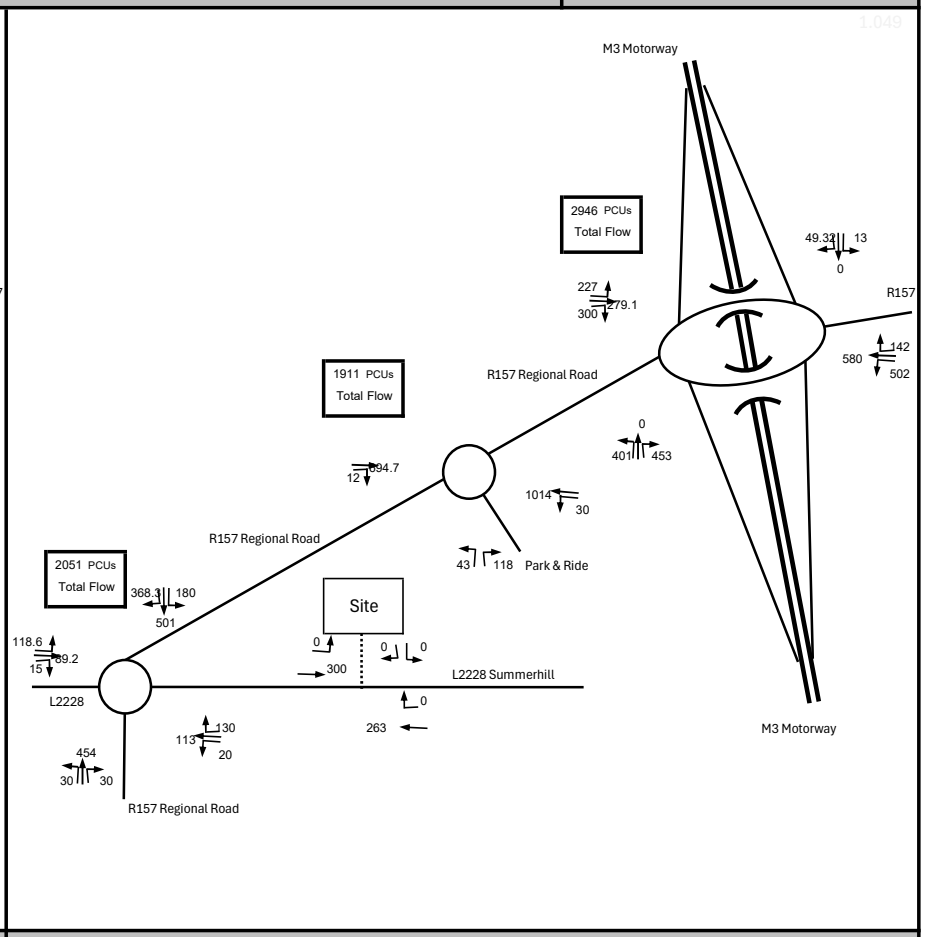
ASSOCIATED DESIGN YEAR 2043 FLOWS WITH TII GROWTH APPLIED WITH PROPOSED DEVELOPMENT (PCUs)


M3 Motorway
207 105 0
48 381 391
R157
394 7 395
R157 Regional Road
0 263 381
40 793
726 121
R157 Regional Road
16 28 Park & Ride
103 217 438
Site
255 131 29
0 381
0 0 0
L2228 Summerhill
L2228
0 230
53 140 37
439 15 33
R157 Regional Road
M3 Motorway
Weekday AM Peak Hour 8-9AM
M3 Motorway
47 12 0
216 286 266
R157
553 35 478
R157 Regional Road
0 382 432
11 662
966 29
R157 Regional Road
41 112 Park & Ride
351 172 477
Site
113 85 14
0 286
0 0 0
L2228 Summerhill
L2228
0 251
108 124 19
433 29 29
R157 Regional Road
M3 Motorway
Weekday PM Peak Hour 5-6PM
AS SURVEYED JUNCTION TURNING MOVEMENT SURVEYS 2025 (PCUs)

TII PE-PAG-02017 Project Appraisal Guidelines for National Roads Unit 5.3 (Travel Demand Projections 2021, Table 6.1: Central Growth Rates: Link-Based Growth Factors (Dublin Metropolitan Area)	2025 to 2028 = 1.049
	2028 to 2043 = 1.101



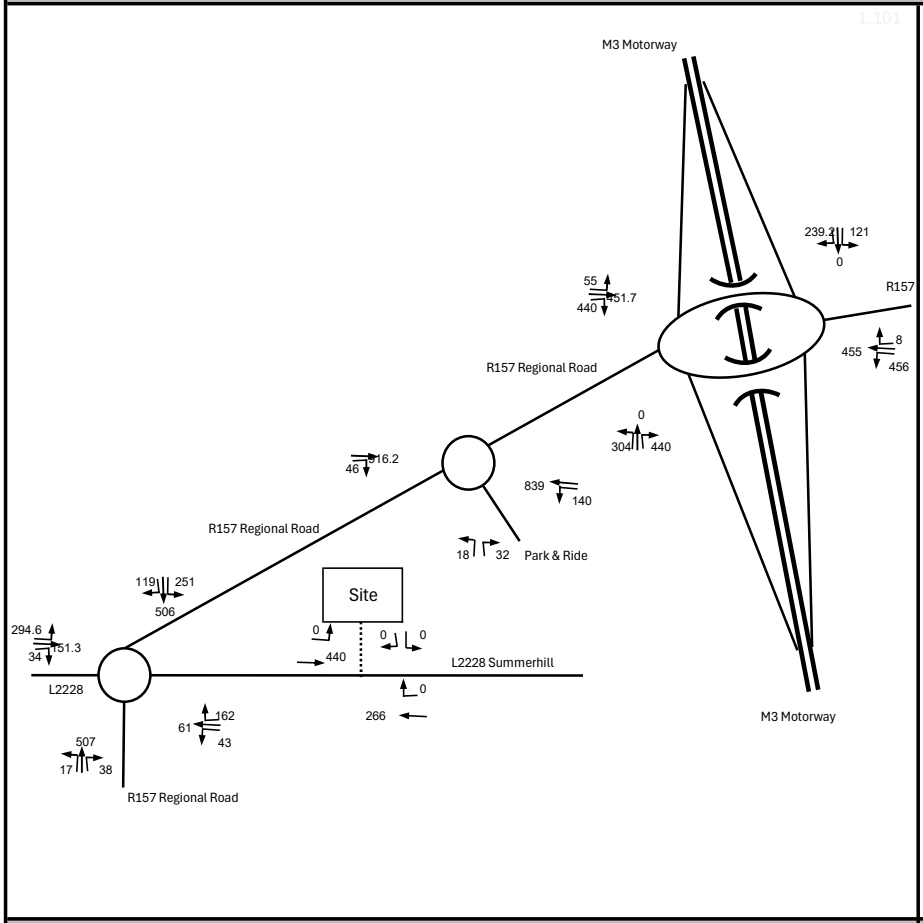
Weekday AM Peak Hour 8-9AM



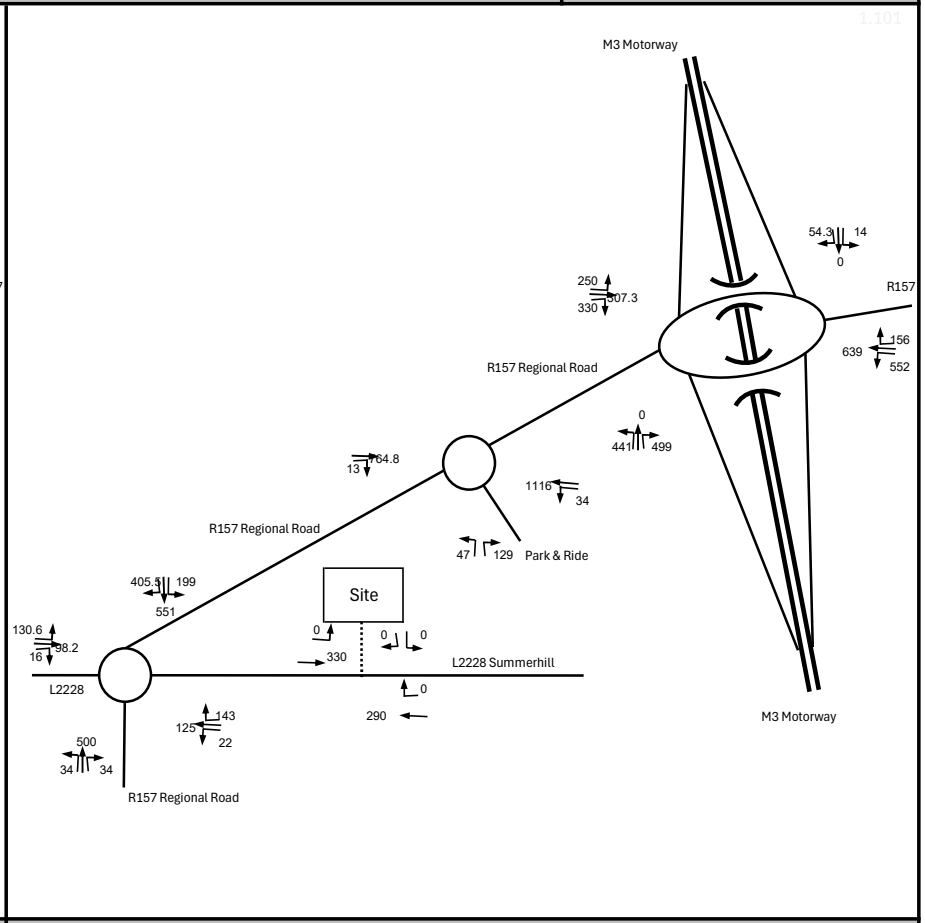
Weekday PM Peak Hour 5-6PM

SELECTED OPENING YEAR 2028 FLOWS WITH TII GROWTH APPLIED (WITHOUT PROPOSED DEVELOPMENT) (PCUs)

TII PE-PAG-02017 Project Appraisal Guidelines for National Roads Unit 5.3 (Travel Demand Projections 2021, Table 6.1: Central Growth Rates: Link-Based Growth Factors (Dublin Metropolitan Area)	2025 to 2028 = 1.049
	2028 to 2043 = 1.101

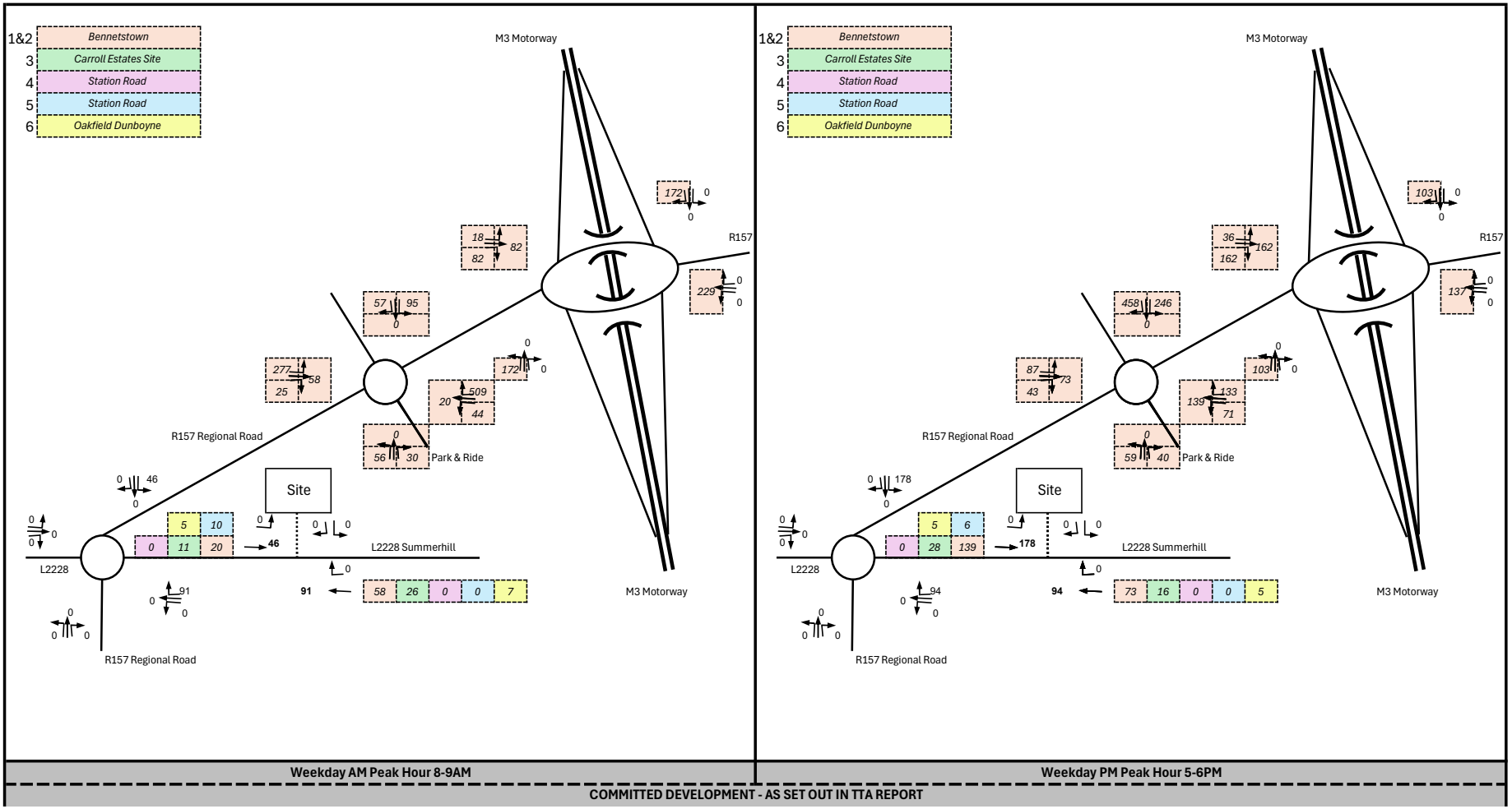


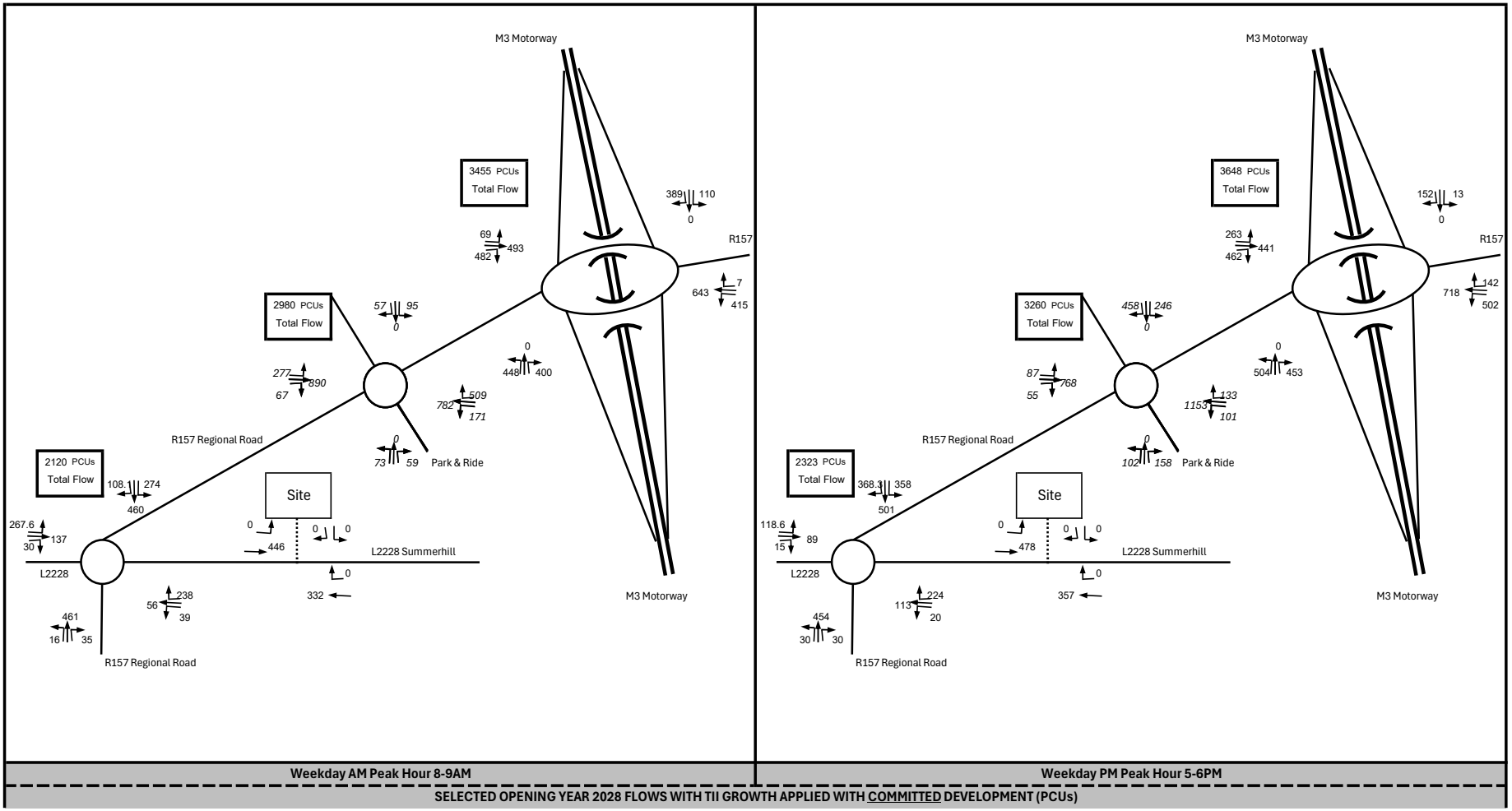
Weekday AM Peak Hour 8-9AM



Weekday PM Peak Hour 5-6PM

ASSOCIATED DESIGN YEAR 2043 FLOWS WITH TII GROWTH APPLIED (WITHOUT PROPOSED DEVELOPMENT) (PCUs)

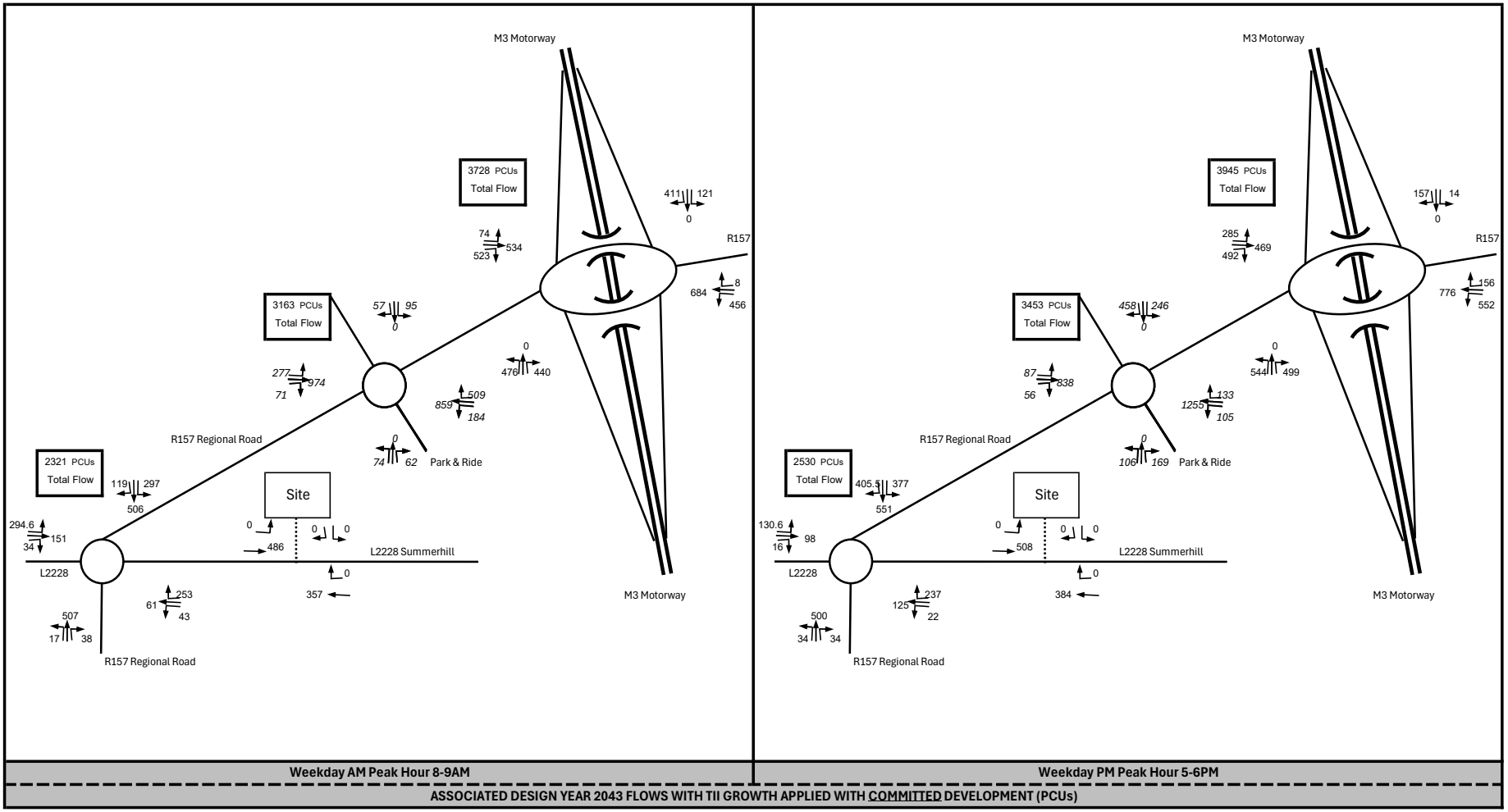

1&2 Bennetstown
3 Carroll Estates Site
4 Station Road
5 Station Road
6 Oakfield Dunboyne
M3 Motorway
R157
R157 Regional Road
Site
L2228
L2228 Summerhill
Park & Ride
M3 Motorway
Weekday AM Peak Hour 8-9AM
Weekday PM Peak Hour 5-6PM
COMMITTED DEVELOPMENT - AS SET OUT IN TTA REPORT



Weekday AM Peak Hour 8-9AM

Weekday PM Peak Hour 5-6PM

SELECTED OPENING YEAR 2028 FLOWS WITH TII GROWTH APPLIED WITH COMMITTED DEVELOPMENT (PCUs)


M3 Motorway
3728 PCUs
Total Flow
411 121
0
74 534
523
R157
3163 PCUs
Total Flow
57 95
0
8
684 456
277 974
71
0
476 440
859 509
184
R157 Regional Road
2321 PCUs
Total Flow
0
74 62
Park & Ride
119 297
506
Site
294.6 151
34
0 0 0
486
L2228 Summerhill
L2228
0
357
253
61 43
507
17 38
R157 Regional Road
M3 Motorway
Weekday AM Peak Hour 8-9AM
M3 Motorway
3945 PCUs
Total Flow
157 14
0
285 469
492
R157
3453 PCUs
Total Flow
458 246
0
156
776 552
87 838
56
0
544 499
1255 133
105
R157 Regional Road
2530 PCUs
Total Flow
0
106 169
Park & Ride
405.5 377
551
Site
130.6 98
16
0 0 0
508
L2228 Summerhill
L2228
0
384
237
125 22
500
34 34
R157 Regional Road
M3 Motorway
Weekday PM Peak Hour 5-6PM
ASSOCIATED DESIGN YEAR 2043 FLOWS WITH TII GROWTH APPLIED WITH COMMITTED DEVELOPMENT (PCUs)

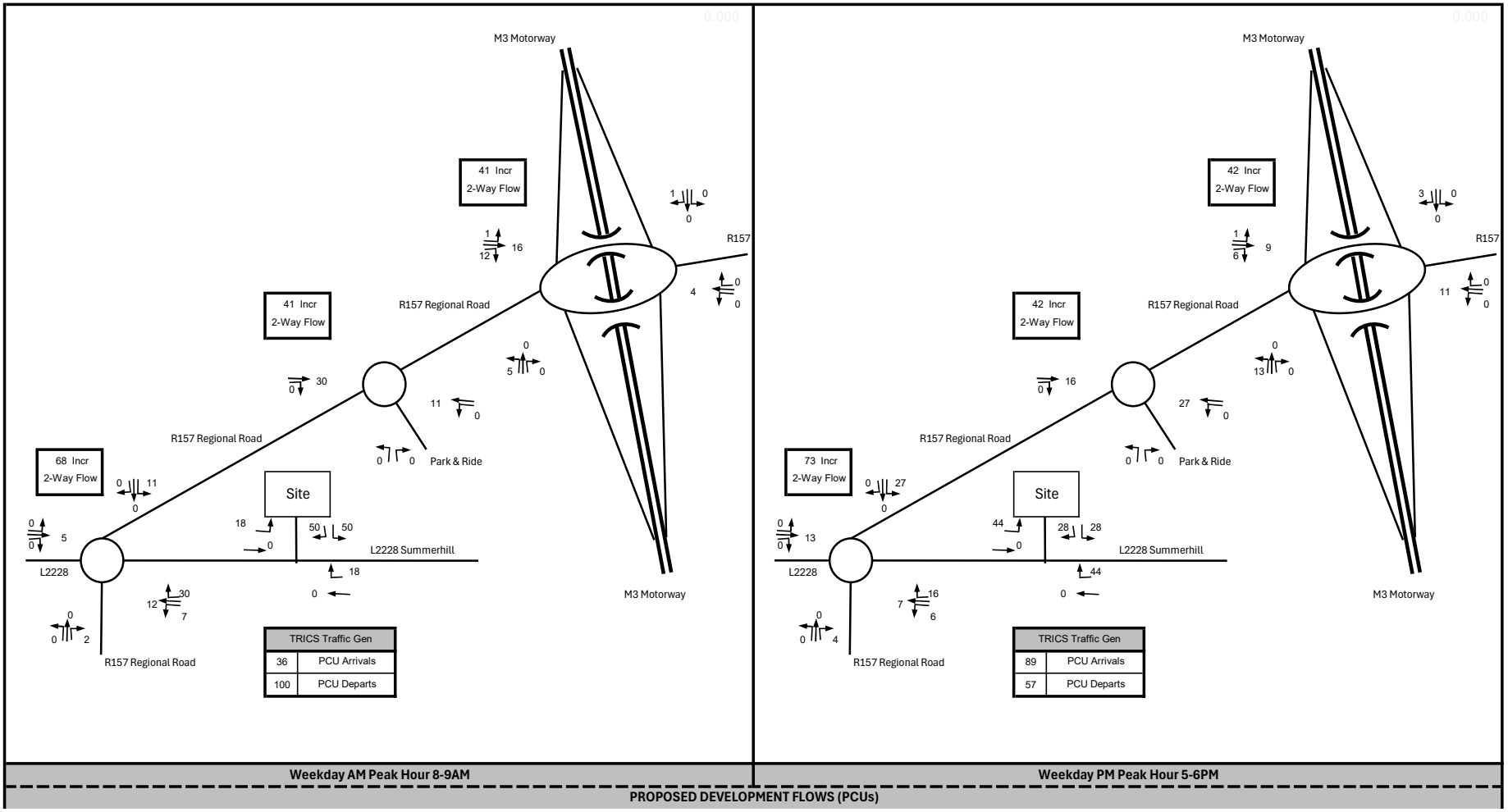
TRICS ASSESSMENT OF TRAFFIC GENERATED BY PROPOSED DEVELOPMENT ELEMENTS (*USING TRICS OUTPUT IN APPENDIX C*)

