

APPENDICES - CONTENT

A	Proposed Development – Layout / Access Arrangement / TRACKs
B	2025 Traffic Survey Data Output
C	TRICS Trip Generation Output - Residential Apartments / Crèche / Retail Elements
D	Traffic Surveys, Trip Distribution & Network Traffic Flow Diagrams (Calculations)
E	Junction9 PiCADY Simulation Model Output – Main Access Junction
F	Junction9 ARCADY Simulation Model Output – Adjacent Roundabout Junction
G	Preliminary Travel Plan (<i>aka Mobility Management Plan</i>)
H	DMURS Statement of Consistency
I	Car / Bicycle Management Plan / Strategy Report
J	Public Transport Capacity Assessment Report
K	Stage 1 Road Safety Audit and Quality Audit (& Designer Feedback Form)

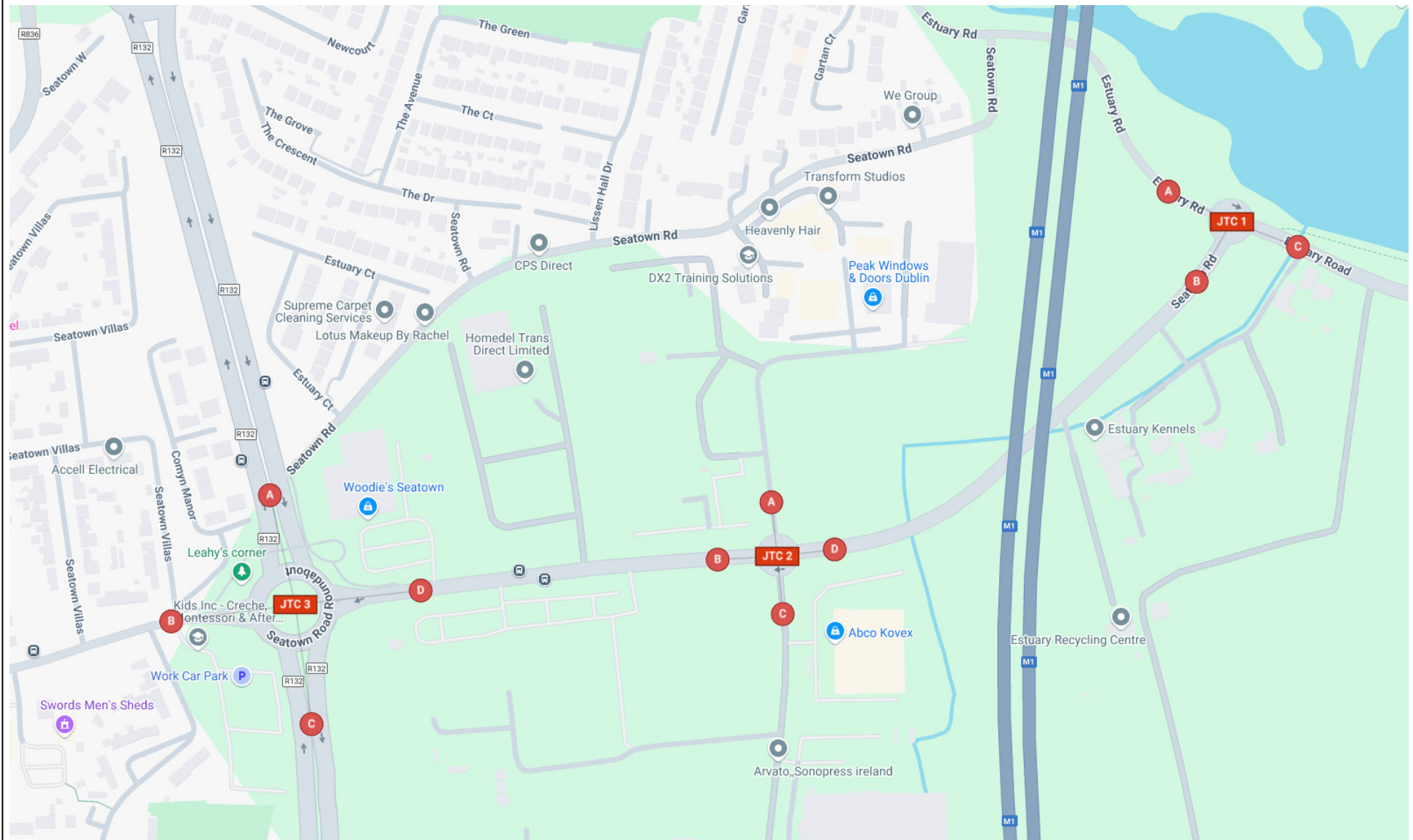
APPENDIX A

**Proposed Development
Layout, Access Arrangement & TRACKs**

APPENDIX B

2025 Traffic Survey Data Output

Site/Movement Labelling



Job number:

IDA/25/232

Client:

NRB Consulting Engineers

Job Dates:

Weekday April 2025

Job Days:

Drawing No:

IDA/25/232

Author:

VB

IDASO
Innovative Data Solutions

IDASO

25232 - Swords Dublin

MANUAL CLASSIFIED JUNCTION TURNING COUNTS

APRIL 2025

IDA/25/232

SITE: Site 1

DATE: 29th April 2025

LOCATION: Estuary Road/Seatown Rd

DAY: Tuesday

TIME	MOVEMENT 1 (A => C)						TOT	PCU	MOVEMENT 2 (A => B)						TOT	PCU	MOVEMENT 3 (B => A)						TOT	PCU
	PCL	MCL	CAR	LGV	HGV	BUS			PCL	MCL	CAR	LGV	HGV	BUS			PCL	MCL	CAR	LGV	HGV	BUS		
07:30	1	1	25	9	0	0	36	35	0	0	4	0	0	0	4	4	0	0	1	0	0	0	1	1
07:45	1	0	36	4	3	0	44	46	0	0	3	1	0	0	4	4	0	0	1	0	1	0	2	3
H/TOT	2	1	61	13	3	0	80	81	0	0	7	1	0	0	8	8	0	0	2	0	1	0	3	4
08:00	1	0	56	5	1	0	63	63	0	0	5	0	0	0	5	5	2	0	1	0	0	0	3	1
08:15	1	0	45	7	0	0	53	52	0	0	6	0	0	0	6	6	0	0	3	0	0	0	3	3
08:30	0	0	32	3	1	0	36	37	0	0	5	0	0	0	5	5	0	0	4	0	0	0	4	4
08:45	2	0	35	4	1	0	42	41	0	0	4	0	0	0	4	4	0	0	11	1	0	0	12	12
H/TOT	4	0	168	19	3	0	194	193	0	0	20	0	0	0	20	20	2	0	19	1	0	0	22	20
09:00	0	2	28	4	0	0	34	33	0	0	4	0	0	0	4	4	0	0	6	0	0	0	6	6
09:15	0	0	25	6	0	0	31	31	0	0	7	0	1	0	8	9	0	0	6	0	0	0	6	6
09:30	3	0	25	2	0	0	30	28	0	0	4	0	0	0	4	4	0	0	3	1	0	0	4	4
09:45	1	0	16	3	0	0	20	19	0	0	2	0	0	0	2	2	0	0	3	1	0	0	4	4
H/TOT	4	2	94	15	0	0	115	111	0	0	17	0	1	0	18	19	0	0	18	2	0	0	20	20
P/TOT	10	3	323	47	6	0	389	385	0	0	44	1	1	0	46	47	2	0	39	3	1	0	45	44

TIME	MOVEMENT 1 (A => C)						TOT	PCU	MOVEMENT 2 (A => B)						TOT	PCU	MOVEMENT 3 (B => A)						TOT	PCU
	PCL	MCL	CAR	LGV	HGV	BUS			PCL	MCL	CAR	LGV	HGV	BUS			PCL	MCL	CAR	LGV	HGV	BUS		
16:00	0	0	35	2	1	0	38	39	0	0	6	1	0	0	7	7	0	0	27	2	0	0	29	29
16:15	1	0	45	1	0	0	47	46	0	0	7	2	1	0	10	11	0	0	35	3	0	0	38	38
16:30	2	0	37	4	2	0	45	45	0	0	6	0	0	0	6	6	0	0	22	4	0	0	26	26
16:45	0	0	38	4	0	0	42	42	0	0	3	0	0	0	3	3	0	0	37	5	0	0	42	42
H/TOT	3	0	155	11	3	0	172	172	0	0	22	3	1	0	26	27	0	0	121	14	0	0	135	135
17:00	2	0	35	0	1	0	38	37	0	0	3	0	0	0	3	3	0	0	21	2	0	0	23	23
17:15	1	0	42	1	0	0	44	43	0	0	4	0	0	0	4	4	0	0	32	0	0	0	32	32
17:30	3	0	40	4	0	0	47	45	0	0	3	2	0	0	5	5	0	1	29	2	0	0	32	31
17:45	1	2	36	2	0	0	41	39	0	0	2	0	0	0	2	2	0	0	39	0	0	0	39	39
H/TOT	7	2	153	7	1	0	170	164	0	0	12	2	0	0	14	14	0	1	121	4	0	0	126	125
18:00	0	0	35	0	0	0	35	35	0	0	8	0	0	0	8	8	0	1	35	2	1	0	39	39
18:15	1	0	36	3	0	0	40	39	0	0	3	0	0	0	3	3	0	0	28	2	1	0	31	32
H/TOT	1	0	71	3	0	0	75	74	0	0	11	0	0	0	11	11	0	1	63	4	2	0	70	71
P/TOT	11	2	379	21	4	0	417	410	0	0	45	5	1	0	51	52	0	2	305	22	2	0	331	331

SITE: Site 1

DATE: 29th April 2025

LOCATION: Estuary Road/Seatown Rd

DAY: Tuesday

TIME	MOVEMENT 4 (B ==> C)							PCU	MOVEMENT 5 (C ==> B)							PCU	MOVEMENT 6 (C ==> A)							PCU
	PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT	
07:30	0	0	8	1	1	0	10	11	0	0	18	1	1	0	20	21	2	1	18	2	0	0	23	21
07:45	0	0	21	4	0	0	25	25	0	0	38	1	0	0	39	39	0	0	11	1	0	0	12	12
H/TOT	0	0	29	5	1	0	35	36	0	0	56	2	1	0	59	60	2	1	29	3	0	0	35	33
08:00	2	0	23	2	0	0	27	25	1	0	43	4	0	0	48	47	2	0	17	1	0	0	20	18
08:15	0	0	17	1	0	0	18	18	0	0	51	0	0	0	51	51	0	0	19	2	0	0	21	21
08:30	0	0	12	1	2	0	15	17	0	0	49	3	1	0	53	54	1	0	24	1	0	0	26	25
08:45	0	0	18	1	0	0	19	19	1	0	36	1	1	0	39	39	1	0	18	2	1	0	22	22
H/TOT	2	0	70	5	2	0	79	79	2	0	179	8	2	0	191	191	4	0	78	6	1	0	89	86
09:00	0	0	21	2	0	0	23	23	0	0	33	5	0	0	38	38	1	0	19	1	1	0	22	22
09:15	0	0	17	2	1	0	20	21	0	0	31	2	0	0	33	33	1	0	23	4	0	0	28	27
09:30	0	0	15	4	1	0	20	21	0	0	30	2	0	0	32	32	3	1	19	0	1	0	24	22
09:45	0	0	23	8	1	0	32	33	0	0	32	2	0	0	34	34	0	0	18	1	0	0	19	19
H/TOT	0	0	76	16	3	0	95	98	0	0	126	11	0	0	137	137	5	1	79	6	2	0	93	90
P/TOT	2	0	175	26	6	0	209	213	2	0	361	21	3	0	387	388	11	2	186	15	3	0	217	209

TIME	MOVEMENT 4 (B ==> C)							PCU	MOVEMENT 5 (C ==> B)							PCU	MOVEMENT 6 (C ==> A)							PCU
	PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT	
16:00	0	0	45	2	0	0	47	47	0	1	27	4	0	0	32	31	3	0	49	14	0	0	66	64
16:15	0	0	41	0	0	0	41	41	1	0	27	0	0	0	28	27	0	0	62	10	0	0	72	72
16:30	0	0	34	2	1	0	37	38	1	0	26	5	0	0	32	31	1	1	61	17	0	0	80	79
16:45	1	0	46	0	0	0	47	46	0	1	38	2	0	0	41	40	2	0	57	10	3	0	72	73
H/TOT	1	0	166	4	1	0	172	172	2	2	118	11	0	0	133	129	6	1	229	51	3	0	290	288
17:00	0	0	50	5	0	0	55	55	1	0	27	2	0	0	30	29	2	0	77	11	0	0	90	88
17:15	1	0	43	0	1	0	45	45	1	0	30	1	0	0	32	31	2	1	72	7	2	0	84	84
17:30	1	1	66	1	0	0	69	68	0	1	30	2	0	0	33	32	2	0	69	11	1	0	83	82
17:45	0	1	50	5	0	0	56	55	0	0	24	1	0	0	25	25	0	0	62	3	1	0	66	67
H/TOT	2	2	209	11	1	0	225	223	2	1	111	6	0	0	120	117	6	1	280	32	4	0	323	321
18:00	1	0	46	1	1	0	49	49	1	0	30	2	0	0	33	32	3	0	50	7	1	0	61	60
18:15	1	0	58	0	1	0	60	60	2	1	26	2	1	0	32	31	1	0	49	4	0	0	54	53
H/TOT	2	0	104	1	2	0	109	109	3	1	56	4	1	0	65	63	4	0	99	11	1	0	115	113
P/TOT	5	2	479	16	4	0	506	504	7	4	285	21	1	0	318	309	16	2	608	94	8	0	728	722

SITE: Site 2

DATE: 29th April 2025

LOCATION: Industrial Area Access/Seatown Rd/Business Park Access

DAY: Tuesday

TIME	MOVEMENT 1 (A => D)						TOT	PCU	MOVEMENT 2 (A => C)						TOT	PCU	MOVEMENT 3 (A => B)						TOT	PCU
	PCL	MCL	CAR	LGV	HGV	BUS			PCL	MCL	CAR	LGV	HGV	BUS			PCL	MCL	CAR	LGV	HGV	BUS		
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	4
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	5
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	1	0	5	6
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	4
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4	7
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	7	0	15	22
09:00	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	1	4	2	0	7	9
09:15	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	3	0	0	2	0	1	0	3	4
09:30	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	2	6	0	10	16
09:45	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3	3	2	0	8	10
H/TOT	0	0	3	1	0	0	4	4	0	0	1	0	1	0	2	3	0	0	8	9	11	0	28	39
P/TOT	0	0	3	1	0	0	4	4	0	0	1	0	1	0	2	3	0	0	11	18	18	0	47	65

TIME	MOVEMENT 1 (A => D)						TOT	PCU	MOVEMENT 2 (A => C)						TOT	PCU	MOVEMENT 3 (A => B)						TOT	PCU
	PCL	MCL	CAR	LGV	HGV	BUS			PCL	MCL	CAR	LGV	HGV	BUS			PCL	MCL	CAR	LGV	HGV	BUS		
16:00	0	0	3	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	12	1	0	0	13	13
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	9	9
16:30	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	11	3	1	0	15	16
16:45	0	0	4	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
H/TOT	0	0	9	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	33	6	1	0	40	41
17:00	0	0	2	0	0	0	2	2	0	0	1	0	0	0	1	1	0	0	11	0	0	0	11	11
17:15	0	0	2	0	0	0	2	2	1	0	0	0	0	0	1	0	0	0	12	2	0	0	14	14
17:30	0	0	3	0	0	0	3	3	1	0	0	0	0	0	1	0	0	0	2	1	1	0	4	5
17:45	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	12	1	0	0	13	13
H/TOT	0	0	9	0	0	0	9	9	2	0	1	0	0	0	3	1	0	0	37	4	1	0	42	43
18:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	1	3	1	0	5	6
18:15	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3	2	1	0	6	7
H/TOT	0	0	0	1	0	0	1	1	0	0	1	0	0	0	1	1	0	0	4	5	2	0	11	13
P/TOT	0	0	18	1	0	0	19	19	2	0	2	0	0	0	4	2	0	0	74	15	4	0	93	97

SITE: Site 2

DATE: 29th April 2025

LOCATION: Industrial Area Access/Seatown Rd/Business Park Access

DAY: Tuesday

TIME	MOVEMENT 4 (B => A)							PCU	MOVEMENT 5 (B => D)							PCU	MOVEMENT 6 (B => C)							PCU
	PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT	
07:30	0	0	12	1	1	0	14	15	0	0	12	2	2	0	16	18	1	0	35	3	1	0	40	40
07:45	0	0	5	2	0	0	7	7	0	0	22	5	0	0	27	27	1	0	45	5	1	0	52	52
H/TOT	0	0	17	3	1	0	21	22	0	0	34	7	2	0	43	45	2	0	80	8	2	0	92	92
08:00	0	0	4	1	1	0	6	7	2	0	24	3	1	0	30	29	0	1	30	6	3	0	40	42
08:15	0	0	10	3	1	0	14	15	0	0	22	3	0	0	25	25	1	0	60	3	1	0	65	65
08:30	0	0	8	2	3	0	13	16	0	0	22	2	2	0	26	28	1	0	44	5	2	0	52	53
08:45	0	0	19	1	1	0	21	22	0	0	29	2	1	0	32	33	0	0	42	2	1	0	45	46
H/TOT	0	0	41	7	6	0	54	60	2	0	97	10	4	0	113	115	2	1	176	16	7	0	202	206
09:00	0	0	9	2	0	0	11	11	0	0	25	1	0	1	27	28	0	0	43	2	0	0	45	45
09:15	0	0	9	0	3	0	12	15	0	0	24	3	1	0	28	29	0	0	33	3	2	0	38	40
09:30	0	1	4	3	2	0	10	11	0	0	27	6	1	0	34	35	0	0	14	1	5	0	20	25
09:45	0	0	3	2	1	0	6	7	0	0	32	7	1	0	40	41	1	0	8	3	4	0	16	19
H/TOT	0	1	25	7	6	0	39	44	0	0	108	17	3	1	129	133	1	0	98	9	11	0	119	129
P/TOT	0	1	83	17	13	0	114	126	2	0	239	34	9	1	285	293	5	1	354	33	20	0	413	427

TIME	MOVEMENT 4 (B => A)							PCU	MOVEMENT 5 (B => D)							PCU	MOVEMENT 6 (B => C)							PCU
	PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT	
16:00	0	0	0	0	0	0	0	0	0	0	65	4	0	0	69	69	0	0	6	1	0	0	7	7
16:15	0	0	1	2	0	0	3	3	0	0	75	6	0	0	81	81	0	0	3	2	3	0	8	11
16:30	0	0	0	2	0	0	2	2	0	0	52	4	1	0	57	58	0	0	6	2	1	0	9	10
16:45	0	0	0	0	0	0	0	0	1	0	83	6	0	0	90	89	0	0	5	0	0	0	5	5
H/TOT	0	0	1	4	0	0	5	5	1	0	275	20	1	0	297	297	0	0	20	5	4	0	29	33
17:00	0	0	2	0	1	0	3	4	1	0	58	7	0	0	66	65	0	0	3	2	0	0	5	5
17:15	0	0	2	0	1	0	3	4	0	0	65	1	1	0	67	68	1	0	4	1	0	0	6	5
17:30	0	0	2	0	1	0	3	4	0	2	82	2	0	0	86	85	0	0	5	1	1	0	7	8
17:45	0	0	1	0	0	0	1	1	0	1	79	7	0	0	87	86	0	0	4	1	0	0	5	5
H/TOT	0	0	7	0	3	0	10	13	1	3	284	17	1	0	306	304	1	0	16	5	1	0	23	23
18:00	0	0	2	1	0	0	3	3	1	1	86	4	2	0	94	95	0	0	1	3	0	0	4	4
18:15	0	0	0	2	0	0	2	2	1	0	84	4	2	0	91	92	2	0	9	5	1	0	17	16
H/TOT	0	0	2	3	0	0	5	5	2	1	170	8	4	0	185	187	2	0	10	8	1	0	21	20
P/TOT	0	0	10	7	3	0	20	23	4	4	729	45	6	0	788	788	3	0	46	18	6	0	73	76

SITE: Site 2

DATE: 29th April 2025

LOCATION: Industrial Area Access/Seatown Rd/Businees Park Access

DAY: Tuesday

	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	2	4	2	0	8	10	0	0	0	0	2	0	2	4	0	0	0	0	0	0	0	0	
07:45	1	0	1	7	0	0	9	8	0	0	0	0	2	0	2	4	0	0	0	2	0	0	2	2	
H/TOT	1	0	3	11	2	0	17	18	0	0	0	0	4	0	4	8	0	0	0	2	0	0	2	2	
08:00	0	0	2	3	2	0	7	9	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	
08:15	0	0	5	5	1	0	11	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:30	0	0	3	0	3	0	6	9	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	1	
08:45	0	0	3	1	3	0	7	10	0	0	1	0	0	0	1	1	0	0	1	1	0	0	2	2	
H/TOT	0	0	13	9	9	0	31	40	1	0	1	0	0	0	2	1	1	0	2	1	0	0	4	3	
09:00	1	0	2	0	0	0	3	2	0	0	0	1	0	0	1	1	0	0	0	1	0	0	1	1	
09:15	0	0	6	0	2	0	8	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:30	0	0	10	3	2	0	15	17	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	
09:45	0	0	6	0	4	0	10	14	0	0	0	0	1	0	1	2	0	0	0	1	0	0	1	1	
H/TOT	1	0	24	3	8	0	36	43	0	0	0	1	2	0	3	5	0	0	0	2	0	0	2	2	
P/TOT	2	0	40	23	19	0	84	101	1	0	1	1	6	0	9	14	1	0	2	5	0	0	8	7	

	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	1	48	0	1	0	50	50	0	0	2	1	1	0	4	5	0	0	6	0	0	0	6	6		
16:15	0	1	40	3	0	0	44	43	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	3		
16:30	3	0	41	2	2	0	48	48	0	0	0	0	0	0	0	0	0	0	7	1	0	0	8	8		
16:45	1	1	33	4	1	0	40	40	1	0	0	0	0	0	1	0	0	0	4	0	0	0	4	4		
H/TOT	4	3	162	9	4	0	182	181	1	0	2	1	1	0	5	5	0	0	19	2	0	0	21	21		
17:00	1	0	53	4	1	0	59	59	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	10		
17:15	4	0	32	0	0	0	36	33	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	7		
17:30	2	0	42	2	0	0	46	44	0	0	0	0	0	0	0	0	1	0	9	0	0	0	10	9		
17:45	0	0	37	0	1	0	38	39	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5		
H/TOT	7	0	164	6	2	0	179	175	0	0	0	0	0	0	0	0	1	0	31	0	0	0	32	31		
18:00	0	0	17	6	1	0	24	25	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3		
18:15	0	0	19	1	1	0	21	22	0	0	0	1	0	0	1	1	0	0	1	0	0	0	1	1		
H/TOT	0	0	36	7	2	0	45	47	0	0	0	1	0	0	1	1	0	0	4	0	0	0	4	4		
P/TOT	11	3	362	22	8	0	406	403	1	0	2	2	1	0	6	6	1	0	54	2	0	0	57	56		

SITE: Site 2

DATE: 29th April 2025

LOCATION: Industrial Area Access/Seatown Rd/Businees Park Access

DAY: Tuesday

TIME	MOVEMENT 10 (D => C)						TOT	PCU	MOVEMENT 11 (D => B)						TOT	PCU	MOVEMENT 12 (D => A)						TOT	PCU
	PCL	MCL	CAR	LGV	HGV	BUS			PCL	MCL	CAR	LGV	HGV	BUS			PCL	MCL	CAR	LGV	HGV	BUS		
07:30	0	0	0	0	0	0	0	0	0	0	24	1	1	0	26	27	0	0	0	1	0	0	1	1
07:45	0	0	5	0	0	0	5	5	0	0	35	2	0	0	37	37	0	0	0	1	0	0	1	1
H/TOT	0	0	5	0	0	0	5	5	0	0	59	3	1	0	63	64	0	0	0	2	0	0	2	2
08:00	0	0	3	1	0	0	4	4	1	0	43	3	0	0	47	46	0	0	1	2	0	0	3	3
08:15	0	0	1	0	0	0	1	1	0	0	56	2	0	0	58	58	0	0	2	0	0	0	2	2
08:30	0	0	5	1	0	0	6	6	0	0	49	3	1	0	53	54	0	0	2	0	0	0	2	2
08:45	0	0	4	0	0	0	4	4	1	0	40	2	1	0	44	44	0	0	2	1	0	0	3	3
H/TOT	0	0	13	2	0	0	15	15	2	0	188	10	2	0	202	202	0	0	7	3	0	0	10	10
09:00	0	0	3	0	0	0	3	3	0	0	37	4	1	0	42	43	0	0	0	0	0	0	0	0
09:15	0	0	2	0	1	0	3	4	0	0	36	2	0	0	38	38	0	0	1	0	0	0	1	1
09:30	0	0	1	0	0	0	1	1	0	0	40	2	1	0	43	44	0	0	1	0	0	0	1	1
09:45	0	0	2	0	0	0	2	2	0	0	30	3	0	0	33	33	0	0	2	0	0	0	2	2
H/TOT	0	0	8	0	1	0	9	10	0	0	143	11	2	0	156	158	0	0	4	0	0	0	4	4
P/TOT	0	0	26	2	1	0	29	30	2	0	390	24	5	0	421	424	0	0	11	5	0	0	16	16

