# **6.1** Proposed Scheme Extents









#### Legend :

Ballymun CBC Section 1

Ballymun Road from St Margaret's Road to Griffith Avenue

### Ballymun CBC Section 2

St. Mobhi Road, Botanic Road & Diversionary Route from Griffith Avenue to Hart's Corner

### Ballymun CBC Section 3

Phibsborough Road from Hart's Corner to Western Way

#### Ballymun CBC Section 4

Constitution Hill & Church Street from Western Way to Arran Quay

### Finglas CBC Section 1

Road Finglas Road from St Margaret's Road to Wellmount

#### Finglas CBC Section 2

Finglas Road from Wellmount Road to Ballyboggan Road

#### Finglas CBC Section 3

Finglas Road from Ballyboggan Road to Hart's Corner

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	Drawing Title Ballymun/Finglas to City Centre Core Bus Corridor Scheme Figure 6.1 Proposed Scheme Extents
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# **6.2** Corridor Sections







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alnut	5 N2/M50 Poppintree Santry Ballymun N1 Kilmore Finglas Beaumont Glasnevin Whitehall Ar
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	Legend : Ballymun/Finglas to City Centre Core Bus
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Y	<ul> <li>St. Mobhi Road, Botanic Road &amp; Diversionary Route from Griffith Avenue to Hart's Corner</li> </ul>
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A	Legend :
	Ballymun/Finglas to City Centre Core Bus Corridor Scheme
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Approved DK	Ballymun to City Centre Drawing File Name BCIDE-JAC-ENV TT-0304 XX 00-DR-GG-0104 1 of 1 A M01



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$\left( \right)$	Ballymun/Finglas to City Centre Core Bus Corridor Scheme
Mest	Ballymun CBC Section 4
G#	Constitution Hill & Church Street from Western Way to Arran Quay
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Ľ	ſA	Figure 6.2e Corridor Sections
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	Finglas CBC Section 2
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AIJ	Figure 6.2f Corridor Sections
Approved DK	Finglas to City Centre
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die U	Ballymun/Finglas to City Centre Core Bus Corridor Scheme Finglas CBC Section 3
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# **6.3** Baseline Pedestrian Facilities







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	5-N2/M50
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	Finglas North
	Beaumont
	Glasnevin 2 Whitehall
	Dor
	Miso
	Dromcondra Marino
	Cabra
	Legend :
	Ballymun CBC Section 1
	Ballymun Road from St Margaret's Road to
	Griffith Avenue Indicative Existing Pedestrian Crossings
	Signalised Crossing
	Uncontrolled Crossing
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	<b>Note 1:</b> Facilities contained within the Ballymun/Finglas to City Centre Scheme boundary are displayed; those outside the scheme boundary are not shown

**Note 2:** Drawing not to scale, facilities shown in this map are shown indicatively for context

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Approved GT	Ballymun to City Centre

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7	Ballymun CBC Section 2         ◆       St. Mobhi Road, Botanic Road & Diversionary Route from Griffith Avenue to Hart's Corner         Indicative Existing Pedestrian Crossings         ◆       Signalised Crossing         ◆       Uncontrolled Crossing
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	Dublin ******
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P	Legend :
	Ballymun CBC Section 3 Phibsborough Road from Hart's Corner to
	Western Way Indicative Existing Pedestrian Crossings
Ionliffe	Signalised Crossing
	Uncontrolled Crossing
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Jones's Rd	
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	Drawing Title Ballymun/Finglas to City Centre Core Bus Corridor Scheme Figure 6.3d Baseline Pedestrian Facilities
Approved GT	Ballymun to City Centre Drawing File Name Sheet Number Status Rev
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$\wedge$	Ballymun CBC Section 4
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	<b>Note 2:</b> Drawing not to scale, facilities shown in this map are
	shown indicatively for context
	This drawing is not to be used in whole or in part other than for the intended purpose and project as defined on this drawing. Contains Irish Public Sector Data licensed
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A	Figure 6.3e Baseline Pedestrian Facilities
Approved GT	Ballymun to City Centre

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#### Legend :