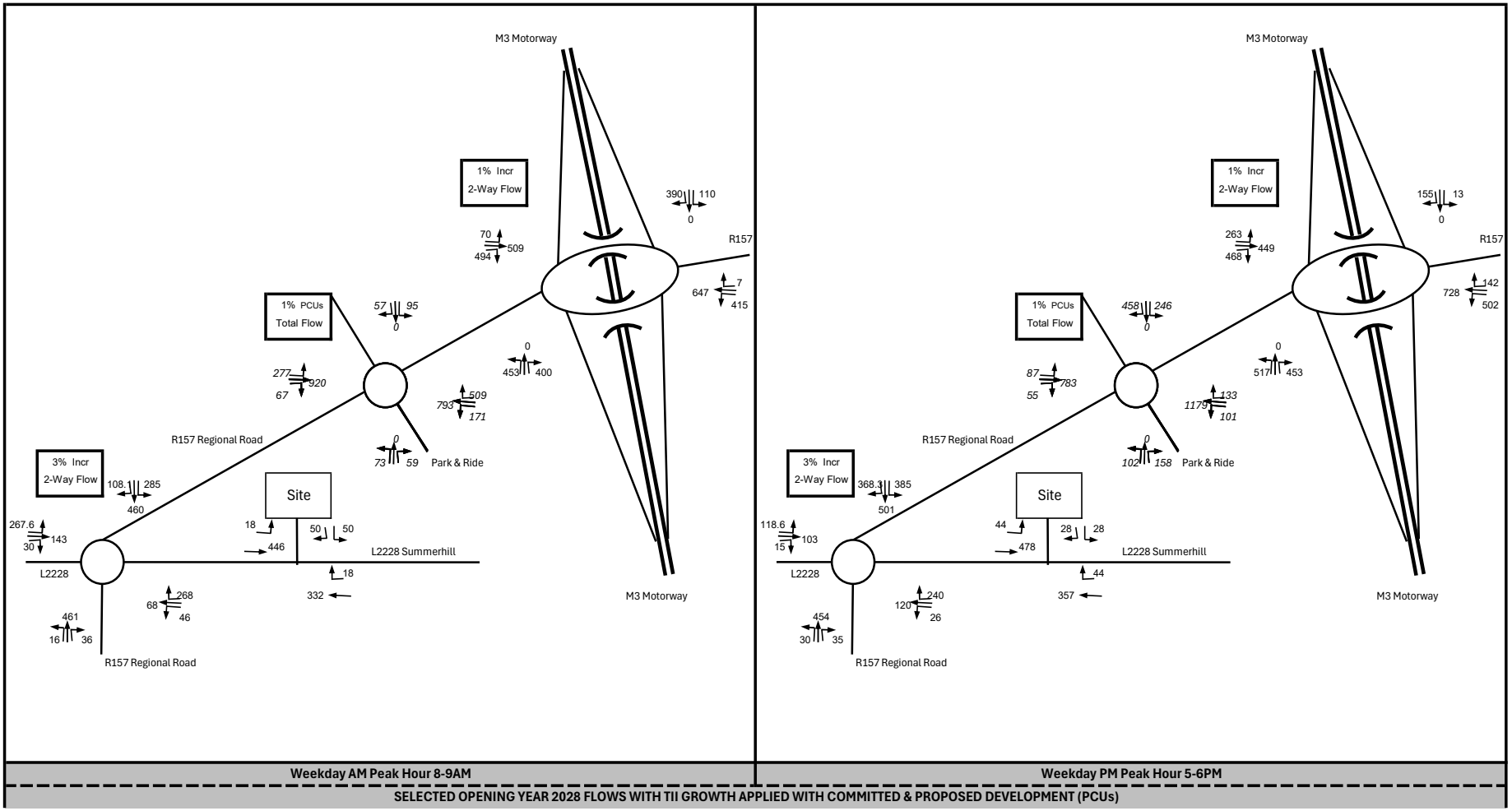
TRICS ASSESSMENT OF WORST-CASE TRAFFIC GENERATED BY PROPOSED DEVELOPMENT (REFER APPENDIX C)

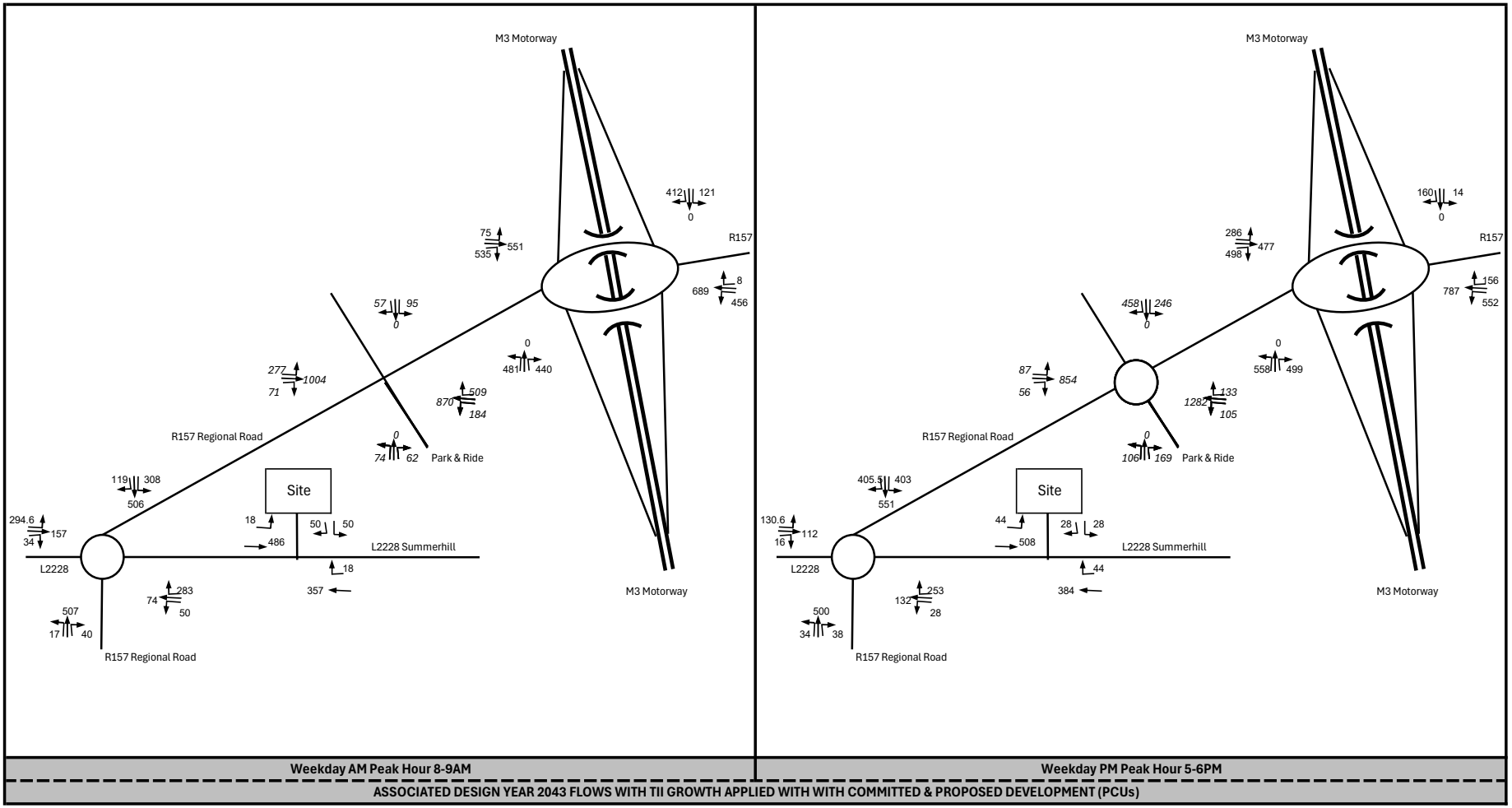
170 Houses	Arrivals (PCUs)		Departures (PCUs)		Total 2-Way
Network Hour	Per Unit	Dev	Per Unit	Dev	
Weekday AM Peak (8-9)	0.169	29	0.481	82	111
Weekday PM Peak (5-6)	0.422	72	0.282	48	120
24 Hours	2.968	505	3.123	531	1035
78 Apartments / Duplex	**Arrivals (PCUs)**		**Departures (PCUs)**		**Total 2-Way**
Network Hour	**Per Unit**	**Dev**	**Per Unit**	**Dev**	
Weekday AM Peak (8-9)	0.042	3	0.200	16	19
Weekday PM Peak (5-6)	0.173	13	0.053	4	18
24 Hours	0.934	73	1.037	81	154
328 Creche	**Arrivals (PCUs)**		**Departures (PCUs)**		**Total 2-Way**
Network Hour	**Per Unit**	**Dev**	**Per Unit**	**Dev**	
Weekday AM Peak (8-9)	4.542	15	2.619	9	23
Weekday PM Peak (5-6)	3.642	12	4.992	16	28
24 Hours	22.710	74	22.667	74	149

*70% of trips from the Creche will be internal

TOTAL PRIMARY DEVELOPMENT TRAFFIC GENERATED BY SUBJECT SITE			
Network Hour	Arrivals (PCUs)	Departures (PCUs)	2-Way
Weekday AM Peak (8-9)	36	100	136
Weekday PM Peak (5-6)	89	57	146
24 Hours	600	634	1234


M3 Motorway
41 Incr
2-Way Flow
R157
R157 Regional Road
41 Incr
2-Way Flow
68 Incr
2-Way Flow
Site
Park & Ride
L2228 Summerhill
L2228
R157 Regional Road
M3 Motorway
TRICS Traffic Gen
36 PCU Arrivals
100 PCU Departs
Weekday AM Peak Hour 8-9AM
M3 Motorway
42 Incr
2-Way Flow
R157
R157 Regional Road
42 Incr
2-Way Flow
73 Incr
2-Way Flow
Site
Park & Ride
L2228 Summerhill
L2228
R157 Regional Road
M3 Motorway
TRICS Traffic Gen
89 PCU Arrivals
57 PCU Departs
Weekday PM Peak Hour 5-6PM
PROPOSED DEVELOPMENT FLOWS (PCUs)


M3 Motorway
1% Incr
2-Way Flow
390
110
0
70
494
509
R157
647
7
415
1% PCUs
Total Flow
57
95
0
277
67
920
0
453
400
793
509
171
R157 Regional Road
3% Incr
2-Way Flow
108.1
285
460
Site
18
446
50
50
L2228 Summerhill
267.6
143
30
L2228
18
332
268
68
46
461
16
36
R157 Regional Road
0
73
59
Park & Ride
M3 Motorway
Weekday AM Peak Hour 8-9AM
M3 Motorway
1% Incr
2-Way Flow
155
13
0
263
468
449
R157
728
142
502
1% PCUs
Total Flow
458
246
0
87
55
783
0
517
453
1179
133
101
R157 Regional Road
3% Incr
2-Way Flow
368.3
385
501
Site
44
478
28
28
L2228 Summerhill
118.6
103
15
L2228
44
357
240
120
26
454
30
35
R157 Regional Road
0
102
158
Park & Ride
M3 Motorway
Weekday PM Peak Hour 5-6PM
SELECTED OPENING YEAR 2028 FLOWS WITH TII GROWTH APPLIED WITH COMMITTED & PROPOSED DEVELOPMENT (PCUs)



Weekday AM Peak Hour 8-9AM | **Weekday PM Peak Hour 5-6PM**

ASSOCIATED DESIGN YEAR 2043 FLOWS WITH TII GROWTH APPLIED WITH WITH COMMITTED & PROPOSED DEVELOPMENT (PCUs)

APPENDIX E

PICACY Junct Capacity Model Output – Proposed Site Access Junction

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.4.1693
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

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Filename: Site Access Junction AMPM.j10
Path: C:\Users\BrianMc\OneDrive\OneDrive - NRB Consulting Engineers Ltd\Documents\2025\25-163 Dunboyne LRD\Calculations\Site Access Junction
Report generation date: 20/03/2026 16:45:11

»2028, AM
»2028, PM
»2043, AM
»2043, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2028											
Stream B-AC	D1	0.3	11.15	0.25	B	85 % [Stream B-AC]	D2	0.2	9.31	0.14	A	139 % [Stream B-AC]
Stream C-AB		0.1	5.69	0.05	A			0.2	5.74	0.11	A	
	2043											
Stream B-AC	D3	0.4	11.65	0.26	B	75 % [Stream B-AC]	D4	0.2	9.60	0.14	A	125 % [Stream B-AC]
Stream C-AB		0.1	5.64	0.05	A			0.2	5.68	0.12	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	13/01/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	Office-LT\BrianMc
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2028	AM	ONE HOUR	00:00	01:30	15
D2	2028	PM	ONE HOUR	00:00	01:30	15
D3	2043	AM	ONE HOUR	00:00	01:30	15
D4	2043	PM	ONE HOUR	00:00	01:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2028, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.63	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	85	Stream B-AC	1.63	A

Arms

Arms

Arm	Name	Description	Arm type
A	Summerhill Rd (west)		Major
B	Site Access		Minor
C	Summerhill Rd (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			45.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.00	45	45

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	514	0.094	0.237	0.149	0.338
B-C	652	0.100	0.253	-	-
C-B	600	0.232	0.232	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2028	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	418	100.000
B		✓	100	100.000
C		✓	259	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	18	400
	B	50	0	50
	C	241	18	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.25	11.15	0.3	B
C-AB	0.05	5.69	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	479	0.157	75	0.2	8.891	A
C-AB	19	655	0.029	19	0.0	5.686	A
C-A	176			176			
A-B	14			14			
A-C	301			301			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	460	0.196	90	0.2	9.724	A
C-AB	24	668	0.036	24	0.0	5.626	A
C-A	209			209			
A-B	16			16			
A-C	360			360			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	110	433	0.254	110	0.3	11.120	B
C-AB	32	686	0.047	32	0.1	5.548	A
C-A	253			253			
A-B	20			20			
A-C	440			440			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	110	433	0.254	110	0.3	11.146	B
C-AB	32	686	0.047	32	0.1	5.553	A
C-A	253			253			
A-B	20			20			
A-C	440			440			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	460	0.196	90	0.2	9.755	A
C-AB	24	668	0.036	24	0.1	5.634	A
C-A	209			209			
A-B	16			16			
A-C	360			360			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	479	0.157	76	0.2	8.933	A
C-AB	19	655	0.029	19	0.0	5.693	A
C-A	176			176			
A-B	14			14			
A-C	301			301			

2028, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.29	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	139	Stream B-AC	1.29	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2028	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	344	100.000
B		✓	56	100.000
C		✓	307	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	44	300
	B	28	0	28
	C	263	44	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.14	9.31	0.2	A
C-AB	0.11	5.74	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	489	0.086	42	0.1	8.037	A
C-AB	47	678	0.069	46	0.1	5.726	A
C-A	184			184			
A-B	33			33			
A-C	226			226			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	472	0.107	50	0.1	8.530	A
C-AB	60	695	0.086	60	0.2	5.706	A
C-A	216			216			
A-B	40			40			
A-C	270			270			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	448	0.138	61	0.2	9.304	A
C-AB	81	719	0.113	81	0.2	5.688	A
C-A	257			257			
A-B	48			48			
A-C	330			330			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	448	0.138	62	0.2	9.313	A
C-AB	81	719	0.113	81	0.2	5.693	A
C-A	257			257			
A-B	48			48			
A-C	330			330			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	472	0.107	50	0.1	8.541	A
C-AB	60	695	0.087	60	0.2	5.720	A
C-A	216			216			
A-B	40			40			
A-C	270			270			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	489	0.086	42	0.1	8.057	A
C-AB	47	679	0.069	47	0.1	5.741	A
C-A	184			184			
A-B	33			33			
A-C	226			226			

2043, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.58	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	75	Stream B-AC	1.58	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2043	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	458	100.000
B		✓	100	100.000
C		✓	284	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	18	440
	B	50	0	50
	C	266	18	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.26	11.65	0.4	B
C-AB	0.05	5.64	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	469	0.160	75	0.2	9.102	A
C-AB	19	662	0.029	19	0.0	5.632	A
C-A	194			194			
A-B	14			14			
A-C	331			331			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	448	0.201	90	0.2	10.031	B
C-AB	25	676	0.037	25	0.1	5.562	A
C-A	230			230			
A-B	16			16			
A-C	396			396			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	110	419	0.263	110	0.4	11.623	B
C-AB	34	697	0.049	34	0.1	5.472	A
C-A	278			278			
A-B	20			20			
A-C	484			484			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	110	419	0.263	110	0.4	11.653	B
C-AB	34	697	0.049	34	0.1	5.479	A
C-A	278			278			
A-B	20			20			
A-C	484			484			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	448	0.201	90	0.3	10.066	B
C-AB	25	677	0.037	25	0.1	5.571	A
C-A	230			230			
A-B	16			16			
A-C	396			396			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	469	0.160	76	0.2	9.148	A
C-AB	19	662	0.029	20	0.0	5.640	A
C-A	194			194			
A-B	14			14			
A-C	331			331			

2043, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.24	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	125	Stream B-AC	1.24	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2043	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	374	100.000
B		✓	56	100.000
C		✓	334	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	44	330
	B	28	0	28
	C	290	44	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.14	9.60	0.2	A
C-AB	0.12	5.68	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	482	0.088	42	0.1	8.178	A
C-AB	49	688	0.071	48	0.1	5.659	A
C-A	203			203			
A-B	33			33			
A-C	248			248			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	463	0.109	50	0.1	8.723	A
C-AB	63	707	0.089	63	0.2	5.629	A
C-A	237			237			
A-B	40			40			
A-C	297			297			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	437	0.141	61	0.2	9.592	A
C-AB	86	734	0.117	86	0.2	5.601	A
C-A	282			282			
A-B	48			48			
A-C	363			363			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	437	0.141	62	0.2	9.600	A
C-AB	86	734	0.117	86	0.2	5.609	A
C-A	282			282			
A-B	48			48			
A-C	363			363			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	463	0.109	51	0.1	8.737	A
C-AB	63	707	0.089	63	0.2	5.644	A
C-A	237			237			
A-B	40			40			
A-C	297			297			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	481	0.088	42	0.1	8.198	A
C-AB	49	688	0.071	49	0.1	5.676	A
C-A	203			203			
A-B	33			33			
A-C	248			248			

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.4.1693
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Filename: Site Access Junction AMPM With Comm.j10
Path: C:\Users\BrianMc\OneDrive\OneDrive - NRB Consulting Engineers Ltd\Documents\2025\25-163 Dunboyne LRD\Calculations\Site Access Junction
Report generation date: 20/03/2026 16:48:48

»2028, AM
»2028, PM
»2043, AM
»2043, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2028											
Stream B-AC	D1	0.4	12.03	0.27	B	69 % [Stream B-AC]	D2	0.2	11.07	0.16	B	81 % [Stream B-AC]
Stream C-AB		0.1	5.37	0.05	A			0.3	5.61	0.13	A	
	2043											
Stream B-AC	D3	0.4	12.63	0.28	B	60 % [Stream B-AC]	D4	0.2	11.49	0.16	B	72 % [Stream B-AC]
Stream C-AB		0.1	5.32	0.05	A			0.3	5.55	0.14	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	13/01/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	Office-LT\BrianMc
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2028	AM	ONE HOUR	00:00	01:30	15
D2	2028	PM	ONE HOUR	00:00	01:30	15
D3	2043	AM	ONE HOUR	00:00	01:30	15
D4	2043	PM	ONE HOUR	00:00	01:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2028, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.50	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	69	Stream B-AC	1.50	A

Arms

Arms

Arm	Name	Description	Arm type
A	Summerhill Rd (west)		Major
B	Site Access		Minor
C	Summerhill Rd (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			45.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.00	45	45

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	514	0.094	0.237	0.149	0.338
B-C	652	0.100	0.253	-	-
C-B	600	0.232	0.232	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2028	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	464	100.000
B		✓	100	100.000
C		✓	350	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	18	446
	B	50	0	50
	C	332	18	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.27	12.03	0.4	B
C-AB	0.05	5.37	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	463	0.163	75	0.2	9.251	A
C-AB	21	697	0.030	21	0.0	5.365	A
C-A	242			242			
A-B	14			14			
A-C	336			336			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	441	0.204	90	0.3	10.247	B
C-AB	28	718	0.039	28	0.1	5.254	A
C-A	287			287			
A-B	16			16			
A-C	401			401			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	110	409	0.269	110	0.4	11.992	B
C-AB	39	749	0.052	39	0.1	5.113	A
C-A	347			347			
A-B	20			20			
A-C	491			491			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	110	409	0.269	110	0.4	12.028	B
C-AB	39	749	0.052	39	0.1	5.118	A
C-A	346			346			
A-B	20			20			
A-C	491			491			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	441	0.204	90	0.3	10.289	B
C-AB	28	718	0.039	28	0.1	5.265	A
C-A	287			287			
A-B	16			16			
A-C	401			401			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	463	0.163	76	0.2	9.298	A
C-AB	21	697	0.030	21	0.0	5.373	A
C-A	242			242			
A-B	14			14			
A-C	336			336			

2028, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.10	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	81	Stream B-AC	1.10	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2028	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	522	100.000
B		✓	56	100.000
C		✓	401	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	44	478
	B	28	0	28
	C	357	44	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.16	11.07	0.2	B
C-AB	0.13	5.61	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	448	0.094	42	0.1	8.843	A
C-AB	54	701	0.077	53	0.1	5.594	A
C-A	248			248			
A-B	33			33			
A-C	360			360			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	423	0.119	50	0.1	9.658	A
C-AB	71	724	0.098	71	0.2	5.560	A
C-A	289			289			
A-B	40			40			
A-C	430			430			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	387	0.159	61	0.2	11.054	B
C-AB	101	758	0.134	101	0.3	5.539	A
C-A	340			340			
A-B	48			48			
A-C	526			526			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	387	0.159	62	0.2	11.070	B
C-AB	101	758	0.134	101	0.3	5.549	A
C-A	340			340			
A-B	48			48			
A-C	526			526			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	423	0.119	51	0.1	9.679	A
C-AB	72	725	0.099	72	0.2	5.577	A
C-A	289			289			
A-B	40			40			
A-C	430			430			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	448	0.094	42	0.1	8.870	A
C-AB	54	702	0.077	54	0.1	5.612	A
C-A	248			248			
A-B	33			33			
A-C	360			360			

2043, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.47	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	60	Stream B-AC	1.47	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2043	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	504	100.000
B		✓	100	100.000
C		✓	375	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	18	486
	B	50	0	50
	C	357	18	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.28	12.63	0.4	B
C-AB	0.05	5.32	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	454	0.166	74	0.2	9.479	A
C-AB	22	704	0.031	22	0.0	5.315	A
C-A	260			260			
A-B	14			14			
A-C	366			366			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	429	0.209	90	0.3	10.584	B
C-AB	29	727	0.040	29	0.1	5.196	A
C-A	308			308			
A-B	16			16			
A-C	437			437			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	110	395	0.279	110	0.4	12.588	B
C-AB	41	761	0.054	41	0.1	5.046	A
C-A	372			372			
A-B	20			20			
A-C	535			535			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	110	395	0.279	110	0.4	12.631	B
C-AB	41	761	0.054	41	0.1	5.052	A
C-A	372			372			
A-B	20			20			
A-C	535			535			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	429	0.209	90	0.3	10.638	B
C-AB	29	728	0.040	29	0.1	5.208	A
C-A	308			308			
A-B	16			16			
A-C	437			437			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	454	0.166	76	0.2	9.533	A
C-AB	22	704	0.031	22	0.0	5.321	A
C-A	260			260			
A-B	14			14			
A-C	366			366			

2043, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.08	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	72	Stream B-AC	1.08	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2043	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	552	100.000
B		✓	56	100.000
C		✓	428	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	44	508
	B	28	0	28
	C	384	44	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.16	11.49	0.2	B
C-AB	0.14	5.55	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	441	0.096	42	0.1	9.018	A
C-AB	56	712	0.078	55	0.1	5.528	A
C-A	266			266			
A-B	33			33			
A-C	382			382			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	413	0.122	50	0.1	9.911	A
C-AB	75	737	0.101	74	0.2	5.485	A
C-A	310			310			
A-B	40			40			
A-C	457			457			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	375	0.164	61	0.2	11.474	B
C-AB	107	774	0.139	107	0.3	5.459	A
C-A	364			364			
A-B	48			48			
A-C	559			559			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	375	0.164	62	0.2	11.493	B
C-AB	108	774	0.139	108	0.3	5.470	A
C-A	364			364			
A-B	48			48			
A-C	559			559			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	413	0.122	51	0.1	9.933	A
C-AB	75	737	0.102	75	0.2	5.504	A
C-A	310			310			
A-B	40			40			
A-C	457			457			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	440	0.096	42	0.1	9.047	A
C-AB	56	712	0.079	56	0.1	5.548	A
C-A	266			266			
A-B	33			33			
A-C	382			382			

NRB consulting engineers

APPENDIX F

Mobility Management Plan / Travel Plan

consulting engineers

NRB

Residential Mobility Management Plan *(Travel Plan)*

for

Proposed Residential Development

at

Summerhill Road,
Dunboyne, Co. Meath

SUBMISSION ISSUE

5th Floor, 40 Mespil Road, Dublin 4, D04 C2N4
Tel: +353 1 292 1941, E-mail: info@nrb.ie, Web: www.nrb.ie

Registered in Ireland No. 491679

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1.0 INTRODUCTION

1.1 NRB Consulting Engineers have been commissioned to prepare a Residential Mobility Management Plan in support of the construction of 248 No. Units, comprising of 170 No. Houses, 26 No. Apartments and 52 No. Duplex units on a site to the north of Summerhill Road, Dunboyne, Co. Meath, in order to explain the applicant's commitment to the promotion of more sustainable and cost-effective travel habits among the residents of the scheme. In this case, this is supported by the low provision of car parking for the development.

1.2 The plan includes measures and services that will support residents within the development, encourage active travel and public transport modes and support the rationale for low car parking provision on-site. The residential Mobility Management Plan also identifies all public transport options, and details of other city transport schemes and options in the vicinity of the site.

1.3 **It should be recognised that, until residents are actually in place, an MMP prepared at Planning Stage can only outline the current and proposed alternative transport services and set out strategies that will be deployed to encourage future residents to use alternative modes of travel. A working MMP requires residents' mode of travel to be measured to allow target modal splits to then be set.** It is difficult to measure modal splits and set targets when there are no residents in place to survey. This report concentrates on the Residential elements of the proposed development.

1.4 This Report provides a structure for the Management Company and the appointed MMP Co-Ordinator to follow from occupation.

What is a Mobility Management Plan?

1.5 A Mobility Management Plan is of course best prepared at full-development occupation, which allow targets to be actually set & focussed, based on the actual residents O-D and actual travel profile. However, this Report does provide a structure for the Management Company and the appointed Mobility Manager to follow post occupation. Once the residents' profile is known, the travel habits and travel choices can then be best monitored and influenced. Modal shift targets will be set and included when a working plan is in place. A Mobility Management Plan Coordinator / Mobility Manager shall be appointed to oversee and co-ordinate the preparation of individual plans.

1.6 Originally and elsewhere called Mobility Management Plans (MMPs), they originated in the United States and the Netherlands in the late 1980s. In the US, employers over a certain size (generally over 100 employees) were required to implement 'Trip Reduction Plans' in order to reduce single-occupancy car commuting trips, and to increase car occupancy.

1.7 A MMP or Travel Plan (TP) consists of a package of measures put in place by an organisation to encourage and support more sustainable travel patterns among staff and other visitors. Such a

plan usually concentrates on staff commuting patterns. In essence, a TP is useful not only to reduce the attractiveness of private car use, but also for the ability to promote and support the use of more sustainable transport modes such as walking, cycling, shared transport and mass transit such as buses and trains.