TIME	MOVEMENT 10 (D => C)						TOT	PCU	MOVEMENT 11 (D => B)						TOT	PCU	MOVEMENT 12 (D => A)						TOT	PCU
	PCL	MCL	CAR	LGV	HGV	BUS			PCL	MCL	CAR	LGV	HGV	BUS			PCL	MCL	CAR	LGV	HGV	BUS		
16:00	0	1	2	1	0	0	4	3	0	0	32	4	0	0	36	36	0	0	0	0	0	0	0	0
16:15	0	0	2	0	0	0	2	2	1	0	33	3	0	0	37	36	0	0	0	0	0	0	0	0
16:30	0	0	3	1	0	0	4	4	1	0	42	3	2	0	48	49	0	0	1	0	0	0	1	1
16:45	0	0	1	0	0	0	1	1	0	1	40	2	0	0	43	42	0	0	0	0	1	0	1	2
H/TOT	0	1	8	2	0	0	11	10	2	1	147	12	2	0	164	163	0	0	1	0	1	0	2	3
17:00	0	0	0	0	0	0	0	0	1	0	36	2	0	0	39	38	0	0	0	1	0	0	1	1
17:15	1	0	2	0	0	0	3	2	0	0	35	1	0	0	36	36	0	0	0	0	0	0	0	0
17:30	0	0	1	0	0	0	1	1	0	1	29	4	0	0	34	33	0	0	0	0	0	0	0	0
17:45	0	0	1	0	0	0	1	1	0	0	30	1	0	0	31	31	0	0	0	0	0	0	0	0
H/TOT	1	0	4	0	0	0	5	4	1	1	130	8	0	0	140	138	0	0	0	1	0	0	1	1
18:00	0	0	0	0	0	0	0	0	1	0	36	4	0	0	41	40	0	0	0	0	0	0	0	0
18:15	0	0	2	0	0	0	2	2	1	1	34	4	1	0	41	41	0	0	0	0	0	0	0	0
H/TOT	0	0	2	0	0	0	2	2	2	1	70	8	1	0	82	81	0	0	0	0	0	0	0	0
P/TOT	1	1	14	2	0	0	18	16	5	3	347	28	3	0	386	382	0	0	1	1	1	0	3	4

IDASO

25232 - Swords Dublin

APRIL 2025

MANUAL CLASSIFIED JUNCTION TURNING COUNTS

IDA/25/232

SITE: Site 3

DATE: 29th April 2025

LOCATION: Seatown Road Roundabout

DAY: Tuesday

TIME	MOVEMENT 1 (A => D)							PCU	MOVEMENT 2 (A => C)							PCU	MOVEMENT 3 (A => B)							PCU
	PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT	
07:30	0	0	32	2	2	0	36	38	3	2	247	25	11	4	292	303	0	0	22	1	0	0	23	23
07:45	0	0	42	5	0	1	48	49	6	2	245	31	17	4	305	320	0	0	22	2	2	0	26	28
H/TOT	0	0	74	7	2	1	84	87	9	4	492	56	28	8	597	623	0	0	44	3	2	0	49	51
08:00	1	0	26	7	1	0	35	35	4	3	276	26	10	2	321	328	0	0	21	1	0	0	22	22
08:15	0	0	39	4	1	1	45	47	2	2	246	28	9	5	292	303	0	1	31	3	0	0	35	34
08:30	0	0	26	5	3	0	34	37	2	1	218	22	9	1	253	261	1	0	54	3	0	0	58	57
08:45	0	0	30	4	2	1	37	40	1	3	221	25	8	5	263	273	1	0	65	0	0	0	66	65
H/TOT	1	0	121	20	7	2	151	159	9	9	961	101	36	13	1129	1165	2	1	171	7	0	0	181	178
09:00	0	0	29	4	0	2	35	37	2	4	250	15	8	1	280	285	0	0	52	1	0	0	53	53
09:15	0	0	35	1	3	0	39	42	1	1	245	26	12	2	287	300	1	0	46	4	0	0	51	50
09:30	0	1	41	8	6	2	58	65	0	0	223	19	11	5	258	274	0	0	31	3	0	0	34	34
09:45	0	0	30	6	5	1	42	48	0	0	200	14	12	1	227	240	0	1	20	1	0	0	22	21
H/TOT	0	1	135	19	14	5	174	192	3	5	918	74	43	9	1052	1099	1	1	149	9	0	0	160	158
P/TOT	1	1	330	46	23	8	409	438	21	18	2371	231	107	30	2778	2887	3	2	364	19	2	0	390	387

TIME	MOVEMENT 1 (A => D)							PCU	MOVEMENT 2 (A => C)							PCU	MOVEMENT 3 (A => B)							PCU
	PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT	
16:00	0	0	15	3	1	0	19	20	0	0	209	19	2	0	230	232	0	1	29	1	0	0	31	30
16:15	0	0	35	6	5	1	47	53	1	0	188	17	3	3	212	217	0	0	28	4	0	0	32	32
16:30	0	0	34	5	1	0	40	41	2	1	167	17	3	2	192	195	0	0	24	0	0	0	24	24
16:45	0	0	29	1	2	1	33	36	0	1	200	15	0	1	217	217	0	1	13	2	0	0	16	15
H/TOT	0	0	113	15	9	2	139	150	3	2	764	68	8	6	851	861	0	2	94	7	0	0	103	101
17:00	0	0	24	7	1	0	32	33	1	0	194	16	5	2	218	224	0	0	24	1	1	0	26	27
17:15	1	0	39	3	2	2	47	50	0	1	205	22	5	0	233	237	0	0	25	1	0	0	26	26
17:30	0	1	33	1	3	1	39	42	0	0	203	13	1	1	218	220	0	0	20	2	0	0	22	22
17:45	0	0	17	5	0	1	23	24	1	0	200	12	2	1	216	218	0	0	26	1	0	0	27	27
H/TOT	1	1	113	16	6	4	141	149	2	1	802	63	13	4	885	899	0	0	95	5	1	0	101	102
18:00	1	0	29	5	2	1	38	40	2	2	179	1	1	3	188	189	0	0	19	2	0	0	21	21
18:15	1	0	43	5	3	0	52	54	4	1	152	8	1	2	168	167	0	0	21	6	0	0	27	27
H/TOT	2	0	72	10	5	1	90	94	6	3	331	9	2	5	356	356	0	0	40	8	0	0	48	48
P/TOT	3	1	298	41	20	7	370	393	11	6	1897	140	23	15	2092	2116	0	2	229	20	1	0	252	251

SITE: Site 3

DATE: 29th April 2025

LOCATION: Seatown Road Roundabout

DAY: Tuesday

TIME	MOVEMENT 4 (B => A)						TOT	PCU	MOVEMENT 5 (B => D)						TOT	PCU	MOVEMENT 6 (B => C)						TOT	PCU
	PCL	MCL	CAR	LGV	HGV	BUS			PCL	MCL	CAR	LGV	HGV	BUS			PCL	MCL	CAR	LGV	HGV	BUS		
07:30	0	0	4	0	1	0	5	6	0	0	5	2	0	0	7	7	0	0	6	0	0	0	6	6
07:45	0	0	9	0	1	0	10	11	0	0	6	1	0	0	7	7	0	2	8	1	0	0	11	10
H/TOT	0	0	13	0	2	0	15	17	0	0	11	3	0	0	14	14	0	2	14	1	0	0	17	16
08:00	0	0	15	0	0	0	15	15	0	1	4	0	1	0	6	6	0	0	11	0	0	0	11	11
08:15	0	0	20	1	0	0	21	21	1	0	9	1	0	0	11	10	0	0	23	2	0	0	25	25
08:30	0	0	39	2	1	0	42	43	1	0	10	1	0	0	12	11	0	0	48	0	0	0	48	48
08:45	0	0	42	2	0	0	44	44	0	0	15	1	0	0	16	16	0	0	52	4	0	0	56	56
H/TOT	0	0	116	5	1	0	122	123	2	1	38	3	1	0	45	43	0	0	134	6	0	0	140	140
09:00	0	0	20	3	1	0	24	25	0	0	11	1	0	0	12	12	0	0	19	0	1	0	20	21
09:15	0	0	13	2	0	0	15	15	0	0	5	1	0	0	6	6	0	0	13	4	0	0	17	17
09:30	0	0	12	1	0	0	13	13	0	0	1	2	0	0	3	3	0	0	11	4	1	0	16	17
09:45	0	0	20	1	0	0	21	21	0	0	7	2	0	0	9	9	0	0	11	1	0	0	12	12
H/TOT	0	0	65	7	1	0	73	74	0	0	24	6	0	0	30	30	0	0	54	9	2	0	65	67
P/TOT	0	0	194	12	4	0	210	214	2	1	73	12	1	0	89	87	0	2	202	16	2	0	222	223

TIME	MOVEMENT 4 (B => A)						TOT	PCU	MOVEMENT 5 (B => D)						TOT	PCU	MOVEMENT 6 (B => C)						TOT	PCU
	PCL	MCL	CAR	LGV	HGV	BUS			PCL	MCL	CAR	LGV	HGV	BUS			PCL	MCL	CAR	LGV	HGV	BUS		
16:00	0	0	36	0	0	0	36	36	0	0	28	0	0	0	28	28	0	0	25	2	0	0	27	27
16:15	0	0	30	3	0	0	33	33	0	0	18	1	0	0	19	19	0	0	24	1	0	0	25	25
16:30	0	0	30	1	0	0	31	31	0	0	8	1	0	0	9	9	0	0	15	2	0	0	17	17
16:45	0	0	44	2	0	0	46	46	0	0	24	1	0	0	25	25	0	0	24	0	0	0	24	24
H/TOT	0	0	140	6	0	0	146	146	0	0	78	3	0	0	81	81	0	0	88	5	0	0	93	93
17:00	0	0	41	3	0	0	44	44	0	0	26	0	0	0	26	26	0	0	20	0	0	0	20	20
17:15	0	0	34	0	1	0	35	36	0	0	10	0	0	0	10	10	0	0	12	1	0	0	13	13
17:30	0	0	42	0	0	0	42	42	0	0	22	1	0	0	23	23	0	0	16	1	0	0	17	17
17:45	0	0	39	0	0	0	39	39	0	0	29	1	0	0	30	30	0	0	10	0	0	0	10	10
H/TOT	0	0	156	3	1	0	160	161	0	0	87	2	0	0	89	89	0	0	58	2	0	0	60	60
18:00	0	0	29	1	0	0	30	30	1	0	17	0	0	0	18	17	0	0	13	0	0	0	13	13
18:15	0	0	27	2	0	0	29	29	0	0	21	0	0	0	21	21	0	0	11	1	0	0	12	12
H/TOT	0	0	56	3	0	0	59	59	1	0	38	0	0	0	39	38	0	0	24	1	0	0	25	25
P/TOT	0	0	352	12	1	0	365	366	1	0	203	5	0	0	209	208	0	0	170	8	0	0	178	178

IDASO

25232 - Swords Dublin

APRIL 2025

MANUAL CLASSIFIED JUNCTION TURNING COUNTS

IDA/25/232

SITE: Site 3

DATE: 29th April 2025

LOCATION: Seatown Road Roundabout

DAY: Tuesday

TIME	MOVEMENT 7 (C => B)							PCU	MOVEMENT 8 (C => A)							PCU	MOVEMENT 9 (C => D)							PCU
	PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT	
07:30	0	0	8	1	1	0	10	11	0	0	105	15	6	3	129	138	0	0	24	3	3	0	30	33
07:45	0	0	16	0	1	0	17	18	1	1	143	22	4	1	172	176	1	0	30	6	1	0	38	38
H/TOT	0	0	24	1	2	0	27	29	1	1	248	37	10	4	301	314	1	0	54	9	4	0	68	71
08:00	0	0	19	3	0	0	22	22	0	0	162	20	9	1	192	202	1	0	27	0	3	0	31	33
08:15	0	0	35	1	0	0	36	36	0	1	166	13	9	2	191	201	0	0	45	1	3	1	50	54
08:30	0	0	82	1	0	0	83	83	0	0	178	9	6	1	194	201	0	0	39	4	4	0	47	51
08:45	5	0	57	1	0	0	63	59	1	0	165	18	4	3	191	197	0	0	50	1	3	1	55	59
H/TOT	5	0	193	6	0	0	204	200	1	1	671	60	28	7	768	801	1	0	161	6	13	2	183	197
09:00	0	0	16	1	0	0	17	17	0	0	114	10	6	3	133	142	0	0	33	2	1	0	36	37
09:15	0	0	17	3	1	0	21	22	1	0	120	14	8	3	146	156	0	0	18	2	3	0	23	26
09:30	0	0	11	3	0	0	14	14	0	0	117	8	7	3	135	145	0	0	18	6	4	0	28	32
09:45	0	0	14	2	0	0	16	16	1	1	120	16	4	1	143	147	0	0	10	5	1	0	16	17
H/TOT	0	0	58	9	1	0	68	69	2	1	471	48	25	10	557	590	0	0	79	15	9	0	103	112
P/TOT	5	0	275	16	3	0	299	298	4	3	1390	145	63	21	1626	1705	2	0	294	30	26	2	354	380

TIME	MOVEMENT 7 (C => B)							PCU	MOVEMENT 8 (C => A)							PCU	MOVEMENT 9 (C => D)							PCU
	PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT	
16:00	0	0	25	0	0	0	25	25	0	3	112	12	3	4	134	139	0	0	32	6	1	0	39	40
16:15	0	0	15	0	0	0	15	15	4	2	165	14	3	1	189	189	0	0	24	16	0	0	40	40
16:30	0	1	36	1	0	0	38	37	2	0	118	12	5	3	140	146	0	0	21	7	1	0	29	30
16:45	0	0	24	2	0	0	26	26	0	0	185	21	2	2	210	214	1	0	34	11	1	0	47	47
H/TOT	0	1	100	3	0	0	104	103	6	5	580	59	13	10	673	688	1	0	111	40	3	0	155	157
17:00	1	1	16	2	0	0	20	19	0	1	168	11	2	1	183	185	1	0	18	7	1	0	27	27
17:15	0	0	30	0	0	0	30	30	3	0	160	8	2	6	179	185	0	0	29	2	0	0	31	31
17:30	0	0	18	0	0	0	18	18	4	1	211	13	1	4	234	235	0	1	34	2	0	0	37	36
17:45	0	0	26	2	1	0	29	30	1	2	151	5	2	4	165	169	0	1	42	2	0	0	45	44
H/TOT	1	1	90	4	1	0	97	97	8	4	690	37	7	15	761	774	1	2	123	13	1	0	140	138
18:00	0	0	31	1	0	0	32	32	0	2	160	3	1	1	167	168	1	1	45	8	1	0	56	56
18:15	0	1	29	2	0	0	32	31	1	2	241	11	1	3	259	261	0	0	37	7	1	0	45	46
H/TOT	0	1	60	3	0	0	64	63	1	4	401	14	2	4	426	429	1	1	82	15	2	0	101	102
P/TOT	1	3	250	10	1	0	265	263	15	13	1671	110	22	29	1860	1891	3	3	316	68	6	0	396	397

SITE: Site 3

DATE: 29th April 2025

LOCATION: Seatown Road Roundabout

DAY: Tuesday

TIME	MOVEMENT 10 (D => C)							PCU	MOVEMENT 11 (D => B)							PCU	MOVEMENT 12 (D => A)							PCU
	PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT	
07:30	0	0	7	1	2	0	10	12	0	0	2	0	0	0	2	2	0	0	18	4	1	1	24	26
07:45	0	0	5	6	0	0	11	11	0	0	4	2	0	0	6	6	0	0	25	3	1	0	29	30
H/TOT	0	0	12	7	2	0	21	23	0	0	6	2	0	0	8	8	0	0	43	7	2	1	53	56
08:00	0	0	12	5	4	0	21	25	1	0	3	1	0	0	5	4	0	0	32	0	0	1	33	34
08:15	0	0	16	3	2	1	22	25	0	0	11	2	0	0	13	13	0	0	37	4	2	1	44	47
08:30	0	0	10	4	5	0	19	24	0	0	13	1	0	0	14	14	0	0	32	0	1	1	34	36
08:45	0	0	9	1	5	0	15	20	0	0	7	0	0	0	7	7	0	0	26	3	3	0	32	35
H/TOT	0	0	47	13	16	1	77	94	1	0	34	4	0	0	39	38	0	0	127	7	6	3	143	152
09:00	0	0	14	5	4	1	24	29	0	0	8	0	0	0	8	8	0	0	16	4	0	1	21	22
09:15	0	0	14	0	2	0	16	18	0	0	9	0	0	0	9	9	0	0	32	2	2	1	37	40
09:30	0	0	25	6	4	0	35	39	0	0	10	0	0	0	10	10	0	0	26	3	6	0	35	41
09:45	0	0	20	2	4	2	28	34	0	0	9	0	0	0	9	9	0	0	22	6	1	1	30	32
H/TOT	0	0	73	13	14	3	103	120	0	0	36	0	0	0	36	36	0	0	96	15	9	3	123	135
P/TOT	0	0	132	33	32	4	201	237	1	0	76	6	0	0	83	82	0	0	266	29	17	7	319	343

TIME	MOVEMENT 10 (D => C)							PCU	MOVEMENT 11 (D => B)							PCU	MOVEMENT 12 (D => A)							PCU
	PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT	
16:00	0	0	47	5	1	1	54	56	0	0	16	0	0	0	16	16	0	1	48	0	0	0	49	48
16:15	1	1	48	6	0	0	56	55	0	0	16	1	0	0	17	17	0	0	25	2	0	1	28	29
16:30	1	0	63	4	6	0	74	79	1	0	11	2	0	0	14	13	0	0	44	5	1	0	50	51
16:45	0	1	47	4	1	0	53	53	0	0	11	1	0	0	12	12	0	1	23	2	1	1	28	29
H/TOT	2	2	205	19	8	1	237	243	1	0	54	4	0	0	59	58	0	2	140	9	2	2	155	157
17:00	0	0	67	2	1	0	70	71	2	0	10	1	0	0	13	11	1	0	47	4	1	0	53	53
17:15	0	0	55	1	0	1	57	58	1	0	13	0	0	0	14	13	1	0	20	2	2	1	26	28
17:30	1	1	34	4	1	0	41	41	0	0	15	1	0	0	16	16	0	0	29	2	1	1	33	35
17:45	0	0	54	2	1	0	57	58	0	0	13	1	0	0	14	14	0	0	22	1	0	0	23	23
H/TOT	1	1	210	9	3	1	225	228	3	0	51	3	0	0	57	54	2	0	118	9	4	2	135	139
18:00	0	0	25	4	2	1	32	35	0	0	11	2	0	0	13	13	1	0	32	6	0	1	40	40
18:15	2	0	25	2	1	0	30	29	0	0	10	1	0	0	11	11	0	1	30	7	2	0	40	41
H/TOT	2	0	50	6	3	1	62	64	0	0	21	3	0	0	24	24	1	1	62	13	2	1	80	81
P/TOT	5	3	465	34	14	3	524	535	4	0	126	10	0	0	140	136	3	3	320	31	8	5	370	377

APPENDIX C

TRICS Trip Generation Output
(Residential Apartments, Creche & Commercial Elements)

Calculation Reference: AUDIT-160301-250616-0605

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION

Category : D - NURSERY

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	BA BATH & NORTH EAST SOMERSET	1 days
	BR BRISTOL CITY	1 days
	SD SWINDON	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	LN LINCOLNSHIRE	1 days
	NN NORTH NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	DR DONCASTER	1 days
	NY NORTH YORKSHIRE	2 days
09	NORTH	
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	3 days
10	WALES	
	MM MONMOUTHSHIRE	1 days
	NW NEWPORT	1 days
	RC RHONDDA CYNON TAFF	1 days
11	SCOTLAND	
	DU DUNDEE CITY	1 days
12	CONNAUGHT	
	RO ROSCOMMON	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	MG MONAGHAN	1 days

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

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	420	0.159	3	420	0.000	3	420	0.159
07:00 - 08:00	24	549	2.180	24	549	1.170	24	549	3.350
08:00 - 09:00	24	549	3.023	24	549	2.628	24	549	5.651
09:00 - 10:00	24	549	1.170	24	549	1.086	24	549	2.256
10:00 - 11:00	24	549	0.387	24	549	0.266	24	549	0.653
11:00 - 12:00	24	549	0.433	24	549	0.342	24	549	0.775
12:00 - 13:00	24	549	1.048	24	549	1.132	24	549	2.180
13:00 - 14:00	24	549	0.760	24	549	1.086	24	549	1.846
14:00 - 15:00	24	549	0.410	24	549	0.410	24	549	0.820
15:00 - 16:00	24	549	0.760	24	549	0.706	24	549	1.466
16:00 - 17:00	24	549	1.367	24	549	1.504	24	549	2.871
17:00 - 18:00	24	549	2.423	24	549	3.069	24	549	5.492
18:00 - 19:00	23	566	0.138	23	566	0.622	23	566	0.760
19:00 - 20:00	1	450	0.222	1	450	2.222	1	450	2.444
20:00 - 21:00	1	450	0.000	1	450	0.000	1	450	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			14.480			16.243			30.723