Finglas CBC Section 1

Finglas Road from St Margaret's Road to Wellmount Road

# Indicative Existing Pedestrian Crossings

Signalised Crossing

←→ Uncontrolled Crossing

**Note 1:** Facilities contained within the Ballymun/Finglas to City Centre Scheme boundary are displayed; those outside the scheme boundary are not shown

**Note 2:** Drawing not to scale, facilities shown in this map are shown indicatively for context

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	Legend : Finglas CBC Section 2
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	Ballyboggan Road Indicative Existing Pedestrian Crossings
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	<b>Note 1:</b> Facilities contained within the Ballymun/Finglas to City Centre Scheme boundary are displayed; those outside the scheme boundary are not shown
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	This drawing is not to be used in whole or in part other than for the intended purpose and project as defined on this drawing. Contains Irish Public Sector Data licensed under a Creative Commons Attribution 4.0 International (CCBY4.0) licence
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5	CORE BUS CORRIDORS INFRASTRUCTURE WORKS Drawing Title Ballymun/Finglas to City Centre Core Bus Corridor Scheme
ΤΓΑ	Figure 6.3g Baseline Pedestrian Facilities
Approved GT	Finglas to City Centre

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# **6.4** Baseline Cycle Facilities







	Finglas Poppin ree 1 Ballymun
	Ballymun CBC Section 1
	Ballymun Road from St Margaret's Road to Griffith Avenue
	Cycle Facilities
	Combined Bus and Cycle Lane     Cycle Track
	Cycle Lane
	Cycle Greenway
A	Existing Cycle Parking
	<b>Note 1:</b> Facilities contained within the Ballymun/Finglas to City Centre Scheme boundary are displayed; those outside the scheme boundary are not shown
	This drawing is not to be used in whole or in part other than for the intended purpose and project as defined on this drawing. Contains Irish Public Sector Data licensed under a Creative Commons Attribution 4.0 International (CCBY4.0) licence
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ſA	CORE BUS CORRIDORS INFRASTRUCTURE WORKS Drawing Title Ballymun/Finglas to City Centre Core Bus Corridor Scheme Figure 6.4a
Approved	Baseline Cycling Facilities Ballymun to City Centre
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	Legend :
/	Ballymun CBC Section 1 Ballymun Road from St Margaret's Road to
	Griffith Avenue Cycle Facilities
	Combined Bus and Cycle Lane
4	Cycle Track
$R_{13}$	Cycle Lane
tehal	Cycle Greenway
	Existing Cycle Parking
50 The Clo	Note 1: Facilities contained within the Ballymun/Finglas to City Centre Scheme boundary are displayed; those outside the scheme boundary are not shown This drawing is not to be used in whole or in part other than for the intended purpose and project as defined on this drawing. Contains Irish Public Sector Data licensed under a Creative Commons Attribution 4.0 International (CCBY4.0) licence
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TA	Drawing Title Ballymun/Finglas to City Centre Core Bus Corridor Scheme Figure 6.4b Baseline Cycling Facilities
Approved GT	Drawing File Name Sheet Number Status Rev
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1	Legend :
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	Phibsborough Road from Hart's Corner to Western Way
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infie	Combined Bus and Cycle Lane
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S	BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS Drawing Title Ballymun/Finglas to City Centre Core Bus Corridor Scheme
ATTA	Figure 6.4d Baseline Cycling Facilities
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# **6.5** Baseline Bus Facilities







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	Dromcondra	Ma
	A A A A A A A A A A A A A A A A A A A	

#### Legend : Ballymun CBC Section 1

Ballymun Road from St Margaret's Road to Griffith Avenue  $\checkmark$ 

# **Bus Facilities**

Existing Bus Stop with Shelter 

Existing Bus Stop without Shelter

 $\bigcirc$ 

Existing Bus Lane

Note 1: Facilities contained within the Ballymun/Finglas to City Centre Scheme boundary are displayed; those outside the scheme boundary are not shown