Aims and Objectives of this Mobility Management Plan

1.8 The package generally includes measures to promote and improve the attractiveness of using public transport, cycling, walking, car sharing, flexible working or a combination of these as alternatives to single-occupancy car journeys to work. A MMP can consider all travel associated with the residential or work site, including business travel, fleet management, customer access and deliveries. It should be considered as a dynamic process where a package of measures and campaigns are identified, piloted and monitored on an on-going basis. This TP supports the low provision of parking at the subject development.

1.9 This MMP supports the MCC DP aligned provision of car parking. The scheme includes generous cycle parking space numbers, with a total of provision of 429 no. cycle parking spaces.

1.10 The changes which are being sought as part of any plan may be as simple as car sharing one-day per week, or walking on Wednesdays, or taking the bus on days which do not conflict with other commitments, leisure or work activities.

1.11 It is envisaged that once in place, a working Mobility Management Plan will enable the following benefits to be realised for the Development:

- Reduced car parking demand and reduced congestion on the local road network due to lower demand for private transport and/or more efficient use of private motor vehicles,
- Improved safety for cyclists and pedestrians,
- Direct financial savings for those taking part in the developed initiatives, through higher than average vehicle occupancy rates,
- A reduction in car parking and car set-down demand, resulting in improved operational efficiency and safety for all,
- Improved social networking between all those participating in the shared initiatives,
- Improved environmental consideration and performance,
- Improved public image for the development, which sets an example to the broader community and may lead to guests making better travel decisions in the future,
- Improved health and well-being for those using active non-car transport modes,
- Regular liaison with the Local Authority and public transport providers to maintain, improve, and support transportation services to and from the site,
- Improved attractiveness of the development to prospective residents,
- Optimal levels of safety for all residents.

Methodology

1.12 As part of this Mobility Management Plan, reference has been made to the following documents:

- Your Step By Step Guide To Travel Plans (NTA 2012);
- Achieving Effective Workplace Travel Plans (NTA 2011);
- Traffic and Transport Assessment Guidelines (TII);
- Traffic Management Guidelines (DoELG, 2003);
- Mobility Management Plans – DTO Advice Note (DTO, 2002);
- The Route to Sustainable Commuting (DTO 2001);
- Smarter Travel: A Sustainable Transport Future (DOT)

1.13 Consultation with key stakeholders is an essential part of any MMP. As discussed below, a Mobility Management Plan Coordinator Role will be appointed from within the Management Company as part of the operational phase of this development. Following on, **once occupied**, residents will be asked to complete detailed questionnaires on essential data in relation to their existing travel patterns. This information will be used to inform the ongoing implementation, monitoring and review of the plan for this development.

1.14 This information has been used herein as the basis for the assessment, conclusions, and recommendations.

2.0 ACCESS TO THE SITE - BY MODE

2.1 The development consists of the construction of a new residential development to include 248 No. Units. Given the urban location, accessible by public transport, low private car parking numbers are being provided.

2.2 It is essential for the successful Travel Planning to concentrate on journeys associated with work and school travel patterns. These are the groups which can most practically be encouraged to use modes of transport other than the car.

Location

2.3 The proposed development site is situated in Dunboyne, County Meath, to the north of the L2228 Summerhill Road. A site location plan showing the site and the proximity to the surrounding urban neighbourhoods, is illustrated below as ***Figure 2.1***.



Figure 2.1 – Site Location

2.4 The site is within a ~12 minute walk of Dunboyne Town Centre. This site is within a short walk of employment opportunities, services, retail, restaurants etc which can serve residents of the development for their regular shopping/service needs. Within a 20-minute walk of the site, there are a number of schools and a range of local shops. The schools comprise Dunboyne Junior Primary School, Dunboyne Senior Primary School, Gaelscoil Thulach na nÓg, St. Peter's National School and St. Peter's College Secondary School. In addition, Dunboyne Community Centre is located nearby and provides access to leisure and sporting facilities for the local area. There are several bus stops for services in both directions. These bus stops are for the Dublin Bus Routes 70, 70D and 270.

2.5 A plan showing the site and the pedestrian and cycle times to the surrounding urban neighbourhoods is illustrated below as ***Figure 2.2*** & ***Figure 2.3.*** The plan highlights that the site is currently within a ~15 minute walk on Dunboyne Town Centre. The proposed development is well served by local amenities, with multiple schools nearby, bus stops providing access to Blanchardstown and Dublin City Centre, and a range of retail facilities. The area also includes parks, sports and leisure facilities, as well as a business park offering local employment opportunities, demonstrating that this site is within a short walk and cycle of employment opportunities, services, retail, restaurants etc. that the area offers, which can serve residents of the development for their shopping/service needs.

2.6 For a residential redevelopment, it is essential for successful Travel Planning to concentrate on journeys associated with the commuting patterns. These are the groups which can most practically be encouraged to use modes of transport other than the car.

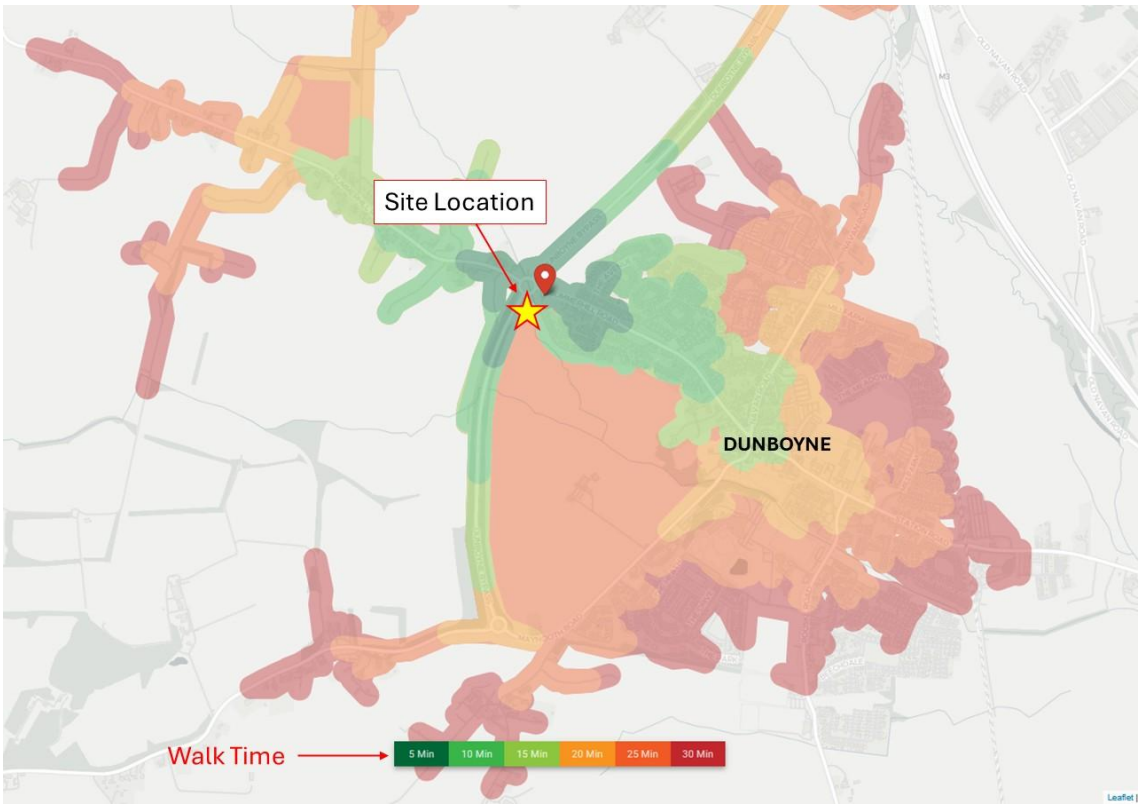


Figure 2.2 –Dunboyne ~ Estimated 5-30min Walking Time



Figure 2.3 – Dunboyne ~ Estimated 5 to 15 min Cycle Time

2.7 For journeys greater than 8km, it is recognised that a modal shift to cycling could be achievable for some, but not all, and options such as public transport and car sharing should be considered. Journeys up to 8km could be undertaken by bicycle and journeys up to 3-4km could be undertaken by walking or cycling.

Cycle Parking

2.8 It is anticipated that a significant number of residents can be encouraged to cycle to work and school etc. with the safe links and secure parking which are in place and that is reflected in the provision of generous levels of dedicated cycle parking spaces for the residential use.

2.9 429 no. cycle parking spaces proposed within the development (407no. for the residents and 22no. for the creche), exceeding the MCC Development Plan 2021-2027 requirements. This level of cycle parking provision is in excess of the requirements of the Development Plan Standard.

2.10 It is acknowledged that cyclists need to be confident that their cycles will not be tampered with. This development includes secure enclosed accessible cycle parking spaces, which is an area subject to passive surveillance. Residents have access to showers and storage in their houses / apartments.

Bus Provision

2.11 The development is well placed to take advantage of the existing Bus and future BusConnects services, with several stops serviced by high frequency bus services in close proximity to the site (approx. 13-14mins). The Bus Stops adjacent the site are currently served by Dublin Bus Service 70 & 70D, Go-Ahead Bus Service 270 and Bus Eireann Bus Service 105.

2.12 In addition, in terms of Future Planned Services, the NTA have recently published details of the overall bus network for the GDA, the 'New Dublin Area Network' - showing Spine Routes, Feeder and Orbital Routes. The site will be served by very frequent services, with Local Route L64 & P64 starting at the site. An extract from the NTA Plans showing the site location is included below as ***Figure 2.8***.

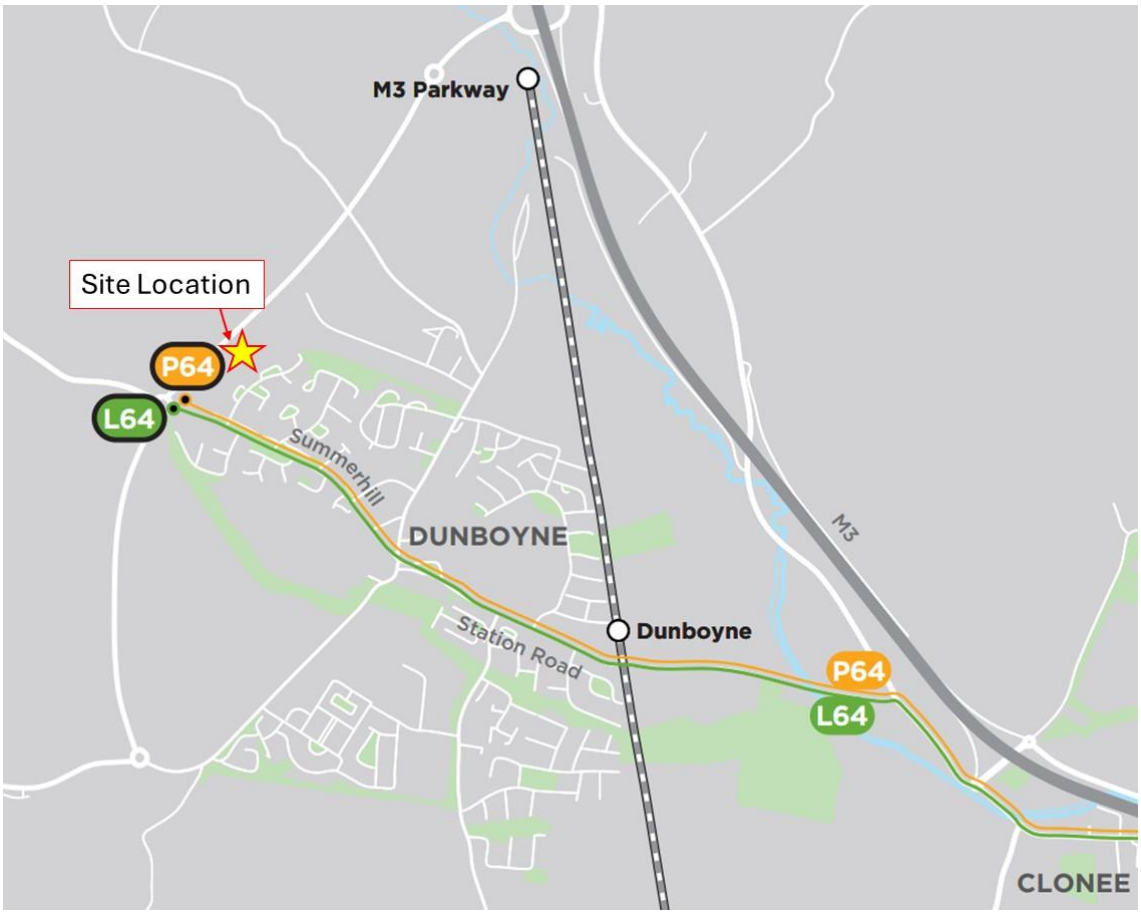


Figure 2.8 – BusConnects Network Plans & Site

2.13 An extract from the NTA Bus Spine Frequency Tables is included below as ***Figure 2.9 ("The number in each box is the expected time in minutes between buses")***

Local 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
L64	Dunboyne - Littlepace Rd - Blanchardstown	30	15	10	10	15	15	15	15	15	15	10	10	10	15	15	15	15	15	30

Figure 2.9 – Extract NTA Core Bus Network GDA – Local Bus Frequency

2.14 Furthermore, Express Route P64, provides additional 3no. express buses are provided in the AM peak and 2no. are provided in the PM peak, as shown in Figure 2.10.

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	6
P64	Dunboyne - City Centre				3										2	

Figure 2.10 – Extract NTA, Express Route Bus Frequency

2.15 With the current and future planned bus services, the site is therefore clearly located within easy access to very high frequency bus services.

2.16 All of the current & future Dublin Bus routes passing the development are operated using new low-floor wheelchair accessible city buses. Details of routes, timetables and fares are provided on www.dublinbus.ie and on the Transport for Ireland National Journey Planner App.

Rail

2.17 Dunboyne Railway Station benefits from a regular commuter rail service on the M3 Parkway line, providing direct peak-hour connections to Dublin City Centre (Docklands/Connolly) and all-day services at approximately hourly intervals. The station is also integrated within the wider rail network, with interchange available at Clonsilla, facilitating onward connectivity to Dublin. Overall, the station provides a highly accessible and sustainable transport option, supporting convenient travel to Dublin.

2.18 Dunboyne Railway Station is set to benefit from substantial enhancement under the DART+ Programme, specifically the DART+ West project, which will extend the electrified DART network from Dublin City Centre to Dunboyne and M3 Parkway. The scheme will involve the electrification and modernisation of the existing rail corridor, together with capacity improvements and upgraded infrastructure along the line. This will facilitate the introduction of high-frequency, electrified DART services, significantly increasing passenger capacity and service reliability. As a result, Dunboyne will transition from a lower capacity commuter rail service to a high-capacity, high-frequency rapid transit system, greatly enhancing connectivity to Dublin City Centre and supporting sustainable travel patterns in line with national and regional transport policy.



Figure 2.12 –Dunboyne Rail Stations

Accessibility By Taxi

2.19 In terms of taxis, modern communication devices (e.g. 'FreeNow' and 'Lynk') now allow taxis to be ordered on a demand-basis, without a requirement for formal taxi ranks or dedicated holding areas.

Go Car

2.20 Go Car car club services are pay as you go car rental schemes which are easy to join with multiple locations around the city including in the vicinity of the subject development with free parking at on-street pay and display spaces. This is another option available to visitors.

Car Parking

2.21 The proposed development is for 248 No. units, comprising of 170 No. Houses and 78 No. Apartment/Duplex. A total of 388 no. car parking spaces will be provided at the proposed development to include the following;

Car Parking Schedule		
Parking Spaces in Curtilage	272	1 per mid terraced unit, 2 per other unit types
On-street parking for houses	10	for 6no houses
Duplex Parking	52	1 per duplex
Apartment Parking	23	0.88 per apartment
Visitor Spaces	18	Spread throughout the site
Residential Total	375	Overall residential parking ratio 1.5/unit
Creche	13	Can be doubled up as visitor parking after hours
Overall Total	388	

2.22 Overall Parking will include 6 no. disabled spaces (exceeding 5% of the 75no. parking spaces for

the Duplex and Apartment car parking) and 24 no. communal EV spaces, with the compliance parking layout provided in the Appendix.

2.23 This MCC DP aligned provision of car parking spaces reflects the urban location of the development, it's easy accessibility via public transport and the desire to encourage modal shift through an effective travel demand management measure.

Communication

2.24 Prior to moving in, the Management Company will issue welcome packs to all new residents. These packs include details of the development and how it is run, advice on moving in, public transport information, useful local information, the low provision of parking and can require confirmation of a time-slot to move in. The preparation of this information ensures residents are familiar with the operation of the development before moving in.

2.25 In terms of number of transport alternatives easily available to residents, it is considered that the proposed development is very highly sustainable in terms of public and alternative transport accessibility. The proximity of the development to existing public transport services means that all residents will have viable alternatives to the private car for accessing the site and will not be reliant upon the car as a primary mode of travel.

2.26 Direct and high quality pedestrian linkages are provided between the site and the existing pedestrian facilities on the surrounding road network. The entrances to the site will be well lit, so that people can feel secure in using the facilities, and can also be monitored by CCTV.

2.27 Public transport maps and timetables can be provided in prominent locations on site and the information will be kept up to date by the appointed Mobility Management Plan Coordinator, a role for the Management Company.

2.28 Working Residents are generally now offered the opportunity to purchase public transport commuter tickets under the current ‘Employer Pass’ and ‘TaxSaver’ programmes, by individual Employers. Under these schemes the employer applies to Iarnród Éireann / Bus Éireann for tax free public transport tickets for their employees as an incentive for them to use public transport to travel to work.

2.29 With this in mind, the main focus of this Mobility Management Plan will be to promote and support the use of alternative modes to the private car.

3.0 BASELINE INFORMATION & SURVEYS

Possible Travel Pattern Questionnaires

3.1 Once occupied, and when the Travel Plan Coordinator is appointed, the occupiers of the proposed development will be encouraged to regularly monitor the Travel Plan initiatives in order to maximise on their success.

3.2 Shortly after occupation of the new development, a detailed travel-questionnaire will be compiled and distributed to residents for completion. The aim of the travel questionnaire will be to establish travel patterns between work and home and school among other travel demands. The information gathered from this survey will be used to inform the further development of the Travel Plan.

3.3 The Baseline Survey information will also allow the Travel Plan Coordinator for the development to set realistic modal-split targets for the development.

3.4 It is anticipated that, given the urban location and good transport links at this development, combined with the lack of car parking on site, there will be a high percentage of use via public and alternative transport. The Travel Plan will need to maintain this positive modal split and improve it, where possible. It is informative to note that the "Smarter Travel: A Sustainable Transport Future" (DOT) Objective for 2020 is to achieve a reduced work-related commuting by car modal share of 65% to 45%.

4.0 THE MOBILITY MANAGEMENT PLAN

4.1 The successful implementation of a Mobility Management Plan will ensure that, insofar as possible, the impacts of this traffic are reduced and minimised where practical, while providing a number of environmental and economic advantages detailed below.

4.2 The following sub-sections detail the available initiatives which will serve to better manage travel demand, and therefore the traffic impact of work-related journeys, focused on the movement of residents during peak times.

Walking

Walking - Key Information	
Approx Zone of Influence	3.5km
Percentage of residents travelling in area of influence	TBC in each survey when occupied
Percentage of residents interested in Walking	TBC in each survey when occupied

Table 4.1 – Key Information: Walking

4.4 There are many local, global, and personal benefits to walking, a few of which are listed following:

- **W** - Wake Up! - Studies have shown that people who walk are more awake and find it easier to concentrate.
- **A** - Always one step ahead - Walking makes people more aware of road safety issues and helps them develop stronger personal safety skills.
- **L** - Less congestion - If you leave the car at home and walk, there are fewer cars on the road which makes it safer for those who walk and cycle.
- **K** - Kinder to the environment - By leaving the car at home you are reducing the amount of CO 2 produced and helping to reduce the effects of climate change and air pollution.
- **I** - Interpersonal skills - Walking can be a great way to meet other walkers, share the experience, and develop personal skills.
- **N** - New adventures - Walking is a great way to learn about your local environment and community. It's also a fun way to learn about the weather, landscape, and local ecosystems.
- **G** - Get fit and stay active - Walking helps people incorporate physical activity into their daily routines. Research shows that regular physical activity can benefit your body and mind.

4.5 Most adults will consider walking a maximum of 3.5 km (Approx. 30/40 minutes). Residents working within a 3.5 km radius of the site will be encouraged to walk as often as their schedule permits.

4.6 The following initiatives and incentives can be used to encourage walking:

- Take part in a 'Pedometer Challenge' which is organised through the Irish Heart Foundation or Smarter Travel Workplaces;
- Organise special events such as a 'Walk to work/school on Wednesdays' where participants are rewarded for their participation;
- Keep umbrellas in public areas on a deposit system for use when raining;
- Display Smarter Travel Workplaces Accessibility Walking maps on notice boards so residents can plan journeys;
- Organise lunch time or afternoon walks as part of a health and well-being programme;
- Highlight the direct savings gained due to reduced use of private vehicles.

Cycling

Cycling – Key Information	
Approx. zone of influence	10km
Percentage of residents travelling in area of influence	TBC in each survey when occupied
Percentage of residents interested in cycling	TBC in each survey when occupied

Table 4.2 : Key Information - Cycling

4.7 Research suggests that cycling is a viable mode of transport for people who live up to 10 km from work or school.

4.8 Cycling is a great way to travel. It helps foster independence, raises awareness of road safety, and helps the environment.

4.9 Some positive aspects of cycling are listed following:

- **C** - Cycling is fun! - Cycling is a great form of transport but it's also a great recreational activity. Cycling is a skill that stays with you for life and it's a fantastic way to explore your local community.
- **Y** - You save time & money - cycling reduces the need to travel by car thus reducing fuel costs and freeing up road space for more cyclists;
- **C** - Confidence building - travelling as an independent cyclist can give people

increased confidence proving beneficial in all aspects of life;

- **L** - Less congestion - If you leave the car at home and cycle there are fewer cars on the road which makes it safer for those who cycle and walk;
- **I** - Interpersonal skills - Cycling can be a great way to meet other cyclists and share the experience;
- **N** - New adventures - Cycling is a great way to learn about your local environment and community. It helps people to understand where they live and how their actions affect their local environment;
- **G** - Get fit and stay active - cycling helps people incorporate physical activity into their daily routines. Research shows that regular physical activity can benefit your body and mind.

4.10 The provision of enhanced and attractive cycle parking facilities at the site will clearly play a critical role in promoting journeys by bicycle.

4.11 The following initiatives and incentives can be used to encourage cycling:

- New cycle parking installed within the development, secure and well lit; Publicise cycle parking availability by way of signage and on notice boards;
- Display maps on notice boards areas so people can plan journeys;
- The development can provide free cycle accessories (panniers, lights, visi-vests, helmets) in periodic draws for cyclists,
- The Mobility Management Plan Coordinator can organise cycle training sessions on site on the rules of the road and the specific risks associated with the locality;
- The Mobility Management Plan Coordinator can invite bike suppliers on site for a 'Green Day' or 'Green Week' so that people can try bikes before buying;
- The Mobility Management Plan Coordinator can set up a Bicycle User Group (BUG) to promote cycling;
- The Mobility Management Plan Coordinator can highlight the direct savings gained due to reduced use of private vehicles;
- The Mobility Management Plan Coordinator can encourage residents to take part in National Bike Week, see www.bikeweek.ie.

Public Transport

Public Transport – Key Information	
Approx. zone of influence	All Residents
Percentage of residents travelling in area of influence	100%
Percentage of residents using Public Transport	TBC in each survey when occupied

Table 4.3: Key Information: Public Transport

4.12 There are many benefits to taking public transport, some of which include:

- Personal Opportunities – Public transportation provides personal mobility and freedom;
- Saving fuel – Every full standard bus can take more than 50 cars off the road, resulting in fuel savings from reduced congestion;
- Reducing congestion – The more people who travel on public transport, especially during peak periods, the less people travelling by private car;
- Saving money – Taking public transport is a lot cheaper than travelling by car and saves the cost of buying, maintaining and running a vehicle;
- Reducing fuel consumption – A full standard bus uses significantly less fuel per passenger than the average car;
- Reducing carbon footprint – Public transport is at least twice as energy efficient as private cars. Buses produce less than half the CO2 emissions per passenger kilometre compared to cars and a full bus produces 377 times less carbon monoxide than a full car;
- Get fit and stay active - Walking to public transport helps people incorporate physical activity into their daily routines. Research shows that regular physical activity can benefit your body and mind.
- Less stress – Using public transport can be less stressful than driving yourself, allowing you to relax, read, or listen to music.

4.13 The following initiatives and incentives can be used to encourage people to take public transport:

- Publicise Employee Tax Saver Commuter tickets, which offer savings to employers in PRSI per ticket sold and significant savings to employees in marginal tax rate and levies on the price of their ticket;
- Encourage public transport use for travel by promoting smart cards, advertising the availability of these tickets to residents;
- Publicise the availability of Real Time Information. Real Time Information shows when your bus is due to arrive at your bus stop so you can plan your journey more accurately;
- Provide maps of local bus routes and the nearest bus stops and the length of time it takes to walk to them;

Car Club /Car Sharing

Car Sharing – Key Information	
Approx. zone of influence	All Residents
Percentage of residents travelling in area of influence	100%
Percentage of residents Car Sharing	TBC in each survey when occupied

Table 4.4: Key Information - Go-Car/Car Sharing

4.14 Every day thousands of commuters drive to work or to school on the same routes to the same destinations, at the same time as their colleagues. By car sharing just once a week, a commuter's fuel costs can be reduced by 20%, and in a similar fashion, the demand for work place parking can be reduced by 20%. If every single-occupancy driver carried another driver, there would be 50% less cars on the road at peak times.

4.15 Although use of the car to get to work or to school is essential for some people, car sharing schemes such as GoCar (which are active in Meath) have the potential to deliver a significant reduction in private vehicle trips by promoting higher than average occupancy rates for each vehicle.

4.16 Car sharing often happens informally, however some participants often prefer a formal scheme such as a GoCar facility which will normally generate a higher take-up for car sharing, and more efficiency in terms of increased occupancy rates.

4.17 Encouraging more residents to share car journeys to work rather than driving alone as well as encouraging more to set up and take part in car sharing/pooling would prove a very effective means of reducing daily car trips to and from the site.

4.18 The following initiatives and incentives can be used to encourage car sharing:

- Draw up a car-sharing policy for how the scheme will operate,
- Highlight to drivers that they do not have to share with a person that doesn't suit them – allow choice based on gender, route, smoking or non-smoking;
- Clarify the financial implications of the scheme – those accepting a lift could contribute towards fuel costs.
- Use existing online databases for car sharing. For example, the development could set up its own private car sharing site using www.carsharing.ie.

Action Plan Summary Table

4.25 The Summary Action Plan is described in the Table below. Modal Split Targets will be determined following on from the first survey shortly after full occupation, typically within the first six months. This will be part of the role of the Mobility Management Plan Coordinator. This will show existing travel patterns with realistic targets set to improve the modal split of Residents.

	Initiative	Impact on Delivery	Difficulty Delivering	Current Modal Split	Target MS
Residents Initiatives	Walking	Medium	Low	TBC	TBC
	Cycling	Medium	Medium	TBC	TBC
	Public Transport	High	Low	TBC	TBC
	Other	Medium	Medium	TBC	TBC
	Car - Sharing	Medium	Medium	TBC	TBC
	Cars - 1 Passenger Only	High - Negative	High	TBC	TBC
Promoting the MMP	Marketing the Plan	High	Low	Driven By TP Coordinator	
	Measuring Success	High	Medium	Annual Surveys	

Action Plan Summary Table

The Appointed Mobility Management Plan Coordinator/Mobility Manager

4.26 The nominated and appointed Mobility Management Plan Coordinator will be appointed from within the management company.