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

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

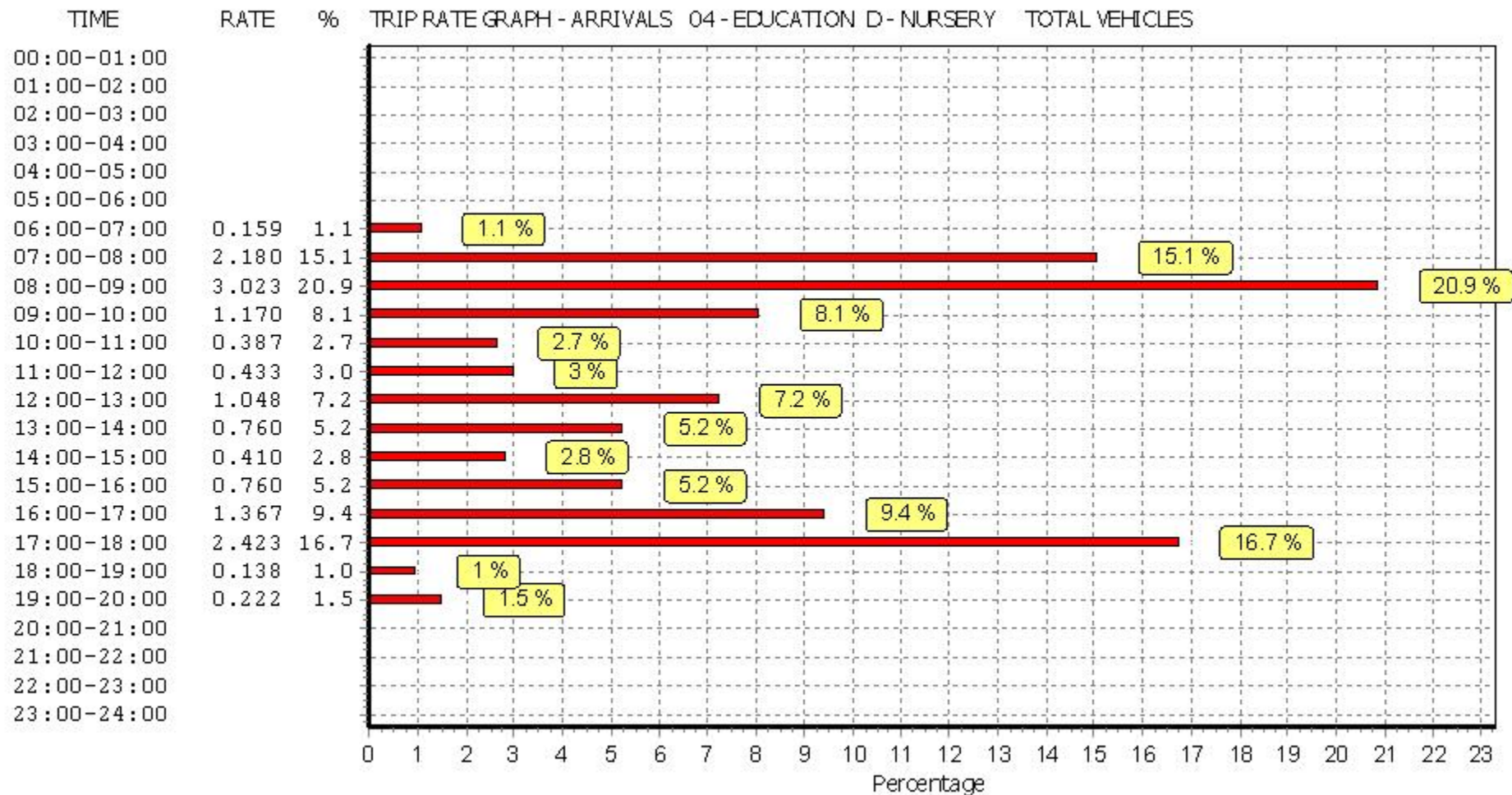
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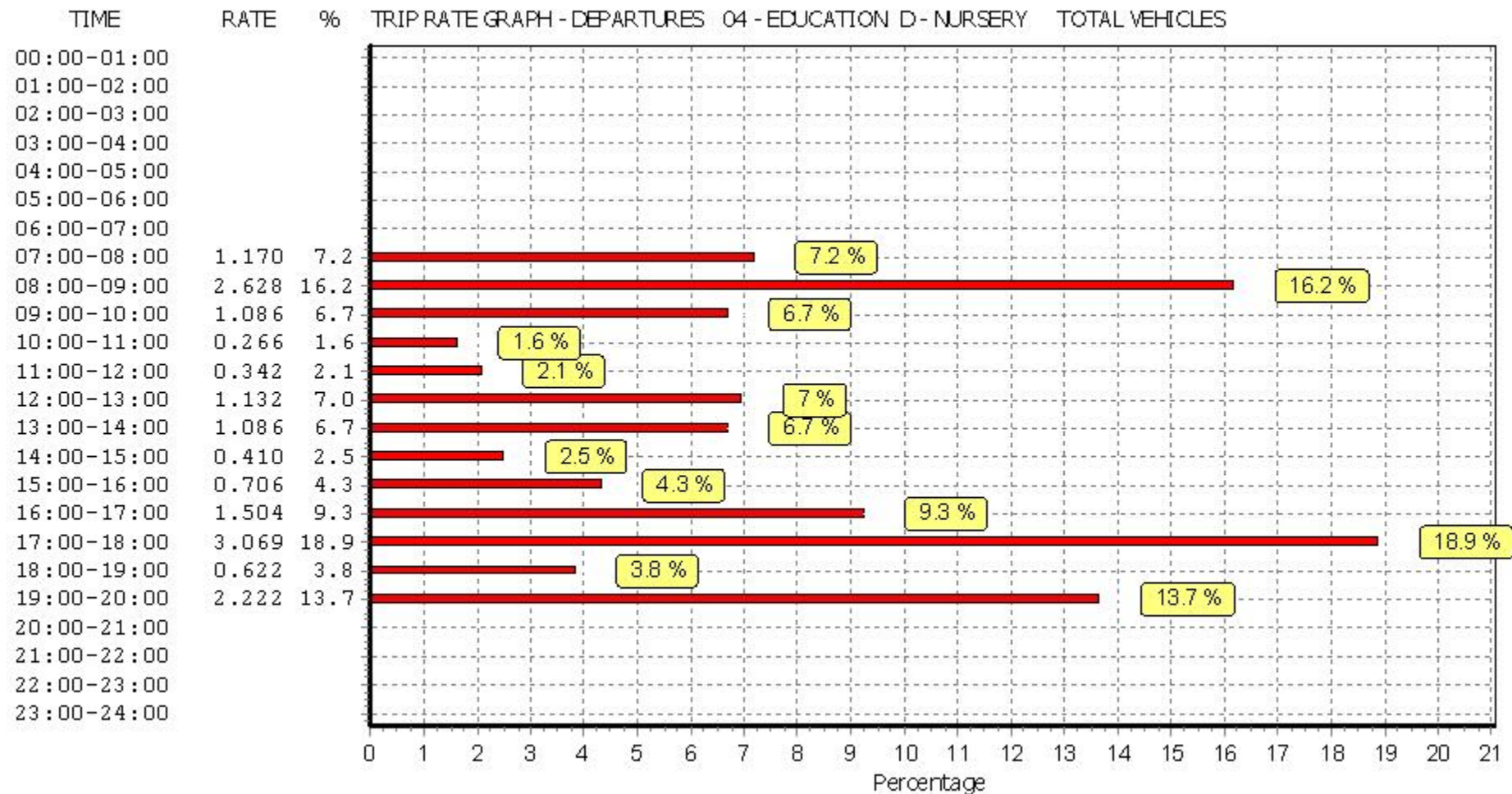
Parameter summary

Trip rate parameter range selected: 150 - 1250 (units: sqm)
 Survey date range: 01/01/16 - 06/09/23
 Number of weekdays (Monday-Friday): 24
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

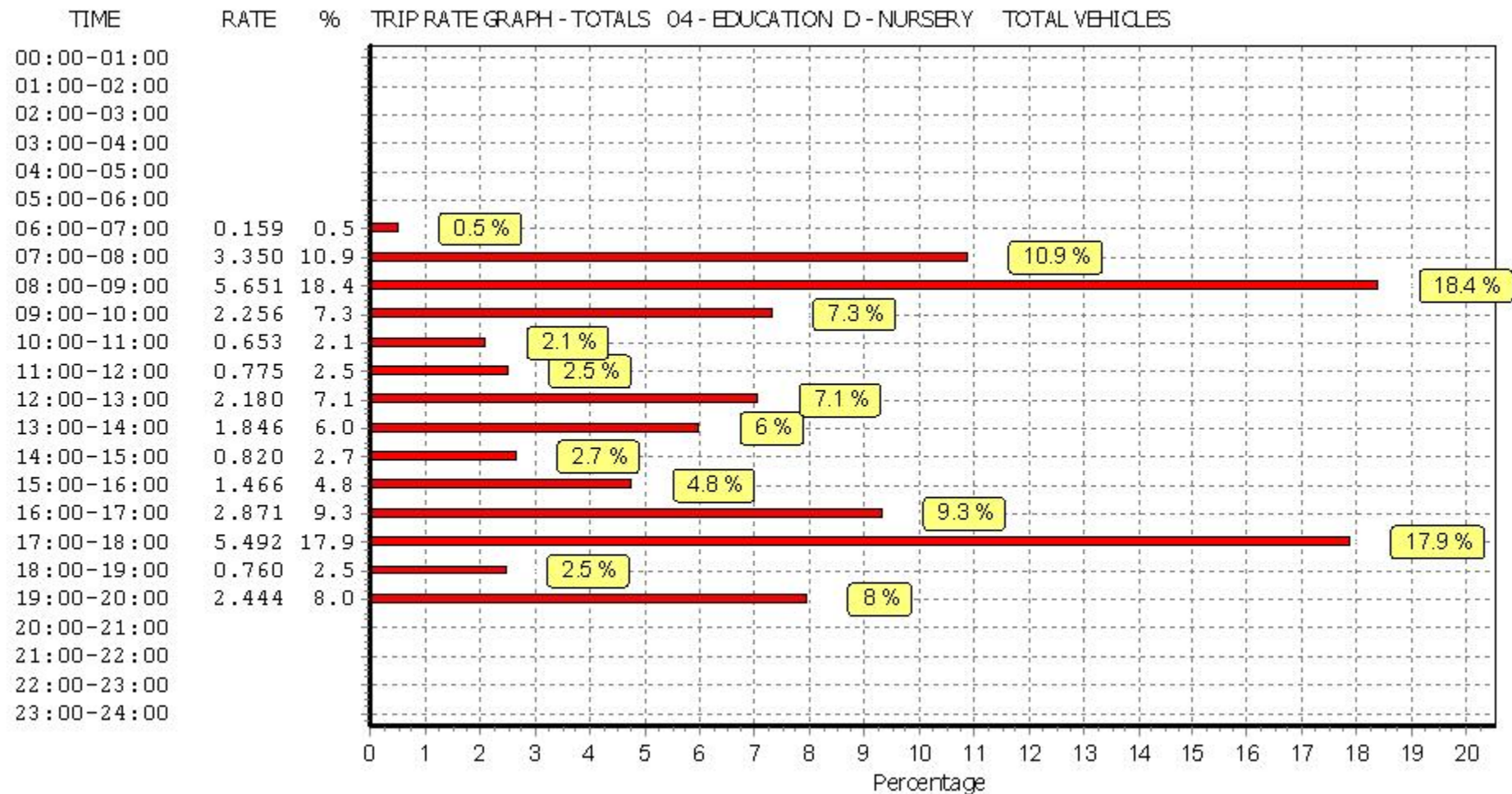
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
	CT CENTRAL BEDFORDSHIRE	3 days
	HF HERTFORDSHIRE	4 days
	PO PORTSMOUTH	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	LE LEICESTERSHIRE	1 days
	NG NOTTINGHAM	2 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	BY BARNSLEY	1 days
08	NORTH WEST	
	MS MERSEYSIDE	3 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	CO CONWY	1 days
11	SCOTLAND	
	HI HIGHLAND	1 days
	SR STIRLING	1 days
12	CONNAUGHT	
	MA MAYO	1 days
14	LEINSTER	
	LU LOUTH	1 days
	WX WEXFORD	1 days
15	GREATER DUBLIN	
	DL DUBLIN	3 days

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

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	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	36	70	0.036	36	70	0.152	36	70	0.188
08:00 - 09:00	36	70	0.064	36	70	0.188	36	70	0.252
09:00 - 10:00	36	70	0.078	36	70	0.081	36	70	0.159
10:00 - 11:00	36	70	0.064	36	70	0.082	36	70	0.146
11:00 - 12:00	36	70	0.065	36	70	0.081	36	70	0.146
12:00 - 13:00	36	70	0.085	36	70	0.086	36	70	0.171
13:00 - 14:00	36	70	0.078	36	70	0.084	36	70	0.162
14:00 - 15:00	36	70	0.080	36	70	0.082	36	70	0.162
15:00 - 16:00	36	70	0.113	36	70	0.075	36	70	0.188
16:00 - 17:00	36	70	0.123	36	70	0.078	36	70	0.201
17:00 - 18:00	36	70	0.157	36	70	0.085	36	70	0.242
18:00 - 19:00	36	70	0.150	36	70	0.090	36	70	0.240
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.093			1.164			2.257

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

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

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Parameter summary

Trip rate parameter range selected:

9 - 332 (units:)

Survey date date range:

01/01/16 - 19/06/23

Number of weekdays (Monday-Friday):

36

Number of Saturdays:

0

Number of Sundays:

0

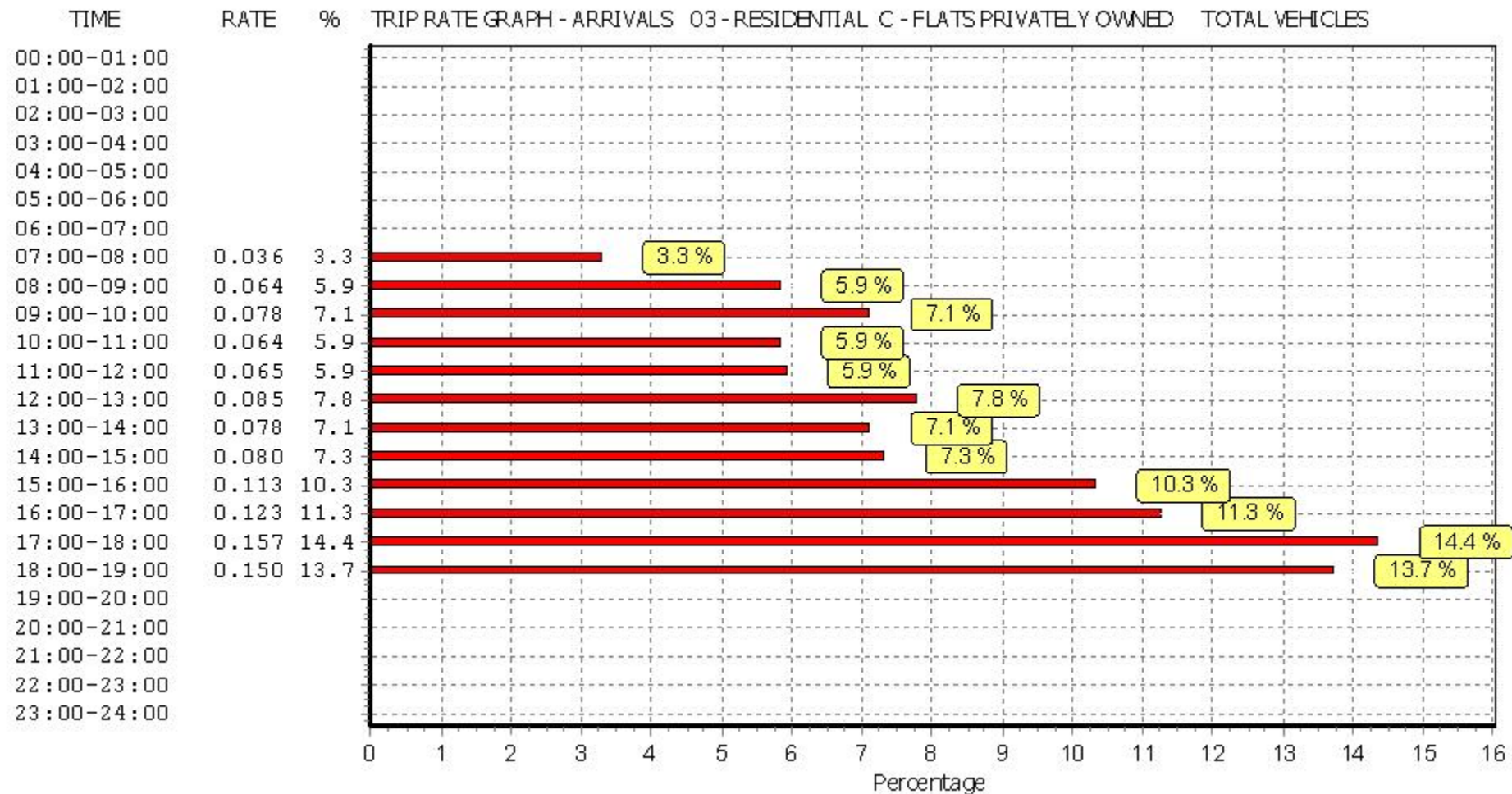
Surveys automatically removed from selection:

3

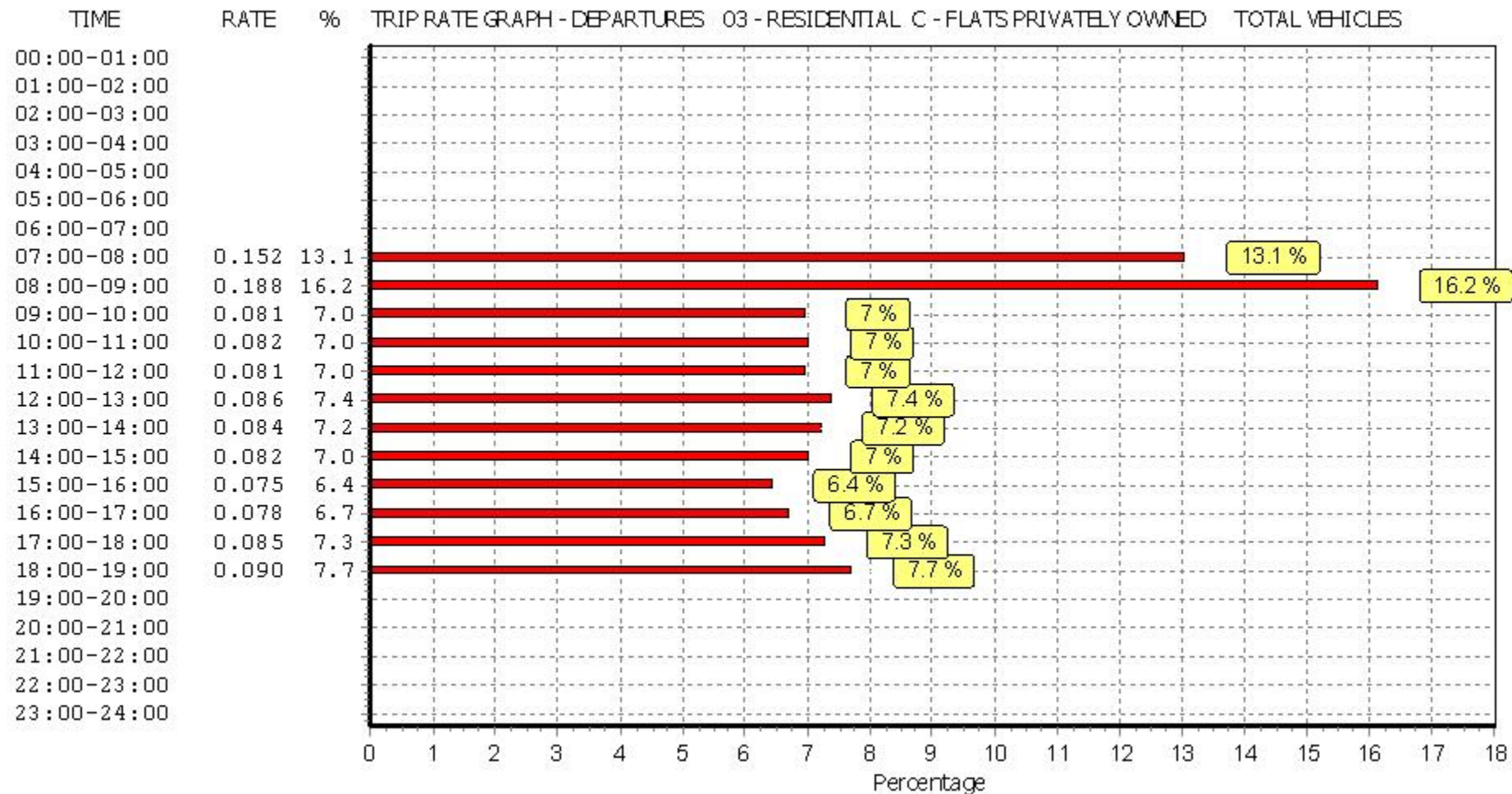
Surveys manually removed from selection:

0

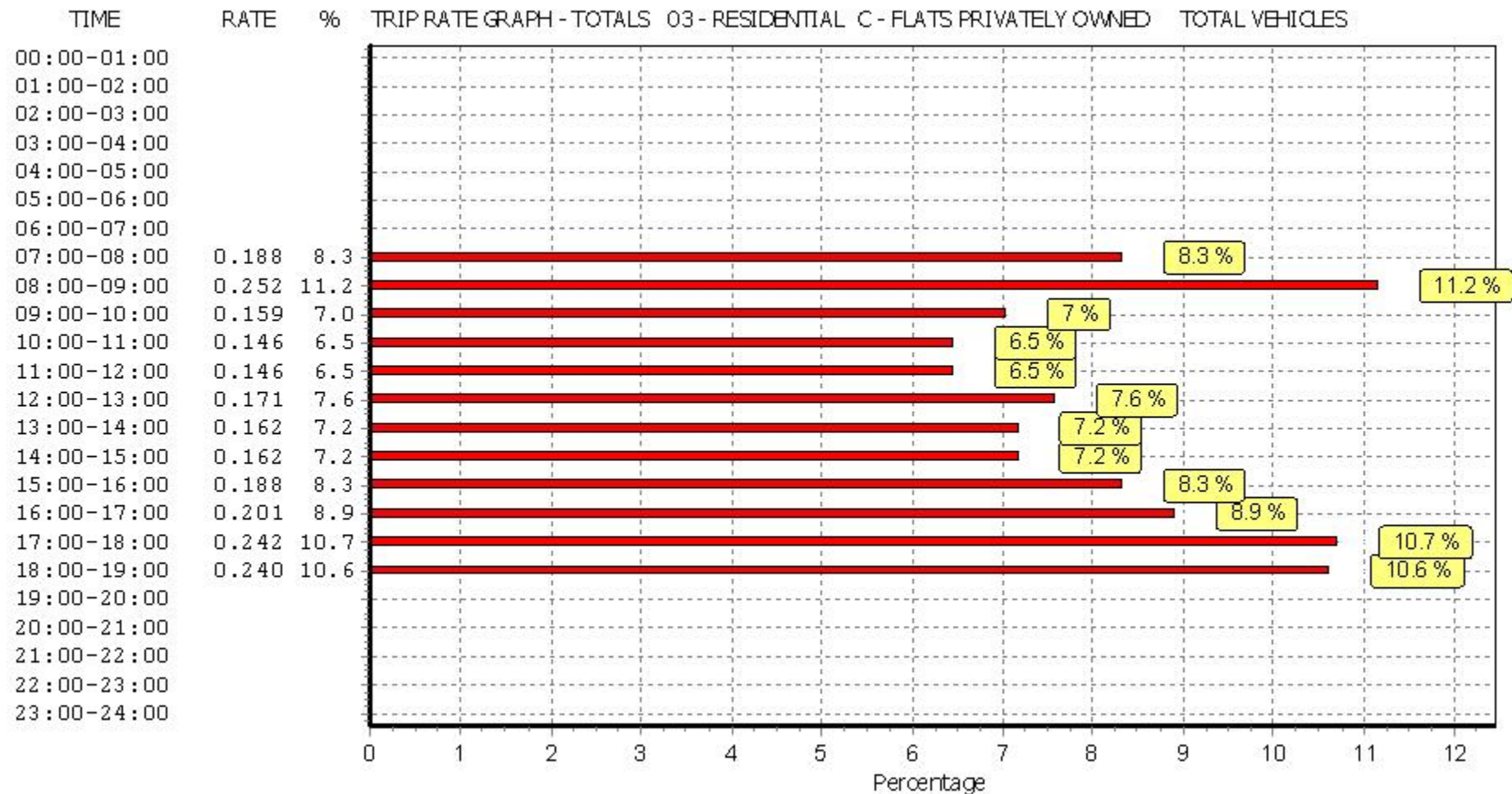
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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Audit Code: 33b34c44-7a1a-477e-b136-d142a009784b

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 01 - RETAIL

Category: I - SHOPPING CENTRE - LOCAL SHOPS

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON	
	EN	ENFIELD
		1 day
02	SOUTH EAST	
	EX	ESSEX
		1 day
	HF	HERTFORDSHIRE
		1 day
03	SOUTH WEST	
	GS	GLOUCESTERSHIRE
		1 day
06	WEST MIDLANDS	
	WM	WEST MIDLANDS
		1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	DR	DONCASTER
		1 day
	SE	SHEFFIELD
		1 day
09	NORTH	
	CU	CUMBERLAND
		2 days
	TW	TYNE & WEAR
		1 day
12	CONNAUGHT	
	CS	SLIGO
		1 day
	GA	GALWAY
		2 days
13	MUNSTER	
	CR	CORK
		1 day
	WA	WATERFORD
		1 day
15	GREATER DUBLIN	
	DL	DUBLIN
		1 day
16	ULSTER (REPUBLIC OF IRELAND)	
	CV	CAVAN
		1 day

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

Audit Code: 33b34c44-7a1a-477e-b136-d142a009784b

Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	200 to 8310 (units:sqm)
Range Selected by User:	200 to 8310 (units:sqm)
Parking Spaces Range:	0 - 147

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 17/06/24

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

Selected survey days:

Friday	8 days
Thursday	1 days
Tuesday	5 days
Wednesday	3 days

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

Selected survey types:

Manual count	17
Direction ATC Count	0

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

Selected Locations:

Edge of Town	3 days
Neighbourhood Centre	6 days
Suburban Area	7 days
Town Centre	1 days

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

Selected Location Sub Categories:

Built-Up Zone	1 days
High Street	1 days
No Sub Category	3 days
Residential Zone	11 days
Retail Zone	1 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	12 days
Servicing vehicles Included	5 days

Audit Code: 33b34c44-7a1a-477e-b136-d142a009784b

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

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	2	452	0.111	0.111	0.222
06:00-07:00	9	1023	0.641	0.500	1.141
07:00-08:00	17	1051	2.267	2.099	4.366
08:00-09:00	17	1051	4.406	3.594	8.000
09:00-10:00	17	1051	5.088	4.400	9.488
10:00-11:00	17	1051	5.262	4.825	10.087
11:00-12:00	17	1051	5.212	5.475	10.687
12:00-13:00	17	1051	5.883	5.727	11.610
13:00-14:00	17	1051	5.659	5.749	11.408
14:00-15:00	17	1051	5.648	5.827	11.475
15:00-16:00	17	1051	5.643	5.749	11.392
16:00-17:00	17	1051	6.141	6.130	12.271
17:00-18:00	17	1051	6.146	6.678	12.824
18:00-19:00	17	1051	5.659	5.811	11.470
19:00-20:00	17	1051	4.601	5.021	9.622
20:00-21:00	17	1051	3.152	3.325	6.477
21:00-22:00	16	1082	2.125	2.350	4.475
22:00-23:00	9	944	0.729	0.906	1.635
23:00-00:00	3	1573	0.466	0.445	0.911
Total Rates:			74.839	74.722	149.561