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Ballymun/Finglas to City Centre Core Bus Corridor Scheme								
Figure 6.5a								
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ehal	Scheme boundary are not shown This drawing is not to be used in whole or in part other than for the intended purpose and project as defined on this drawing. Contains Irish Public Sector Data licensed under a Creative Commons Attribution 4.0 International (CCBY4.0) licence $0  75  150  225  300  375 \text{ m}$ BAR SCALE Brogramme Title
	CORE BUS CORRIDORS INFRASTRUCTURE WORKS
Approved	Drawing Title Ballymun/Finglas to City Centre Core Bus Corridor Scheme Figure 6.5b Baseline Bus Facilities Ballymun to City Centre

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Constitution Hill & Church Street from Western Way to Arran Quay  $\checkmark$ 

# **Bus Facilities**

- Existing Bus Stop with Shelter
- Existing Bus Stop without Shelter  $\bigcirc$ 
  - Existing Bus Lane

Note 1: Facilities contained within the Ballymun/Finglas to City Centre Scheme boundary are displayed; those outside the scheme boundary are not shown

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						Figure 6.5e Baseline Pedestrian Facilities							
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# Legend :

Finglas CBC Section 1

Finglas Road from St Margaret's Road to Wellmount Road 

### **Bus Facilities**

•	Existing Bus Stop with Shelter
$\bigcirc$	Existing Rus Stop without Shal

- Existing Bus Stop without Shelter
- Existing Bus Lane

**Note 1:** Facilities contained within the Ballymun/Finglas to City Centre Scheme boundary are displayed; those outside the scheme boundary are not shown

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	Glasnevin Glasnevin Glasnevin Glasnevin
	Legend :
	Finglas CBC Section 2 Finglas Road from Wellmount Road to Ballyboggan Road Bus Facilities
	Existing Bus Stop with Shelter
	Existing Bus Stop without Shelter
st Pk Drive	Existing Bus Lane
more R	
d Fingla	
A	<b>Note 1:</b> Facilities contained within the Ballymun/Finglas to City Centre Scheme boundary are displayed; those outside the scheme boundary are not shown
Ten te	This drawing is not to be used in whole or in part other than for the intended purpose and project as defined on this drawing. Contains Irish Public Sector Data licensed under a Creative Commons Attribution 4.0 International (CCBY4.0) licence 0 75 150 225 300 375 m BAR SCALE
	Programme Title BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS
TA	Drawing Title Ballymun/Finglas to City Centre Core Bus Corridor Scheme Figure 6.5g
Approved	Baseline Bus Facilities Finglas to City Centre

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# **6.6** Aerial Views of Key Junctions







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#### Legend



Ballymun/Finglas to City Centre Core Bus Corridor Scheme



A) St Margaret's Road / R108 Ballymun Road 3-arm signalised junction



B) R108 Ballymun Road / Northwood Avenue junction

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#### B) R108 BALLYMUN ROAD / BALBUTCHER LANE / SHANGAN ROAD JUNCTION

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#### Legend

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Ballymun/Finglas to City Centre Core Bus Corridor Scheme



A) R108 Ballymun Road / R104 Balbutcher Lane / R104 Santry Avenue junction



B) R108 Ballymun Road / Balbutcher Lane / Shangan Road junction

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#### Legend





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A) R108 Ballymun Road / Gateway Crescent junction



B) R108 Ballymun Road / R103 Glasnevin Avenue / R103 Collins Avenue Extension junction





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Figure 6.6	
Aerial Views of Key Junctions	Aer

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### B) R102 BALLYMUN ROAD / R102 ST MOBHI ROAD / R102 GRIFFITH AVENUE

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#### B) GLASNEVIN HILL / BALLYMUN ROAD / OLD FINGLAS ROAD THREE-ARM SIGNALISED JUNCTION

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#### B) R108 BOTANIC ROAD / R108 & R135 BOTANIC ROAD / R108 & R135 PROSPECT WAY THREE-ARM SIGNALISED JUNCTION

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#### B) R108 & R135 PROSPECT ROAD / WHITWORTH ROAD THREE-ARM SIGNALISED JUNCTION