5.0 IMPLEMENTING THE PLAN

Background

5.1 Setting realistic targets and a sustained approach to the promotion of the Mobility Management Plan is important if the measures are to be successful. The objectives and benefits of the Plan will be made clear and broadcast during the full lifecycle of the Plan.

5.2 The implementation of a successful Mobility Management Plan will require the upfront investment of resources. As well as reviewing objectives and initiatives regularly, it is equally important to measure results. This provides an indication of any Plan's success, and ensures that the targets remain realistic.

The Mobility Management Plan Coordinator

5.13 An MMP Coordinator will be appointed for the development. Their role will be to ensure that the MMP is implemented and managed, as well as ensuring that the measures of the MMP are carried out and address any ongoing or upcoming transport issues that may arise as part of the development of the site.

5.14 The responsibilities for the MMP Coordinator are as follows:

- Promotion of the Travel Plan to residents;
- Implementation and maintenance of the Plan;
- Monitoring progress of the Plan;
- Liaison with public transport operators and officers of the Planning and Highway Authorities;
- Production of information reports for the Developer, the Occupier(s) and the Planning and Highway Authorities; and
- Ongoing assessment of the objectives of the Plan.

Marketing and Promotion

5.15 To be effective all residents should have easy access to a range of information that allows them to make an informed decision on the way they travel. They must also be made fully aware as to why the MMP has been developed and the range of benefits it can deliver.

5.16 Marketing and communication have to start prior to any occupation of the site and therefore sales staff will from the outset advise potential residents of the access options serving the site. This can be achieved using sales brochures, information at the sales office and on the developers' website.

5.17 The development management or MMP coordinator will organise a programme of Personal Travel Planning that will adopt the following approach:

- Households will be offered a home visit by a trained travel advisor.
- Residents will be offered advice on a range of travel options that are available to them.

- An initial travel to work survey will be carried out; and
- Information will be compiled into a Travel Welcome Pack which will be provided to that household upon purchase of the dwelling, information will be provided to sales staff to spread the important message of sustainable travel from the outset.
- This Travel Planning initiative can be used by all residents of the development.

5.18 Information for inclusion with the Travel Welcome Pack will include:

- Relevant cycling/walking maps; and
- Relevant public transport information including details of any preferential ticketing schemes, maps and timetables.

5.19 Households that decide not to participate in the Personal Travel Planning programme will still be provided with a Travel Welcome Pack which will contain more general information relating to the development.

5.20 In conjunction with the coordinator will implement a programme of on-going promotions which may include regular updating of the Proposed Development website, cycle or walking promotion days and updating of community notice boards.

Walking

- The MMP Coordinator will provide within the Travel Welcome Pack comprehensive information to all new residents and creche students guardians in relation to safe pedestrian and cycle routes,
- The MMP Coordinator will work with the An Garda Síochána to promote safe walking and awareness particularly for young people.
- The MMP Coordinator will also promote Walk to Work Week and/or similar walking initiatives.

Cycling

- The MMP Coordinator will promote Bike Week and/or similar cycling initiatives
- The MMP Coordinator will work with local cycle shops to secure a discount for residents of the development for purchasing bicycles and accessories prior to occupation of the site. Discounted rates for cycle maintenance will also be secured for the residents prior to the occupation of the site.
- The MMP Coordinator will also encourage residents to look into and join any Employer Cycle Purchase Schemes that might be available to them
- Cycling will be further encouraged by provision of appropriate parking within the local centre which will be promoted by the MMP Coordinator to the residents.

Public Transport

- Information on public transport provision in the area will be provided to residents in

order to increase awareness of the facilities available. This will take the form of maps and leaflets to be included in the sustainable travel pack.

- The MMP Coordinator will liaise regularly with local public transport operators to ensure that information remains valid and up to date and ensure that website information provided to residents is correct and up to date.

Car Sharing

- Some residents may live near colleagues or may work in the vicinity of another resident and could be encouraged to car share. Car share websites will be promoted and advertised in the Travel Welcome Pack as well as awareness made of the residential car club spaces available.
- A key element in the marketing strategy for car sharing will be the cost savings that can be achieved, as compared with single occupancy car use. Where two or more people are sharing, it is recommended that fuel costs are split equally between the driver and passenger/s.
- Taking cognisance of existing car sharing schemes in the area and the proposed car sharing scheme. The MMP Coordinator will implement an on-site car sharing database for the development and the residents of the development, enabling the residents that wish to car share to have access to the GoCar platform. This incentive is going to develop with the site, as baseline travel survey will provide an indication of likely interest in such scheme.

Action Plan

5.21 A number of actions have been identified in order to ensure a structure to the package of measures identified in this MMP. These will be central to the successful delivery of the MMP and are summarised in Section 4. The measures are also given suggested timescales for action.

The measures set out in the Action Plan are split into two categories:

- IMPLEMENT- These measures will be implemented by a specified time from opening.
- CONSIDER- These measures will be considered for implementation if justified by the findings of the travel surveys and agreement of the school and council.

6.0 CONCLUSIONS

6.1 The development forming the subject of this application accords with the principles of sustainable development, being located within an established town centre within clear and easy access to alternative modes of travel. With low provision of car parking for the development, this also acts as a demand management measure. The Operator, once the development is occupied, will utilise pragmatic measures that encourage safe and viable alternatives to the private car for accessing the development.

6.2 Good Travel Planning is not a one-off event, it is instead an on-going iterative process requiring continued effort. This report assists these efforts by forming an outline framework and providing guidance for its success. Monitoring and reviewing the initiatives set out within the plan will form a far greater part of the ongoing Mobility Management Plan itself.

6.3 The key to the Plans success will be the appointment of a ***Mobility Management Plan Coordinator*** for the development, once occupied. They will be vested with total responsibility for implementing the plan. They should be granted the authority and time to execute the Plan, and be provided with sufficient resources to realise the Plans success.

6.4 As residents are the focus of the plan; their involvement should be sought from the outset following occupation. To this end, the Plan Coordinator should be assisted and supported by the Operator and residents. This will serve to spread the work load, and also give a valuable input into the operation of the Plan.

6.5 Successful MMPs require marketing **and** regular review. The measures set out in the Action Plan Summary Table (Chapter 4) should form the basis of a sound, realistic Plan and should be clearly set out and be fully transparent to all users.

6.6 Residents also have an essential responsibility in terms of co-operating with, and taking an active part in the plan. They are, after all, the plan's primary focus.

6.7 It is recommended that the Final Mobility Management Plan be set in motion, sensibly at full residential occupation. The plan should evolve and develop with the development, taking into account changing residents and their travel preferences and needs.

6.8 Annual reviews of the Plan should include a full stakeholder survey, providing valuable information for target setting and marketing target groups. It is emphasised that failing to meet initial targets should not be seen as failure, as the preliminary 12 to 18 months of the plan should be viewed as a calibration exercise for target setting.

APPENDIX G

Public Transport Capacity Assessment

consulting engineers

NRB

Public Transport Capacity Assessment Report

For

Proposed Residential Development

at

Summerhill Road, Dunboyne, Co. Meath

SUBMISSION ISSUE

5th Floor, 40 Mespil Road, Dublin 4, D04 C2N4
Tel: +353 1 292 1941, E-mail: info@nrb.ie, Web: www.nrb.ie

Registered in Ireland No. 491679

Contents

Page	Section	Description
2	1.0	Introduction
4	2.0	Public Transport (PT) Locations and Services (Current)
8	3.0	PT Use Predictions, Capacity and Demand
12	4.0	Conclusions

Appendices.....

A	Bus Timetable Information *(Correct at Time of Collating Data and Writing Report)*

1.0 INTRODUCTION

1.1 NRB Consulting Engineers Ltd were appointed to address the Public Transport (PT) Demand and Capacity associated with a planning application for a proposed residential development on lands at Summerhill Road, Dunboyne, Co. Dublin.

1.2 The proposed development consists of the construction of a development principally comprising 248 No. housing units (plus an ancillary Creche).

1.3 The NRB commission on the project consists of this assessment of current and future Bus and train capacity, a 'Public Transport Capacity Assessment Report'. The Report has naturally been prepared based on current services available, however it should be acknowledged that the site is located a 2 min walk from the proposed L64 & P64 BusConnects routes, and this will radically alter and improve the sites accessibility, with a 10minute frequency in the AM and PM peaks, likely to be in place late in 2026, before the development is constructed.

1.4 Whilst this Report therefore contains an assessment of current Bus & Train Capacity and demand, it should be remembered that Service Providers are commercial in nature, running their businesses based on current demand rather than medium to longer term future demand. In simple terms, commercial services are provided based on actual existing footfall rather than potential future demand. If there is an increased demand for services (for example with full or over-capacity services), operators then generally react to improve facilities if it makes commercial sense to do so. More customers means more revenue generated by the services.

1.5 Notwithstanding the above, the purpose of this Study is to review the potential impact of the development upon the existing and future bus and train services in the vicinity of the site.

1.6 The analysis of the existing and future services is based on an assessment methodology which includes trip generation assessment, modal split assumptions, and assignment/distribution. These assumptions have been based on real data extracted from the Central Statistics Office (CSO) 2022 Small Area Map Data, available through the SAP online mapping tool. This data was used to quantify the anticipated demand for services as a result of the proposed development locally, based fully on adjacent CSO Statistical Small Areas (selecting the appropriate Electoral Division).

1.7 The first step was to review the current and future planned services. The bus stops within easy access of the subject site were identified, with the current bus services, bus service

frequency and capacity studied and assessed. Similarly, the demand for train services at the selected stop (Dunboyne) was assessed based on current provision.

1.8 *BusConnects* is expected to be implemented within a relatively short timeframe. This initiative will reconfigure the bus services for the Greater Dublin Area completely.

1.9 The Study focuses on the peak commuter periods for the development, and in particular the busiest weekday AM commuter peak demand for services – this represents the period of highest demand on the network consistent with the TII Traffic & Transport Assessment Guidelines (May 2014). The methodology assumes that the trips will be assigned to the nearest available bus stops and of course to Dunboyne train stations, which have good alternative transports links to these already in place.

2.0 BUS/TRAIN LOCATIONS AND SERVICES (CURRENT AND FUTURE)

CURRENT SERVICES

2.1 For commuting, a walk distance to/ from Bus Stops of up to 700m-1km is generally considered to be acceptable. For the purposes of this assessment however we have selected the current bus services serving Dunboyne Town.

2.2 These bus services considered within this Report include the following as set out in ***Figure 2.1*** and ***Figure 2.2***:



Figure 2.1 – Existing Bus Services at Dunboyne Business Park

2.3 The current timetable for each of these locally available bus services (which are current and correct at the time of writing) are appended to this Report. All of these existing bus services stop within an easy walking distance of the site.

2.4 In terms of the **Existing Bus Service** Provision and Service Frequency, the Timetables for each of the existing Services are appended hereto. These details have been collated and are summarised below as ***Table 2.1,*** extracting information relating to the busy 7-9am weekday AM Commuter Period.

Table 2.1; - Buses within Easy Walk Distance, 7-9am Approx Capacity

Service #	Route	Operator	No. Buses 7-9am (Mon - Fri)	Total Person Capacity (7-9am)	Thru City (Y/N)
70	Mespil Road (City Centre) – Dunboyne Village	Dublin Bus	13	1,183	Y
70D	The Helix (DCU) – Dunboyne Village	Dublin Bus	1	91	N
270	Dunboyne – Blanchardstown Shopping Centre	Go Ahead Ireland	3	273	N
105	Blanchardstown to Drogheda via Dunboyne	Bus Eireann	4	320	N
Total (7-9am) All Routes			**21**	**1,967**	
Total (7-9am) Routes Via City Centre			**13**	1,183	

2.5 The above demonstrates that the site is clearly accessible to a significant existing bus provision, with a capacity of approximately 1,967 bus seats during the 7-9am commuter peak period, all within an acceptable walk-distance of the site.

2.6 And the bus services provide for connectivity to Public Transports Hubs and Interchanges (Rail, Intercity Bus Services etc) located both within and outside the City Core.

2.7 Dunboyne Railway Station benefits from a regular commuter rail service on the M3 Parkway line, providing direct peak-hour connections to Dublin City Centre (Docklands/Connolly) and all-day services at approximately hourly intervals. The station is also integrated within the wider rail network, with interchange available at Clonsilla, facilitating onward connectivity to Dublin. Overall, the station provides a highly accessible and sustainable transport option, supporting convenient travel to Dublin.

2.8 We have assessed the train service intervals during the weekday 7-9am period, and the approximate total train people capacity is then illustrated below as ***Table 2.3***.

Table 2.2; - Intercity Train Approximate Existing Capacity Each Way (7-9am)

TRAIN Capacity/Demand Details	No. 7-9am	People Capacity
Commuter Services Leaving Dunboyne Station 7-9am	4	300
Total Approx People Capacity 7-9am	1,200	

2.9 The Transport for Ireland & Irish Rail websites (and Mobile Phone Apps) now provide a service that allows customers access up to date real information for Arrivals and departures on a stop-by-stop basis. This information on Arrivals and Departures allows customers to plan their arrivals and departures & associated walk/cycle times accurately, facilitating efficient journey planning (and minimising congestion on platforms or stops).

2.10 Transport for Ireland also provides an interactive online tool that enables the user to plan journeys, with real time information on Bus & Rail services on a nationwide basis. We have

also set out below details of the proposed future improvements to the train services and also bus service improvements locally as part of *Bus Connects* plans.

FUTURE BUS SERVICES

2.11 In terms of **Future Planned Services**, the NTA have published details of the overall bus network for the GDA, the 'New Dublin Area Network' - showing Spine Routes, Feeder and Orbital Routes. An extract from the NTA Plans showing the site location is included below as ***Figure 2.3***.

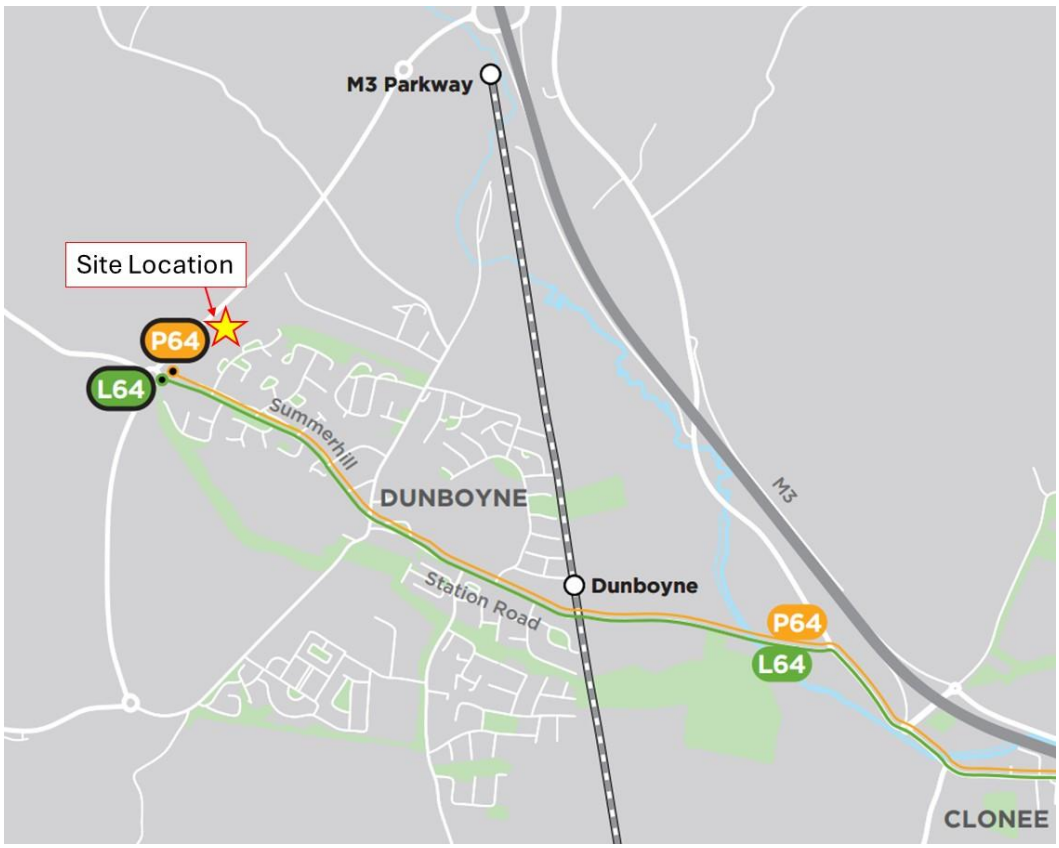


Figure 2.3 – Extract Current NTA Bus-Connects Network Plan and Site

2.12 This network shows that the site's accessibility to bus services will be further enhanced, with a high frequency and permeable service to be provided. The site is therefore also ideally placed in terms of future frequent bus availability, based on the NTAs published Plans.

FUTURE TRAIN SERVICES -

2.13 The DART+ West project is a crucial milestones in further expanding and transforming the rail network in the Greater Dublin Area. The Government has also approved the preliminary business case for the wider DART+ Programme, which will:

- Double passenger capacity per hour to 52,000 and treble the length of the DART network to 150km;
- Facilitate sustainable mobility and transport-orientated development in the capital and surrounding counties; and
- Provide clean and green electrified rail services in line with the targets set in the Climate Action Plan.

2.14 Funded under the National Development Plan, DART+ West is key to the entire programme and the approved projects will see construction of a new depot near Kilcock as well as electrification of the current Line and upgrade of infrastructure at both Connolly and Docklands stations in the city centre.

2.15 Part of the already funded plans include significant signal and crossing upgrades along the line, which will facilitate improved services.



Figure 2.4 – DART+ West and Site

2.16 In terms of **Bus Passenger Capacity**, the Dublin Bus services and a typical old-type Dublin Bus double decker bus have a capacity to accommodate ~91 passengers. However, it should be noted Dublin Bus are introducing new hybrid buses, some of which have extra capacity e.g. the new Wrightbus StreetDeck HEV 96 double-decker buses.

3.0 BUS USE PREDICTIONS, CAPACITY AND DEMAND

3.1 We have used the 2022 CSO National Census (Local Small Area Mapping tool) to establish the proportion of Bus and train Users within the local area surrounding the site in order to estimate the additional demand for services, utilising real data rather than simple estimations of modal split. An annotated extract from the CSO Database showing the Local Electoral Area of Dunboyne is included below as ***Figure 3.1***.

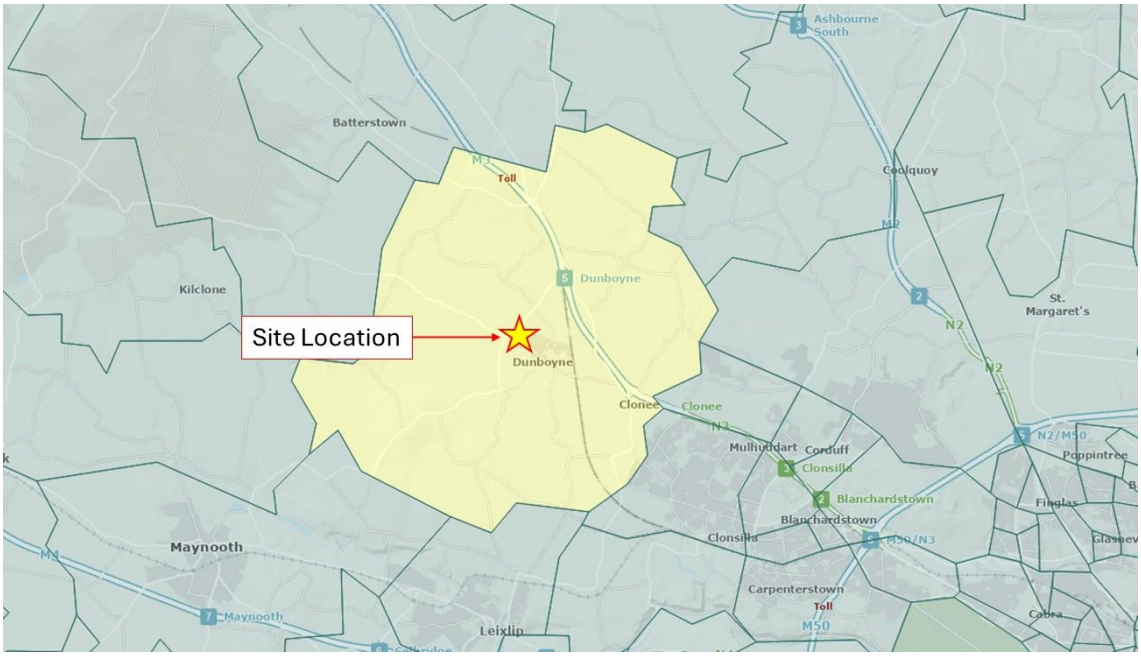


Figure 3.1 – Collated CSO Local Area Data Based on Electoral Area

3.2 We have extracted information from the Census Data for the Electoral Area to calculate the demand for Bus & Train during the busy weekday AM Commuter period, and this is illustrated below as ***Table 3.1***. The busy AM period represents the worst case demand for Buses/Train services for assessment purposes, as 'peak spreading' or staggered commuter departures occurs during the evening commuter peak, meaning that the AM Peak Hour represents the more onerous or worst case.

Table 3.1 – Bus & TRAIN Demand Based on CSO Data & Expected Residential Numbers

Dunboyne Local Elect Area	Total Population	Total Commuters Age 5+ to Work, School or College	No. of Bus Users	Stated No. of Train / TRAIN Users *	No. of Commuters Leaving Home 7-9am to Work/Schl or College
CSO Extract	10,698	7,698	575	362	3438
CALCULATION OF BUS & TRAIN DEMAND DUE TO DEVELOPMENT BASED ON LOCAL CSO DATA					
				Percentage of Total Population in Area Commuting =	71.9%
				Percentage of Total Population in Area Commuting By Bus =	7.5%
				Percentage of Total Population in Area Commuting By Train / TRAIN =	4.7%
				Percentage of Commuters Leaving Home 7-9am =	70.6%
822	Residents within Occupied Proposed Development, based on ave. household size in Dunboyne				
44	Bus Commuters (Consistent with the Local Area Census Data)				
31	Total Additional Bus Commuters Between 7am and 9am				
28	Train Commuters (Consistent with the Local Area Census Data)				
20	Total Additional Train Commuters Between 7am and 9am				

BUS/TRAIN CAPACITY & DEMAND

3.3 Based on exiting travel patterns in the locality, the above confirms that the Development will create an additional worst-case demand for approximately 31 seats on bus services between 7am and 9am. There will be an additional worst case potential demand for 20 train seats between 7am and 9am. Of course, it is not possible to predict the commuting destination of future residents. Although it would sensibly be expected to be generally towards the city centre (or large local employers).

3.4 The predicted increased service demand should be considered in terms of the available capacity locally, for both Buses and train.

3.5 In terms of **Buses**, the demand is illustrated in ***Table 3.2*** below - with c. 1,967 bus seats available during the weekday AM commuter peak period, all within the perimeter roads of the subject site. There are a similar number for services and seats during the weekday PM Peak period 4pm-6pm, however demand is greater during the weekday AM Peak (due to 'peak spreading' that occurs in the evenings, with much more significant staggered departure times from work or College locations).

Table 3.2; Total Peak Demand for Bus Seats Due to Development

Details	Buses	Seats
Total Number of Buses (7-9am) All Routes	**21**	**1,967**
Total Number of Buses (7-9am) Routes Via City Centre	**13**	**1,183**
Total Demand for Seats Created by Proposed Development (7-9am)		**31**
Percentage Impact Upon Existing Services - All Routes		**1.6**
Percentage Impact Upon Existing Services - Routes Via City		**2.6**

3.6 The resulting increased demand for bus seats is less than 2% of the total available 7-9am seat capacity locally. This is considered negligible, and we believe it can easily be accommodated within the current service provision. This is particularly the case given that the demand for services is generally accepted to vary +/-10% due to day-of-week or weather conditions.

3.7 In terms of **TRAIN** services, the demand associated with the development is illustrated in ***Table 3.3*** below & this was used to calculate the demand and impact upon services.

Table 3.3; Total Peak Demand for TRAIN Due to Development

TRAIN Capacity/Demand Details	No. 7-9am	People Capacity
Commuter Services Leaving Dunboyne Station 7-9am*	4	300
Total Approx People Capacity 7-9am	1,200	
Total Demand Created by Proposed Development	20	
% Additional Demand Created	1.67%	

3.8 The proposed development will therefore also create an additional demand for train seats, equating to 1.67% of the current carrying capacity. This is also considered negligible and unsurprising given the distance to train, and we believe it can easily be accommodated within the current service provision.

3.9 In terms of assessing current service capacity of Buses and train, details of seat or space availability on any particular individual service, at any particular stop, is just not available. Service operators themselves accept cash fares, and as a result the availability of space for additional passengers cannot be accurately measured using Leap-Card software output (commercial information which is unavailable to us in any event). We therefore undertook a sample observation survey of the space availability on buses and trains on Wednesday 19th March 2026. We observed occupancy at the local bus stops, together with observation of Train occupancy at Dunboyne Station.

3.10 For the **Bus Services**, we observed occupancy over a one hour period on both days at Bus Stops #3334 (between 730am to 830am). This observation survey confirmed that the buses are running with significant seat/space availability on both days, with the maximum observed occupancy being c 60 people on a double decker bus at both inbound and outbound stops surveyed (bus capacity being 91 persons).

3.11 We conclude that the additional demand for Bus services created by the development can be accommodated within the existing services, as there appears to be adequate capacity available.

3.12 In terms of **TRAIN Services**, we observed Train arrivals & departures over the 1 days for a 1 hour period on each day (also 730am to 830am). During this time **all** waiting passengers were easily able to board the next available train. This would also appear to confirm that there is adequate capacity in the existing train service to accommodate the additional demand created by the proposed residential development

3.13 We conclude that this additional demand for train and Bus services can be accommodated within the existing services. In future, there are additional services to be created as part of BusConnects as set out within Section 2.0 above, with additional further improvements to train Services and also the delivery of DART+. There will also therefore be way more than adequate capacity on the further improved services locally.

3.14 The analysis is based on 2022 CSO travel patterns, and whilst the development seeks to encourage modal shift, given the relatively small increase in predicted bus and train demand, any possible future changes in demand due to improve modal shift (walking, cycling, increased working from home and public transport etc) will still have a small impact on bus or train capacity here.

4.0 CONCLUSIONS

4.1 NRB Consulting Engineers Ltd were appointed to address the Bus & train demand and capacity associated with a planning application for a proposed residential development on lands at Summerhill Road, Dunboyne, Co. Dublin.

4.2 The analysis of the existing and future Bus/train services has been undertaken based on an assessment methodology which includes trip generation assessment, modal split assumptions, and assignment/distribution. These assumptions have been based on real data extracted from the Central Statistics Office (CSO) 2022 Small Area Map Data, available through the CSO online mapping tool. This data was used to quantify the anticipated demand for Bus/train as a result of the proposed development in this particular location, utilising current local modal shift patterns & statistics, based on the maximum anticipated residential population of the scheme.

4.3 This Report contains details of current and future Bus & train Services and Bus & train Capacity serving the site and the local area. The assessment confirms that the completion and full occupation of the development will result in an increased demand for Bus/train seats, with an additional 31 Bus customers and 20 train customers during the weekday AM Commuter Peak hours 7-9am (and less during the PM Commuter peak period). This represents a total of 1.6% of the Bus capacity and 1.67% of train capacity locally during this AM Period. The study also includes details of seat/space availability of existing services locally, based on an observation survey.

4.4 We conclude that the additional demand for Bus/train trips as a result of the proposed development can be accommodated on the existing and future improved services in the area without any significant effect.