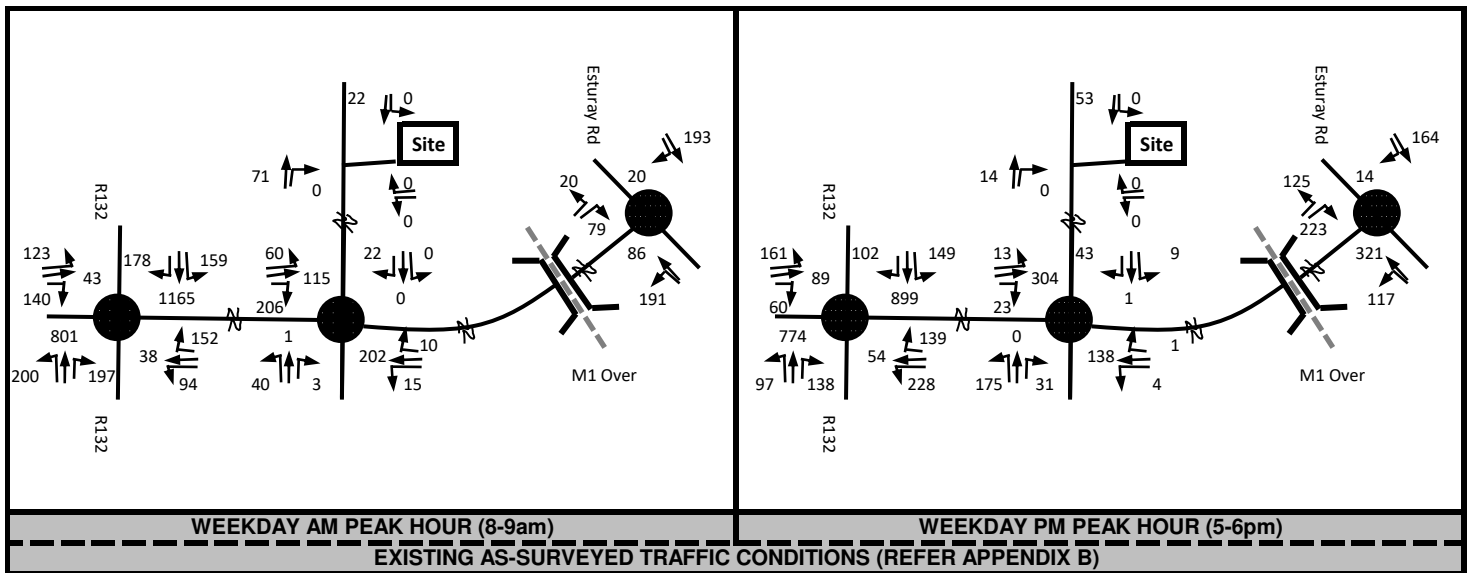
Parameter Summary:

Trip rate parameter range selected:	200 - 8310 (units: sqm)
Survey date date range:	08/07/2016 - 18/06/2024
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

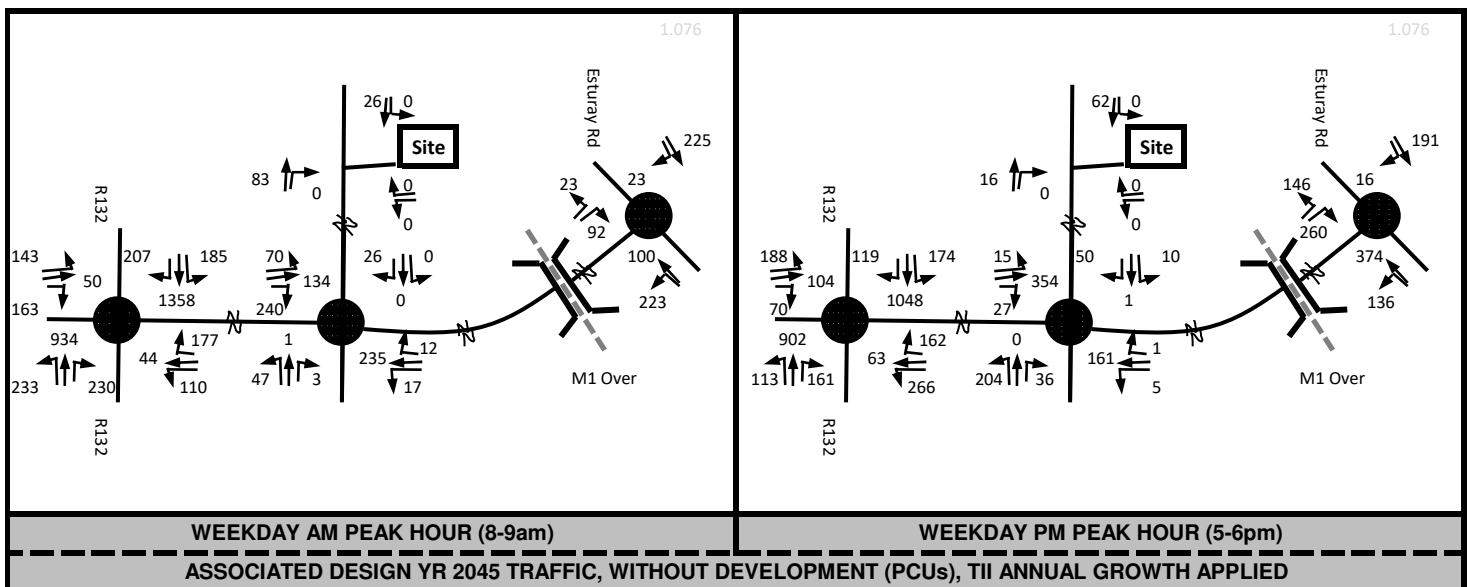
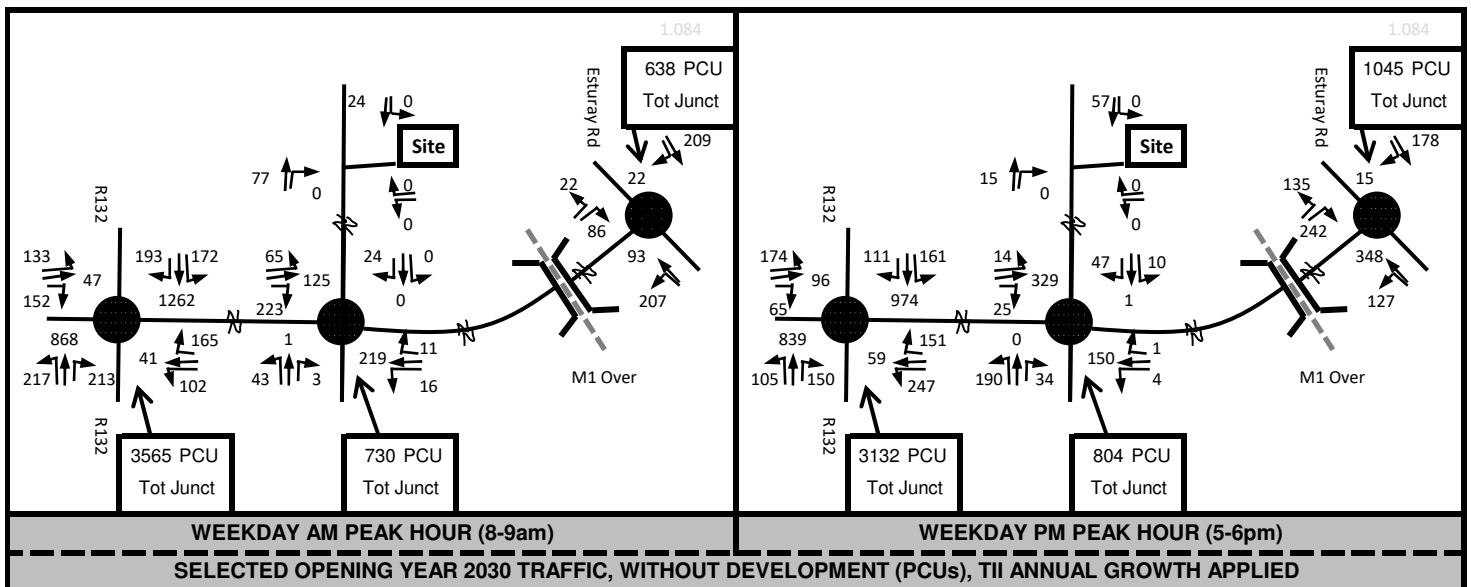
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

APPENDIX D

Traffic Surveys, Trip Distribution & Network Traffic Flow Diagrams - Calculations

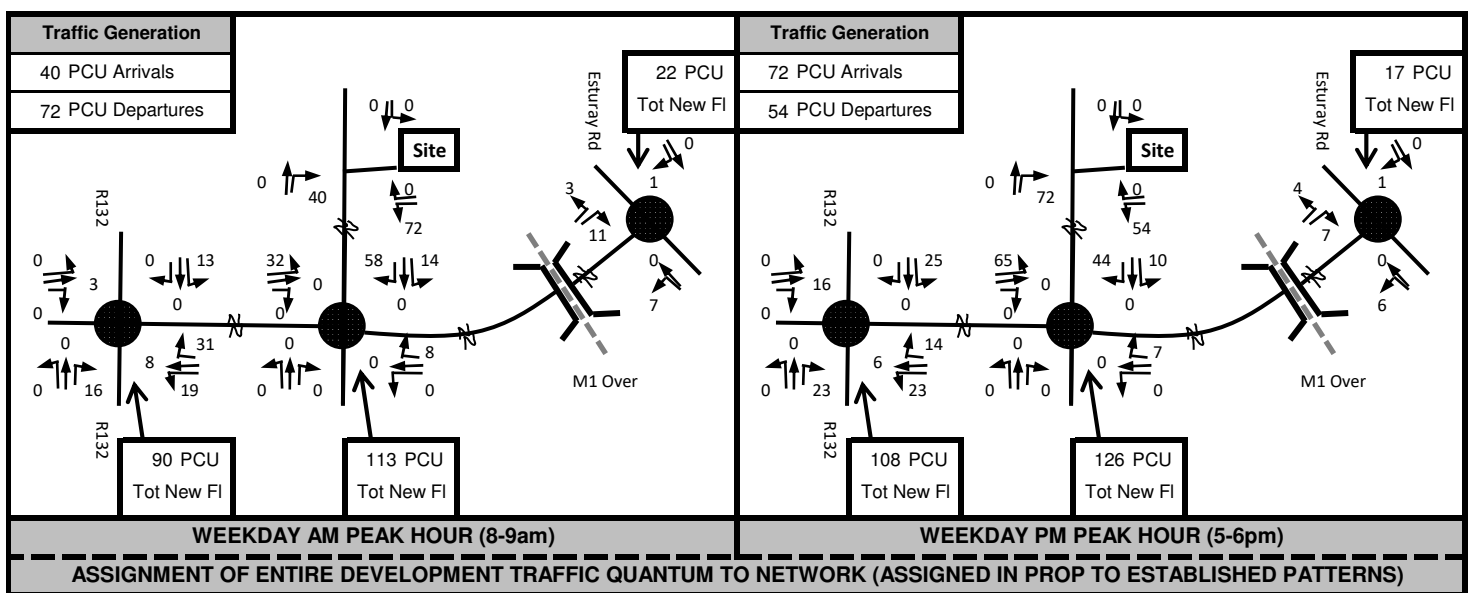


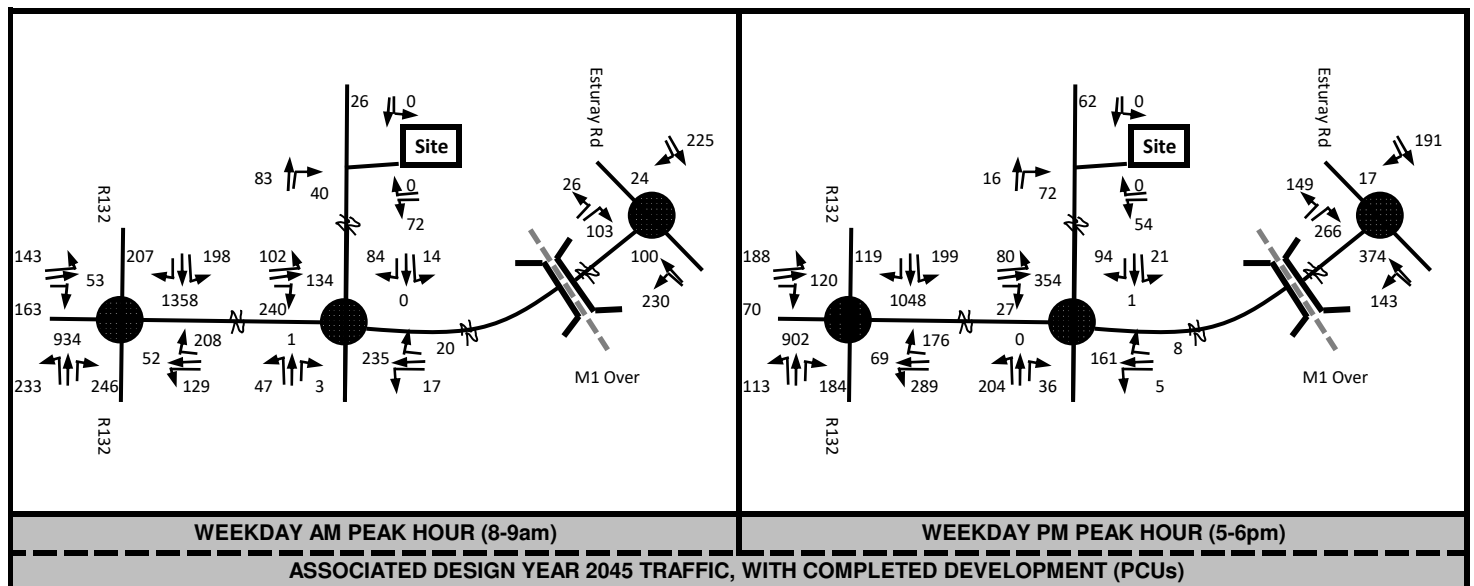
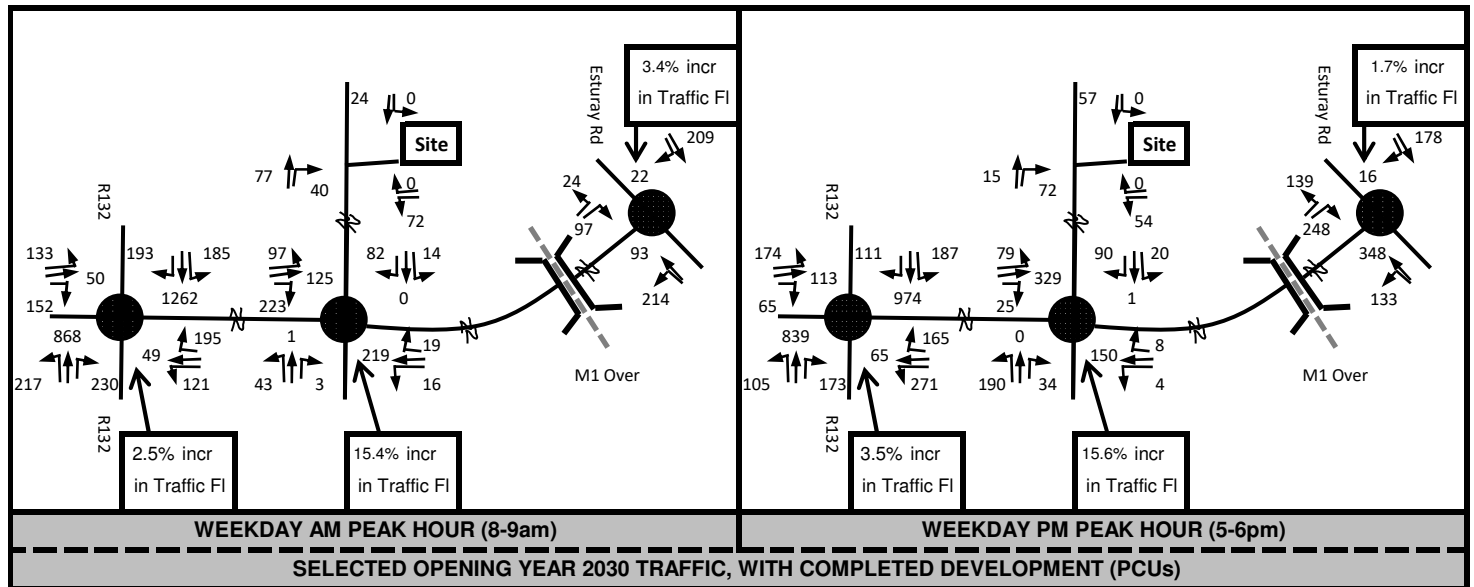
TII PE-PAG-02017 Project Appraisal Guidelines for National Roads Unit 5.3 (Travel Demand Projections 2021, Table 6.1: Central Growth Rates: Annual Grth Factors Met Dublin)	Survey - 2030 =	1.084
	Growth Factors	
	2030 - 2045 =	1.076



SUBJECT APPLICATION ELEMENTS					
TRAFFIC GENERATED BY 289 RESIDENTIAL APARTMENTS					
289 Units	Arrivals (PCUs)		Departures (PCUs)		2-Way Traffic
Resi Apts / Dplex	Per Unit	Dev	Per Unit	Dev	
Weekday AM 8-9AM	0.064	18	0.188	54	72
Weekday PM 5-6PM	0.157	45	0.085	25	70
24 Hr Day (AADT)	1.093	316	1.164	336	652
TRAFFIC GENERATED BY CRECHE ELEMENT					
418 m2 GFA	Arrivals (PCUs)		Departures (PCUs)		2-Way Traffic
Creche	Per 100	Dev	Per 100	Dev	
Weekday AM 8-9AM	3.023	13	2.628	11	24
Weekday PM 5-6PM	2.423	10	3.069	13	23
24 Hr Day (AADT)	14.480	61	16.243	68	129
TRAFFIC GENERATED BY OTHER COMMERCIAL ELEMENTS					
701 m2 GFA	Arrivals (PCUs)		Departures (PCUs)		2-Way Traffic
Shops / Retail	Per 100	Dev	Per 100	Dev	
Weekday AM 8-9AM	4.406	31	3.594	25	56
Weekday PM 5-6PM	6.146	43	6.678	47	90
24 Hr Day (AADT)	74.839	525	74.722	524	1049
TOTAL TRAFFIC GENERATED BY SUBJECT APP *					
Study Period	Arrivals (PCUs)		Departures (PCUs)		2-Way (PCUs)
Weekday AM 8-9AM	40		72		113
Weekday PM 5-6PM	72		54		126
24 Hr Day (AADT)	608		632		1241
* Commercial and Creche Elements, Generation Reduced to reflect 50/50 Primary / Non Primary Traffic Type Proportions - Being Normal Practice					

TRAFFIC GENERATED BY SUBJECT APPLICATION (REFER APPENDIX C)





APPENDIX E

Junction9 PiCADY Simulation Model Output *Main Site Access Junction*

Modelling Site Access Junction on Estate Road Summary PiCADY Results in Order as included here-in

Results With Entire Development Fully Complete & Occupied

Modelled Scenario	Period Mean Max Q (PCUs)	Period Max RFC
2030 Opening Year AM Peak 8-9	0.2	0.14
2030 Opening Year PM Peak 5-6	0.2	0.14
2045 Design Year AM Peak 8-9	0.2	0.14
2045 Design Year PM Peak 5-6	0.2	0.14

All Results Above are Way Below the recommended guiding RFC of 0.85 (85% Capacity) during selected opening & design years and therefore no problems whatsoever are anticipated at the Junction in terms of Capacity or Predicted Vehicle Queues.

NB Any Small Changes to Selected Opening Years or Associated Design Years, or indeed significantly higher traffic volumes experienced, will clearly have no significant implications in terms of the conclusions of the Study.

Junctions 9				
PICADY 9 - Priority Intersection Module				
Version: 9.5.2.1013 © Copyright TRL Limited, 2019				
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Filename: 2030 AM PM.j9

Path: C:\Users\Eoin\NRB Consulting Engineers Ltd\NRB Server - Documents\2025\25-031 Swords LRD\Calculations\Site Access Cap

Report generation date: 06/11/2025 07:45:24

»2030, AM

»2030, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2030										
Stream B-AC	D1	0.2	6.75	0.14	A	D2	0.1	6.68	0.12	A
Stream C-AB		0.1	6.32	0.08	A		0.2	6.93	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.

File summary

File Description

Title	
Location	
Site number	
Date	06/11/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	NRB-004\Eoin
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	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		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	2030	AM	ONE HOUR	07:45	09:15	15
D2	2030	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2030, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		3.62	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Feeder Rd Nth		Major
B	Site Access Arm		Minor
C	Feeder Rd Sth		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00			100.0	✓	1.00

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	50	50

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	519	0.090	0.228	0.144	0.326
B-C	655	0.096	0.243	-	-
C-B	632	0.234	0.234	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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	2030	AM	ONE HOUR	07:45	09:15	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		✓	29	100.000
B		✓	83	100.000
C		✓	122	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	5	24
	B	5	0	78
	C	77	45	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.14	6.75	0.2	A
C-AB	0.08	6.32	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	639	0.098	62	0.1	6.366	A
C-AB	34	630	0.054	34	0.1	6.158	A
C-A	58			58			
A-B	4			4			
A-C	18			18			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	637	0.117	75	0.1	6.525	A
C-AB	41	630	0.065	41	0.1	6.225	A
C-A	69			69			
A-B	4			4			
A-C	22			22			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	635	0.144	91	0.2	6.746	A
C-AB	50	631	0.079	50	0.1	6.315	A
C-A	84			84			
A-B	6			6			
A-C	26			26			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	635	0.144	91	0.2	6.748	A
C-AB	50	631	0.079	50	0.1	6.317	A
C-A	84			84			
A-B	6			6			
A-C	26			26			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	637	0.117	75	0.1	6.531	A
C-AB	41	630	0.065	41	0.1	6.229	A
C-A	69			69			
A-B	4			4			
A-C	22			22			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	639	0.098	63	0.1	6.378	A
C-AB	34	630	0.054	34	0.1	6.163	A
C-A	58			58			
A-B	4			4			
A-C	18			18			

2030, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		4.48	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2030	PM	ONE HOUR	16:45	18:15	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		✓	62	100.000
B		✓	67	100.000
C		✓	95	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	5	57
	B	5	0	62
	C	15	80	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.12	6.68	0.1	A
C-AB	0.14	6.93	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	629	0.080	50	0.1	6.333	A
C-AB	60	622	0.097	60	0.1	6.528	A
C-A	11			11			
A-B	4			4			
A-C	43			43			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	60	627	0.096	60	0.1	6.480	A
C-AB	72	620	0.116	72	0.1	6.695	A
C-A	13			13			
A-B	4			4			
A-C	51			51			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	623	0.118	74	0.1	6.680	A
C-AB	88	618	0.143	88	0.2	6.925	A
C-A	16			16			
A-B	6			6			
A-C	63			63			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	623	0.118	74	0.1	6.682	A
C-AB	88	618	0.143	88	0.2	6.928	A
C-A	16			16			
A-B	6			6			
A-C	63			63			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	60	627	0.096	60	0.1	6.485	A
C-AB	72	620	0.116	72	0.1	6.701	A
C-A	13			13			
A-B	4			4			
A-C	51			51			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	629	0.080	51	0.1	6.345	A
C-AB	60	622	0.097	60	0.1	6.540	A
C-A	11			11			
A-B	4			4			
A-C	43			43			

Junctions 9				
PICADY 9 - Priority Intersection Module				
Version: 9.5.2.1013				
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Filename: 2045 AM PM.j9

Path: C:\Users\Eoin\NRB Consulting Engineers Ltd\NRB Server - Documents\2025\25-031 Swords LRD\Calculations\Site Access Cap

Report generation date: 06/11/2025 07:50:12

»2045, AM

»2045, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2045										
Stream B-AC	D1	0.2	6.76	0.14	A	D2	0.1	6.70	0.12	A
Stream C-AB		0.1	6.32	0.08	A		0.2	6.94	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.