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#### Legend

Ballymun/Finglas to City Centre Core Bus Corridor Scheme



A) Lindsay Road / R108 & R135 Botanic Road / R108 & R135 Finglas Road priority junction arrangement



B) R108 & R135 Prospect Road / Whitworth Road three-arm signalised junction





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Figure 6.6 Aerial Views of Key Junctions

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### B) R101 NORTH CIRCULAR ROAD / R108 & R135 PHIBSBOROUGH ROAD FOUR-ARM SIGNALISED JUNCTION

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#### Legend

Ballymun/Finglas to City Centre Core Bus Corridor Scheme



- A) Connaught Street / R108 & R135 Phibsborough Road three-arm signalised junction
- B) R101 North Circular Road / R108 & R135 Phibsborough Road four-arm signalised junction



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A) R108 & R135 PHIBSBOROUGH ROAD / R135 WESTERN WAY / R108 CONSTITUTION HILL THREE-ARM SIGNALISED JUNCTION



#### B) R108 CONSTITUTION HILL / BROADSTONE THREE-ARM SIGNALISED JUNCTION

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#### Legend

Ballymun/Finglas to City Centre Core Bus Corridor Scheme



A) R108 & R135 Phibsborough Road / R135 Western Way / R108 Constitution Hill three-arm signalised junction



Drawing Title

B) R108 Constitution Hill / Broadstone three-arm signalised junction

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#### BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS

Figure 6.6
Aerial Views of Key Junctions

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### B) R108 CHURCH STREET UPPER / R804 KING STREET NORTH / R108 CHURCH STREET FOUR-ARM SIGNALISED JUNCTION

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	Legend Ballymun/Finglas to City Centre Core Bus Corridor
	A) R108 Constitution Hill / R804 Brunswick Street North / R108 Church Street Upper three-arm signalised junction
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#### Legend

- \_\_\_\_
- Ballymun/Finglas to City Centre Core Bus Corridor Scheme



A) R108 Church Street / Mary's Lane / May Lane four-arm junction



B) R108 Church Street / R148 Arran Quay / R148 Inns Quay four-arm signalised junction

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Figure 6.6
Aerial Views of Key Junctions

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#### B) R135 FINGLAS ROAD / WELLMOUNT ROAD THREE-ARM SIGNALISED JUNCTION

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#### Legend

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Ballymun/Finglas to City Centre Core Bus Corridor Scheme



A) R135 Finglas Road / Casement Road / R135 North Road / R104 St. Margaret's Road four-arm roundabout



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Drawing Title

B) R135 Finglas Road / Wellmount Road three-arm signalised junction

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Figure 6.6
Aerial Views of Key Junctions

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0	6	12	18	24	30 m	
		BAR S	SCALE			

#### BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS

Figure 6.6
Aerial Views of Key Junctions

Drawing File Name	Sheet Number	Status	Rev
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	d rainawin Rd R102 R102 Grove Griffith Close State Person State Particular Frain Rd R102 Griffith Close State Person State
	Legend         Ballymun/Finglas to City Centre Core Bus Corridor Scheme         A) R135 Finglas Road / R102 Tolka Valley Road four-arm signalised junction         B) R135 Finglas Road / Access to Tolka Vale Apartments / R102 Old Finglas Road four-arm signalised junction
3	This drawing is not to be used in whole or in part other than for the intended purpose and project as defined on this drawing. Contains Irish Public Sector Data licensed under a Creative Commons Attribution 4.0 International (CCBY4.0) licence 0 6 12 18 24 30 m BAR SCALE
	Programme Title BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS
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A) R135 FINGLAS ROAD / BALLYBOGGAN ROAD THREE-ARM SIGNALISED JUNCTION



### B) R135 FINGLAS ROAD / SLANEY ROAD THREE-ARM SIGNALISED JUNCTION

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	Rev	Date	Drn	Chk'd	App'd	Description	Client		Consultant		Consultant Programme Title BUSCONNECTS DUBLIN						
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#### Legend

Ballymun/Finglas to City Centre Core Bus Corridor Scheme



A) R135 Finglas Road / Ballyboggan Road three-arm signalised junction B) R135 Finglas Road / Slaney Road three-arm signalised junction