4.5 Whilst this Report contains an assessment of current capacity, it should be remembered that service providers are commercial in nature, running their businesses based on existing demand, rather than medium to longer term future demand. If there is an increased demand for services, or indeed if there is a deficit in a service provision, Operators generally react to improve facilities if it makes commercial sense to do so. More customers means more revenue generated.

70

From Burlington Rd. Towards Dunboyne

Bóthar Burlington, Droichead Uí Chonaill, Bóthar na gCloch, Bóthar na hUaimhe, Baile an Ásaigh, An Bealach Beag, Dún Búinne

Buses leave terminus at

Route Variations

b From Burlington Rd. and departs Aston Quay at 23:30

Monday – Friday				Saturday				Sunday			
07:00	08:00	08:30	09:00	07:00	08:00	09:00	10:00	08:30	09:30	10:30	11:30
09:30	10:00	10:50	11:50	11:00	12:00	13:00	14:00	12:30	13:30	14:30	15:30
12:50	13:50	14:40	15:40	15:00	16:00	17:00	18:00	16:30	17:30	18:30	19:30
16:05	16:30	16:50	17:10	19:00	20:00	21:00	22:00	20:30	21:30	22:30	23:15b
17:20	17:30	17:40	17:50	23:15b							
18:10	18:35	19:05	19:35								
20:30	21:20	22:20	23:15b								

Burlington Rd. » 12 mins » **O'Connell Bridge** » 6 mins » **Stoneybatter** » 8 mins » **Navan Rd. Garda Station** » 5 mins » **Ashtown** » 12 mins » **Littlepace** » 8 mins » **Dunboyne**

70

From Dunboyne Towards Burlington Rd.

Dún Búinne, An Bealach Beag, Baile an Ásaigh, Bóthar na hUaimhe, Bóthar na gCloch, Droichead Uí Chonaill, Bóthar Burlington

Buses leave terminus at

Route Variations

c To city centre only

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

Dunboyne » 8 mins » **Littlepace** » 12 mins » **Ashtown** » 5 mins » **Navan Rd. Garda Station** » 8 mins » **Stoneybatter** » 6 mins » **O'Connell Bridge** » 12 mins » **Burlington Rd.**

All times are off peak estimates

Areas served

Burlington Rd.
Baggot St. Lwr. (Pembroke St.)
Dawson St./Kildare St.
Aston Quay/Bachelors Walk
Wood Quay/Upr. Ormond Quay
Usher's Quay/C.Y.C
Stoneybatter (Stanhope St. School)
Prussia St. (Hanlon's Corner)
Old Cabra Rd. (Railway Bridge)
Cabra Cross
Navan Rd. (Skreen Rd.)
Navan Rd. (Cabra Garda Station)
Navan Rd. (Baggot Rd.)
Navan Rd. (St. Vincent's Home)
Navan Rd. (Ashtown Roundabout)
Navan Rd. (Old Racecourse)
Navan Rd. (St. Brigid's GAA Club)
Navan Rd. (Auburn Ave. Junction)
Navan Rd. (M50 Interchange)
Navan Rd. (Brady's Restaurant)
Blanchardstown Bypass
Blanchardstown Bypass
Blanchardstown Bypass
Blanchardstown Bypass
Blanchardstown Bypass
Pacefield House
Damestown House
Clonee Inn/Grasshopper Inn
Dunboyne Rd. (Corner Navan Rd.)
Millview
Prague
Dunboyne

70d

From DCU Towards Dunboyne

DCU (The Helix), Eastát na Tulchann (Garrán an Fhearainn Thuaidh),Bóthar na hUaimhe (timpeallán Bhaile an Ásaigh), Bóthar na hUaimhe (Baile Bhlainséir S.C.), Sráidbhaile Dhún Búinne (Sráid Bóthar na hUaimhe)

Buses leave terminus at

Monday – Friday	Saturday	Sunday
17:05	No Service	No Service

DCU (The Helix) » 15 mins » **Tolka Estate (Northland Grove)** » 20 mins » **Navan Rd. (Ashtown Roundabout)** » 15 mins » **Navan Rd. (Blanchardstown S.C.)** » 15 mins » **Dunboyne Village (Navan Road)**

70d

From Dunboyne Towards DCU

Sráidbhaile Dhún Búinne (Sráid Bóthar na hUaimhe), Bóthar na hUaimhe (Baile Bhlainséir S.C.), Bóthar na hUaimhe (timpeallán Bhaile an Ásaigh), Eastát na Tulchann (Garrán an Fhearainn Thuaidh), DCU (The Helix)

Buses leave terminus at

Monday – Friday	Saturday	Sunday
07:15	No Service	No Service

Dunboyne Village (Navan Road) » 15 mins » **Navan Rd. (Blanchardstown S.C.)** » 15 mins » **Navan Rd. (Ashtown Roundabout)** » 20 mins » **Tolka Estate (Northland Grove)** » 15 mins » **DCU (The Helix)**

All times are off peak estimates

Areas served

DCU (The Helix)
Ballymun Rd. (Glasnevin Ave.)
Ballymun Rd. (Glasnevin Tennis Club)
Ballymun Rd. (Griffith Ave.)
Tolka Estate (Northland Grove)
Finglas Rd. (Ballyboggan Rd.)
Ratoath Rd. (Marian Sch.)
Nephin Rd. (St. Declan's Sch.)
Navan Rd. (Nephin Road)
Navan Rd. (Kinvara Avenue)
Navan Rd. (Ashtown Grove)
Navan Rd. (Ashtown Roundabout)
Castleknock Rd. (Ashtown Gate)
Castleknock Rd. (Fionn Uisce)
Castleknock Rd. (Peck's Lane)
Castleknock Rd. (Oak Lawns)
Castleknock (Castleknock Lodge)
Castleknock Rd. (Navan Rd.)
Blanchardstown Village (Mill Rd.)
Blanchardstown Village (Clonsilla Rd.)
Navan Rd. (Blanchardstown S.C.)
Old Navan Rd. (Littlepace)
Clonee Village (Summerseat Court)
Clonee Village (Fairways Apartments)
Dublin Rd. (Old Navan Rd.)
Dublin Rd. (Mill View)
Station Road (Hamilton Hall)
Dunboyne Village (Navan Road)

Route Information

Route 70d will operate during term time only

105 Blanchardstown to Drogheda via Ashbourne

Operating day		Monday - Friday										
Footnotes			E		E		E		E		E	
Navan Rd Stn	dep	06:30	07:15	07:45	08:15	08:45	09:15	09:45	10:15	10:45	11:15	11:45
Connolly Hospital		06:40	07:25	07:55	08:25	08:55	09:25	09:55	10:25	10:55	11:25	11:55
Mill Road		06:42	07:27	07:57	08:27	08:57	09:27	09:57	10:27	10:57	11:27	11:58
Westend Office Park		06:46	07:31	08:01	08:31	09:01	09:31	10:01	10:31	11:01	11:31	12:02
Blanchardstown (Crown Plaza)		06:49	07:34	08:04	08:33	09:03	09:33	10:03	10:33	11:03	11:33	12:05
Clonee (Lidl)		06:55	07:40	08:10	08:38	09:08	09:38	10:08	10:38	11:08	11:38	12:11
Dunboyne Station		06:57	07:42	08:12	08:40	09:10	09:40	10:10	10:40	11:10	11:40	12:13
Dunboyne NS		07:00	07:45	08:15	08:45	09:15	09:43	10:13	10:43	11:13	11:43	12:16
MSD Dunboyne		07:07	07:52	08:22	08:52	09:22	09:50	10:20	10:50	11:20	11:50	12:23
Fairyhouse Cross (Eastbound)		07:08	07:53	08:23	08:53	09:23	09:51	10:21	10:51	11:21	11:51	12:24
Fairyhouse Rd (Eastbound)		07:10	07:55	08:25	08:54	09:24	09:52	10:22	10:52	11:22	11:52	12:25
Fairyhouse Opp Racecourse		07:12	07:57	08:27	08:56	09:26	09:54	10:24	10:54	11:24	11:54	12:27
Ratoath (Fairyhouse Rd Opp Millview)		07:15	08:00	08:30	08:59	09:29	09:56	10:26	10:56	11:26	11:56	12:30
Ratoath (Tesco Roundabout)		07:16	08:01	08:31	09:00	09:30	09:57	10:27	10:57	11:27	11:57	12:31
Ratoath (Opp Steeplechase)		07:17	08:02	08:32	09:01	09:31	09:58	10:28	10:58	11:28	11:58	12:32
Ratoath (Opp Steeplechase Green)		07:18	08:03	08:33	09:02	09:32	09:59	10:29	10:59	11:29	11:59	12:33
Ratoath (Skryne Road Southbound)		07:19	08:04	08:34	09:03	09:33	10:00	10:30	11:00	11:30	12:00	12:34
Ratoath (Auld Stand)		07:22	08:07	08:37	09:05	09:35	10:02	10:32	11:02	11:32	12:02	12:36
Ratoath (Ballybin Roundabout)		07:27	08:12	08:42	09:07	09:37	10:03	10:33	11:03	11:33	12:03	12:37
Harlockstown (Eastbound)		07:31	08:16	08:46	09:10	09:40	10:06	10:36	11:06	11:36	12:06	12:41
Ninemile Stone (Opp B&B)		07:33	08:18	08:48	09:12	09:42	10:08	10:38	11:08	11:38	12:08	12:43
Ashbourne (The Briars Northbound)		07:34	08:19	08:49	09:13	09:43	10:09	10:39	11:09	11:39	12:09	12:44
Ashbourne (Opp Campus s/station)		07:35	08:20	08:50	09:14	09:44	10:10	10:40	11:10	11:40	12:10	12:46
Ashbourne (The Bridge)		07:36	08:21	08:51	09:15	09:45	10:11	10:41	11:11	11:41	12:11	12:47
Ashbourne (AIB)		07:38	08:23	08:53	09:17	09:47	10:13	10:43	11:13	11:43	12:13	12:50
Ashbourne (Credit Union)		07:39	08:24	08:54	09:19	09:49	10:15	10:45	11:15	11:45	12:15	12:52
Ashbourne (Johns Wood)		07:40	08:25	08:55	09:20	09:50	10:16	10:46	11:16	11:46	12:16	12:54
Ballybin Road		07:43	08:28	08:58	09:22	09:52	10:18	10:48	11:18	11:48	12:18	12:56
Ashbourne (Opp Pillo Hotel)		07:44	08:29	08:59	09:23	09:53	10:19	10:49	11:19	11:49	12:19	12:57
Emerald Park		07:52	08:37	09:07	09:31	10:01	10:27	10:57	11:27	11:57	12:27	13:05
Kilmoon Cross (Opp Top Garage)		07:59		09:14		10:05		11:01		12:01		13:09
Balrath Cross (Opp Duleek Rd)		08:04		09:19		10:10		11:06		12:06		13:14
Kentstown		08:09		09:24		10:15		11:11		12:11		13:19
OBriens Cross (R150 eastbound)		08:12		09:27		10:18		11:14		12:14		13:22
Duleek (Careys Lane)		08:19		09:34		10:25		11:21		12:21		13:29
Duleek (Kerins Pharmacy)		08:21		09:36		10:27		11:23		12:23		13:31
Drogheda (Bus Station)	arr	08:34		09:49		10:38		11:34		12:34		13:44

E = Services operating to/from Emerald Park terminate at Ashbourne (Pillo Hotel) when Park is Closed.

Please see Emerald Park Website for opening hours.

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TFI TRANSPORT FOR IRELAND

Bus Éireann

TFI Leap

Valid from 27.07.2025

105 Blanchardstown to Drogheda via Ashbourne

Operating day		Monday - Friday										
Footnotes		E		E		E		E		E		E
Navan Rd Stn	dep	12:15	12:45	13:15	13:45	14:15	14:45	15:15	15:45	16:15	16:45	17:15
Connolly Hospital		12:25	12:55	13:25	13:55	14:25	14:55	15:25	15:55	16:25	16:55	17:25
Mill Road		12:28	12:58	13:28	13:57	14:27	14:57	15:27	15:57	16:27	16:57	17:27
Westend Office Park		12:32	13:02	13:32	14:01	14:31	15:01	15:32	16:02	16:32	17:03	17:33
Blanchardstown (Crown Plaza)		12:35	13:05	13:35	14:04	14:34	15:04	15:36	16:06	16:36	17:07	17:37
Clonee (Lidl)		12:41	13:11	13:41	14:10	14:40	15:10	15:42	16:12	16:42	17:14	17:44
Dunboyne Station		12:43	13:13	13:43	14:12	14:42	15:13	15:45	16:15	16:45	17:17	17:47
Dunboyne NS		12:46	13:16	13:46	14:16	14:45	15:18	15:50	16:20	16:50	17:21	17:51
MSD Dunboyne		12:53	13:23	13:53	14:24	14:52	15:26	15:59	16:29	16:59	17:30	18:00
Fairyhouse Cross (Eastbound)		12:54	13:24	13:54	14:25	14:53	15:27	16:00	16:30	17:00	17:31	18:01
Fairyhouse Rd (Eastbound)		12:55	13:25	13:55	14:26	14:55	15:28	16:01	16:31	17:01	17:32	18:02
Fairyhouse Opp Racecourse		12:57	13:27	13:57	14:28	14:57	15:30	16:03	16:33	17:03	17:34	18:04
Ratoath (Fairyhouse Rd Opp Millview)		13:00	13:30	14:00	14:31	15:00	15:33	16:06	16:36	17:06	17:37	18:07
Ratoath (Tesco Roundabout)		13:01	13:31	14:01	14:32	15:01	15:34	16:07	16:37	17:07	17:38	18:08
Ratoath (Opp Steeplechase)		13:02	13:32	14:02	14:33	15:02	15:35	16:08	16:38	17:08	17:39	18:09
Ratoath (Opp Steeplechase Green)		13:03	13:33	14:03	14:34	15:03	15:36	16:09	16:39	17:09	17:40	18:10
Ratoath (Skryne Road Southbound)		13:04	13:34	14:04	14:35	15:04	15:37	16:10	16:40	17:10	17:41	18:11
Ratoath (Auld Stand)		13:06	13:36	14:06	14:37	15:07	15:39	16:12	16:42	17:12	17:43	18:13
Ratoath (Ballybin Roundabout)		13:07	13:37	14:07	14:39	15:12	15:41	16:14	16:44	17:14	17:45	18:15
Harlockstown (Eastbound)		13:11	13:41	14:11	14:43	15:16	15:45	16:18	16:48	17:18	17:49	18:19
Ninemile Stone (Opp B&B)		13:13	13:43	14:13	14:45	15:18	15:47	16:20	16:50	17:20	17:51	18:21
Ashbourne (The Briars Northbound)		13:14	13:44	14:14	14:46	15:19	15:48	16:21	16:51	17:21	17:52	18:22
Ashbourne (Opp Campus s/station)		13:16	13:46	14:16	14:48	15:20	15:51	16:24	16:54	17:24	17:54	18:24
Ashbourne (The Bridge)		13:17	13:47	14:17	14:49	15:21	15:52	16:25	16:55	17:25	17:55	18:25
Ashbourne (AIB)		13:20	13:50	14:20	14:52	15:23	15:55	16:28	16:58	17:28	17:58	18:28
Ashbourne (Credit Union)		13:22	13:52	14:22	14:55	15:24	15:58	16:31	17:01	17:31	18:00	18:30
Ashbourne (Johns Wood)		13:24	13:54	14:24	14:57	15:25	16:00	16:33	17:03	17:33	18:02	18:32
Ballybin Road		13:26	13:56	14:26	15:00	15:28	16:03	16:36	17:06	17:36	18:04	18:34
Ashbourne (Opp Pillo Hotel)		13:27	13:57	14:27	15:01	15:29	16:04	16:37	17:07	17:37	18:05	18:35
Emerald Park		13:35	14:05	14:35	15:08	15:37	16:11	16:43	17:13	17:43	18:11	18:41
Kilmoon Cross (Opp Top Garage)			14:09		15:13		16:16		17:19		18:17	
Balrath Cross (Opp Duleek Rd)			14:14		15:18		16:21		17:25		18:22	
Kentstown			14:19		15:23		16:27		17:31		18:28	
OBriens Cross (R150 eastbound)			14:22		15:26		16:30		17:34		18:31	
Duleek (Careys Lane)			14:29		15:33		16:37		17:41		18:38	
Duleek (Kerins Pharmacy)			14:31		15:35		16:39		17:42		18:39	
Drogheda (Bus Station)	arr		14:44		15:50		16:58		17:55		18:50	

E = Services operating to/from Emerald Park terminate at Ashbourne (Pillo Hotel) when Park is Closed.

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TFI TRANSPORT FOR IRELAND

Bus Éireann

TFI Leap

Valid from 27.07.2025

105

Blanchardstown to Drogheda via Ashbourne

Operating day		Monday - Friday								
Footnotes			E		E		E			
Navan Rd Stn	dep	17:45	18:15	18:45	19:15	19:45	20:15	20:45	21:45	22:45
Connolly Hospital		17:55	18:25	18:55	19:25	19:55	20:25	20:55	21:55	22:55
Mill Road		17:57	18:27	18:57	19:27	19:57	20:27	20:57	21:57	22:57
Westend Office Park		18:02	18:32	19:01	19:31	20:00	20:30	21:00	22:00	23:00
Blanchardstown (Crown Plaza)		18:06	18:36	19:04	19:34	20:03	20:33	21:03	22:03	23:03
Clonee (Lidl)		18:12	18:42	19:10	19:40	20:08	20:38	21:08	22:08	23:08
Dunboyne Station		18:15	18:45	19:12	19:42	20:10	20:40	21:10	22:10	23:10
Dunboyne NS		18:18	18:48	19:14	19:44	20:12	20:42	21:12	22:12	23:12
MSD Dunboyne		18:26	18:56	19:21	19:51	20:18	20:48	21:18	22:18	23:18
Fairyhouse Cross (Eastbound)		18:27	18:57	19:22	19:52	20:19	20:49	21:19	22:19	23:19
Fairyhouse Rd (Eastbound)		18:28	18:58	19:23	19:53	20:20	20:50	21:20	22:20	23:20
Fairyhouse Opp Racecourse		18:30	19:00	19:25	19:55	20:22	20:52	21:22	22:22	23:22
Ratoath (Fairyhouse Rd Opp Millview)		18:33	19:03	19:28	19:58	20:25	20:55	21:25	22:25	23:25
Ratoath (Tesco Roundabout)		18:34	19:04	19:29	19:59	20:26	20:56	21:26	22:26	23:26
Ratoath (Opp Steeplechase)		18:35	19:05	19:30	20:00	20:27	20:57	21:27	22:27	23:27
Ratoath (Opp Steeplechase Green)		18:36	19:06	19:31	20:01	20:28	20:58	21:28	22:28	23:28
Ratoath (Skryne Road Southbound)		18:37	19:07	19:32	20:02	20:29	20:59	21:29	22:29	23:29
Ratoath (Auld Stand)		18:39	19:09	19:34	20:04	20:31	21:01	21:31	22:31	23:31
Ratoath (Ballybin Roundabout)		18:40	19:10	19:35	20:05	20:32	21:02	21:32	22:32	23:32
Harlockstown (Eastbound)		18:44	19:14	19:38	20:08	20:35	21:05	21:35	22:35	23:35
Ninemile Stone (Opp B&B)		18:46	19:16	19:40	20:10	20:37	21:07	21:37	22:37	23:37
Ashbourne (The Briars Northbound)		18:47	19:17	19:41	20:11	20:38	21:08	21:38	22:38	23:38
Ashbourne (Opp Campus s/station)		18:49	19:19	19:42	20:12	20:39	21:09	21:39	22:39	23:39
Ashbourne (The Bridge)		18:50	19:20	19:43	20:13	20:40	21:10	21:40	22:40	23:40
Ashbourne (AIB)		18:52	19:22	19:45	20:15	20:42	21:12	21:42	22:42	23:42
Ashbourne (Credit Union)		18:54	19:24	19:46	20:16	20:43	21:13	21:43	22:43	23:43
Ashbourne (Johns Wood)		18:55	19:25	19:47	20:17	20:44	21:14	21:44	22:44	23:44
Ballybin Road		18:57	19:27	19:49	20:19	20:46	21:16	21:46	22:46	23:46
Ashbourne (Opp Pillo Hotel)		18:58	19:28	19:50	20:20	20:47	21:17	21:47	22:47	23:47
Emerald Park		19:02	19:32	19:54	20:24	20:51	21:21	21:51	22:51	23:51
Kilmoon Cross (Opp Top Garage)		19:08		19:58		20:55		21:55	22:55	23:55
Balrath Cross (Opp Duleek Rd)		19:13		20:03		21:00		22:00	23:00	00:00
Kentstown		19:18		20:10		21:07		22:07	23:07	00:07
OBriens Cross (R150 eastbound)		19:21		20:13		21:10		22:10	23:10	00:10
Duleek (Careys Lane)		19:27		20:19		21:16		22:16	23:16	00:16
Duleek (Kerins Pharmacy)		19:28		20:20		21:17		22:17	23:17	00:17
Drogheda (Bus Station)	arr	19:39		20:30		21:27		22:27	23:27	00:27

E = Services operating to/from Emerald Park terminate at Ashbourne (Pillo Hotel) when Park is Closed.

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TFI TRANSPORT FOR IRELAND

Bus Éireann

TFI Leap

Valid from 27.07.2025

105

Blanchardstown to Drogheda via Ashbourne

Operating day		Saturday										
Footnotes			E		E		E		E		E	
Navan Rd Stn	dep	06:45	07:15	07:45	08:15	08:45	09:15	09:45	10:15	10:45	11:15	11:45
Connolly Hospital		06:55	07:25	07:55	08:25	08:55	09:25	09:55	10:25	10:55	11:25	11:55
Mill Road		06:56	07:26	07:56	08:26	08:56	09:26	09:56	10:26	10:56	11:26	11:56
Westend Office Park		06:59	07:29	07:59	08:30	09:00	09:30	10:00	10:30	11:00	11:32	12:02
Blanchardstown (Crown Plaza)		07:02	07:32	08:02	08:33	09:03	09:33	10:03	10:33	11:03	11:35	12:05
Clonee (Lidl)		07:07	07:37	08:07	08:38	09:08	09:38	10:08	10:38	11:08	11:41	12:11
Dunboyne Station		07:09	07:39	08:09	08:40	09:10	09:40	10:10	10:40	11:10	11:43	12:13
Dunboyne NS		07:10	07:40	08:10	08:42	09:12	09:42	10:12	10:42	11:12	11:45	12:15
MSD Dunboyne		07:13	07:43	08:13	08:45	09:15	09:45	10:15	10:47	11:17	11:51	12:21
Fairyhouse Cross (Eastbound)		07:14	07:44	08:14	08:46	09:16	09:46	10:16	10:48	11:18	11:52	12:22
Fairyhouse Rd (Eastbound)		07:16	07:46	08:16	08:47	09:17	09:47	10:17	10:50	11:20	11:54	12:24
Fairyhouse Opp Racecourse		07:17	07:47	08:17	08:49	09:19	09:49	10:19	10:51	11:21	11:55	12:25
Ratoath (Fairyhouse Rd Opp Millview)		07:20	07:50	08:20	08:51	09:21	09:51	10:21	10:54	11:24	11:58	12:28
Ratoath (Tesco Roundabout)		07:21	07:51	08:21	08:52	09:22	09:52	10:22	10:55	11:25	11:59	12:29
Ratoath (Opp Steeplechase)		07:22	07:52	08:22	08:53	09:23	09:53	10:23	10:56	11:26	12:00	12:30
Ratoath (Opp Steeplechase Green)		07:23	07:53	08:23	08:54	09:24	09:54	10:24	10:57	11:27	12:01	12:31
Ratoath (Skryne Road Southbound)		07:24	07:54	08:24	08:56	09:26	09:56	10:26	10:58	11:28	12:02	12:32
Ratoath (Auld Stand)		07:26	07:56	08:26	08:58	09:28	09:58	10:28	11:00	11:30	12:05	12:35
Ratoath (Ballybin Roundabout)		07:27	07:57	08:27	08:59	09:29	09:59	10:29	11:02	11:32	12:06	12:36
Harlockstown (Eastbound)		07:31	08:01	08:31	09:03	09:33	10:03	10:33	11:05	11:35	12:10	12:40
Ninemile Stone (Opp B&B)		07:32	08:02	08:32	09:04	09:34	10:04	10:34	11:07	11:37	12:11	12:41
Ashbourne (The Briars Northbound)		07:33	08:03	08:33	09:05	09:35	10:05	10:35	11:07	11:37	12:12	12:42
Ashbourne (Opp Campus s/station)		07:34	08:04	08:34	09:06	09:36	10:06	10:36	11:09	11:39	12:13	12:43
Ashbourne (The Bridge)		07:35	08:05	08:35	09:07	09:37	10:07	10:37	11:10	11:40	12:14	12:44
Ashbourne (AIB)		07:36	08:06	08:36	09:09	09:39	10:09	10:39	11:12	11:42	12:17	12:47
Ashbourne (Credit Union)		07:37	08:07	08:37	09:10	09:40	10:10	10:40	11:14	11:44	12:20	12:50
Ashbourne (Johns Wood)		07:38	08:08	08:38	09:12	09:42	10:12	10:42	11:16	11:46	12:22	12:52
Ballybin Road		07:40	08:10	08:40	09:14	09:44	10:14	10:44	11:18	11:48	12:24	12:54
Ashbourne (Opp Pillo Hotel)		07:41	08:11	08:41	09:15	09:45	10:15	10:45	11:19	11:49	12:25	12:55
Emerald Park		07:49	08:19	08:49	09:23	09:53	10:23	10:53	11:27	11:57	12:34	13:04
Kilmoon Cross (Opp Top Garage)		07:55		08:55		09:58		10:58		12:03		13:10
Balrath Cross (Opp Duleek Rd)		07:59		08:59		10:02		11:02		12:08		13:14
Kentstown		08:02		09:02		10:06		11:06		12:13		13:18
OBriens Cross (R150 eastbound)		08:04		09:04		10:09		11:09		12:16		13:21
Duleek (Careys Lane)		08:10		09:10		10:16		11:16		12:22		13:28
Duleek (Kerins Pharmacy)		08:11		09:11		10:18		11:18		12:24		13:29
Drogheda (Bus Station)	arr	08:21		09:21		10:29		11:29		12:35		13:39

E = Services operating to/from Emerald Park terminate at Ashbourne (Pillo Hotel) when Park is Closed.