File summary

File Description

Title	
Location	
Site number	
Date	06/11/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	NRB-004\Eoin
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	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		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	2045	AM	ONE HOUR	07:45	09:15	15
D2	2045	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2045, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		3.50	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Feeder Rd Nth		Major
B	Site Access Arm		Minor
C	Feeder Rd Sth		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00			100.0	✓	1.00

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	50	50

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	519	0.090	0.228	0.144	0.326
B-C	655	0.096	0.243	-	-
C-B	632	0.234	0.234	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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	2045	AM	ONE HOUR	07:45	09:15	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		✓	31	100.000
B		✓	83	100.000
C		✓	128	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	5	26
	B	5	0	78
	C	83	45	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.14	6.76	0.2	A
C-AB	0.08	6.32	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	638	0.098	62	0.1	6.371	A
C-AB	34	630	0.054	34	0.1	6.160	A
C-A	62			62			
A-B	4			4			
A-C	20			20			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	637	0.117	75	0.1	6.531	A
C-AB	41	630	0.065	41	0.1	6.226	A
C-A	74			74			
A-B	4			4			
A-C	23			23			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	635	0.144	91	0.2	6.754	A
C-AB	50	632	0.079	50	0.1	6.315	A
C-A	91			91			
A-B	6			6			
A-C	29			29			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	635	0.144	91	0.2	6.756	A
C-AB	50	632	0.079	50	0.1	6.315	A
C-A	91			91			
A-B	6			6			
A-C	29			29			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	637	0.117	75	0.1	6.535	A
C-AB	41	630	0.065	41	0.1	6.228	A
C-A	74			74			
A-B	4			4			
A-C	23			23			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	638	0.098	63	0.1	6.380	A
C-AB	34	630	0.054	34	0.1	6.164	A
C-A	62			62			
A-B	4			4			
A-C	20			20			

2045, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		4.37	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2045	PM	ONE HOUR	16:45	18:15	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		✓	67	100.000
B		✓	67	100.000
C		✓	96	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	5	62
	B	5	0	62
	C	16	80	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.12	6.70	0.1	A
C-AB	0.14	6.94	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	629	0.080	50	0.1	6.344	A
C-AB	60	621	0.097	60	0.1	6.537	A
C-A	12			12			
A-B	4			4			
A-C	47			47			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	60	626	0.096	60	0.1	6.492	A
C-AB	72	620	0.116	72	0.1	6.707	A
C-A	14			14			
A-B	4			4			
A-C	56			56			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	622	0.119	74	0.1	6.696	A
C-AB	88	617	0.143	88	0.2	6.940	A
C-A	17			17			
A-B	6			6			
A-C	68			68			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	622	0.119	74	0.1	6.699	A
C-AB	88	617	0.143	88	0.2	6.943	A
C-A	17			17			
A-B	6			6			
A-C	68			68			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	60	626	0.096	60	0.1	6.498	A
C-AB	72	620	0.116	72	0.1	6.713	A
C-A	14			14			
A-B	4			4			
A-C	56			56			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	628	0.080	51	0.1	6.353	A
C-AB	60	621	0.097	60	0.1	6.550	A
C-A	12			12			
A-B	4			4			
A-C	47			47			

APPENDIX F

Junction9 ARCADY Simulation Model Output *Adjacent Main Road Roundabout Junction*

Modelling Adjacent Roundabout Junction Summary ARCADY Results in Order as included here-in

Results With Entire Development Fully Complete & Occupied

Modelled Scenario	Period Mean Max Q (PCUs)	Period Max RFC
2030 Opening Year AM Peak 8-9	0.4	0.28
2030 Opening Year PM Peak 5-6	0.4	0.28
2045 Design Year AM Peak 8-9	0.4	0.3
2045 Design Year PM Peak 5-6	0.4	0.3

All Results Above are Way Below the recommended guiding RFC of 0.85 (85% Capacity) during selected opening & design years and therefore no problems whatsoever are anticipated at the Junction in terms of Capacity or Predicted Vehicle Queues.

NB Any Small Changes to Selected Opening Years or Associated Design Years, or indeed significantly higher traffic volumes experienced, will clearly have no significant implications in terms of the conclusions of the Study.

Junctions 9									
ARCADY 9 - Roundabout Module									
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Filename: 2030 AM PM.j9

Path: C:\Users\Eoin\NRB Consulting Engineers Ltd\NRB Server - Documents\2025\25-031 Swords LRD\Calculations\Adjac RndAbt Cap

Report generation date: 06/11/2025 08:02:52

»2030, AM

»2030, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2030										
Arm 1	D1	0.2	2.81	0.13	A	D2	0.1	2.74	0.09	A
Arm 2		0.2	3.17	0.19	A		0.1	2.50	0.11	A
Arm 3		0.0	2.52	0.03	A		0.2	2.77	0.16	A
Arm 4		0.4	2.95	0.28	A		0.4	2.94	0.28	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	06/11/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	NRB-004\Eoin
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	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		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	2030	AM	ONE HOUR	07:45	09:15	15
D2	2030	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2030, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Adjacent Rabb	Standard Roundabout		1, 2, 3, 4	2.96	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Feeder Rd Nth	
2	Main Rd East	
3	Ind Estate Rd Sth	
4	Main Road West	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.50	6.50	20.0	20.0	30.0	14.0	
2	3.50	6.50	20.0	15.0	30.0	14.0	
3	3.50	6.50	20.0	20.0	30.0	14.0	
4	3.50	6.50	20.0	20.0	30.0	14.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.689	1768
2	0.678	1740
3	0.689	1768
4	0.689	1768

The slope and intercept shown above include any corrections and adjustments.

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	2030	AM	ONE HOUR	07:45	09:15	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 (%)
1		✓	179	100.000
2		✓	255	100.000
3		✓	47	100.000
4		✓	449	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	15	0	78	86
	2	20	0	16	219
	3	1	3	0	43
	4	101	125	223	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	1	2	3	4	
From	1	0	2	2	2
	2	2	0	2	2
	3	2	2	0	2
	4	2	2	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.13	2.81	0.2	A
2	0.19	3.17	0.2	A
3	0.03	2.52	0.0	A
4	0.28	2.95	0.4	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	135	263	1586	0.085	134	0.1	2.525	A
2	192	302	1536	0.125	191	0.1	2.730	A
3	35	255	1592	0.022	35	0.0	2.358	A
4	338	29	1747	0.193	337	0.2	2.602	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	161	315	1550	0.104	161	0.1	2.637	A
2	229	361	1495	0.153	229	0.2	2.899	A
3	42	305	1557	0.027	42	0.0	2.423	A
4	404	35	1744	0.232	403	0.3	2.739	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	197	386	1502	0.131	197	0.2	2.809	A
2	281	442	1440	0.195	281	0.2	3.165	A
3	52	374	1510	0.034	52	0.0	2.517	A
4	494	43	1738	0.284	494	0.4	2.951	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	197	386	1501	0.131	197	0.2	2.809	A
2	281	443	1440	0.195	281	0.2	3.166	A
3	52	374	1510	0.034	52	0.0	2.518	A
4	494	43	1738	0.284	494	0.4	2.951	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	161	316	1550	0.104	161	0.1	2.638	A
2	229	362	1495	0.153	229	0.2	2.901	A
3	42	306	1557	0.027	42	0.0	2.425	A
4	404	35	1743	0.232	404	0.3	2.741	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	135	264	1585	0.085	135	0.1	2.528	A
2	192	303	1535	0.125	192	0.1	2.736	A
3	35	256	1591	0.022	35	0.0	2.359	A
4	338	29	1747	0.193	338	0.2	2.607	A

2030, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Adjacent Rabt	Standard Roundabout		1, 2, 3, 4	2.79	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2030	PM	ONE HOUR	16:45	18:15	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 (%)
1		✓	120	100.000
2		✓	163	100.000
3		✓	224	100.000
4		✓	440	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1	2	3	4
	1	0	22	1	97
	2	9	0	4	150
	3	0	34	0	190
	4	86	329	25	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1	2	3	4
	1	0	2	2	2
	2	2	0	2	2
	3	2	2	0	2
	4	2	2	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.09	2.74	0.1	A
2	0.11	2.50	0.1	A
3	0.16	2.77	0.2	A
4	0.28	2.94	0.4	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	90	291	1567	0.058	90	0.1	2.486	A
2	123	92	1678	0.073	122	0.1	2.360	A
3	169	192	1635	0.103	168	0.1	2.503	A
4	331	32	1745	0.190	330	0.2	2.594	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	108	349	1528	0.071	108	0.1	2.586	A
2	147	111	1665	0.088	146	0.1	2.417	A
3	201	230	1609	0.125	201	0.1	2.607	A
4	396	39	1741	0.227	395	0.3	2.728	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	132	427	1474	0.090	132	0.1	2.736	A
2	179	135	1649	0.109	179	0.1	2.499	A
3	247	282	1574	0.157	246	0.2	2.766	A
4	484	47	1735	0.279	484	0.4	2.935	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	132	427	1473	0.090	132	0.1	2.737	A
2	179	135	1649	0.109	179	0.1	2.499	A
3	247	282	1573	0.157	247	0.2	2.766	A
4	484	47	1735	0.279	484	0.4	2.935	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	108	349	1527	0.071	108	0.1	2.587	A
2	147	111	1665	0.088	147	0.1	2.417	A
3	201	230	1609	0.125	202	0.1	2.610	A
4	396	39	1741	0.227	396	0.3	2.732	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	90	292	1566	0.058	90	0.1	2.487	A
2	123	93	1678	0.073	123	0.1	2.363	A
3	169	193	1635	0.103	169	0.1	2.506	A
4	331	32	1745	0.190	332	0.2	2.599	A

Junctions 9				
ARCADY 9 - Roundabout Module				
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Filename: 2045 AM PM.j9

Path: C:\Users\Eoin\NRB Consulting Engineers Ltd\NRB Server - Documents\2025\25-031 Swords LRD\Calculations\Adjac RndAbt Cap

Report generation date: 06/11/2025 08:08:47

»2045, AM

»2045, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2045										
Arm 1	D1	0.2	2.88	0.14	A	D2	0.1	2.79	0.09	A
Arm 2		0.3	3.28	0.21	A		0.1	2.53	0.12	A
Arm 3		0.0	2.55	0.04	A		0.2	2.83	0.17	A
Arm 4		0.4	3.04	0.30	A		0.4	3.01	0.30	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	06/11/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	NRB-004\Eoin
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	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		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	2045	AM	ONE HOUR	07:45	09:15	15
D2	2045	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2045, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Adjacent Rabt	Standard Roundabout		1, 2, 3, 4	3.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Feeder Rd Nth	
2	Main Rd East	
3	Ind Estate Rd Sth	
4	Main Road West	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.50	6.50	20.0	20.0	30.0	14.0	
2	3.50	6.50	20.0	15.0	30.0	14.0	
3	3.50	6.50	20.0	20.0	30.0	14.0	
4	3.50	6.50	20.0	20.0	30.0	14.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.689	1768
2	0.678	1740
3	0.689	1768
4	0.689	1768

The slope and intercept shown above include any corrections and adjustments.

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	2045	AM	ONE HOUR	07:45	09:15	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 (%)
1		✓	189	100.000
2		✓	273	100.000
3		✓	51	100.000
4		✓	480	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	15	0	88	86
	2	21	0	17	235
	3	1	3	0	47
	4	106	134	240	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	1	2	3	4	
From	1	0	2	2	2
	2	2	0	2	2
	3	2	2	0	2
	4	2	2	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.14	2.88	0.2	A
2	0.21	3.28	0.3	A
3	0.04	2.55	0.0	A
4	0.30	3.04	0.4	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	142	283	1573	0.090	142	0.1	2.562	A
2	206	322	1522	0.135	205	0.2	2.786	A
3	38	268	1583	0.024	38	0.0	2.376	A
4	361	30	1747	0.207	360	0.3	2.647	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	170	339	1534	0.111	170	0.1	2.686	A
2	245	385	1479	0.166	245	0.2	2.976	A
3	46	321	1547	0.030	46	0.0	2.446	A
4	432	36	1743	0.248	431	0.3	2.799	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	208	415	1482	0.140	208	0.2	2.877	A
2	301	472	1420	0.212	300	0.3	3.278	A
3	56	393	1497	0.038	56	0.0	2.547	A
4	528	44	1737	0.304	528	0.4	3.036	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	208	415	1482	0.140	208	0.2	2.877	A
2	301	472	1420	0.212	301	0.3	3.279	A
3	56	393	1497	0.038	56	0.0	2.548	A
4	528	44	1737	0.304	528	0.4	3.036	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	170	339	1534	0.111	170	0.1	2.689	A
2	245	386	1479	0.166	246	0.2	2.978	A
3	46	321	1546	0.030	46	0.0	2.448	A
4	432	36	1743	0.248	432	0.3	2.803	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	142	284	1572	0.091	142	0.1	2.566	A
2	206	323	1521	0.135	206	0.2	2.793	A
3	38	269	1582	0.024	38	0.0	2.377	A
4	361	30	1747	0.207	362	0.3	2.652	A

2045, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Adjacent Rabt	Standard Roundabout		1, 2, 3, 4	2.86	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2045	PM	ONE HOUR	16:45	18:15	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 (%)
1		✓	123	100.000
2		✓	175	100.000
3		✓	240	100.000
4		✓	468	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1	2	3	4
	1	0	22	1	100
	2	9	0	5	161
	3	0	36	0	204
	4	87	354	27	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1	2	3	4
	1	0	2	2	2
	2	2	0	2	2
	3	2	2	0	2
	4	2	2	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.09	2.79	0.1	A
2	0.12	2.53	0.1	A
3	0.17	2.83	0.2	A
4	0.30	3.01	0.4	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	93	313	1552	0.060	92	0.1	2.515	A
2	132	96	1675	0.079	131	0.1	2.378	A
3	181	203	1628	0.111	180	0.1	2.536	A
4	352	34	1744	0.202	351	0.3	2.635	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	111	375	1510	0.073	111	0.1	2.624	A
2	157	115	1662	0.095	157	0.1	2.439	A
3	216	243	1601	0.135	216	0.2	2.651	A
4	421	40	1740	0.242	420	0.3	2.783	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	135	459	1452	0.093	135	0.1	2.789	A
2	193	141	1645	0.117	193	0.1	2.528	A
3	264	297	1563	0.169	264	0.2	2.826	A
4	515	50	1734	0.297	515	0.4	3.013	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	135	459	1451	0.093	135	0.1	2.789	A
2	193	141	1645	0.117	193	0.1	2.528	A
3	264	297	1563	0.169	264	0.2	2.827	A
4	515	50	1734	0.297	515	0.4	3.013	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	111	375	1509	0.073	111	0.1	2.627	A
2	157	115	1662	0.095	157	0.1	2.439	A
3	216	243	1600	0.135	216	0.2	2.654	A
4	421	40	1740	0.242	421	0.3	2.787	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	93	314	1551	0.060	93	0.1	2.517	A
2	132	96	1675	0.079	132	0.1	2.379	A
3	181	203	1628	0.111	181	0.1	2.539	A
4	352	34	1744	0.202	353	0.3	2.638	A

APPENDIX G

Preliminary Travel Plan
(aka Mobility Management Plan)

consulting
engineers

NRB

**Preliminary
Travel Plan**
(Appendix G)

for

**Proposed Large Scale
Residential Development.**

at

***Greenfields, Swords,
Co. Dublin.***

SUBMISSION ISSUE

Contents

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5	2.0	Access to the Site
17	3.0	Baseline Information
18	4.0	The Mobility Management Plan
24	5.0	Implementing the Plan
26	6.0	Monitoring and Review

1.0 INTRODUCTION

- 1.1 NRB Consulting Engineers have been commissioned to prepare a Preliminary Travel Plan (or Mobility Management Plan, TP or MMP) in support of a new application for the redevelopment of lands at Greenfields, Swords, Co. Dublin, in order to further explain the applicant's commitment to the promotion of more sustainable and cost effective travel habits among the end occupiers/residents of the scheme.

- 1.2 **It should be recognised that, until residents are actually in place, a Travel Plan or Mobility Management Plan (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. In these terms this MMP is considered 'Planning Stage' or 'Preliminary'.**

What is a Travel Plan?

- 1.3 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.
- 1.4 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 Travel Plan

- 1.5 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 TP 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.
- 1.6 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.
- 1.7 It is envisaged that once in place, the Travel Plan will enable the following benefits to be realised for the Development:

- Reduced residential and commercial / community 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 residents 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, staff & visitors.

Methodology

1.8 As part of this Travel 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).

1.9 Consultation with key stakeholders is an essential part of any Travel Plan. As discussed below, as part of the operational phase of this development, a Travel Plan Coordinator Role will be appointed from within the Management Company responsible for the Apartments plus commercial elements of the scheme. 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.

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

2.0 ACCESS TO THE SITE

- 2.1 The development consists of the construction of a 289 Unit Large Scale Residential Development on lands in the heart of Swords, within easy walking distance of local Facilities and Services (for example it is 20 min walk to *The Pavillions* Shopping Centre). A location plan is below as **Fig 2.1**.

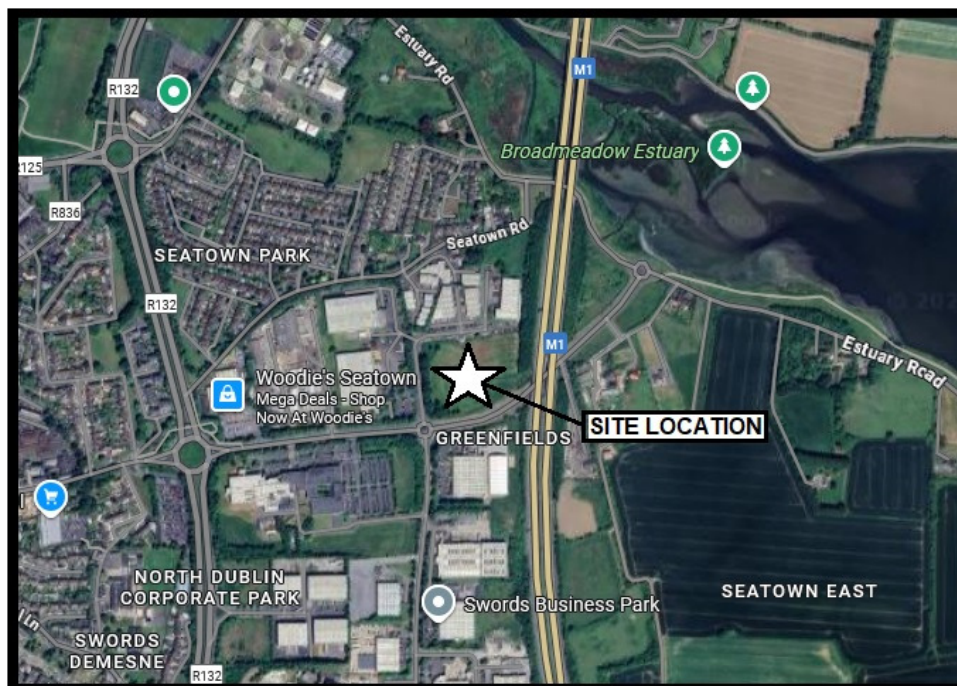


Figure 2.1 – Site Location Map

- 2.2 The proposed Residential Development is of the highest quality with attractive living and leisure spaces incorporated into the plans.
- 2.3 It is essential for the successful Travel Planning to concentrate on journeys associated with work and school commuting patterns. These are the groups which can most practically be encouraged to use modes of transport other than the car.
- 2.4 Notwithstanding this, the development is located in the heart of Swords and is in very close proximity to the range of current and future public and alternative transport services in the area.

Cycling and Walking Facilities

- 2.5 At present, pedestrian/cycle traffic at/to the existing site is served by an extensive network of recently upgraded footpaths and cycle lanes. The development includes sensible and simple at grade links to these facilities which are immediately adjacent the development.
- 2.6 The key to cycle accessibility is convenient safe links, with secure and carefully sited cycle parking. Cycling is ideal for shorter journeys. Fingal County Council (FCC) have developed their Cycle Policy in conjunction with the NTA. A significant amount of work has been carried out in the provision of improving facilities for Cyclists in FCC, with significant improvements in train and planned. Details of the proposed Cycle Network is shown on extract annotated NTA mapping included as **Fig 2.2**.

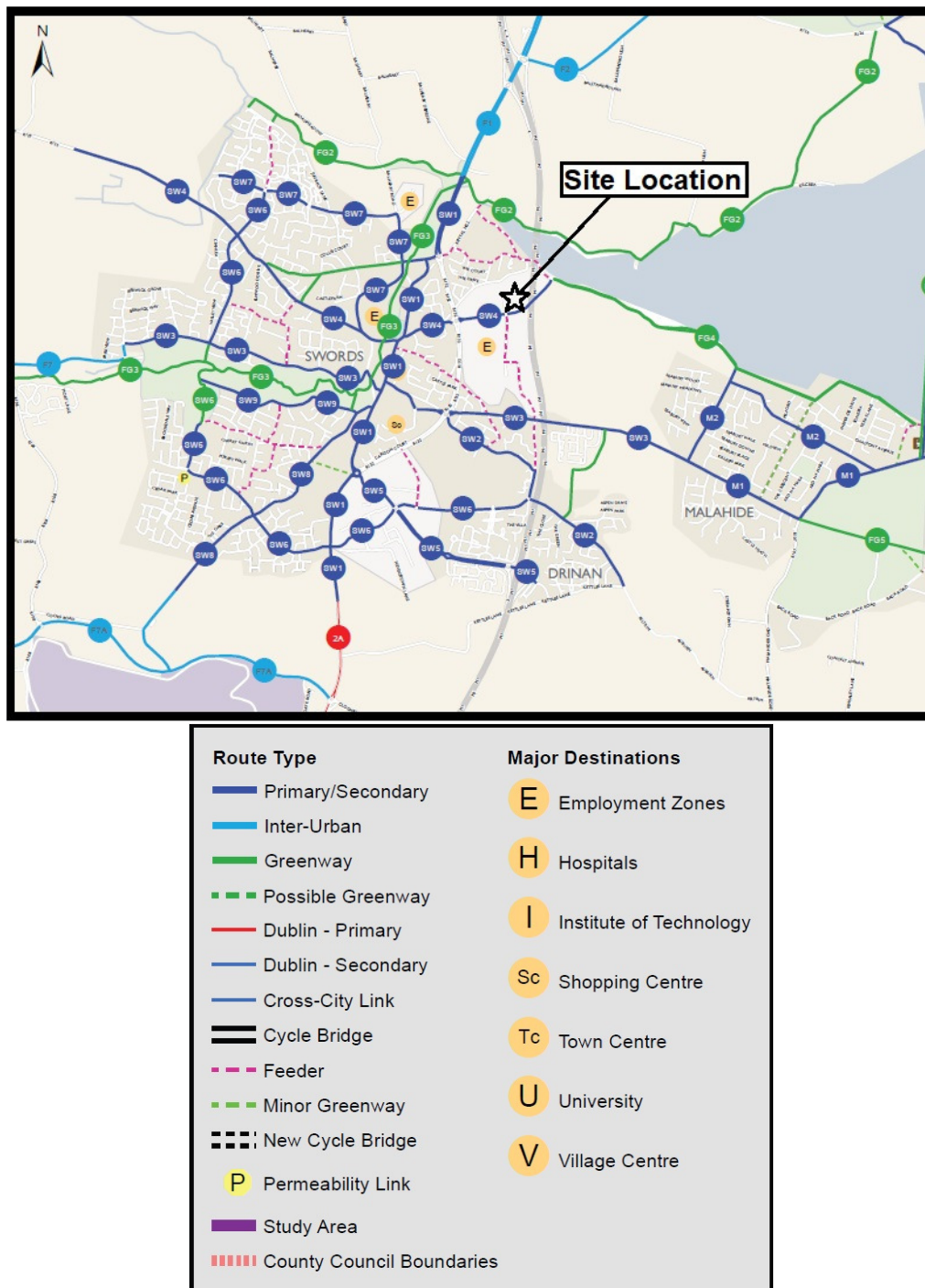


Figure 2.2 – NTA Proposed Cycle Network Map Extracts (Swords)

- 2.7 The FCC vision is to cultivate a cycling culture, through the implementation of appropriate infrastructure and promotional measures, which positively encourages all members of the community to cycle at all life stages and abilities as a mode of sustainable transport that delivers environmental, health and economic benefits to both the individual and the community.
- 2.8 The site is intended to be served by Primary Route linking to and through the entire Swords area. These links ensure that the site is highly accessible by bicycle onwards to Dublin City Centre and

environs. The Cycle Infrastructure planned for the site feeds into the overall GDA Network Plan, an extract of which is included below as **Figure 2.3** showing the site in context and demonstrating the cyclist permeability of the location to the overall Greater Dublin Area.