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0	6	12	18	24	30 m
		BAR S	SCALE		





### B) FINGLAS ROAD (R108 & R135) / PROSPECT WAY (R108 & R135) THREE-ARM SIGNALISED JUNCTION

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Rev	Date	Drn	Chk'd	App'd	Description	Client Consultant Progr			Programme Title BUSCONNECTS DUBLIN				
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## **6.7** Flow Difference on Road Links 2028 Opening Year DoMinimum vs DoSomething AM Peak Hour







	Kilsallaghan 🗸
	Coolquoy Swords Malahide
Kinsal	St. Margaret's Kinsaley
107	N3 Conduit Propriet Danadala Baldovie
R	Gorduff Poppintree Darndale Baldoyle Finglas Edenmore Suttr
1	Blanchardstöwn Glasnevin Artane
	Ashtown
	Chapelized Dublin
R1	Ronanstwyn Biueben Barn Ballsbridge
<b>D</b> É	Clond alkin Greenhills Terenure Booterstown
12	Kilnamanagh Rathfarnham N31
	Tallaght Ballyboden Deansgrange
1-51	Legend :
40	Indirect Study Area
SPE	Combined Flow Difference (Passenger Car Unit)
画で	< -1000
nore	-1000 to -800
R	-800 to -600
8	-600 to -400
Pa	-400 to -300
10	-300 to -200
209	-200 to -100
回於	Other network links
	100 to 200
	200 to 300
E.	300 to 400
ne 💊	400 to 600

600 to 800 800 to 1000

> 1000

A.1 Map ID

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	Daliyii			on Road Lir		neme	
{			2028 Oper	ning Year			

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		Flow Difference on Road 2028 Opening Year
	Approved DK	DoMinimum vs DoSome AM Peak Hour
		Drawing File Name BCIDE-JAC-ENV TT-0304 XX 00-DR-GG-0005

## **6.8** Flow Difference on Road Links 2028 Opening Year DoMinimum vs DoSomething PM Peak Hour







	Kilsallaghan
	Coolquoy Swords
	Malahide
Kinsal	St Margaret's Kinsaley
R107	- <u>7</u> M50
RI	N3 corduff Poppintree Darndale Baldoyle
-	Blanchardstöwn Glasnevin Artane
1	Ashtown
	Chapelized Dublin
R1	Ballyfermot Ronanstown Bington Barn Ballsbridge
σË	Clondalkin Greenhills Clonskeagh
12	Killsamanach Rathfarnham
	Tallaght Ballyboden Deansgrange
1- 1	Legend :
SAD.	Indirect Study Area
52EF	Combined Flow Difference (Passenger Car Unit)
	< -1000
nore	-1000 to -800
REI	-800 to -600
8	-600 to -400
SP 2	-400 to -300

	Legend							
		Indirect	t Study A	Area				
	Combi	ned Flo	w Differ	ence (P	asseng	er Car l	Jnit)	
		< -1000	)					
		-1000 t	o -800					
		-800 to	-600					
1		-600 to	-400					
0.0		-400 to	-300					
		-300 to	-200					
		-200 to	-100					
		Other n	network	links				
		100 to 2	200					
		200 to 3	300					
		300 to 4	400					
		400 to	600					
		600 to	800					
		800 to	1000					
		> 1000						
	P.1	Map ID	)					
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		,	Flow	Difference 2028 Open linimum vs I	on Road Lin ing Year	ks		
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PM Peak Hour

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# **6.9** Volume/Capacity Ratios 2028 Opening Year DoMinimum vs DoSomething AM Peak Hour







# **6.10** Volume/Capacity Ratios 2028 Opening Year DoMinimum vs DoSomething PM Peak Hour







# **6.11** Volume/Capacity Ratios 2043 Opening Year + 15 Years DoMinimum vs DoSomething AM Peak Hour







# **6.12** Volume/Capacity Ratios 2043 Opening Year + 15 Years DoMinimum vs DoSomething PM Peak Hour







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