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TFI TRANSPORT FOR IRELAND

Bus Éireann

TFI Leap

Valid from 27.07.2025

105

Blanchardstown to Drogheda via Ashbourne

Operating day		Saturday										
Footnotes		E		E		E		E		E		E
Navan Rd Stn	dep	12:15	12:45	13:15	13:45	14:15	14:45	15:15	15:45	16:15	16:45	17:15
Connolly Hospital		12:25	12:55	13:25	13:55	14:25	14:55	15:25	15:55	16:25	16:55	17:25
Mill Road		12:26	12:56	13:26	13:56	14:26	14:56	15:26	15:56	16:27	16:56	17:26
Westend Office Park		12:32	13:02	13:32	14:02	14:34	15:04	15:34	16:04	16:31	17:04	17:31
Blanchardstown (Crown Plaza)		12:35	13:05	13:36	14:06	14:38	15:08	15:38	16:08	16:34	17:08	17:36
Clonee (Lidl)		12:41	13:11	13:41	14:11	14:44	15:14	15:44	16:14	16:40	17:14	17:42
Dunboyne Station		12:43	13:13	13:43	14:13	14:46	15:16	15:46	16:16	16:42	17:16	17:44
Dunboyne NS		12:45	13:15	13:46	14:16	14:48	15:18	15:48	16:18	16:45	17:18	17:46
MSD Dunboyne		12:51	13:21	13:52	14:22	14:55	15:25	15:55	16:25	16:52	17:25	17:52
Fairyhouse Cross (Eastbound)		12:52	13:22	13:53	14:23	14:56	15:26	15:56	16:26	16:53	17:26	17:53
Fairyhouse Rd (Eastbound)		12:54	13:24	13:54	14:24	14:57	15:27	15:57	16:27	16:55	17:27	17:55
Fairyhouse Opp Racecourse		12:55	13:25	13:56	14:26	14:59	15:29	15:59	16:29	16:57	17:29	17:56
Ratoath (Fairyhouse Rd Opp Millview)		12:58	13:28	13:58	14:28	15:01	15:31	16:01	16:31	17:00	17:31	17:59
Ratoath (Tesco Roundabout)		12:59	13:29	13:59	14:29	15:02	15:32	16:02	16:32	17:01	17:32	18:00
Ratoath (Opp Steeplechase)		13:00	13:30	14:00	14:30	15:03	15:33	16:03	16:33	17:02	17:33	18:01
Ratoath (Opp Steeplechase Green)		13:01	13:31	14:01	14:31	15:04	15:34	16:04	16:34	17:03	17:34	18:02
Ratoath (Skryne Road Southbound)		13:02	13:32	14:03	14:33	15:06	15:36	16:06	16:36	17:04	17:36	18:04
Ratoath (Auld Stand)		13:05	13:35	14:05	14:35	15:08	15:38	16:08	16:38	17:07	17:38	18:06
Ratoath (Ballybin Roundabout)		13:06	13:36	14:07	14:37	15:09	15:39	16:09	16:39	17:12	17:39	18:07
Harlockstown (Eastbound)		13:10	13:40	14:10	14:40	15:13	15:43	16:13	16:43	17:16	17:43	18:11
Ninemile Stone (Opp B&B)		13:11	13:41	14:12	14:42	15:14	15:44	16:14	16:44	17:18	17:44	18:12
Ashbourne (The Briars Northbound)		13:12	13:42	14:12	14:42	15:15	15:45	16:15	16:45	17:19	17:45	18:13
Ashbourne (Opp Campus s/station)		13:13	13:43	14:14	14:44	15:16	15:46	16:16	16:46	17:20	17:46	18:14
Ashbourne (The Bridge)		13:14	13:44	14:15	14:45	15:17	15:47	16:17	16:47	17:21	17:47	18:15
Ashbourne (AIB)		13:17	13:47	14:18	14:48	15:20	15:50	16:20	16:50	17:23	17:50	18:18
Ashbourne (Credit Union)		13:20	13:50	14:20	14:50	15:23	15:53	16:23	16:53	17:24	17:53	18:20
Ashbourne (Johns Wood)		13:22	13:52	14:22	14:52	15:25	15:55	16:25	16:55	17:25	17:55	18:22
Ballybin Road		13:24	13:54	14:24	14:54	15:27	15:57	16:27	16:57	17:28	17:57	18:24
Ashbourne (Opp Pillo Hotel)		13:25	13:55	14:25	14:55	15:28	15:58	16:28	16:58	17:29	17:58	18:25
Emerald Park		13:34	14:04	14:33	15:03	15:36	16:06	16:36	17:06	17:37	18:06	18:33
Kilmoon Cross (Opp Top Garage)			14:10		15:09		16:12		17:12		18:12	
Balrath Cross (Opp Duleek Rd)			14:14		15:14		16:17		17:17		18:17	
Kentstown			14:18		15:19		16:22		17:22		18:22	
OBriens Cross (R150 eastbound)			14:21		15:22		16:25		17:25		18:25	
Duleek (Careys Lane)			14:28		15:29		16:31		17:31		18:31	
Duleek (Kerins Pharmacy)			14:29		15:31		16:33		17:33		18:33	
Drogheda (Bus Station)	arr		14:39		15:42		16:44		17:44		18:44	

E = Services operating to/from Emerald Park terminate at Ashbourne (Pillo Hotel) when Park is Closed.

Please see Emerald Park Website for opening hours.

*** The TFI Live App allows you to access live real time departure and journey planning information across the Transport for Ireland (TFI) network**

TFI TRANSPORT FOR IRELAND

Bus Éireann

TFI Leap

Valid from 27.07.2025

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Blanchardstown to Drogheda via Ashbourne

Operating day		Saturday								
Footnotes			E		E		E			
Navan Rd Stn	dep	17:45	18:15	18:45	19:15	19:45	20:15	20:45	21:45	22:45
Connolly Hospital		17:55	18:25	18:55	19:25	19:55	20:25	20:55	21:55	22:55
Mill Road		17:56	18:26	18:56	19:26	19:56	20:26	20:56	21:56	22:56
Westend Office Park		18:01	18:31	19:00	19:30	20:00	20:30	21:00	22:00	23:00
Blanchardstown (Crown Plaza)		18:06	18:36	19:03	19:33	20:04	20:32	21:02	22:02	23:02
Clonee (Lidl)		18:12	18:42	19:08	19:38	20:10	20:37	21:07	22:07	23:07
Dunboyne Station		18:14	18:44	19:10	19:40	20:12	20:39	21:09	22:09	23:09
Dunboyne NS		18:16	18:46	19:12	19:42	20:14	20:41	21:11	22:11	23:11
MSD Dunboyne		18:22	18:52	19:17	19:47	20:17	20:44	21:14	22:14	23:14
Fairyhouse Cross (Eastbound)		18:23	18:53	19:18	19:48	20:18	20:45	21:15	22:15	23:15
Fairyhouse Rd (Eastbound)		18:25	18:55	19:20	19:50	20:19	20:47	21:17	22:17	23:17
Fairyhouse Opp Racecourse		18:26	18:56	19:21	19:51	20:21	20:48	21:18	22:18	23:18
Ratoath (Fairyhouse Rd Opp Millview)		18:29	18:59	19:24	19:54	20:23	20:51	21:21	22:21	23:21
Ratoath (Tesco Roundabout)		18:30	19:00	19:25	19:55	20:24	20:52	21:22	22:22	23:22
Ratoath (Opp Steeplechase)		18:31	19:01	19:26	19:56	20:25	20:53	21:23	22:23	23:23
Ratoath (Opp Steeplechase Green)		18:32	19:02	19:27	19:57	20:26	20:54	21:24	22:24	23:24
Ratoath (Skryne Road Southbound)		18:34	19:04	19:28	19:58	20:28	20:55	21:25	22:25	23:25
Ratoath (Auld Stand)		18:36	19:06	19:30	20:00	20:30	20:57	21:27	22:27	23:27
Ratoath (Ballybin Roundabout)		18:37	19:07	19:32	20:02	20:31	20:58	21:28	22:28	23:28
Harlockstown (Eastbound)		18:41	19:11	19:35	20:05	20:35	21:02	21:32	22:32	23:32
Ninemile Stone (Opp B&B)		18:42	19:12	19:37	20:07	20:36	21:03	21:33	22:33	23:33
Ashbourne (The Briars Northbound)		18:43	19:13	19:37	20:07	20:37	21:04	21:34	22:34	23:34
Ashbourne (Opp Campus s/station)		18:44	19:14	19:39	20:09	20:38	21:05	21:35	22:35	23:35
Ashbourne (The Bridge)		18:45	19:15	19:40	20:10	20:39	21:06	21:36	22:36	23:36
Ashbourne (AIB)		18:48	19:18	19:42	20:12	20:41	21:08	21:38	22:38	23:38
Ashbourne (Credit Union)		18:50	19:20	19:44	20:14	20:42	21:09	21:39	22:39	23:39
Ashbourne (Johns Wood)		18:52	19:22	19:46	20:16	20:43	21:10	21:40	22:40	23:40
Ballybin Road		18:54	19:24	19:48	20:18	20:45	21:12	21:42	22:42	23:42
Ashbourne (Opp Pillo Hotel)		18:55	19:25	19:49	20:19	20:46	21:13	21:43	22:43	23:43
Emerald Park		19:03	19:33	19:57	20:27	20:54	21:21	21:51	22:51	23:51
Kilmoon Cross (Opp Top Garage)		19:09		20:03		21:00		21:57	22:57	23:57
Balrath Cross (Opp Duleek Rd)		19:14		20:08		21:05		22:02	23:02	00:02
Kentstown		19:18		20:13		21:09		22:06	23:06	00:06
OBriens Cross (R150 eastbound)		19:21		20:16		21:12		22:09	23:09	00:09
Duleek (Careys Lane)		19:28		20:22		21:18		22:15	23:15	00:15
Duleek (Kerins Pharmacy)		19:29		20:24		21:19		22:16	23:16	00:16
Drogheda (Bus Station)	arr	19:40		20:35		21:29		22:26	23:26	00:26

E = Services operating to/from Emerald Park terminate at Ashbourne (Pillo Hotel) when Park is Closed.

Please see Emerald Park Website for opening hours.

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TFI TRANSPORT FOR IRELAND

Bus Éireann

TFI Leap

Valid from 27.07.2025

105

Blanchardstown to Drogheda via Ashbourne

Operating day		Sunday										
Footnotes												
Navan Rd Stn	dep	09:45	10:45	11:45	12:45	13:45	14:45	15:45	16:45	17:45	18:45	19:45
Connolly Hospital		09:55	10:55	11:55	12:55	13:55	14:55	15:55	16:55	17:55	18:55	19:55
Mill Road		09:56	10:56	11:56	12:57	13:57	14:56	15:56	16:56	17:56	18:56	19:56
Westend Office Park		10:00	11:00	12:01	13:05	14:05	15:02	16:02	17:01	18:01	19:00	20:00
Blanchardstown (Crown Plaza)		10:03	11:03	12:06	13:10	14:10	15:06	16:06	17:05	18:05	19:04	20:04
Clonee (Lidl)		10:08	11:08	12:11	13:16	14:16	15:13	16:13	17:10	18:10	19:09	20:09
Dunboyne Station		10:10	11:10	12:13	13:18	14:18	15:15	16:15	17:12	18:12	19:11	20:11
Dunboyne NS		10:12	11:12	12:14	13:20	14:20	15:17	16:17	17:15	18:15	19:13	20:13
MSD Dunboyne		10:19	11:19	12:21	13:27	14:27	15:24	16:24	17:21	18:21	19:20	20:20
Fairyhouse Cross (Eastbound)		10:20	11:20	12:22	13:28	14:28	15:25	16:25	17:22	18:22	19:21	20:21
Fairyhouse Rd (Eastbound)		10:21	11:21	12:23	13:29	14:29	15:26	16:26	17:24	18:24	19:22	20:22
Fairyhouse Opp Racecourse		10:24	11:24	12:26	13:31	14:31	15:28	16:28	17:25	18:25	19:24	20:24
Ratoath (Fairyhouse Rd Opp Millview)		10:27	11:27	12:29	13:34	14:34	15:31	16:31	17:28	18:28	19:27	20:27
Ratoath (Tesco Roundabout)		10:28	11:28	12:30	13:35	14:35	15:32	16:32	17:29	18:29	19:28	20:28
Ratoath (Opp Steeplechase)		10:29	11:29	12:31	13:36	14:36	15:33	16:33	17:30	18:30	19:29	20:29
Ratoath (Opp Steeplechase Green)		10:30	11:30	12:32	13:37	14:37	15:34	16:34	17:31	18:31	19:30	20:30
Ratoath (Skryne Road Southbound)		10:31	11:31	12:33	13:38	14:38	15:35	16:35	17:32	18:32	19:31	20:31
Ratoath (Auld Stand)		10:33	11:33	12:35	13:40	14:40	15:37	16:37	17:34	18:34	19:33	20:33
Ratoath (Ballybin Roundabout)		10:35	11:35	12:37	13:42	14:42	15:39	16:39	17:36	18:36	19:35	20:35
Harlockstown (Eastbound)		10:38	11:38	12:40	13:45	14:45	15:42	16:42	17:39	18:39	19:38	20:38
Ninemile Stone (Opp B&B)		10:39	11:39	12:42	13:47	14:47	15:44	16:44	17:41	18:41	19:39	20:39
Ashbourne (The Briars Northbound)		10:40	11:40	12:42	13:47	14:47	15:45	16:45	17:42	18:42	19:40	20:40
Ashbourne (Opp Campus s/station)		10:41	11:41	12:44	13:49	14:49	15:46	16:46	17:43	18:43	19:41	20:41
Ashbourne (The Bridge)		10:42	11:42	12:45	13:50	14:50	15:47	16:47	17:44	18:44	19:42	20:42
Ashbourne (AIB)		10:45	11:45	12:47	13:52	14:52	15:50	16:50	17:47	18:47	19:44	20:44
Ashbourne (Credit Union)		10:47	11:47	12:50	13:55	14:55	15:52	16:52	17:49	18:49	19:46	20:46
Ashbourne (Johns Wood)		10:48	11:48	12:51	13:56	14:56	15:54	16:54	17:50	18:50	19:47	20:47
Ballybin Road		10:50	11:50	12:53	13:58	14:58	15:55	16:55	17:52	18:52	19:49	20:49
Ashbourne (Opp Pillo Hotel)		10:51	11:51	12:54	13:59	14:59	15:56	16:56	17:53	18:53	19:50	20:50
Emerald Park		11:00	12:00	13:03	14:08	15:08	16:05	17:05	18:02	19:02	19:59	20:59
Kilmoon Cross (Opp Top Garage)		11:06	12:06	13:08	14:14	15:14	16:11	17:11	18:08	19:08	20:05	21:05
Balrath Cross (Opp Duleek Rd)		11:10	12:10	13:12	14:18	15:18	16:17	17:17	18:12	19:12	20:09	21:09
Kentstown		11:14	12:14	13:16	14:23	15:23	16:22	17:22	18:16	19:16	20:13	21:13
OBriens Cross (R150 eastbound)		11:17	12:17	13:19	14:26	15:26	16:25	17:25	18:20	19:20	20:16	21:16
Duleek (Careys Lane)		11:23	12:23	13:26	14:32	15:32	16:31	17:31	18:26	19:26	20:22	21:22
Duleek (Kerins Pharmacy)		11:24	12:24	13:28	14:34	15:34	16:32	17:32	18:27	19:27	20:23	21:23
Drogheda (Bus Station)	arr	11:35	12:35	13:40	14:45	15:45	16:43	17:43	18:38	19:38	20:33	21:33

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TFI TRANSPORT FOR IRELAND

Bus Éireann

TFI Leap

Valid from 27.07.2025

105 Blanchardstown to Drogheda via Ashbourne

Operating day		Sunday		
Footnotes				
Navan Rd Stn	dep	20:45	21:45	22:45
Connolly Hospital		20:55	21:55	22:55
Mill Road		20:56	21:56	22:56
Westend Office Park		20:59	21:59	22:59
Blanchardstown (Crown Plaza)		21:02	22:02	23:02
Clonee (Lidl)		21:07	22:07	23:07
Dunboyne Station		21:09	22:09	23:09
Dunboyne NS		21:11	22:11	23:11
MSD Dunboyne		21:17	22:17	23:17
Fairyhouse Cross (Eastbound)		21:18	22:18	23:18
Fairyhouse Rd (Eastbound)		21:20	22:20	23:20
Fairyhouse Opp Racecourse		21:21	22:21	23:21
Ratoath (Fairyhouse Rd Opp Millview)		21:24	22:24	23:24
Ratoath (Tesco Roundabout)		21:25	22:25	23:25
Ratoath (Opp Steeplechase)		21:26	22:26	23:26
Ratoath (Opp Steeplechase Green)		21:27	22:27	23:27
Ratoath (Skryne Road Southbound)		21:28	22:28	23:28
Ratoath (Auld Stand)		21:30	22:30	23:30
Ratoath (Ballybin Roundabout)		21:31	22:31	23:31
Harlockstown (Eastbound)		21:34	22:34	23:34
Ninemile Stone (Opp B&B)		21:36	22:36	23:36
Ashbourne (The Briars Northbound)		21:37	22:37	23:37
Ashbourne (Opp Campus s/station)		21:38	22:38	23:38
Ashbourne (The Bridge)		21:39	22:39	23:39
Ashbourne (AIB)		21:40	22:40	23:40
Ashbourne (Credit Union)		21:42	22:42	23:42
Ashbourne (Johns Wood)		21:43	22:43	23:43
Ballybin Road		21:44	22:44	23:44
Ashbourne (Opp Pillo Hotel)		21:45	22:45	23:45
Emerald Park		21:54	22:54	23:54
Kilmoon Cross (Opp Top Garage)		21:59	22:59	23:59
Balrath Cross (Opp Duleek Rd)		22:04	23:04	00:04
Kentstown		22:09	23:09	00:09
OBriens Cross (R150 eastbound)		22:12	23:12	00:12
Duleek (Careys Lane)		22:18	23:18	00:18
Duleek (Kerins Pharmacy)		22:19	23:19	00:19
Drogheda (Bus Station)	arr	22:29	23:29	00:29

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TFI TRANSPORT FOR IRELAND

Bus Éireann

TFI Leap

Valid from 27.07.2025

105

Drogheda to Blanchardstown via Ashbourne

Operating day		Monday - Friday										
Footnotes				E		E		E		E		E
Drogheda (Bus Station)	dep	04:30	05:30		06:30		07:30		08:30		09:30	
Duleek (Opp O Neills)		04:42	05:42		06:42		07:42		08:42		09:42	
O'Brien's Cross (Northbound)		04:50	05:50		06:50		07:50		08:50		09:50	
Kentstown (Maguires Pub)		04:54	05:54		06:55		07:55		08:55		09:55	
Balrath Cross (Duleek Rd)		04:59	05:59		07:00		08:00		09:00		09:59	
Kilmoon Cross (Southbound)		05:04	06:04		07:09		08:14		09:09		10:05	
Emerald Park		05:09	06:09	06:45	07:13	07:45	08:19	08:45	09:13	09:45	10:11	10:45
Ashbourne (Pillo Hotel)		05:17	06:17	06:53	07:21	07:55	08:29	08:53	09:21	09:54	10:20	10:54
Ballybin Road		05:18	06:18	06:54	07:22	07:56	08:30	08:54	09:22	09:55	10:21	10:55
Ashbourne (Opp Johns Wood)		05:20	06:20	06:56	07:24	07:58	08:32	08:56	09:24	09:57	10:23	10:57
Ashbourne (Opp Dunnes Stores)		05:22	06:22	06:58	07:26	08:00	08:34	08:58	09:26	09:59	10:25	10:59
Ashbourne (Kelly's)		05:24	06:24	07:01	07:29	08:03	08:37	09:01	09:29	10:02	10:28	11:02
Ashbourne (Garden City Stop)		05:25	06:25	07:03	07:31	08:05	08:39	09:03	09:31	10:03	10:29	11:03
Ashbourne (Community Centre)		05:26	06:26	07:06	07:34	08:09	08:43	09:06	09:34	10:05	10:31	11:05
Ashbourne (The Briars Southbound)		05:27	06:27	07:07	07:35	08:10	08:44	09:07	09:35	10:06	10:32	11:06
Ninemile Stone (B&B)		05:28	06:28	07:08	07:36	08:11	08:45	09:08	09:36	10:07	10:33	11:07
Harlockstown (Westbound)		05:30	06:30	07:10	07:38	08:13	08:47	09:10	09:38	10:08	10:34	11:08
Ratoath (Opp Ballybin Roundabout)		05:34	06:34	07:14	07:42	08:18	08:52	09:14	09:42	10:12	10:38	11:12
Ratoath (Glebe Lane)		05:35	06:35	07:15	07:43	08:19	08:53	09:15	09:43	10:13	10:39	11:13
Ratoath (Skryne Road Northbound)		05:36	06:36	07:17	07:45	08:21	08:55	09:17	09:45	10:15	10:41	11:15
Ratoath (Steeplechase Green)		05:37	06:37	07:18	07:46	08:22	08:56	09:18	09:46	10:16	10:42	11:16
Ratoath (Woodlands Roundabout)		05:38	06:38	07:19	07:47	08:23	08:57	09:19	09:47	10:17	10:43	11:17
Ratoath (Fairyhouse Rd Millview)		05:40	06:40	07:24	07:52	08:27	09:01	09:24	09:52	10:19	10:45	11:19
Fairyhouse Racecourse		05:42	06:42	07:26	07:54	08:29	09:03	09:26	09:54	10:21	10:47	11:21
Fairyhouse Rd (Westbound)		05:44	06:44	07:27	07:55	08:30	09:04	09:27	09:55	10:22	10:48	11:22
Fairyhouse Cross (Southbound)		05:47	06:47	07:30	07:58	08:32	09:06	09:30	09:58	10:24	10:50	11:24
MSD Dunboyne		05:48	06:48	07:31	07:59	08:33	09:07	09:31	09:59	10:25	10:51	11:25
Dunboyne NS		05:56	06:56	07:39	08:07	08:41	09:15	09:39	10:07	10:33	10:59	11:33
Mill View		05:57	06:57	07:40	08:08	08:42	09:16	09:40	10:08	10:34	11:00	11:34
Clonee Village		05:59	06:59	07:42	08:10	08:46	09:20	09:42	10:10	10:36	11:02	11:36
Blanchardstown SC (Slip Rd Eastbound)		06:06	07:06	07:50	08:18	08:54	09:28	09:50	10:18	10:42	11:08	11:42
Westend Office Park		06:08	07:08	07:52	08:20	08:56	09:30	09:52	10:20	10:44	11:10	11:44
Mill Road		06:11	07:11	07:55	08:23	08:59	09:33	09:55	10:23	10:47	11:13	11:47
Connolly Hospital		06:11	07:11	07:55	08:23	08:59	09:33	09:55	10:23	10:47	11:13	11:47
Junction 6		06:13	07:13	07:57	08:25	09:01	09:35	09:57	10:25	10:49	11:15	11:49
Navan Rd Stn	arr	06:21	07:21	08:05	08:33	09:09	09:43	10:05	10:33	10:57	11:23	11:57

E = Services operating to/from Emerald Park terminate at Ashbourne (Pillo Hotel) when Park is Closed.

Please see Emerald Park Website for opening hours.

*** The TFI Live App allows you to access live real time departure and journey planning information across the Transport for Ireland (TFI) network**

TFI TRANSPORT FOR IRELAND

Bus Éireann

TFI Leap

Valid from 27.07.2025

105

Drogheda to Blanchardstown via Ashbourne

Operating day		Monday - Friday										
Footnotes			E		E		E		E		E	
Drogheda (Bus Station)	dep	10:30		11:30		12:30		13:30		14:30		15:30
Duleek (Opp O Neills)		10:42		11:42		12:43		13:43		14:43		15:43
O'Brien's Cross (Northbound)		10:50		11:50		12:51		13:51		14:51		15:52
Kentstown (Maguires Pub)		10:55		11:55		12:55		13:55		14:55		15:56
Balrath Cross (Duleek Rd)		10:59		11:59		13:00		14:00		15:00		16:01
Kilmoon Cross (Southbound)		11:05		12:05		13:05		14:05		15:06		16:07
Emerald Park		11:11	11:45	12:11	12:45	13:12	13:45	14:12	14:45	15:13	15:45	16:15
Ashbourne (Pillo Hotel)		11:20	11:54	12:20	12:54	13:21	13:54	14:21	14:54	15:23	15:55	16:25
Ballybin Road		11:21	11:55	12:21	12:55	13:22	13:55	14:22	14:55	15:24	15:56	16:26
Ashbourne (Opp Johns Wood)		11:23	11:57	12:23	12:57	13:24	13:57	14:24	14:57	15:26	15:58	16:28
Ashbourne (Opp Dunnes Stores)		11:25	11:59	12:25	12:59	13:26	13:59	14:26	14:59	15:28	16:00	16:30
Ashbourne (Kelly's)		11:28	12:02	12:28	13:02	13:29	14:02	14:29	15:02	15:31	16:03	16:33
Ashbourne (Garden City Stop)		11:29	12:03	12:29	13:03	13:30	14:03	14:30	15:03	15:32	16:04	16:34
Ashbourne (Community Centre)		11:31	12:05	12:31	13:05	13:32	14:05	14:32	15:05	15:34	16:06	16:36
Ashbourne (The Briars Southbound)		11:32	12:06	12:32	13:06	13:33	14:06	14:33	15:06	15:35	16:07	16:37
Ninemile Stone (B&B)		11:33	12:07	12:33	13:07	13:34	14:07	14:34	15:07	15:36	16:08	16:38
Harlockstown (Westbound)		11:34	12:08	12:34	13:08	13:35	14:08	14:35	15:08	15:38	16:10	16:40
Ratoath (Opp Ballybin Roundabout)		11:38	12:12	12:38	13:12	13:39	14:12	14:39	15:12	15:43	16:15	16:48
Ratoath (Glebe Lane)		11:39	12:13	12:39	13:13	13:40	14:13	14:40	15:13	15:44	16:16	16:50
Ratoath (Skryne Road Northbound)		11:41	12:15	12:41	13:15	13:42	14:15	14:42	15:15	15:46	16:18	16:52
Ratoath (Steeplechase Green)		11:42	12:16	12:42	13:16	13:43	14:16	14:43	15:16	15:48	16:20	16:54
Ratoath (Woodlands Roundabout)		11:43	12:17	12:43	13:17	13:44	14:17	14:44	15:17	15:49	16:21	16:55
Ratoath (Fairyhouse Rd Millview)		11:45	12:19	12:45	13:19	13:46	14:19	14:46	15:19	15:52	16:24	16:57
Fairyhouse Racecourse		11:47	12:21	12:47	13:21	13:48	14:21	14:48	15:21	15:54	16:26	16:59
Fairyhouse Rd (Westbound)		11:48	12:22	12:48	13:23	13:50	14:23	14:50	15:23	15:56	16:28	17:01
Fairyhouse Cross (Southbound)		11:50	12:24	12:50	13:25	13:52	14:25	14:52	15:25	15:58	16:30	17:03
MSD Dunboyne		11:51	12:25	12:51	13:26	13:53	14:26	14:53	15:26	15:59	16:31	17:04
Dunboyne NS		11:59	12:33	12:59	13:35	14:02	14:35	15:02	15:35	16:09	16:41	17:13
Mill View		12:00	12:34	13:00	13:36	14:03	14:36	15:03	15:36	16:10	16:42	17:14
Clonee Village		12:02	12:36	13:02	13:39	14:06	14:39	15:06	15:39	16:13	16:45	17:17
Blanchardstown SC (Slip Rd Eastbound)		12:08	12:42	13:08	13:46	14:13	14:46	15:13	15:46	16:20	16:52	17:25
Westend Office Park		12:10	12:44	13:10	13:48	14:15	14:48	15:15	15:48	16:22	16:54	17:27
Mill Road		12:13	12:47	13:13	13:51	14:18	14:51	15:18	15:51	16:25	16:57	17:30
Connolly Hospital		12:13	12:47	13:13	13:51	14:18	14:51	15:18	15:51	16:25	16:57	17:30
Junction 6		12:15	12:49	13:15	13:53	14:20	14:53	15:20	15:53	16:27	16:59	17:32
Navan Rd Stn	arr	12:23	12:57	13:23	14:01	14:28	15:01	15:28	16:01	16:35	17:07	17:40

E = Services operating to/from Emerald Park terminate at Ashbourne (Pillo Hotel) when Park is Closed.

Please see Emerald Park Website for opening hours.