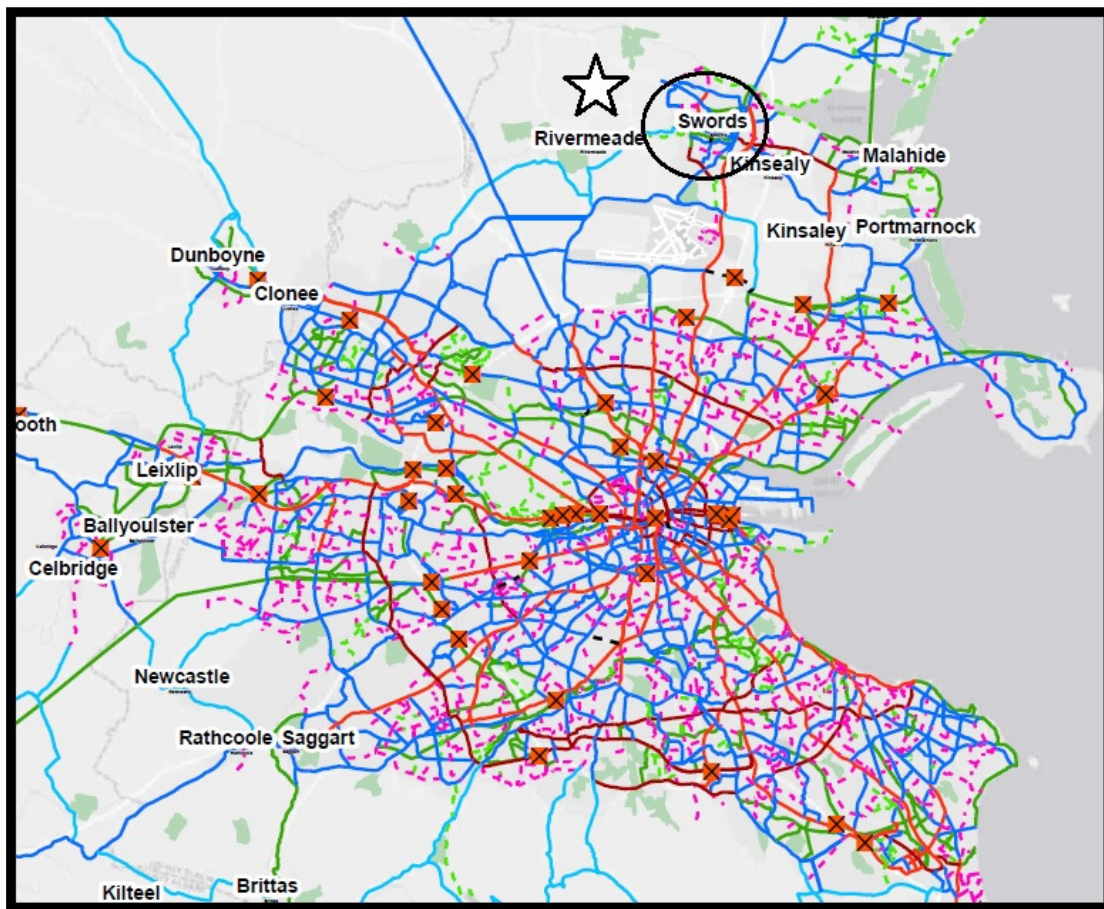


Figure 2.3 – Dublin GDA - NTA Cycle Network

- 2.9 The FCC Cycling Policy outlines the various objectives and actions to be carried out in line with the specific objectives in the National Cycle Policy Framework. The proposed residential development on the subject site, through good design, will assist in the promotion of cycling as a primary mode of travel.
- 2.10 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 2-4km could be undertaken by walking or cycling.
- 2.11 To illustrate the extent of the GDA accessible by both Bicycle (8km) and on foot (2km, which represents a c25 min walk) we have included below approximate 'Iso-Distance Mapping' for a 2km and 8km radius from the site. These illustrate the extent of the employment, retail, and schools within sustainable pedestrian and cycle travel distance of the site. These are included below as **Figure 2.4** and **Figure 2.5**.

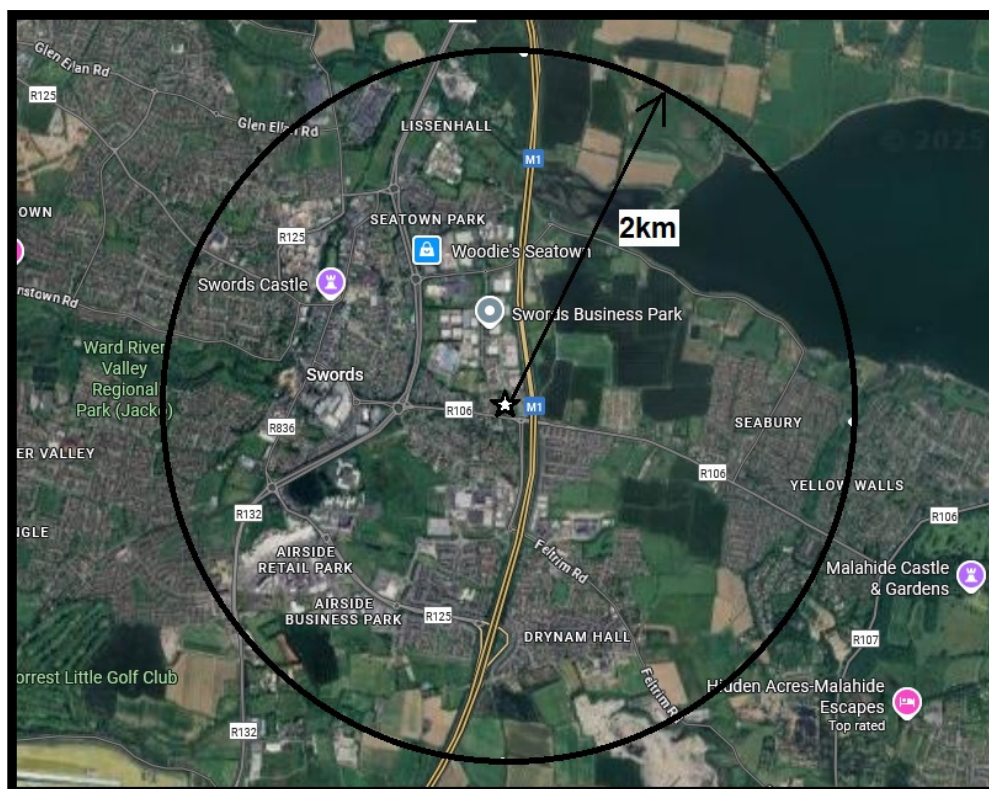


Figure 2.4 – Approx. 2km Iso-distance from Site (Google)

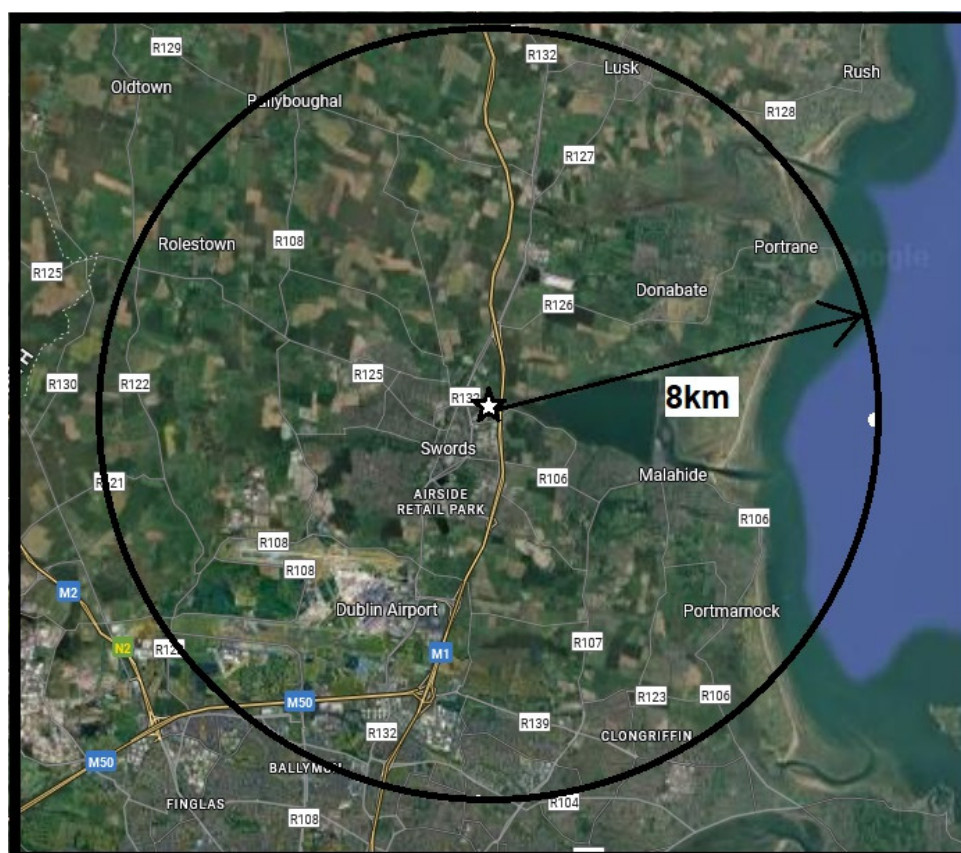


Figure 2.5 – Approx. 8km Iso-distance from Site (Google)

Cycle Parking

- 2.12 The key to cycle accessibility is convenient safe links, with secure and carefully sited cycle parking. Cycling is ideal for shorter journeys. The provision of cycle parking for the site is addressed in more detail within the Car/Bicycle Management Plan Report included as **Appendix I**.
- 2.13 The proposed development consists of a residential apartment scheme with ancillary supporting use in a series of blocks within a courtyard setting, supported by a mix of at grade and undercroft cycle & car parking, with copious dedicated secure bicycle parking areas. (Refer to Architects Drawings illustrating same and the annotated site layout drawing included with the application).
- 2.14 It is expected that a significant number of residents of the proposed development will be willing to cycle to work with safe links and secure parking put in place, and that is reflected in the provision of a total of 782 new dedicated cycle parking spaces (with the provision addressed within the enclosed Car/Bicycle Parking Management Plan). There are also a total of 179 No. short stay visitor bicycle spaces provided within the total quantum below, with the bicycle parking allocation and distribution as outlined in **Table 2.1**.

BICYCLE PARKING					
	No.	No.	No.	Required No.	Provided in Secure Rooms No.
LONG STAY					
RESIDENTIAL (Long Stay- Residents)	1 bed (x1)	2 bed (x2)	3 bed (x3)	Total	
Block A	14	88	0	102	130
Block B	12	96	3	111	130
Block C	12	96	3	111	130
Block D	12	64	42	118	106
Block E	10	56	39	105	107
	60	400	87	547	603
Total Long Stay					
Total					
Long Stay Rooms include spaces for Creche and Commercial as follows-					
CRECHE (Long Stay- Staff)				5	5
COMMERCIAL LONG STAY				11.7	10
SHORT STAY					
RESIDENTIAL (Short Stay- Visitors)				145	144
CRECHE (Short Stay- Visitors/ Drop Off)				25	25
COMMERCIAL SHORT STAY				11.7	10
					179
Total Short Stay					
Total Bicycles					
					782

Table 2.1; Bicycle Parking Allocation within the Site (Source SoA)

- 2.15 Once the scheme is occupied, advice can be provided on routes by the appointed Travel Plan Coordinator, possibly with the help of a bicycle user group. This can be further facilitated in consultation with the FCC Unit, as the ongoing provision of cycle facilities is fully implemented.
- 2.16 It is acknowledged that cyclists need to be confident that their cycles will not be tampered with while they are in storage. With this in mind, it is proposed to install the cycle parking will be in prominent and visible locations with racks which allow both frame and wheels to be secured. These cycle racks are located in an active, well lit & security monitored place or where they can be seen by a security guard, either directly, or by closed circuit television.

Bus & Rail Provision

- 2.17 The proposed development is located within the heart of Swords and is well placed to take advantage of the existing Bus services, with several stops in close proximity to the site along the site frontage. These are illustrated in the annotated Google Image included below as **Figure 2.6**.

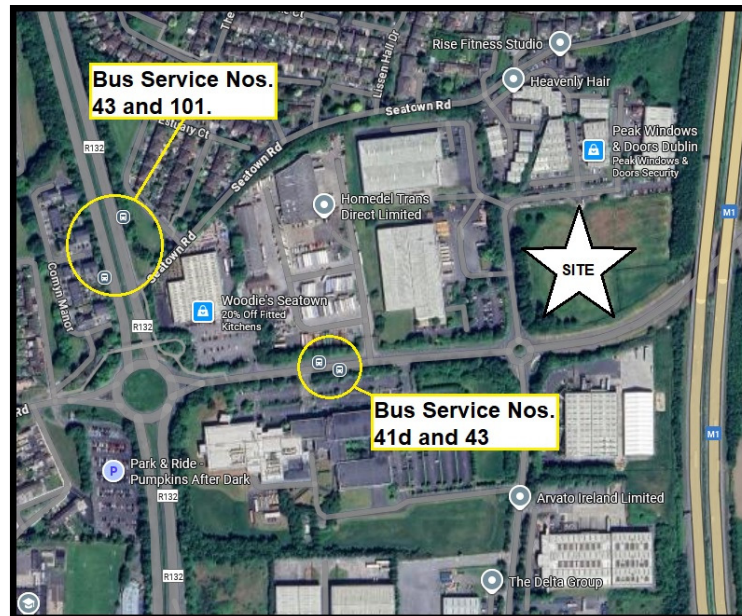


Figure 2.6 – Existing Bus Services at the Site (Correct at Time of Writing) - Google

- 2.18 The development is currently very well serviced by a number of frequent Bus services along with other services such as Bus Éireann and Aircoach. There are currently bus lanes on many of the approach roads to Swords. Real time information is available at the nearby dedicated Bus Stops, and information is available through the use of Bus Passenger Apps for Mobile Phones. In addition to the locally available buses, we also note that the site is within easy accessibility to the Pavillions Shopping Centre and its associated Bus Terminus, with the range of buses there as set out in **Figure 2.7**, again correct at the time of writing.



Figure 2.7 – Existing Bus Services at The Pavillions

- 2.19 To highlight the accessibility of the site to the Pavillions we include below Google Cycle and Walk Times as **Figure 2.8** and **Figure 2.9**.



Figure 2.8 – Walk Time 20 Mins to/from to the Pavillions (Google)

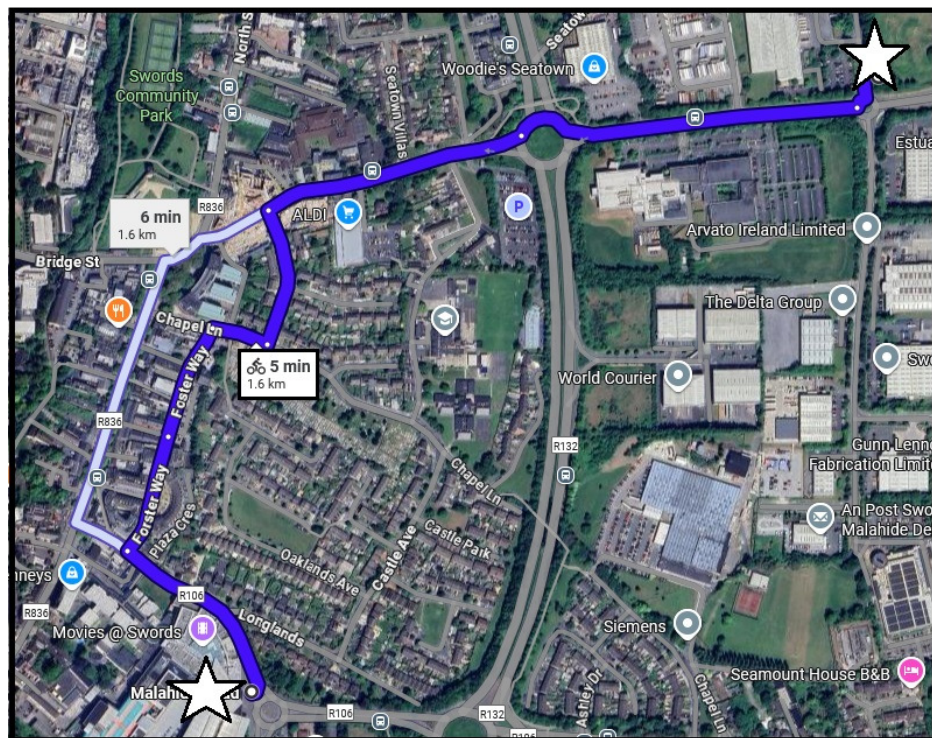


Figure 2.9 – Cycle Time 5 Mins to/from to the Pavillions (Google)

2.20 In addition to the above, the new **Bus Connects** Network Changes were recently approved by ABP and this network included a very significant improvement in the service for Swords. An extract showing the site in context is included below as **Figure 2.10**.

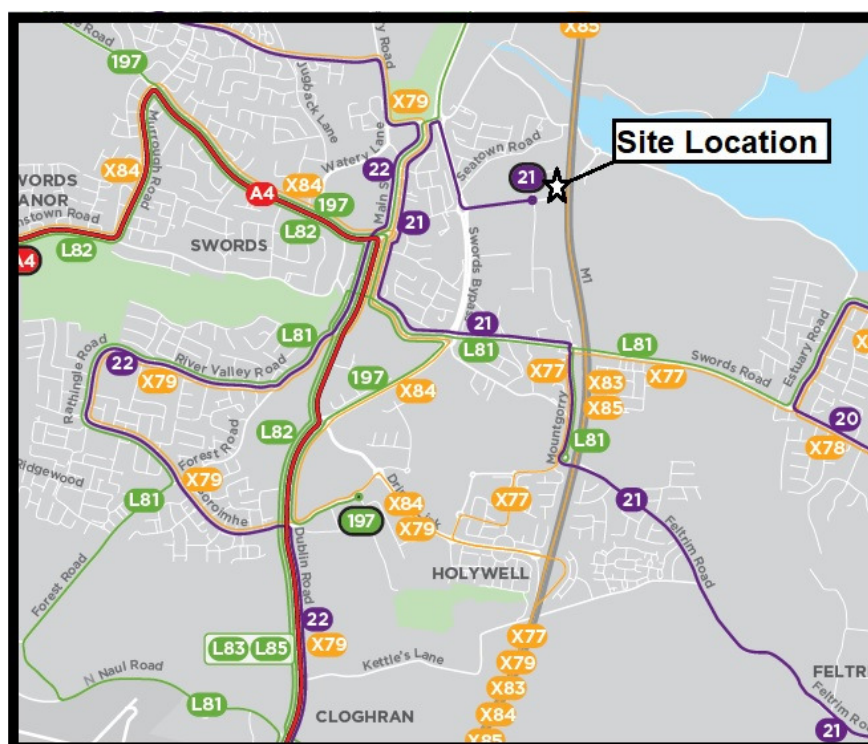


Figure 2.10 – Extract Bus Connects Swords Showing Site (NTA)

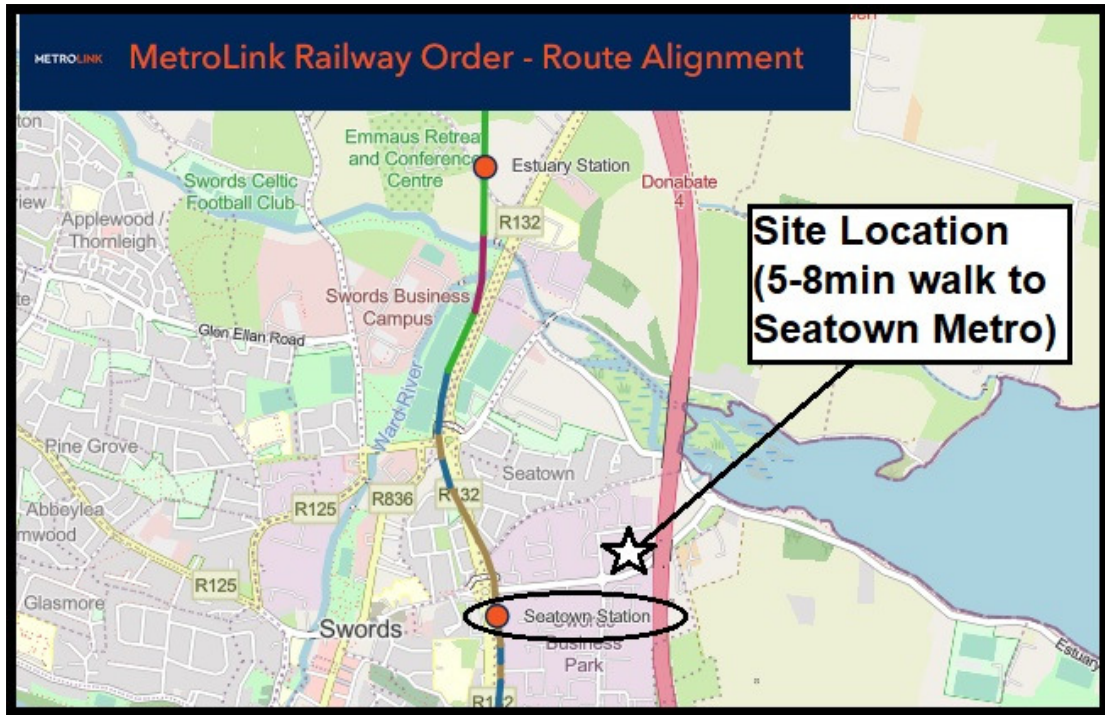
- 2.21 The site will in future be served directly by Radial Route R21 (Swords Business Park to City centre), which also links with the more frequent Main Spine Route A4.
- 2.22 All of the Bus routes at the development are and will be operated using new low-floor wheelchair accessible city buses. Detail of route, timetable and fares are provided on www.dublinbus.ie, on the Dublin Bus App, and on the Transport for Ireland National Journey Planner App.
- 2.23 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 located to be served by **Main Spine Route A4 (Red)** and also several other local and radial routes. The site is therefore also ideally placed in terms of future high frequency bus availability, based on the NTAs approved Plans.

Future Planned Public Transport Infrastructure - Metrolink

- 2.24 The site will be ideally located for residents to take advantage of the proposed Metrolink (Refer **Fig 2.11**), with the proposed Seapoint Station Entrance located approximately 5-8 mins walk from the site. **Figure 2.12** highlights this proposed route outlined from the Railway Order Metrolink Route Map, with **Figure 2.13** showing a photomontage of the proposed station entrance. Metro Link is considered as 'committed' with the Railway Order approved, and with funds committed we understand.



2.25 MetroLink is a transformative piece of new public transport infrastructure. It will comprise a high-capacity, high-frequency, modern and efficient metro railway, with 16 new stations running from Swords to Charlemont. The alignment will link Dublin Airport, Irish Rail, DART, Dublin Bus and Luas services and create a fully integrated public transport network for the Greater Dublin Area (GDA). When operations commence there will be trains every three minutes during peak periods. The system will be capable of carrying up to 20,000 passengers per hour in each direction.



2.12 – Site and Proximity to Proposed Seaview Station (Metrolink)



Artist's Impression: Seaview Station

2.13 – Proposed Seaview Station (Metrolink)

- 2.26 In terms of number of routes of Metro Trains and buses easily available to Residents, it is considered that the proposed development is very highly sustainable indeed in terms of current and future public transport accessibility. The proximity of the development to existing and proposed public transport services means that all residents will have viable alternatives to the private car for accessing the site and will not be reliant whatsoever upon the car as a primary mode of travel.

- 2.27 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.
- 2.28 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 Travel Plan Coordinator, a role for the Management Company.
- 2.29 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.
- 2.30 With this in mind, the main focus of this Travel Plan will be to promote and support the use of alternative modes to the private car.

Car Parking

- 2.31 The car parking provision on site is as per the Schedule of Accommodation extract included below as **Figure 2.14**. The proposed development includes a total of 132 parking spaces, with 116 of these dedicated to the 289 No. Residential Units, being a parking ratio of approximately 0.4 per unit which we consider to be appropriate in this location.

CAR PARKING					
Parking adjacent to Block C				84 no	
Surface Parking Court				48 no	
Total				132 no	
Allocation of Car Parking- Assumed to be in "Zone 1*" as per Fingal County Development Plan (Table 14.19) Standards					
*Relates to developments within 800m of Bus Connects spine route, or 1600m of an existing or planned Luas/Dart/Metro Rail station or within an area covered by a Section 49 scheme, or in lands zoned Major Town Centre (Table 14.18)					
	Zone 1 Max Provision	Provision of Accommodation	Max No. of Spaces	Actual Provision (Pro Rata Based on 132 Spaces)	
Residential	Max 0.5 per 1-2 beds	220 units	110	74	Total Residential Spaces- 187= Ratio of 0.64
	Max 1 per 3 beds	68 units	68	48	
Childcare	Max 0.5 per Classroom	5 classrooms	3	2	
Commercial	Max per per 60 m ²	641m ²	11	8	
Total			192	132	
MOTORBIKE PARKING					
Total				13 no	

Figure 2.14 – Extract from Schedule of Accommodation / Car Parking

- 2.32 The quantity and justification of the provision in terms of the Compact Settlement Guidelines and National Policy is also further addressed in detail within Section 2.0 of the Car & Bicycle Parking Management Plan and strategy Report included as **Appendix I** of the TTA.
- 2.33 The quantity of parking in terms of Policy Requirements is also addressed in Paragraphs 2.8 to 2.13 of the TTA Report.