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TFI TRANSPORT FOR IRELAND

Bus Éireann

TFI Leap

Valid from 27.07.2025

105

Drogheda to Blanchardstown via Ashbourne

Operating day		Monday - Friday								
Footnotes		E		E		E		E		
Drogheda (Bus Station)	dep		16:30		17:30		18:30		19:30	20:30
Duleek (Opp O Neills)			16:43		17:43		18:43		19:42	20:42
O'Brien's Cross (Northbound)			16:53		17:52		18:52		19:50	20:50
Kentstown (Maguires Pub)			16:58		17:57		18:57		19:54	20:54
Balrath Cross (Duleek Rd)			17:03		18:02		19:02		19:58	20:58
Kilmoon Cross (Southbound)			17:08		18:07		19:07		20:03	21:03
Emerald Park		16:45	17:16	17:45	18:15	18:45	19:15	19:45	20:11	21:11
Ashbourne (Pillo Hotel)		16:55	17:26	17:55	18:25	18:55	19:25	19:53	20:19	21:19
Ballybin Road		16:56	17:28	17:57	18:27	18:57	19:26	19:54	20:20	21:20
Ashbourne (Opp Johns Wood)		16:58	17:30	17:59	18:29	18:59	19:28	19:55	20:21	21:21
Ashbourne (Opp Dunnes Stores)		17:00	17:32	18:01	18:31	19:01	19:29	19:56	20:22	21:22
Ashbourne (Kelly's)		17:03	17:35	18:04	18:34	19:04	19:31	19:58	20:24	21:24
Ashbourne (Garden City Stop)		17:04	17:36	18:05	18:35	19:05	19:32	19:59	20:25	21:25
Ashbourne (Community Centre)		17:06	17:38	18:07	18:37	19:07	19:33	20:00	20:26	21:26
Ashbourne (The Briars Southbound)		17:07	17:39	18:08	18:38	19:08	19:34	20:01	20:27	21:27
Ninemile Stone (B&B)		17:08	17:40	18:09	18:39	19:09	19:35	20:02	20:28	21:28
Harlockstown (Westbound)		17:10	17:42	18:11	18:41	19:11	19:36	20:03	20:29	21:29
Ratoath (Opp Ballybin Roundabout)		17:18	17:50	18:17	18:47	19:17	19:40	20:07	20:33	21:33
Ratoath (Glebe Lane)		17:20	17:52	18:18	18:48	19:18	19:41	20:08	20:34	21:34
Ratoath (Skryne Road Northbound)		17:22	17:54	18:20	18:50	19:20	19:43	20:10	20:36	21:36
Ratoath (Steeplechase Green)		17:24	17:56	18:22	18:52	19:22	19:45	20:12	20:38	21:38
Ratoath (Woodlands Roundabout)		17:25	17:57	18:23	18:53	19:23	19:46	20:13	20:39	21:39
Ratoath (Fairyhouse Rd Millview)		17:27	17:59	18:25	18:55	19:25	19:48	20:15	20:41	21:41
Fairyhouse Racecourse		17:29	18:01	18:27	18:57	19:27	19:50	20:17	20:43	21:43
Fairyhouse Rd (Westbound)		17:31	18:03	18:29	18:59	19:29	19:52	20:18	20:44	21:44
Fairyhouse Cross (Southbound)		17:33	18:05	18:31	19:01	19:31	19:54	20:20	20:46	21:46
MSD Dunboyne		17:34	18:06	18:32	19:02	19:32	19:55	20:21	20:47	21:47
Dunboyne NS		17:43	18:14	18:40	19:10	19:40	20:03	20:28	20:54	21:54
Mill View		17:44	18:15	18:41	19:11	19:41	20:04	20:29	20:55	21:55
Clonee Village		17:47	18:18	18:44	19:14	19:44	20:06	20:31	20:57	21:57
Blanchardstown SC (Slip Rd Eastbound)		17:55	18:26	18:51	19:21	19:51	20:11	20:36	21:02	22:02
Westend Office Park		17:57	18:28	18:53	19:23	19:53	20:12	20:37	21:03	22:03
Mill Road		18:00	18:31	18:55	19:25	19:55	20:15	20:40	21:06	22:06
Connolly Hospital		18:00	18:31	18:55	19:25	19:55	20:15	20:40	21:06	22:06
Junction 6		18:02	18:33	18:57	19:27	19:57	20:17	20:42	21:08	22:08
Navan Rd Stn	arr	18:10	18:41	19:05	19:35	20:05	20:25	20:50	21:16	22:16

E = Services operating to/from Emerald Park terminate at Ashbourne (Pillo Hotel) when Park is Closed.

Please see Emerald Park Website for opening hours.

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TFI TRANSPORT FOR IRELAND

Bus Éireann

TFI Leap

Valid from 27.07.2025

105

Drogheda to Blanchardstown via Ashbourne

Operating day		Saturday										
Footnotes				E		E		E		E		E
Drogheda (Bus Station)	dep	04:30	05:30		06:30		07:30		08:45		09:30	
Duleek (Opp O Neills)		04:40	05:40		06:40		07:40		08:57		09:42	
O'Brien's Cross (Northbound)		04:47	05:47		06:47		07:47		09:05		09:50	
Kentstown (Maguires Pub)		04:52	05:52		06:52		07:52		09:09		09:54	
Balrath Cross (Duleek Rd)		04:56	05:56		06:56		07:56		09:13		09:58	
Kilmoon Cross (Southbound)		05:01	06:01		07:01		08:01		09:18		10:03	
Emerald Park		05:05	06:05	06:45	07:08	07:45	08:05	08:45	09:24	09:45	10:09	10:45
Ashbourne (Pillo Hotel)		05:12	06:12	06:51	07:14	07:51	08:14	08:53	09:32	09:53	10:17	10:53
Ballybin Road		05:13	06:13	06:52	07:15	07:52	08:15	08:54	09:33	09:54	10:18	10:54
Ashbourne (Opp Johns Wood)		05:14	06:14	06:53	07:16	07:53	08:16	08:55	09:34	09:55	10:19	10:55
Ashbourne (Opp Dunnes Stores)		05:15	06:15	06:55	07:18	07:55	08:17	08:57	09:37	09:58	10:22	10:58
Ashbourne (Kelly's)		05:17	06:17	06:56	07:19	07:56	08:19	08:58	09:39	10:00	10:24	11:00
Ashbourne (Garden City Stop)		05:18	06:18	06:57	07:20	07:57	08:20	09:00	09:40	10:01	10:25	11:01
Ashbourne (Community Centre)		05:19	06:19	06:58	07:21	07:58	08:22	09:01	09:41	10:02	10:26	11:02
Ashbourne (The Briars Southbound)		05:19	06:19	06:59	07:22	07:59	08:22	09:02	09:42	10:03	10:27	11:03
Ninemile Stone (B&B)		05:20	06:20	06:59	07:22	07:59	08:23	09:03	09:43	10:04	10:28	11:04
Harlockstown (Westbound)		05:21	06:21	07:01	07:24	08:01	08:25	09:04	09:45	10:06	10:30	11:06
Ratoath (Opp Ballybin Roundabout)		05:25	06:25	07:04	07:27	08:04	08:29	09:08	09:49	10:10	10:34	11:10
Ratoath (Glebe Lane)		05:26	06:26	07:05	07:28	08:05	08:30	09:09	09:50	10:11	10:35	11:11
Ratoath (Skryne Road Northbound)		05:27	06:27	07:07	07:30	08:07	08:31	09:11	09:52	10:13	10:37	11:13
Ratoath (Steeplechase Green)		05:29	06:29	07:08	07:31	08:08	08:33	09:12	09:53	10:14	10:38	11:14
Ratoath (Woodlands Roundabout)		05:30	06:30	07:09	07:32	08:09	08:34	09:13	09:54	10:15	10:39	11:15
Ratoath (Fairyhouse Rd Millview)		05:31	06:31	07:11	07:34	08:11	08:36	09:15	09:56	10:17	10:41	11:17
Fairyhouse Racecourse		05:33	06:33	07:13	07:36	08:13	08:38	09:17	09:57	10:18	10:42	11:18
Fairyhouse Rd (Westbound)		05:35	06:35	07:14	07:37	08:14	08:39	09:19	10:00	10:21	10:45	11:21
Fairyhouse Cross (Southbound)		05:37	06:37	07:16	07:39	08:16	08:42	09:21	10:02	10:23	10:47	11:23
MSD Dunboyne		05:37	06:37	07:17	07:40	08:17	08:42	09:22	10:04	10:25	10:49	11:25
Dunboyne NS		05:44	06:44	07:23	07:46	08:23	08:49	09:28	10:12	10:33	10:57	11:33
Mill View		05:45	06:45	07:24	07:47	08:24	08:50	09:29	10:13	10:34	10:58	11:34
Clonee Village		05:47	06:47	07:26	07:49	08:26	08:52	09:31	10:16	10:37	11:01	11:37
Blanchardstown SC (Slip Rd Eastbound)		05:52	06:52	07:31	07:54	08:31	08:57	09:37	10:22	10:43	11:07	11:43
Westend Office Park		05:53	06:53	07:33	07:56	08:33	08:59	09:38	10:24	10:45	11:09	11:45
Mill Road		05:56	06:56	07:35	07:58	08:35	09:01	09:41	10:26	10:47	11:11	11:47
Connolly Hospital		05:56	06:56	07:36	07:59	08:36	09:02	09:41	10:27	10:48	11:12	11:48
Junction 6		05:58	06:58	07:38	08:01	08:38	09:04	09:43	10:29	10:50	11:14	11:50
Navan Rd Stn	arr	06:06	07:06	07:46	08:09	08:46	09:12	09:51	10:37	10:58	11:22	11:58

E = Services operating to/from Emerald Park terminate at Ashbourne (Pillo Hotel) when Park is Closed.

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TFI TRANSPORT FOR IRELAND

Bus Éireann

TFI Leap

Valid from 27.07.2025

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Drogheda to Blanchardstown via Ashbourne

Operating day		Saturday										
Footnotes			E		E		E		E		E	
Drogheda (Bus Station)	dep	10:30		11:30		12:30		13:30		14:30		15:30
Duleek (Opp O Neills)		10:43		11:42		12:44		13:43		14:43		15:43
O'Brien's Cross (Northbound)		10:51		11:50		12:52		13:51		14:51		15:51
Kentstown (Maguires Pub)		10:56		11:54		12:56		13:55		14:55		15:55
Balrath Cross (Duleek Rd)		11:01		11:58		13:01		13:59		15:00		16:00
Kilmoon Cross (Southbound)		11:06		12:03		13:06		14:04		15:05		16:05
Emerald Park		11:12	11:45	12:09	12:45	13:14	13:45	14:10	14:45	15:12	15:45	16:12
Ashbourne (Pillo Hotel)		11:22	11:55	12:19	12:54	13:23	13:54	14:19	14:53	15:21	15:54	16:21
Ballybin Road		11:23	11:56	12:20	12:55	13:24	13:55	14:20	14:54	15:22	15:55	16:22
Ashbourne (Opp Johns Wood)		11:25	11:58	12:22	12:57	13:27	13:57	14:22	14:57	15:24	15:57	16:24
Ashbourne (Opp Dunnes Stores)		11:29	12:02	12:25	13:01	13:30	14:01	14:25	15:00	15:28	16:01	16:28
Ashbourne (Kelly's)		11:33	12:06	12:30	13:05	13:34	14:05	14:29	15:04	15:32	16:05	16:32
Ashbourne (Garden City Stop)		11:34	12:07	12:31	13:07	13:36	14:07	14:31	15:05	15:33	16:06	16:33
Ashbourne (Community Centre)		11:36	12:09	12:33	13:09	13:37	14:08	14:32	15:07	15:35	16:08	16:35
Ashbourne (The Briars Southbound)		11:36	12:09	12:34	13:10	13:38	14:09	14:33	15:07	15:35	16:08	16:35
Ninemile Stone (B&B)		11:37	12:10	12:35	13:11	13:40	14:10	14:34	15:08	15:36	16:09	16:36
Harlockstown (Westbound)		11:39	12:12	12:37	13:13	13:42	14:12	14:36	15:10	15:38	16:11	16:38
Ratoath (Opp Ballybin Roundabout)		11:42	12:15	12:41	13:17	13:46	14:16	14:41	15:15	15:42	16:15	16:42
Ratoath (Glebe Lane)		11:44	12:17	12:43	13:18	13:48	14:18	14:42	15:17	15:44	16:17	16:44
Ratoath (Skryne Road Northbound)		11:45	12:18	12:44	13:20	13:49	14:20	14:44	15:19	15:46	16:19	16:46
Ratoath (Steeplechase Green)		11:47	12:20	12:46	13:21	13:51	14:21	14:46	15:20	15:47	16:20	16:47
Ratoath (Woodlands Roundabout)		11:48	12:21	12:47	13:22	13:52	14:22	14:47	15:21	15:48	16:21	16:48
Ratoath (Fairyhouse Rd Millview)		11:50	12:23	12:49	13:24	13:54	14:25	14:49	15:24	15:50	16:23	16:50
Fairyhouse Racecourse		11:52	12:25	12:51	13:26	13:56	14:27	14:51	15:26	15:52	16:25	16:52
Fairyhouse Rd (Westbound)		11:53	12:26	12:52	13:28	13:58	14:28	14:53	15:27	15:54	16:27	16:54
Fairyhouse Cross (Southbound)		11:55	12:28	12:54	13:30	14:00	14:30	14:55	15:30	15:56	16:29	16:56
MSD Dunboyne		11:56	12:29	12:55	13:30	14:00	14:31	14:56	15:30	15:56	16:29	16:56
Dunboyne NS		12:03	12:36	13:04	13:39	14:08	14:39	15:04	15:38	16:04	16:37	17:04
Mill View		12:04	12:37	13:05	13:40	14:09	14:40	15:05	15:39	16:05	16:38	17:05
Clonee Village		12:07	12:40	13:07	13:43	14:12	14:42	15:07	15:42	16:07	16:40	17:07
Blanchardstown SC (Slip Rd Eastbound)		12:12	12:45	13:14	13:50	14:18	14:49	15:14	15:48	16:13	16:46	17:13
Westend Office Park		12:14	12:47	13:17	13:52	14:20	14:51	15:16	15:50	16:15	16:48	17:15
Mill Road		12:16	12:49	13:19	13:55	14:23	14:53	15:18	15:53	16:18	16:51	17:18
Connolly Hospital		12:16	12:49	13:20	13:55	14:23	14:54	15:19	15:53	16:18	16:51	17:18
Junction 6		12:18	12:51	13:22	13:57	14:25	14:56	15:21	15:55	16:20	16:53	17:20
Navan Rd Stn	arr	12:26	12:59	13:30	14:05	14:33	15:04	15:29	16:03	16:28	17:01	17:28

E = Services operating to/from Emerald Park terminate at Ashbourne (Pillo Hotel) when Park is Closed.

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TFI TRANSPORT FOR IRELAND

Bus Éireann

TFI Leap

Valid from 27.07.2025

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Drogheda to Blanchardstown via Ashbourne

Operating day		Saturday								
Footnotes		E		E		E		E		
Drogheda (Bus Station)	dep		16:30		17:30		18:30		19:30	20:30
Duleek (Opp O Neills)			16:43		17:43		18:42		19:42	20:42
O'Brien's Cross (Northbound)			16:51		17:51		18:50		19:50	20:50
Kentstown (Maguires Pub)			16:55		17:56		18:54		19:54	20:54
Balrath Cross (Duleek Rd)			16:59		18:01		18:58		19:58	20:58
Kilmoon Cross (Southbound)			17:04		18:06		19:03		20:03	21:03
Emerald Park		16:45	17:12	17:45	18:12	18:45	19:09	19:45	20:08	21:08
Ashbourne (Pillo Hotel)		16:54	17:22	17:53	18:22	18:55	19:17	19:53	20:17	21:17
Ballybin Road		16:55	17:23	17:54	18:23	18:56	19:18	19:54	20:18	21:18
Ashbourne (Opp Johns Wood)		16:57	17:26	17:56	18:25	18:58	19:19	19:55	20:19	21:19
Ashbourne (Opp Dunnes Stores)		17:01	17:28	17:58	18:29	19:02	19:22	19:58	20:20	21:20
Ashbourne (Kelly's)		17:05	17:32	18:00	18:33	19:06	19:24	20:00	20:21	21:21
Ashbourne (Garden City Stop)		17:06	17:33	18:01	18:34	19:07	19:25	20:01	20:22	21:22
Ashbourne (Community Centre)		17:08	17:35	18:02	18:36	19:09	19:26	20:02	20:23	21:23
Ashbourne (The Briars Southbound)		17:08	17:35	18:03	18:36	19:09	19:27	20:03	20:24	21:24
Ninemile Stone (B&B)		17:09	17:36	18:04	18:37	19:10	19:28	20:04	20:24	21:24
Harlockstown (Westbound)		17:11	17:37	18:06	18:39	19:12	19:30	20:06	20:26	21:26
Ratoath (Opp Ballybin Roundabout)		17:15	17:41	18:10	18:42	19:15	19:34	20:10	20:29	21:29
Ratoath (Glebe Lane)		17:17	17:42	18:11	18:44	19:17	19:35	20:11	20:30	21:30
Ratoath (Skryne Road Northbound)		17:19	17:44	18:12	18:45	19:18	19:37	20:13	20:32	21:32
Ratoath (Steeplechase Green)		17:20	17:46	18:13	18:47	19:20	19:38	20:14	20:33	21:33
Ratoath (Woodlands Roundabout)		17:21	17:47	18:14	18:48	19:21	19:39	20:15	20:34	21:34
Ratoath (Fairyhouse Rd Millview)		17:23	17:49	18:16	18:50	19:23	19:41	20:17	20:36	21:36
Fairyhouse Racecourse		17:25	17:51	18:18	18:52	19:25	19:42	20:18	20:38	21:38
Fairyhouse Rd (Westbound)		17:27	17:52	18:20	18:53	19:26	19:45	20:21	20:39	21:39
Fairyhouse Cross (Southbound)		17:29	17:54	18:23	18:55	19:28	19:47	20:23	20:42	21:42
MSD Dunboyne		17:29	17:55	18:24	18:56	19:29	19:49	20:25	20:42	21:42
Dunboyne NS		17:37	18:02	18:32	19:03	19:36	19:57	20:33	20:49	21:49
Mill View		17:38	18:03	18:33	19:04	19:37	19:58	20:34	20:50	21:50
Clonee Village		17:40	18:06	18:35	19:07	19:40	20:01	20:37	20:53	21:53
Blanchardstown SC (Slip Rd Eastbound)		17:46	18:12	18:42	19:12	19:45	20:07	20:43	20:58	21:58
Westend Office Park		17:48	18:13	18:44	19:14	19:47	20:09	20:45	21:00	22:00
Mill Road		17:51	18:16	18:47	19:16	19:49	20:11	20:47	21:02	22:02
Connolly Hospital		17:51	18:16	18:47	19:16	19:49	20:12	20:48	21:03	22:03
Junction 6		17:53	18:18	18:49	19:18	19:51	20:14	20:50	21:05	22:05
Navan Rd Stn	arr	18:01	18:26	18:57	19:26	19:59	20:22	20:58	21:13	22:13

E = Services operating to/from Emerald Park terminate at Ashbourne (Pillo Hotel) when Park is Closed.

Please see Emerald Park Website for opening hours.

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TFI TRANSPORT FOR IRELAND

Bus Éireann

TFI Leap

Valid from 27.07.2025

105

Drogheda to Blanchardstown via Ashbourne

Operating day		Sunday										
Footnotes												
Drogheda (Bus Station)	dep	07:30	08:30	09:30	10:30	11:30	12:30	13:30	14:30	15:30	16:30	17:30
Duleek (Opp O Neills)		07:41	08:41	09:41	10:41	11:42	12:42	13:42	14:43	15:42	16:42	17:42
O'Brien's Cross (Northbound)		07:48	08:48	09:48	10:49	11:49	12:49	13:48	14:50	15:49	16:50	17:50
Kentstown (Maguires Pub)		07:52	08:52	09:52	10:53	11:54	12:54	13:52	14:54	15:54	16:54	17:53
Balrath Cross (Duleek Rd)		07:56	08:56	09:56	10:57	11:58	12:58	13:55	14:59	15:58	16:59	17:57
Kilmoon Cross (Southbound)		08:01	09:01	10:01	11:01	12:04	13:04	14:00	15:04	16:04	17:04	18:02
Emerald Park		08:04	09:04	10:04	11:06	12:10	13:10	14:05	15:10	16:10	17:13	18:06
Ashbourne (Pillo Hotel)		08:12	09:12	10:12	11:15	12:19	13:19	14:14	15:18	16:19	17:22	18:15
Ballybin Road		08:13	09:13	10:13	11:16	12:20	13:20	14:15	15:19	16:20	17:23	18:16
Ashbourne (Opp Johns Wood)		08:14	09:14	10:15	11:17	12:22	13:22	14:17	15:21	16:22	17:25	18:18
Ashbourne (Opp Dunnes Stores)		08:16	09:16	10:16	11:19	12:24	13:24	14:19	15:23	16:24	17:26	18:19
Ashbourne (Kelly's)		08:18	09:18	10:19	11:23	12:28	13:28	14:22	15:26	16:28	17:29	18:22
Ashbourne (Garden City Stop)		08:19	09:19	10:21	11:24	12:30	13:30	14:24	15:28	16:30	17:30	18:23
Ashbourne (Community Centre)		08:21	09:21	10:22	11:26	12:31	13:31	14:25	15:29	16:31	17:32	18:24
Ashbourne (The Briars Southbound)		08:21	09:21	10:23	11:26	12:32	13:32	14:26	15:30	16:32	17:32	18:25
Ninemile Stone (B&B)		08:22	09:22	10:23	11:27	12:32	13:32	14:26	15:30	16:32	17:33	18:25
Harlockstown (Westbound)		08:23	09:23	10:25	11:28	12:34	13:34	14:28	15:32	16:34	17:34	18:27
Ratoath (Opp Ballybin Roundabout)		08:27	09:27	10:29	11:32	12:38	13:38	14:32	15:36	16:38	17:38	18:30
Ratoath (Glebe Lane)		08:28	09:28	10:30	11:33	12:39	13:39	14:33	15:37	16:39	17:39	18:31
Ratoath (Skryne Road Northbound)		08:29	09:29	10:31	11:35	12:41	13:41	14:35	15:38	16:41	17:41	18:33
Ratoath (Steeplechase Green)		08:31	09:31	10:32	11:36	12:42	13:42	14:36	15:40	16:42	17:42	18:34
Ratoath (Woodlands Roundabout)		08:32	09:32	10:34	11:37	12:43	13:43	14:37	15:41	16:43	17:43	18:35
Ratoath (Fairyhouse Rd Millview)		08:34	09:34	10:36	11:39	12:46	13:46	14:40	15:43	16:46	17:45	18:37
Fairyhouse Racecourse		08:36	09:36	10:39	11:42	12:49	13:49	14:42	15:46	16:49	17:47	18:39
Fairyhouse Rd (Westbound)		08:38	09:38	10:40	11:43	12:50	13:50	14:44	15:47	16:50	17:49	18:41
Fairyhouse Cross (Southbound)		08:40	09:40	10:43	11:46	12:53	13:53	14:46	15:50	16:53	17:51	18:43
MSD Dunboyne		08:40	09:40	10:43	11:46	12:53	13:53	14:47	15:50	16:53	17:52	18:44
Dunboyne NS		08:47	09:47	10:50	11:54	13:01	14:01	14:54	15:58	17:01	17:59	18:51
Mill View		08:48	09:48	10:51	11:55	13:02	14:02	14:55	15:59	17:02	18:00	18:52
Clonee Village		08:50	09:50	10:54	11:58	13:04	14:04	14:58	16:01	17:04	18:03	18:55
Blanchardstown SC (Slip Rd Eastbound)		08:55	09:55	11:00	12:04	13:10	14:10	15:04	16:08	17:10	18:08	19:00
Westend Office Park		08:57	09:57	11:02	12:06	13:13	14:13	15:06	16:10	17:13	18:10	19:02
Mill Road		08:59	09:59	11:05	12:09	13:16	14:16	15:09	16:12	17:16	18:13	19:04
Connolly Hospital		09:00	10:00	11:05	12:09	13:16	14:16	15:10	16:13	17:16	18:13	19:05
Junction 6		09:02	10:02	11:07	12:11	13:18	14:18	15:12	16:15	17:18	18:15	19:07
Navan Rd Stn	arr	09:10	10:10	11:15	12:19	13:26	14:26	15:20	16:23	17:26	18:23	19:15

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TFI TRANSPORT FOR IRELAND

Bus Éireann

TFI Leap

Valid from 27.07.2025

105

Drogheda to Blanchardstown via Ashbourne

Operating day		Sunday		
Footnotes				
Drogheda (Bus Station)	dep	18:30	19:30	20:30
Duleek (Opp O Neills)		18:42	19:42	20:42
O'Brien's Cross (Northbound)		18:50	19:50	20:50
Kentstown (Maguires Pub)		18:53	19:55	20:55
Balrath Cross (Duleek Rd)		18:57	19:59	20:59
Kilmoon Cross (Southbound)		19:02	20:03	21:03
Emerald Park		19:06	20:07	21:07
Ashbourne (Pillo Hotel)		19:15	20:17	21:17
Ballybin Road		19:16	20:18	21:18
Ashbourne (Opp Johns Wood)		19:18	20:19	21:19
Ashbourne (Opp Dunnes Stores)		19:19	20:20	21:20
Ashbourne (Kelly's)		19:22	20:21	21:21
Ashbourne (Garden City Stop)		19:23	20:22	21:22
Ashbourne (Community Centre)		19:24	20:23	21:23
Ashbourne (The Briars Southbound)		19:25	20:23	21:23
Ninemile Stone (B&B)		19:25	20:24	21:24
Harlockstown (Westbound)		19:27	20:25	21:25
Ratoath (Opp Ballybin Roundabout)		19:30	20:29	21:29
Ratoath (Glebe Lane)		19:31	20:30	21:30
Ratoath (Skryne Road Northbound)		19:33	20:31	21:31
Ratoath (Steeplechase Green)		19:34	20:33	21:33
Ratoath (Woodlands Roundabout)		19:35	20:34	21:34
Ratoath (Fairyhouse Rd Millview)		19:37	20:35	21:35
Fairyhouse Racecourse		19:39	20:37	21:37
Fairyhouse Rd (Westbound)		19:41	20:39	21:39
Fairyhouse Cross (Southbound)		19:43	20:41	21:41
MSD Dunboyne		19:44	20:41	21:41
Dunboyne NS		19:51	20:48	21:48
Mill View		19:52	20:49	21:49
Clonee Village		19:55	20:51	21:51
Blanchardstown SC (Slip Rd Eastbound)		20:00	20:56	21:56
Westend Office Park		20:02	20:57	21:57
Mill Road		20:04	21:00	22:00
Connolly Hospital		20:05	21:00	22:00
Junction 6		20:07	21:02	22:02
Navan Rd Stn	arr	20:15	21:10	22:10