- 2.34 FCC Development Plan defines the percentage of EV Spaces to be provided, and the design includes for these dedicated spaces as per the Development Plan. In the case of a large residential development of the nature proposed, with specific spaces likely dedicated to specific apartments, it is considered appropriate to also facilitate the retrofitting of spaces, based on demand following occupation, rather than dedicated electric charge spaces being dedicated to apartments and provided from the outset. The entire car park of the subject scheme can therefore be ducted to accept future cabling to serve a charging point for every car space as demanded. Within the basement area, conduits will be run on the walls where charging points can also be mounted.
- 2.35 Where residents request a charging point to be installed, the relevant charging point will be pre-wired back to their home electricity meter in the designated meter location. The socket point will have a lockable cover on it so that only that resident may use the power point. This provision around the entire parking area will also charging points to be installed at any of the car parking spaces with minimum works as and when required.

FCC Proposals

- 2.36 FCC Policies acknowledge that making provision for walking and cycling within an overall integrated transportation framework is critical to the success of the strategy providing for safe routes to school, places of employment, the town centre and key connections to public transport and local services. Given the compact urban form of Dublin, there is huge potential for a modal change from the private car.
- 2.37 The location of relatively dense residential development on a site of this nature provides a critical mass of public transport users that affect the commercial viability of services in a positive way. The transportation network proposed for Dublin is based on linking primary attractions within the GDA, within and out-with. This has been taken into account when assessing the accessibility options for the proposed development.

3.0 COLLECTION OF BASELINE INFORMATION

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 continually 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 likely 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 travel demand. 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 town centre location and good transport links at this development, there will be a high percentage of use via public 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%.
- 3.5 The Travel Plan is not seeking a radical change in terms of a modal shift; it is recognised that the use of the car is often essential for many users. Instead, the Plan seeks small but consistent increments of change in our approach to, and the use of, alternatives to the car.

4.0 THE TRAVEL PLAN

- 4.1 The successful implementation of a Travel Plan will ensure that, in-so-far-as-possible, the impacts of this traffic are reduced and minimised where practical, while providing a number of environmental and economic advantages detailed in Section 1 and Section 4 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 staff during peak times.

Walking

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

Table 4 – Key Information: Walking

- 4.4 There are many local, global, and personal benefits to walking to work, a few of which are listed following:
- **W** - Wake Up! - Studies have shown that people who walk to work 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 to work or school can be a great way to meet other walkers, share the experience, and develop personal skills.
 - **N** - New adventures - Walking to work or school 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 to and from work or school 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) to work. Residents working within a 3.5 km radius of the site will be encouraged to walk to work as often as their schedule permits. Similarly school trips can be encouraged on foot.

4.6 The following initiatives and incentives will be used to encourage walking to work or school:

- 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 areas 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 Surveyed known to Work within the area of influence	TBC in each survey when occupied
Percentage of Residents interested in cycling	TBC in each survey when occupied

Table 5: 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 to work or school 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 to work reduces the need to travel by car thus reducing fuel costs and freeing up road space for more cyclists;
- **C** - Confidence building - travelling to work 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 to work there are fewer cars on the road which makes it safer for those who cycle and walk to work or school;
- **I** - Interpersonal skills - Cycling to work or to school can be a great way to meet other cyclists and share the experience;
- **N** - New adventures - Cycling to work or school 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 to and from work or school 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 will be used to encourage cycling to work and school:

- New cycle parking installed within the development, secure and well lit;
- It will publicise cycle parking availability by way of signage and on notice boards;
- It will 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 Travel Plan Coordinator can organise cycle training sessions on site on the rules of the road and the specific risks associated with the locality;
- The Travel Plan Coordinator can invite bike suppliers on site for a 'Green Day' or 'Green Week' so that people can try bikes before buying;
- The Travel Plan Coordinator can set up a Bicycle User Group (BUG) to promote cycling;
- The Travel Plan Coordinator can highlight the direct savings gained due to reduced use of private vehicles;
- The Travel 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 in area of influence	100%
Percentage of Residents using Public Transport	TBC in each survey when occupied

Table 6: 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 to work or to school on public transport, especially during peak periods, the less people travelling by private car;
 - Saving money – Taking public transport to and from work or school 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 and from work or school 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 PSRI 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;
 - Contact local providers about issues such as location of existing and new bus stops, timing of routes, or where you have market information about a potential new route.

Car Sharing

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

Table 7: Key Information - 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 a large proportion of people, car sharing schemes have the potential to deliver a significant reduction in private vehicle trips by promoting higher than average occupancy rates for each vehicle.
- 4.16 A car sharing scheme relies on a database containing workplace information, working hours, and peoples preferences such as gender/driver/passenger and their preferred route to and from work.
- 4.17 The car-sharing database can be a map showing where Residents work, a database of car-sharers' details hosted on an organisations intranet site, or an on map-based matching website.
- 4.18 Car sharing often happens informally, however some participants often prefer a formal scheme which will normally generate a higher take-up for car sharing, and more efficiency in terms of increased occupancy rates. Car sharing is much easier promoted within a community such as is proposed here.
- 4.19 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.
- 4.20 The following initiatives and incentives can be used to encourage car sharing:
- Provide incentives to sign up to a car sharing scheme with preferential parking spaces in the most convenient location;
 - Draw up a car-sharing policy for how the scheme will operate, and issue car-sharing permits to those qualifying to use the car-sharing spaces;

- 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.
- Allocate parking spaces for use solely by car sharers, for example near to building entrances.

Action Plan Summary Table

4.25 The Redevelopment Summary Action Plan is described in the Table below. Modal Split Targets will be determined following on from the first Residential survey shortly after full occupation, typically within the first six months. This will be part of the role of the Travel 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 TP	Marketing the Plan	High	Low	Driven By TP Coordinator	
	Measuring Success	High	Medium	Annual Staff Surveys	

Action Plan Summary Table

5.0 IMPLEMENTING THE PLAN

Background

- 5.1 Setting realistic targets and a sustained approach to the promotion of the Travel Plan is important if the measures are to be successful. An 'anti-car' approach will be avoided at all costs. 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 Travel 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 Travel Plan Coordinator

- 5.4 The key objective of this Travel Plan is to ensure that the traffic impacts associated with the operation of Redevelopment are minimised. Achieving this objective will result in a wide array of benefits for the development and its stakeholders.
- 5.5 To ensure the plan is effective it is essential for a Travel Plan Coordinator to be appointed for the Development upon 100% occupation. The nominated person and their contact details will be provided to the Planning Authority upon occupation of the development
- 5.6 It is envisaged that the Coordinator will work closely with residents to enthusiastically promote and market the Travel Plan. As Residents will be the focus of the plan; their involvement must be sought from the outset.
- 5.7 To support the Travel Plan Coordinator's efforts, the Management Company must ensure that they have sufficient time to carry out their duties. In addition, it is essential that the powers of decision making are bestowed upon him/her, along with a suitable budget and programme for implementation.

Promoting the Travel Plan

- 5.9 Active promotion and marketing is needed if the Travel Plan is to have a positive impact on stakeholder travel patterns to and from the site.
- 5.10 All marketing initiatives should be focused on areas where there is willingness to change. Such information has been extracted from the questionnaires and has been described in Section 3 of this Plan.
- **Identify the Aim** – e.g. to reduce low occupancy car commuting, school, and business travel & to promote active travel, public transport & alternatives to travelling by car.

- **Brand the Plan** – as part of communicating the Travel Plan, visually brand all work relating to it with a consistent look, slogan, identity or logo.
- **Identify the Target Audience** – 'segment the audience' (e.g. shift workers, school travel, sedentary workers, people travelling long/ short distances, mode used, members of a walking club or green team) so you can target the message and events towards these different groups.

- 5.11 As part of the marketing process, the Travel Plan coordinator can personalise a plan for the Development, drawing attention to the benefits of participation and support for its implementation.
- 5.12 The Coordinator can identify communication tools and networks used by the different audiences in the Residences, and use these to communicate about travel.
- 5.13 Promotional material regardless of its quality is only as good as its distribution network; material incentives assist greatly in introducing people to alternative modes of commuting.
- 5.14 The plan should not be anti-car - it should be about promoting equity among modes and offering choice and accessibility.
- 5.15 The Coordinator can promote positive messages associated with a plan, for example, reduced tax/PRSI payments, getting fit and active, reducing congestion, reducing CO2 emissions and so on, and encourage people to start small – changing one day per week for example, to explore their options.
- 5.16 Marketing drives which feature individual Residents who have reduced their car use can carry a strong message. This will serve to raise not only the profile of the Plan, but also send a clear message in relation to the Residents commitment to the Plan.

6.0 MONITORING AND REVIEW

- 6.1 The development forming the subject of this application accords fully with the principles of sustainable development, being located within an established town centre neighbourhood within clear and easy access to alternative modes of travel, employment and services. The Management Company, 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 ongoing iterative process requiring continued effort. This Preliminary 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 Final Travel Plan itself.
- 6.3 The key to the Plans success will be the appointment of a Travel 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 Management Company and Residents. This will serve to spread the work load, and also give the Residents a valuable input into the operation of the Plan.
- 6.5 Successful Travel Plans require extensive 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 Travel Plan be set in motion at full 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 H

DMURS Statement of Consistency Report

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**DMURS Design
Compliance Statement
Technical Note
*Appendix H***

For

**Proposed Residential
Apartment Development.**

at

***Greenfields, Swords,
Co. Dublin.***

SUBMISSION ISSUE

1.0 INTRODUCTION

- 1.1 It is NRB's opinion that the proposed large scale residential development is consistent with both the principles and guidance outlined within the *Design Manual for Urban Roads and Streets* (DMURS) 2019. The scheme proposals are the outcome of an integrated design approach by the entire Design Team, to address the integration of the 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 apartment development delivers greater mode & route choices along direct, attractive and safe linkages to local amenities, public transport 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 Travel 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 Swords and onwards to and from the City Centre.
- 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 internally and at the main intersection leading to Swords Road, including the future NTA upgrade of the local roads and junctions as part of the committed Metrolink.

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) Internal traffic calmed shared streets and dedicated facilities linking to the external street network,
- b) With the landscaped plans for the site it offers a well-connected and permeable network to link to the footpaths and cycle networks serving and passing the site.
- c) The main access road is proposed as a narrow single carriageway, with a single lane approach to the feeder road, to help reduce vehicle speeds.
- d) Vehicular traffic internally will be directed immediately to the mobility hub and the allocated car parking areas,
- e) Footpaths no less than 1.8m (generally 2.0m or wider) will be provided throughout the scheme with connections and tie-ins to existing external pedestrian networks.
- f) The design deliberately seeks to specify minimal signage and line markings on the internal layout, with such treatments used sensitively throughout and predominately at key nodes and 'transition' areas.
- g) Appropriate clear unobstructed visibility splays, as per DMURS requirements, are provided at the site access junctions to the external road network, and internally within the site.

- h) Well designed and frequent pedestrian crossing facilities will be provided along key travel desire lines throughout the scheme, consistent with DMURS, with flush kerbing provided throughout.
- i) With the objective of encouraging low vehicle speeds and maximising pedestrian safety and convenience, corner radii will be 3m where swept path analysis permits and are further reduced radii where feasible in line with DMURS guidance.
- j) In the event of any upstand kerbs are required, heights will be typically 60mm in accordance with the objectives of DMURS.
- k) Within the development, as required, cyclists will share the carriageway with other street users as per the Cycle Design Manual Guidance for such situations and best practice for residential streets of this nature.
- l) Any required street signage and road markings will be in accordance with the Department of Transport Traffic Signs Manual, and the location and form will be agreed in advance with FCC.

APPENDIX I

Car / Bicycle Management Plan / Strategy Report

consulting
engineers

NRB

**CAR & BICYCLE
PARKING MANAGEMENT
REPORT
(Appendix I)**

For

**Proposed Large Scale
Residential Development.**

at

***Greenfields, Swords,
Co. Dublin.***

SUBMISSION ISSUE

Contents

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10	4.0	Bicycle Parking
12	5.0	Sustainable Travel Initiatives
14	6.0	Management of Parking Facilities
16	7.0	Conclusion

1.0 INTRODUCTION

- 1.1 This Parking Management Report (PMR) has been prepared by NRB Consulting Engineers Ltd and sets out the proposed car parking management strategy for the proposed Large-Scale Residential Development (LRD) on zoned development lands at Greenfields, Swords, Co Dublin.
- 1.2 The local area contains a mixture of services, commercial, schools & residential developments within easy walking or cycling distance, and in these terms has very well established urban transportation characteristics in its own right. The proposed development, being on a prominent & highly accessible site should be considered in this context. A site location plan for the site is included below as **Figure 1.1**.

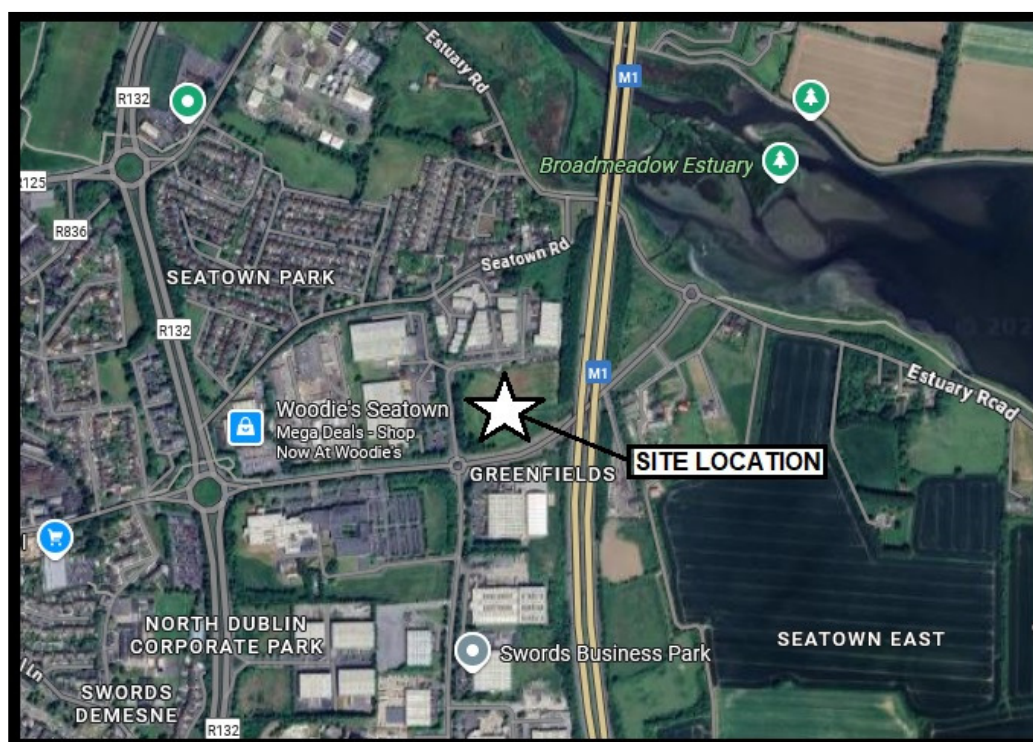


Figure 1.1 - Site Location

- 1.3 The proposed development provides a residential scheme of 289 residential apartments with an ancillary Creche and a commercial element.
- 1.4 The proposed vehicular access to the development will be via a simple priority controlled junction.

- 1.5 An image extract from the Architects Layout Plans showing the proposed development is included as **Figure 1.2** for ease of reference.



Figure 1.2 – Ground Floor Plan Extract (MCORM Architects)

- 1.6 This document presents the rationale behind the provision of vehicle parking (including mobility impaired parking, motorcycle parking, and service vehicle parking) and cycle parking being proposed as part of the subject site development proposals. The Report sets out the management measures which will be implemented to allocate the use and control the parking provided at the site.
- 1.7 The document also sets out the principles of the parking management strategy proposed at the development, and should be read in conjunction with the following complementary reports;
- The Traffic & Transportation Assessment (TTA), and
 - The Planning Stage Travel Plan (TP).
- 1.8 The TTA and the TP set out the details of the multi-modal accessibility of the site, together with providing details of the existing conditions pertaining.

2.0 POLICY CONTEXT AND CAR / BICYCLE STANDARDS

CAR PARKING POLICY

- 2.1 The **Car Parking** standards originally to be applied in new residential developments in Fingal are set out in Section 14.17.7, Development Management Standards of the County Development Plan (2022-2028). Table 14.18 defines the zones within the County. The extract is included below for ease of reference. The site would clearly be in Zone 1 for assessment purposes given its location adjacent bus services and Metro.

Table 14.18: Car Parking Zones	
Car Parking Zones	Primary Areas
Zone 1	Relates to developments within 800m of Bus Connects spine route, or 1600m of an existing or planned Luas/Dart/Metro Rail station or within an area covered by a Section 49 scheme, or in lands zoned Major Town Centre.
Zone 2	Relates to all other areas within the County.

FINGAL DEVELOPMENT PLAN 2023-2029 599

Figure 2.1 – Extract Table 14.18 of the FCC Development Management Guidelines

- 2.2 The requirements for Residential Apartments are then set out in Table 14.19 of the Plan. For the Residential elements there are 260 x 1-2 Bed Units requiring a maximum of 130 No. Parking Spaces and 29 x 3 Bed Units, requiring a maximum of 29 No. Parking Spaces. The total parking provision under the Fingal Development Plan for the Residential element is therefore 159 No. Car Parking Spaces.

Land Use Category	Zone 1: Developments within 800m of a high-quality bus service, or 1600m of an existing or planned Luas/DART/Metro Rail station or in lands zoned Major Town Centre***		Zone 2: All other areas	
Residential				
Residential (1–2 Bedroom)	0.5	Max	1 plus 1 visitor space per 5 units	Norm
Residential (3–3+ Bedroom)	1	Max	2 plus 1 visitor space per 5 units	Norm

Figure 2.2 – Extract Table 14.19 of the FCC Development Management Guidelines

- 2.3 **However**, these requirements are now superseded by Table 3.1 of the recent Compact Settlement Guidelines (CSG) which set out the different areas and density categories Swords is defined as a Metropolitan Town, therefore being within Location (ii) of SPPR3 below, with a maximum provision of 1.5 spaces per unit.

Table 3.8 defines 'Accessible', 'Intermediate' and 'Peripheral' Locations. These definitions should form the basis for the approach to car parking.

SPPR 3 - Car Parking

It is a specific planning policy requirement of these Guidelines that:

- (i) In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling
- (ii) In accessible locations, defined in Chapter 3 (Table 3.8) car- parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.
- (iii) In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling

Figure 2.3 – Extract Table 3.8 of CSG

- 2.4 Section 3.4 of the CSG sets out how to establish the housing density ranges at various locations, with Step 1 being an assessment of Accessibility to both Services and Public Transport, with Table 3.8 setting out definitions for terms used for defining accessibility. In terms of Accessibility we have reviewed Table 3.8 (See Extract below as **Figure 2.4**) and note that the Site is located within an easy walk distance of the committed Metro Seapoint Station and it is also adjacent BusConnects Core Bus Corridor route with associated frequent services.

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 Rail¹¹, 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.

Figure 2.4 – Extract Table 3.8 – Locational Characteristics in CSG

- 2.5 In terms of the NTA's PTAL calculation (Public Transport Accessibility Level), the site is currently defined as 'Low' to 'Medium' Level of Service. However, when Bus Connects and Metro are fully in place it is expected that the site will be classified as a 'High Level of Service'. The extract from the NTA PTAL Calculator showing the site and the current classification is included below as **Figure 2.5**.

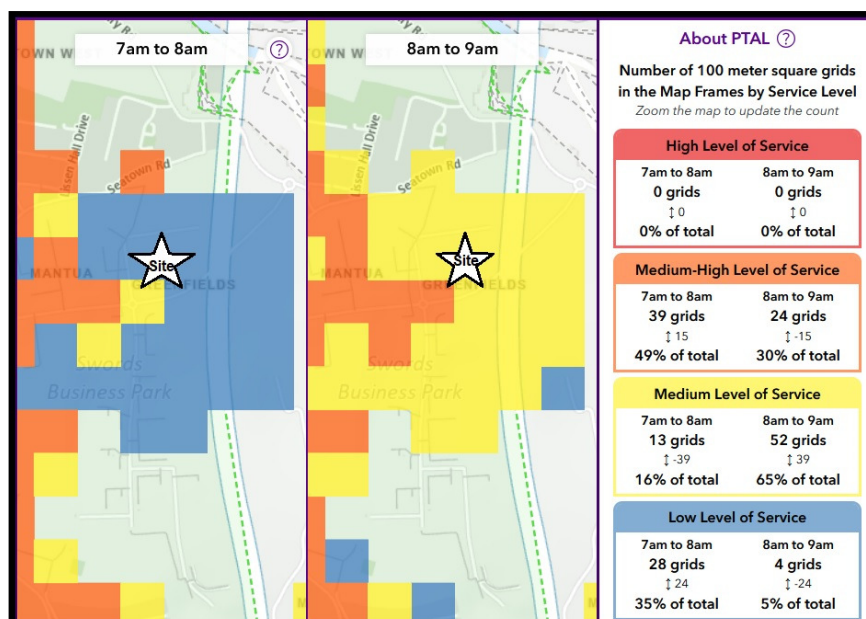


Figure 2.5 – Extract NTA PTAL Calculator & Site

2.6 Note that the parking provision in the CSG **does NOT include car club spaces, set down spaces, public EV Spaces or Accessible spaces**, but does include visitor provision. Based on the above, **applying the CSG to the Housing Element** would strictly require the following **maximum**:

- 1 x Car Parking Space per Residential Apartment (289 Spaces),
- Accessible/Set Down and Public EV **in addition** to the above.

2.7 The car parking provision on site is as per the Schedule of Accommodation extract included below as **Figure 2.6**. The proposed development includes a total of 132 parking spaces, with 116 of these dedicated to the 289 No. Residential Units, being a parking ratio of approximately 0.4 per unit which we consider to be appropriate in this location.

CAR PARKING					
Parking adjacent to Block C				84	no
Surface Parking Court				48	no
Total				132	no
Allocation of Car Parking- Assumed to be in "Zone 1" as per Fingal County Development Plan (Table 14.19) Standards					
*Relates to developments within 800m of Bus Connects spine route, or 1600m of an existing or planned Luas/Dart/Metro Rail station or within an area covered by a Section 49 scheme, or in lands zoned Major Town Centre (Table 14.18)					
	Zone 1 Max Provision	Provision of Accommodation	Max No. of Spaces	Actual Provision (Pro Rata Based on 132 Spaces)	
Residential	Max 0.5 per 1-2 beds	220 units	110	74	Total Residential Spaces - 187 = Ratio of 0.64
	Max 1 per 3 beds	68 units	68	48	
Childcare	Max 0.5 per Classroom	5 classrooms	3	2	
Commercial	Max per per 60 m ²	641m ²	11	8	
Total			192	132	
MOTORBIKE PARKING					
Total				13	no

Figure 2.6 – Extract from Car Parking Schedule (MCORM Architects)

- 2.8 13 No Motorcycle spaces are also accommodated meeting the FCC County Development Plan 14.17.9 Motorcycle Parking Standard (which requires provision at a rate of 10% of the number of car parking spaces provided).

Bicycle Parking

- 2.9 It is expected that a significant number of residents of the proposed development will be willing to cycle to work with safe links and secure parking put in place, and that is reflected in the provision of a total of 782 new dedicated cycle parking spaces as illustrated in the schedule extract included below **Table 2.7** below.
- 2.10 The Apartment Guidelines requires 1 Long Stay Space per bedroom and 1 Short Stay Space for every 2 Units. The proposed development of 289 apartments, with a total of 547 Bedrooms, results in a Bicycle Parking requirement of 145 No. Visitor or Short Term Spaces 547 No Long Term Residents Spaces. This is an overall total of 692 No. Spaces for the apartments, which is exceeded as set out below.

BICYCLE PARKING					
	No.	No.	No.	Required No.	Provided in Secure Rooms No.
LONG STAY					
RESIDENTIAL (Long Stay-Residents)	1 bed (x1)	2 bed (x2)	3 bed (x3)	Total	
Block A	14	88	0	102	130
Block B	12	96	3	111	130
Block C	12	96	3	111	130
Block D	12	64	42	118	106
Block E	10	56	39	105	107
	60	400	87	547	603 Total Long Stay
Total					
Long Stay Rooms include spaces for Creche and Commercial as follows-					
CRECHE (Long Stay- Staff)				5	5
COMMERCIAL LONG STAY				11.7	10
SHORT STAY					
RESIDENTIAL (Short Stay- Visitors)				145	144
CRECHE (Short Stay- Visitors/ Drop Off)				25	25
COMMERCIAL SHORT STAY				11.7	10
					179 Total Short Stay
Total Bicycles					782

Table 2.7 – Cycle Parking Provision

- 2.11 The Apartment Guidelines also states that any deviation from these standards shall be at the discretion of the planning authority and shall be justified with respect to factors such as location, quality of facilities proposed, flexibility for future enhancement/enlargement, etc.
- 2.12 The high quality of the cycle parking is reflected in the provision of a total of 782 No. new dedicated cycle parking spaces. This high provision of bicycle parking also supports the case for the restricted car parking provision.