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TFI TRANSPORT FOR IRELAND

Bus Éireann

TFI Leap

Valid from 27.07.2025

from **12th February 2023**

Dunboyne - Blanchardstown SC 270

Mondays to Fridays except Public Holidays

	Route Number	270	270	270	270	270	270	270	270	270	270	270	270	270	270	270	270
stop 3333	Dunboyne Village	06:31	07:30	08:30	09:47	10:47	11:47	12:47	13:47	14:47	15:47	16:47	17:47	18:52	20:03	21:03	22:03	23:03
stop 3338	Clonee Village	06:35	07:35	08:35	09:52	10:52	11:52	12:52	13:52	14:52	15:52	16:52	17:52	18:57	20:07	21:07	22:07	23:07
stop 3340	Littlepace	06:41	07:42	08:42	09:59	10:59	11:59	12:59	13:59	14:59	15:59	16:59	17:59	19:04	20:13	21:13	22:13	23:13
stop 7026	Blanchardstown SC	06:51	07:54	08:54	10:11	11:11	12:11	13:11	14:11	15:11	16:11	17:11	18:11	19:16	20:23	21:23	22:23	23:23

from **12th February 2023**

Blanchardstown SC - Dunboyne 270

Mondays to Fridays except Public Holidays

	Route Number	270	270	270	270	270	270	270	270	270	270	270	270	270	270	270	270	270
stop 7026	Blanchardstown SC	07:05	08:05	09:20	10:20	11:20	12:20	13:20	14:20	15:20	16:20	17:20	18:20	19:30	20:40	21:40	22:40	23:40
stop 4325	Littlepace	07:14	08:16	09:31	10:31	11:31	12:31	13:31	14:31	15:31	16:31	17:31	18:31	19:39	20:49	21:49	22:49	23:49
stop 3328	Clonee Village	07:18	08:21	09:36	10:36	11:36	12:36	13:36	14:36	15:36	16:36	17:36	18:36	19:43	20:53	21:53	22:53	23:53
stop 3333	Dunboyne Village	07:23	08:26	09:41	10:41	11:41	12:41	13:41	14:41	15:41	16:41	17:41	18:41	19:48	20:58	21:58	22:58	23:58

from **12th February 2023**

Dunboyne - Blanchardstown SC **270**

Saturdays

	Route Number	270	270	270	270	270	270	270	270	270	270	270	270	270	270	270	270	270
stop 3333	**Dunboyne Village**	**06:31**	**07:31**	**08:31**	**09:48**	**10:47**	**11:47**	**12:47**	**13:47**	**14:47**	**15:47**	**16:47**	**17:52**	**19:03**	**20:03**	**21:03**	**22:03**	**23:03**
stop 3338	**Clonee Village**	06:35	07:35	08:35	09:52	10:52	11:52	12:52	13:52	14:52	15:52	16:52	17:57	19:07	20:07	21:07	22:07	23:07
stop 3340	**Littlepace**	06:41	07:41	08:41	09:58	10:59	11:59	12:59	13:59	14:59	15:59	16:59	18:04	19:13	20:13	21:13	22:13	23:13
stop 7026	**Blanchardstown SC**	06:51	07:51	08:51	10:08	11:11	12:11	13:11	14:11	15:11	16:11	17:11	18:16	19:23	20:23	21:23	22:23	23:23

from **12th February 2023**

Blanchardstown SC - Dunboyne **270**

Saturdays

	Route Number	270	270	270	270	270	270	270	270	270	270	270	270	270	270	270	270	270
stop 7026	**Blanchardstown SC**	**07:05**	**08:05**	**09:25**	**10:25**	**11:20**	**12:20**	**13:20**	**14:20**	**15:20**	**16:20**	**17:20**	**18:30**	**19:40**	**20:40**	**21:40**	**22:40**	**23:40**
stop 4325	**Littlepace**	07:14	08:14	09:34	10:34	11:31	12:31	13:31	14:31	15:31	16:31	17:31	18:39	19:49	20:49	21:49	22:49	23:49
stop 3328	**Clonee Village**	07:18	08:18	09:38	10:38	11:36	12:36	13:36	14:36	15:36	16:36	17:36	18:43	19:53	20:53	21:53	22:53	23:53
stop 3333	Dunboyne Village	07:23	08:23	09:43	10:43	11:41	12:41	13:41	14:41	15:41	16:41	17:41	18:48	19:58	20:58	21:58	22:58	23:58

from **12th February 2023**

Dunboyne - Blanchardstown SC 270

Sundays & Bank Holiday Mondays

	Route Number	270	270	270	270	270	270	270	270	270	270	270	270	270	270	270
stop 3333	Dunboyne Village	07:48	08:48	09:48	10:48	11:47	12:47	13:47	14:47	15:47	16:47	17:52	19:03	20:03	21:03	22:03	23:03
stop 3338	Clonee Village	07:52	08:52	09:52	10:52	11:52	12:52	13:52	14:52	15:52	16:52	17:57	19:07	20:07	21:07	22:07	23:07
stop 3340	Littlepace	07:58	08:58	09:58	10:58	11:59	12:59	13:59	14:59	15:59	16:59	18:04	19:13	20:13	21:13	22:13	23:13
stop 7026	Blanchardstown SC	08:08	09:08	10:08	11:08	12:11	13:11	14:11	15:11	16:11	17:11	18:16	19:23	20:23	21:23	22:23	23:23

from **12th February 2023**

Blanchardstown SC - Dunboyne 270

Sundays & Bank Holiday Mondays

	Route Number	270	270	270	270	270	270	270	270	270	270	270	270	270	270	270
stop 7026	Blanchardstown SC	08:25	09:25	10:25	11:25	12:20	13:20	14:20	15:20	16:20	17:20	18:30	19:40	20:40	21:40	22:40	23:40
stop 4325	Littlepace	08:34	09:34	10:34	11:34	12:31	13:31	14:31	15:31	16:31	17:31	18:39	19:49	20:49	21:49	22:49	23:49
stop 3328	Clonee Village	08:38	09:38	10:38	11:38	12:36	13:36	14:36	15:36	16:36	17:36	18:43	19:53	20:53	21:53	22:53	23:53
stop 3333	Dunboyne Village	08:43	09:43	10:43	11:43	12:41	13:41	14:41	15:41	16:41	17:41	18:48	19:58	20:58	21:58	22:58	23:58

APPENDIX H

DMURS Statement of Consistency

consulting engineers

NRB

DMURS Design Compliance Statement Technical Note

For

Proposed Residential Development

At

Summerhill Road, Dunboyne, Co. Meath

SUBMISSION ISSUE

5th Floor, 40 Mespil Road, Dublin 4
Tel/fax: +353 1 292 1941, E-mail: info@nrb.ie, Web: www.nrb.ie
Registered in Ireland No. 491679

1.0 INTRODUCTION

1.1 It is NRB's opinion that the proposed residential development is consistent with both the principles and guidance outlined within the *Design Manual for Urban Roads and Streets* (DMURS) 2013 as amended in 2019. The scheme proposals are the outcome of an integrated design approach by the entire Design Team, to address the integration of residential development into this area. This approach sought to implement a sustainable community connected by well-designed links, layout and accesses - which combined deliver attractive, convenient and safe access in addition to promoting modal shift and viable alternatives to car based journeys.

1.2 The following section discusses design features which are incorporated within the proposed residential scheme with the objective of delivering a design that is consistent with the principles of DMURS.

2.0 DESIGN ATTRIBUTES

2.1 The proposed layout strategy seeks to maximise connectivity between key local destinations through the provision of a high level of **permeability and legibility** for all journeys, particularly for sustainable forms of travel (cycling and walking). The proposed development delivers greater mode & route choices along direct, attractive and safe linkages to local amenities and schools/service destinations.

2.2 High Quality Connections link the development and the local roads and public transport services as set out in the preliminary Mobility Management Plan. The external perimeter setting itself been designed to deliver a hierarchy which provides safe access within / across the proposed new residential community. The external perimeter design serves to link the site & community with the established and proposed local network. Safe well - designed routes are provided for pedestrians and for cyclists, with easy access to Summerhill Road.

2.3 As part of the development, the movement function is designed to respect the different levels of motorised traffic whilst optimising access to/from alternative transport and catering for higher number of pedestrians & cyclists. In parallel, the adopted design philosophy has sought to consider the context / place status of the scheme in terms of level of connectivity provided, the quality of the proposed design, the level of pedestrian / cyclists activity and vulnerable users requirements, whilst also identifying appropriate

‘transition’ solutions particularly at the access internally and at the Summerhill Road junction.

2.4 The layout of the proposed development seeks to maximise permeability and enhances legibility, and the design of appropriately sized blocks actively contributes to a highly permeable and accessible community for both pedestrians and cyclists.

2.5 The proposed layout seeks to successfully create an appropriate balance between the functional requirements of different network users whilst enhancing the 'sense of place'. Design attributes of the proposed layout which contribute to achieving this ***DMURS objective*** include:

a) The primary vehicular access from Summerhill Road is designed as a raised table and will incorporate a contrasting surface material, thereby clearly signalling a transition in environment and reinforcing pedestrian priority in accordance with DMURS principles.

b) Access to the development is provided via a simple priority-controlled T-junction with tight corner radii, promoting low vehicle speeds and reinforcing a residential street character consistent with DMURS.

c) The proposed layout, in conjunction with the landscape design, delivers a highly permeable and well-connected network, facilitating convenient and legible pedestrian and cyclist linkages to Summerhill Road and the surrounding area.

d) The internal street design adopts a low-signage approach, with road markings and signage minimised and applied only where necessary at key nodes and transition points, in line with DMURS guidance on reducing visual clutter and enhancing place quality.

e) Footpaths with a minimum width of 2.0m are provided throughout the development, with appropriate connections and tie-ins to the existing pedestrian network, ensuring accessibility and compliance with DMURS standards.

f) The main access street is designed with a 5.5m carriageway width to naturally calm traffic speeds. A raised table is proposed at the interface with the principal pedestrian plaza, further reinforcing low vehicle speeds and pedestrian priority.

g) Appropriate, clear and unobstructed visibility splays are provided at the site access and throughout the internal road network, in accordance with DMURS requirements, while balancing the need to maintain a strong sense of enclosure.

h) High-quality and frequent pedestrian crossing facilities are incorporated along key desire lines within the development, with flush kerbing provided throughout to ensure universal accessibility, consistent with DMURS.

i) At the Summerhill Road junction, localised lining and alignment improvements, including reduced kerb radii, are proposed in accordance with DMURS to enhance safety, reduce turning speeds, and improve overall junction performance.

j) In order to promote low vehicle speeds and prioritise pedestrian safety, corner radii are generally limited to 6m (or lower where feasible), subject to swept path analysis, in accordance with DMURS recommendations.

k) Where upstand kerbs are required, these will typically be limited to a maximum height of 60mm, consistent with DMURS objectives of enhancing pedestrian comfort and accessibility.

l) Within the development, cyclists will be accommodated within the carriageway in a low-speed, shared environment, in accordance with the National Cycle Manual and DMURS guidance for residential street design.

m) Any required road signage and markings will be provided in accordance with the Department of Transport Traffic Signs Manual, with their design and placement carefully considered and agreed with Meath County Council to ensure consistency with DMURS principles.

APPENDIX I

Independent Quality / Stage 1 Road Safety Audit & Designer Feedback Form

Title: **Stage 1 Road Safety Audit and Quality Audit,**

For;

Large Residential Development, Dunboyne, Co. Meath

Client: **NRB Consulting Engineers**

Date: **July 2026**

Report reference: **3171R01**

VERSION: **FINAL (10-7-2026)**

Prepared By:

Bruton Consulting Engineers Ltd

Glaspistol
Clogherhead
Drogheda
Co. Louth.

Tel: 041 9881456
Mob: 086 8067075
E: admin@brutonceng.ie
W: www.brutonceng.ie

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1.0 Introduction

This report was prepared in response to a request from Paul Burke, NRB Consulting Engineers for a Stage 1 Road Safety Audit and DMURS Quality Audit for a proposed large residential development (LRD) off the L2228 Summerhill Road in Dunboyne, Co. Meath.

The Audit Team comprised of;

Team Leader: **Norman Bruton**, BE CEng FIEI, Cert Comp RSA.

TII Auditor Approval no. NB 168446

Team Member: **Owen O'Reilly**, B.SC. Eng Dip Struct. Eng NCEA Civil Dip Civil. Eng CEng MIEI

TII Auditor Approval no. OO1291756

The Audits involved the examination of drawings and other material provided and a site visit by the Audit Team on the 7th of July 2026. The weather at the time of the site visit was dry and the road surface was also dry.

The Stage 1 Road Safety Audit has been carried out in accordance with the requirements of TII Publication Number GE-STY-01024, dated May 2025.

The Quality Audit has been carried out in accordance with the guidance in the Design Manual for Urban Roads and Streets (DMURS), produced by Department of Transport Tourism and Sport in March 2013 and as updated in June 2019 including Advice Notes. The Quality Audit is composed of a number of distinct audits which include an Accessibility Audit, a Walking Audit and a Cycling Audit (i.e. those aspects of a Quality Audit carried out independent of the Design Team).

Many issues raised in the Road Safety Audit would also be raised in the various aspects of the Quality Audit, however to avoid repetition items that are common to more than the Road Safety Audit have been included in a table at the start of Section 3.0 of this report.

The scheme has been examined and this report compiled in respect of the consideration of those matters that have an adverse effect on road safety. It has not been examined or verified for compliance with any other standards or criteria. The problems identified in this report are considered to require action in order to improve the safety of the scheme for road users.

If any of the recommendations within these audits are not accepted, a written response is required, stating reasons for non-acceptance. Comments made within the report under the heading of Observation are intended to be for information only. Written responses to Observations are not required.

The information supplied to the Audit Team is listed in **Appendix A.** The feedback form is contained in **Appendix B.** A plan drawing showing the problem locations is contained in **Appendix C**.

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2.0 Background

It is proposed to construct an LRD including creche to the east of the R157 (Dunboyne bypass) between the Dunboyne Business Park Road and the L2228 Summerhill Road.

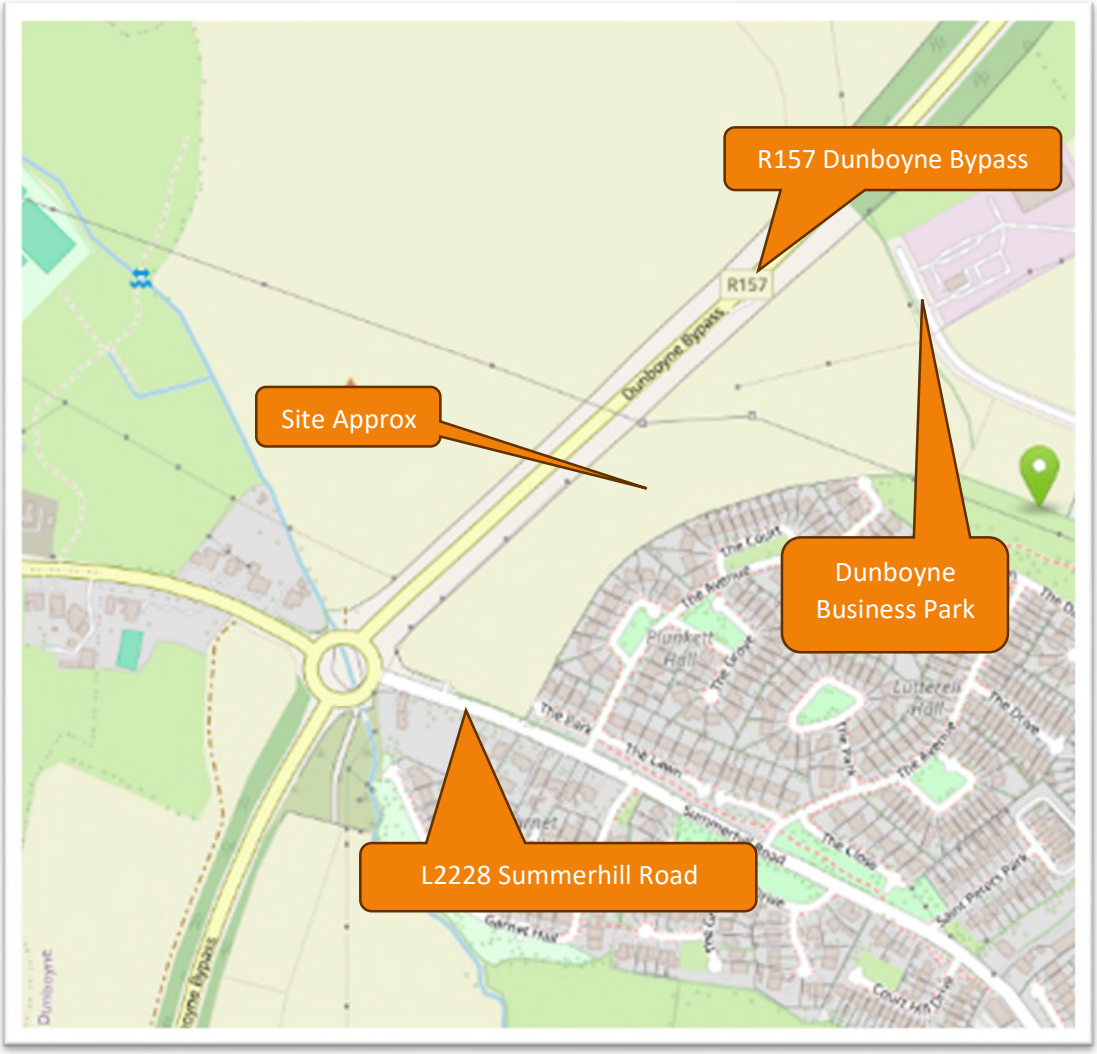
Vehicular access will be provided off the L2228 via a simple priority junction however there is provision for a junction onto the Business Park Road which is subject to upgrade as part of a separate scheme being progressed by Meath County Council but which has not commenced construction.

The speed limit along the L2228 is 50km/hr. There is a footpath along the development side and the road is lit.

No access to the R157 is proposed.

The speed limit within the development will be 30km/hr and it is assumed that it will be 20km/hr along shared use streets.

The site location is shown below.



3171R01

The overall development layout is provided in the drawing extract below.



3.0 Issues Common to More Audits than RSA

Below is a summary table of problems raised in the Road Safety Audit that would also be raised in the Quality Audit however are not repeated for clarity and brevity.

Problem Reference	Road Safety Audit	Access Audit	Walking Audit	Cycling Audit
4.1	✓		✓	✓
4.2	✓	✓	✓	
4.3	✓		✓	

4.0 Items Raised in This Stage 1 Road Safety Audit.

4.1 Problem

Location.

Drawing NRB-TA-001, Shared use streets.

Problem.

Some shared use streets are shown on the drawings. Some areas extend into the segregated streets. This could lead to conflict between vulnerable road users and through traffic as both assume priority.



Recommendation

It is recommended that the shared use streets only start/finish away from the segregated streets.

4.2 Problem

Location.

Drawing NRB-TA-001, Shared use streets/Raised tables.

Problem.

The raised tables at the internal junctions appear to have the same colour surfacing as the shared use streets. This could lead to confusion by vulnerable road users as to those areas having priority for pedestrians. This could lead to collision with through or turning traffic.





Recommendation

It is recommended that the raised tables be clearly distinguishable from shared use streets.

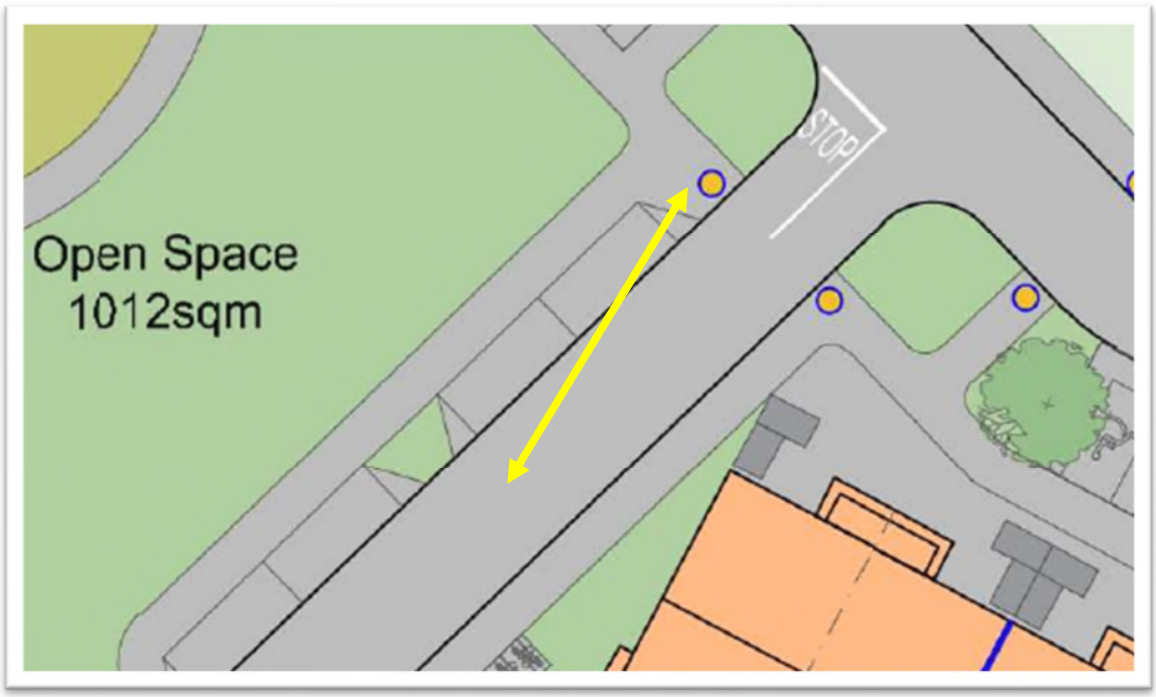
4.3 Problem

Location.

Drawing NRB-TA-002, Creche.

Problem.

The uncontrolled pedestrian crossing of the main access road adjacent to the creche is located very close to the parallel parking space. Approaching drivers may not see pedestrians about to cross, especially children. This could lead to collisions.



Recommendation

It is recommended that suitable intervisibility be provided between drivers and pedestrians about to cross the carriageway.

5.0 Items Raised in This Quality Audit – Accessibility Audit.

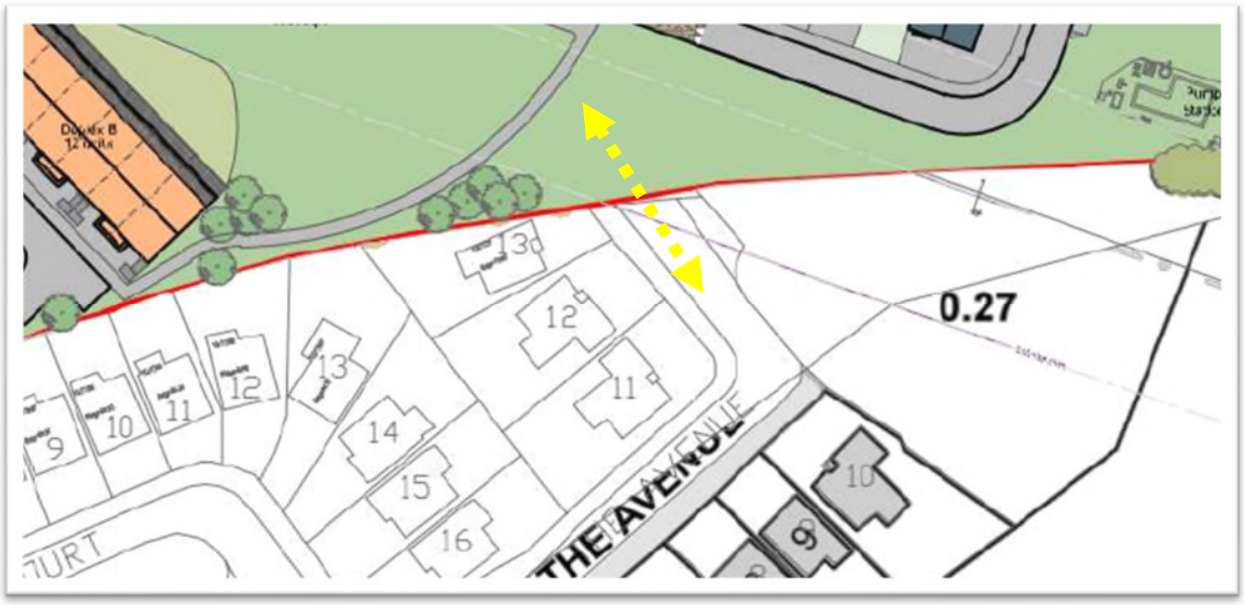
5.1 Issue

Location.

NRB-TA-001, Luttrell Hall.

Issue.

The does not appear to be any proposed links to the Lutrell Hall development for pedestrians and cyclists. A lack of connectivity will lead to longer journeys and journeys along the higher speed L2228.



Example only

Recommendation

It is recommended that connectivity with the neighbouring residential areas be provided or that the design layout allows for such connections to be provided at a future date.

6.0 Items Raised in This Quality Audit – Walking Audit.

6.1 Issue

Location.

NRB-TA-001 , North western corner of the development, Section G.

Issue.

There will be a desire line for pedestrians to cross the carriageway. Without a suitable crossing pedestrians may fall on the high kerb or it may be inaccessible for some mobility impaired pedestrians.



Recommendation

It is recommended that a crossing and footpath link be provided.

7.0 Items Raised in This Quality Audit – Cycling Audit.

7.1 Issue

Location.

NRB-TA-002, Cycle parking at the open space beside the creche.

Issue.

It is proposed to provide cycle parking at the edge of the path within the open space. It Is not clear how cyclists are expected to get to these parking spaces. The path appears to be just for pedestrians and there is no access from the main access road to allow cyclists get to them.



Recommendation

Ensure that the cycle parking spaces are easily accessed by cyclists.

8.0 Observations

8.1 Observation

The following were not available for audit at this early stage of the design process

- Drainage design
- Road and footpath widths
- Long sections
- Cross sections
- Lighting design
- Kerb details
- Some signage.

9.0 Audit Statements.

Road Safety Audit Statement

We certify that we have examined the information provided and the site. The examination has been carried out with the sole purpose of identifying any features of the design which could be removed or modified in order to improve the safety of the scheme.

The problems identified have been noted in this report together with associated safety improvement suggestions which we would recommend should be studied for implementation. The audit has been carried out by the persons named below who have not been involved in any design work on this scheme as a member of the Design Team.

Quality Audit Statement

We certify that we have carried out this audit in accordance with DMURS for those areas independent of the Design team.

Norman Bruton **Signed:** _____

(Audit Team Leader) **Dated:** __10-7-2026_____

Owen O'Reilly **Signed:** _____

(Audit Team Member) **Dated:** 10-7-2026_____

Appendix A

List of Material Supplied for this Road Safety Audit and Quality Audit;

- NRB-TA-001 Rev A
- NRB-TA-002 Rev A
- NRB-TA-003 Rev A
- NRB-TA-004 Rev A
- NRB-TA-005 Rev A
- NRB-TA-006 Rev A
- NRB-TA-007 Rev A
- NRB-TA-008 Rev A
- NRB-TA-009 Rev A
- NRB-TA-010 Rev A
- NRB-TA-011 Rev A
- NRB-TA-012 Rev A

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Appendix B

Feedback Forms (Road Safety Audit & Quality Audit)

SAFETY AUDIT FORM – FEEDBACK ON AUDIT REPORT

Scheme: LRD Dunboyne

Stage: 1 Road Safety Audit

Date Audit (Site Visit) Completed: 7-7-2026

Paragraph No. in Safety Audit Report	Issue accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative measures (describe)	Alternative measures accepted by Auditors (Yes/No)
4.1	Y	Y - raised tables to be amended to suit.		
4.2	Y	Y - raised tables to be amended to suit.		
4.3	Y	Y - crossing relocated to provide suitable inter-visibility.		

Signed…… **Date** 09/07/2026

Design Team Leader

Signed…… **Date**…10-7-2026……

Audit Team Leader

Signed…… **Date** 09/07/2026

Signed p.p. on behalf of the

Employer/Developer

QUALITY AUDIT – FEEDBACK FORM

Scheme: LRD Dunboyne
Quality Audit- Stage 1 (Planning)
Date Audit (site visit) 7-7-2026

Paragraph No. in Quality Audit Report	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative measures (describe)	Alternative measures accepted by Auditors (Yes/No)
5.1	Y	Y - potential connectivity with neighbouring estate will be indicated.		
6.1	Y	Y - crossing point included.		
7.1	Y	Y - spaces relocated and dropped kerb provided.		

Signed…… **Date** 09/07/2026
Design Team Leader

Signed…… **Date**: ……10-7-2026
Audit Team Leader

Signed…… **Date** 09/07/2026
Signed p.p. on behalf of the Employer/Developer

Appendix C

Problem Location Plan.


Issue 6.1
Issue 5.1
Problem 4.3
Problem 4.1 example
Problem 4.2 example
Issue 7.1
THE GREEN
THE GROVE
THE AVENUE
THE COURT
A
B
C
D
F
H
I