3.0 CAR PARKING PROVISION

Overview

- 3.1 The car parking provision is a combination of differently located spaces within the scheme and near the commercial element and creche. The justification for the numbers provided is as set out in the CSG as outlined above. A summary parking schedule has been extracted from the planning information and is reproduced again as **Figure 3.1**.

CAR PARKING					
Parking adjacent to Block C				84 no	
Surface Parking Court				48 no	
Total				132 no	
Allocation of Car Parking- Assumed to be in "Zone 1" as per Fingal County Development Plan (Table 14.19) Standards					
*Relates to developments within 800m of Bus Connects spine route, or 1600m of an existing or planned Luas/Dart/Metro Rail station or within an area covered by a Section 43 scheme, or in lands zoned Major Town Centre (Table 14.18)					
	Zone 1 Max Provision	Provision of Accommodation	Max No. of Spaces	Actual Provision (Pro Rata Based on 132 Spaces)	
Residential	Max 0.5 per 1-2 beds	220 units	110	74	Total Residential Spaces- 187+ Ratio of 0.64
	Max 1 per 3 beds	68 units	68	48	
Childcare	Max 0.5 per Classroom	5 classrooms	3	2	
Commercial	Max per per 60 m ²	641m ²	11	8	
Total			192	132	
MOTORBIKE PARKING					
Total				13 no	

Figure 3.1 – Location of Car Parking & Distribution

- 3.2 We include below extracts from the MCORM Architects ground floor layout plans showing the car parking for ease of reference.



Figure 3.2 – Illustration of Site and Car Parking (MCORM Architects)

- 3.3 All of the car parking spaces have been designed with accessibility in mind, having being designed in accordance with best practice and current design guidance. The parking spaces are being TRACKed using proprietary swept path software to ensure ease of accessibility. Whilst EV Space numbers consistent with Development Plan are illustrated, it is proposed that Electric Vehicle (EV) charging will be provided for in a flexible manner as outlined below.
- 3.4 All of the car parking spaces provided can easily be upgraded to also allow conversion to **Electric Vehicle** charge spaces. In the case of a residential apartment development of the nature proposed, with specific spaces ultimately dedicated to specific apartments, it is considered appropriate to facilitate the retrofitting of spaces, based on demand following occupation, rather than a percentage of spaces being defined as such and provided from the outset.
- 3.5 The entire car park of the subject scheme is therefore to be ducted or provided with conduits ready to accept future cabling to serve a charging point for every car space, as demanded. On the ground floor, ducts can be run in the ground where charging points can also be mounted and conduits can be run on walls within the under-croft.
- 3.6 Where residents request a charging point to be installed, the relevant charging point will be pre-wired back to their home electricity meter in the designated meter location. The socket point will have a lockable cover on it so that only that resident may use the power point. This provision around the entire parking areas allows future charging points to be installed at any of the car parking spaces with minimum works as and when required.
- 3.7 There will also be dedicated loading spaces which can be suitably signed and controlled adjacent to apartment blocks to aid home deliveries for the residential elements.

4.0 BICYCLE PARKING

- 4.1 It is anticipated that a very significant number of residents can be encouraged to cycle to work and school etc., with the safe links and secure parking which will be in place. There are a total of total of 782 no. new dedicated cycle parking spaces. The number of spaces provided exceeds the requirements as set out in the National Apartment Guidelines.
- 4.2 Bicycle Parking provision in the various locations will be geometrically compliant with the NTA CDM Design Guidance and will include a typical Gas-Strut assisted upper tier, with the illustration of the areas as shown on the MCORM drawings as included below as **Figures 4.1**.

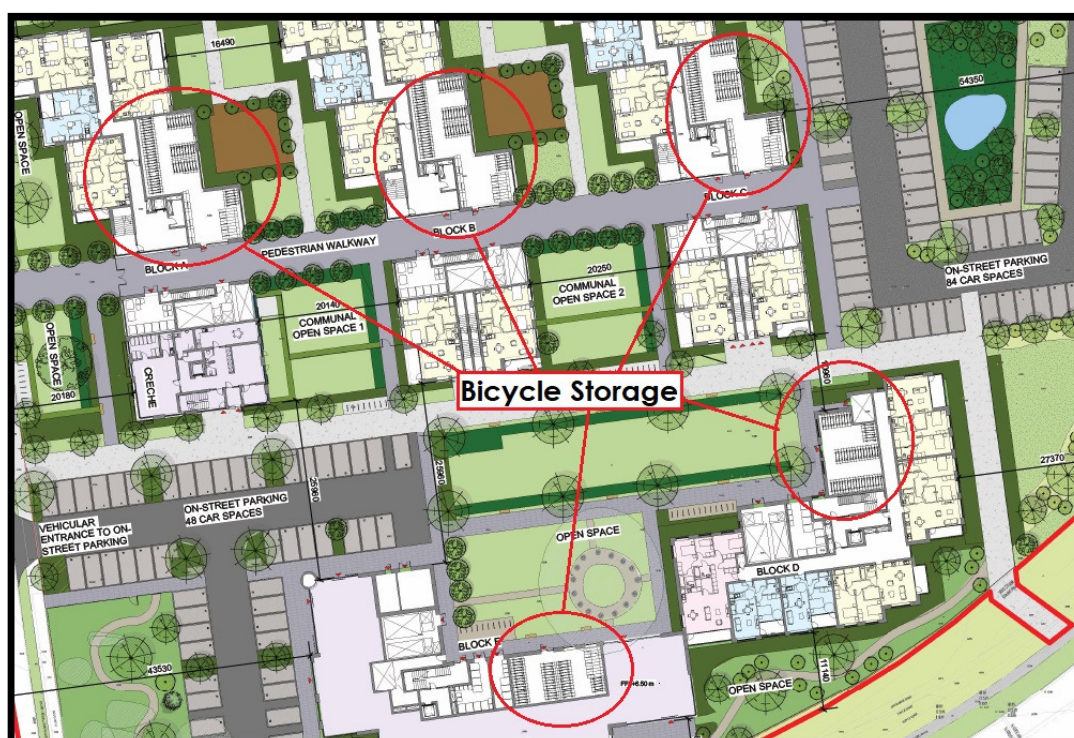


Figure 4.1 – Location and Provision of Cycle Parking (MCORM)

- 4.3 It is acknowledged that for visitors, cyclists need to be confident that their cycles will not be tampered with, and in these terms the cycle storage are in secure areas, all of which will be monitored through a combination of passive surveillance or by CCTV.
- 4.4 Where appropriate, Double Tier Cycle Stands can be provided with Sheffield Stands at the lower level and gas-strut assisted at the upper level, if required - with a typical detail / cross section as shown in **Figure 4.2** below.

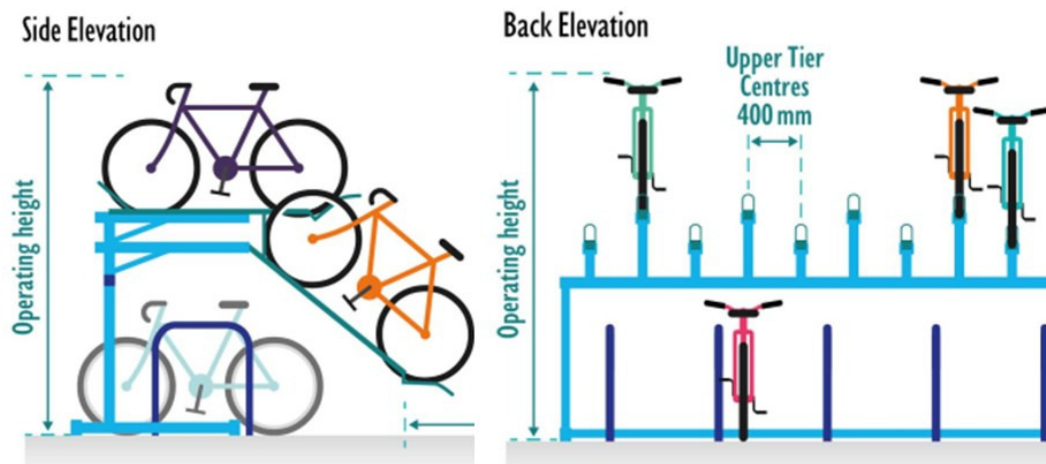


Figure 4.4 – Typical proposed layout of Bicycle Parking

- 4.5 It is important to cultivate a cycling culture, through the implementation of appropriate infrastructure and promotional measures, which positively encourages all members of the community to cycle at all life stages and abilities as a mode of sustainable transport that delivers environmental, health and economic benefits to both the individual and the community.

5.0 INITIATIVES FOR SUSTAINABLE TRAVEL

5.1 It is acknowledged that residents may require a vehicle of some sort for purposes other than commuting on an everyday basis, and simply reducing car parking would not be realistic without implementing alternative measures to accommodate residents and visitors alike. Therefore the following alternative arrangements are proposed in support of the slightly restricted car parking and expected car ownership levels within the development;

- A working Travel / Mobility Management Plan once Residents are in place,
- Increased & Well Designed Cycle Parking Provision,
- Parking Management and Control (Refer enclosed drawing and details),
- Dedicated legal controls within Sales or Letting Agreements associated with all Residential Apartments, and
- Possible provision of dedicated *Go-Car* Spaces within the Site (subject to agreement with a service provider).

Mobility Management Plan

5.2 An outline MMP has been prepared and should be read in conjunction with this Parking Strategy Report. Separate MMPs will be further developed at occupation & operational stage by the Development Management Company.

Increased Bicycle Parking

5.3 Increased bicycle parking provides a realistic alternative transport mode when there is restricted car parking provision. As previously set out, the bicycle parking provision meets the significant requirements of the National Apartment Guidelines. With 289 apartments the provision of 782 No. bicycle parking represents a net provision of 2.7 bicycle parking spaces per apartment. Copious visitor bicycle parking (179 No) is also included.

Parking Management Strategy

5.4 A key component in ensuring the efficient controlled operation of any car parking is an active and enforced parking management strategy. In this case, this strategy will be managed by the Development Management Company with the specific details as set out in Section 6.0 of this Report.

Legal Controls – Sales/Letting Agreements

5.5 Dedicated Clauses can and will be contained within Sales or Letting Agreements for all Residential Apartments, which specifically address both Car & Bicycle Parking.

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

6.0 MANAGEMENT OF PARKING FACILITIES

Introduction

- 6.1 A key component in the effective operation of on-site car parking is an active and enforced parking management strategy. This strategy will be implemented by both the Developer and the Management Company. The Management Company will be charged with responsibility for the control of parking and access within the site.
- 6.2 It is intended that the entire proposed development will be actively marketed as 'Reduced Car Dependency'. Consequently, all marketing material for the development will make it clear that the apartments have reduced car parking availability and will also highlight the alternatives available.
- 6.3 Dedicated Clauses will be contained within Sales or Letting Agreements for all Residential Apartments (and for the commercial tenants), which specifically address Car and Bicycle Parking. In the event where a parking space is an entitlement as part of a Sale or Letting Agreement, this will be clearly enunciated by way of a dedicated clause, with the specific space or spaces referenced in Agreements, with mapping provided & referenced therein to identify the relevant space.
- 6.4 Accordingly, unless they are dedicated to individual Residential Apartments or the commercial elements, on-site parking will otherwise remain in the control of the Management Company. A car parking management regime will be implemented by the Management Company to control and manage access to the parking bays, thereby actively managing the availability of on-site car parking for each of the following user profiles;
- Residents of the Apartments,
 - Deliveries (eg E-Shopping).

Car Parking Allocation

- 6.5 As stated above, all residents will be advised that unless it is otherwise stated in the Lease or Sales Agreement, there will be no car parking available on the site.
- 6.6 In the event that a parking space is part of a Legal Agreement, the apartment resident will have a parking permit for the particular dedicated space to display in the vehicle window.
- 6.7 The Management Company will be responsible for the day-to-day management of car parking operations.

Car Parking Access/Control

- 6.8 If necessary in the longer term, access to the parking areas can be controlled by a combination of barriers to ensure that only permitted vehicles can gain access. If required, a barrier can be safely located, set back sufficiently so as not to result in any hazard or obstruction (but this is considered unnecessary at this stage).
- 6.9 In such circumstances, access to approved users can then be facilitated by coded keypad entry/fob control or Automated Number Plate Recognition (ANPR) technology which only permits registered permitted vehicles to enter.
- 6.10 A clamping enforcement regime will also be in place within the entire site to ensure that parking restrictions are adhered to.

7.0 CONCLUSION

Based on the information contained within this Parking Strategy Report, it is considered that the car and bicycle parking provision at the subject development is appropriate and sufficient. This is supported by a high number of bicycle parking spaces at the development, combined with controls that are to be put in place to manage use of the spaces, including Working Mobility Management Plans, Legal Allocation of Spaces to Residents and Commercial elements and the day-to-day management / clamping of parking being a role for the management company.

APPENDIX J

Public Transport Capacity Assessment Report

consulting
engineers

NRB

***Public Transport
Capacity Assessment
Report
(Appendix J)***

For

**Proposed Large Scale
Residential Development.**

at

***Greenfields, Swords,
Co. Dublin.***

SUBMISSION ISSUE

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 <i>(Correct at Time of Collating Data and Writing Report)</i>
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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 Greenfields, Swords, Co. Dublin.
- 1.2 The proposed development consists of the construction of a development principally comprising 289 No. apartments (plus an ancillary Creche and a commercial element).
- 1.3 The NRB commission on the project consists of this assessment of current and future Bus and DART 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 5-8 min walk from the proposed Seatown Metrolink Station, and this will radically alter and improve the sites accessibility. MetroLink is a transformative piece of new public transport infrastructure. It will comprise a high-capacity, high-frequency, modern and efficient metro railway, with 16 new stations running from Swords to Charlemont. The alignment will link Dublin Airport, Irish Rail, DART, Dublin Bus and Luas services and create a fully integrated public transport network for the Greater Dublin Area (GDA). When operations commence there will be trains every three minutes during peak periods. The system will be capable of carrying up to 20,000 passengers per hour in each direction, and this underscores the improvement in conditions when Metro is operational.
- 1.4 Whilst this Report therefore contains an assessment of current Bus & DART 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 DART 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 (as correct at the time of writing). Similarly, the demand for DART services at the selected stop (Malahide) 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 Whilst we accept that DART is some way distant, nonetheless the CSO data confirms that there are significant numbers in the Electoral Area using the DART service. The current and future improved DART services are therefore also considered within the Report.
- 1.10 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 Malahide / Sutton DART Stations, which have good alternative transports links to these already in place.

2.0 BUS/DART 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 adjacent the site and also those serving The Pavillions Shopping Centre.
- 2.2 These bus services considered within this Report include the following as set out in **Figure 2.1** and **Figure 2.2**:

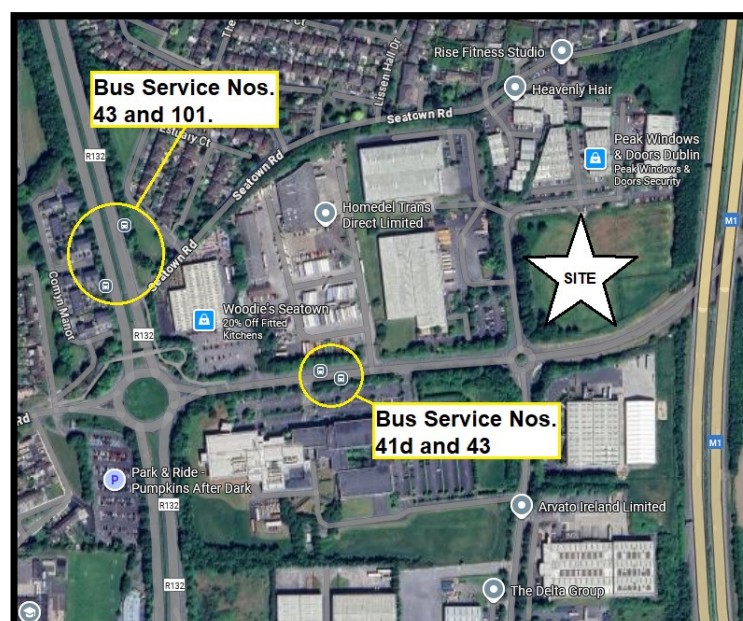


Figure 2.1 – Existing Bus Services at Swords Business Park



Figure 2.2 – Existing Bus Services at The Pavillions SC Swords

- 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 The scheme also delivers pedestrian and cyclists connections directly to the local roads providing for permeability for all pedestrians and accessibility to Bus services as illustrated above (and to DART services, which are accessible by bus/on foot/by bicycle).

2.5 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)
43	Swords - Talbot St & Return	Dublin Bus	8	728	Y
101	Dublin - Drogheda - Return	Bus Eireann	5	455	Y
41d	Swords - Lwr Abbey St - Return	Dublin Bus	1	91	Y
33b	Swords - Donabate - Portrane & Ret	Go Ahead Ireland	4	364	N
41b	Lwr Abbey St - Rowelstown & Ret	Dublin Bus	1	91	Y
102	Dublin Airport - Sutton - Return	Go Ahead Ireland	5	455	N
102p	Swords - Portmarnock - Return	Go Ahead Ireland	3	273	N
192	Swords to Balbriggan & Return	Go Ahead Ireland	2	182	N
197	Swords to Ashbourne & Return	Go Ahead Ireland	2	182	N
Total (7-9am) All Routes			31	2821	
Total (7-9am) Routes Via City Centre			15	1365	

2.6 The above demonstrates that the site is clearly accessible to a significant existing bus provision, with a capacity of approximately 2,821 bus seats during the 7-9am commuter peak period, all within an easy walk-distance of the site.

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

2.8 The **Dublin Area Rapid Transit (DART)** is the long established electric rail system running along the east coast between Greystones to the south and Malahide or Howth in the north. It is a quick and easy way to get around Dublin. The service operates on a frequency of approximately every 10 minutes all day.

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

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

DART Capacity/Demand Details	No. 7-9am	People Capacity
Commuter Services Leaving Malahide Station 7-9am	10	660
Total Approx People Capacity 7-9am	6600	

- 2.10 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).
- 2.11 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. The DART Trains have been recently upgraded and extended with new carriages increasing the capacity of each train. We have also set out below details of the proposed future improvements to the DART Services and also bus service improvements locally as part of *Bus Connects* plans.

FUTURE BUS SERVICES

- 2.12 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**. It should be noted that the core corridor past the site has received planning permission from An Bórd Pleanála (now ACP).

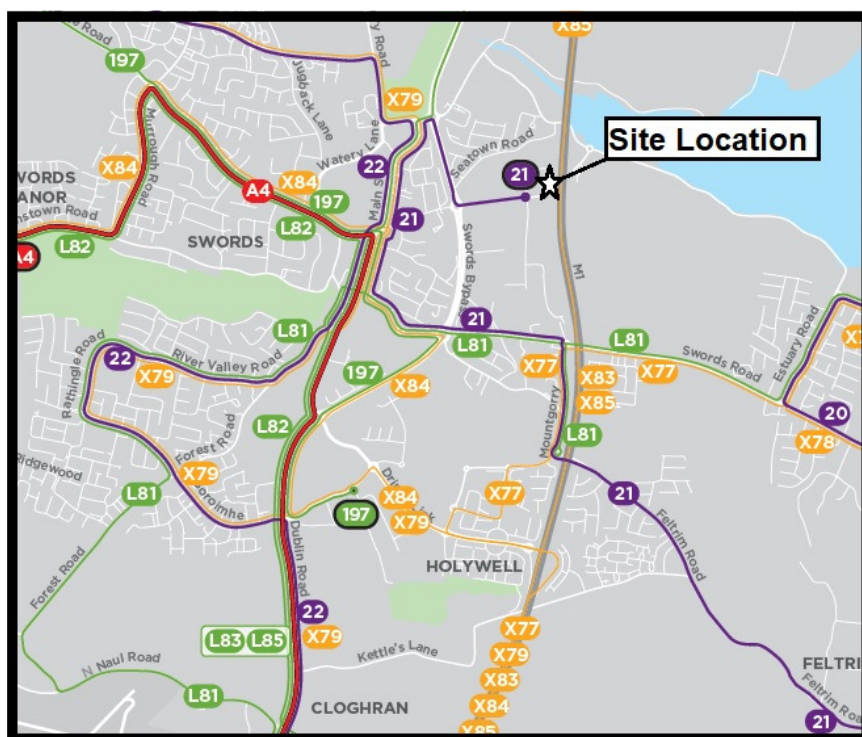


Figure 2.3 – Extract Current NTA Bus-Connects Network Plan and Site

- 2.13 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 DART SERVICES

- 2.14 The DART & Coastal North projects are 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.
- 2.15 Funded under the National Development Plan, DART & Coastal North are key to the entire programme and the approved projects will see construction of infrastructure upgrades including at both Connolly and Docklands stations in the city centre, and significant upgrades on the Coastal Lines.
- 2.16 Part of the already funded plans include significant signal and crossing upgrades along the coastal sections, which will facilitate improved services.
-
- 2.17 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 DART 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 Swords / Seatown is included below as **Figure 3.1**.

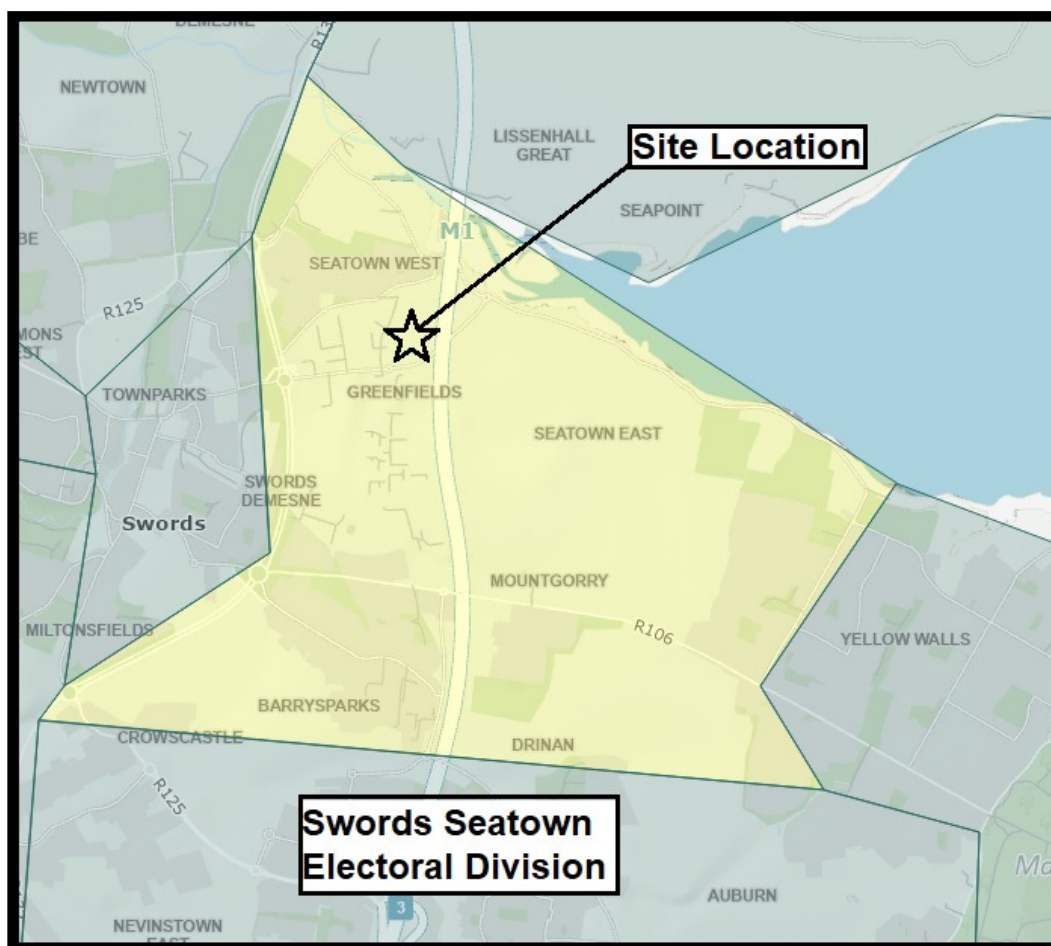


Figure 3.1 – Collated CSO Local Area Data Based on Electoral Area

- 3.2 We have extracted information from the Census Data for the Electoral Area to calculate the demand for Bus & DART 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/DART 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 & DART Demand Based on CSO Data & Expected Residential Numbers

Table 6.1 Bus & DART Demand Based on CSO Data & Expected Residential Numbers					
Swords Seatown Local Elect Area	Total Population	Total Commuters Age 5+ to Work, School or College	No. of Bus Users	Stated No. of Train / DART Users *	No. of Commuters Leaving Home 7-9am to Work/Schl or College
CSO Extract	7465	5753	849	275	3438
CALCULATION OF BUS & DART DEMAND DUE TO DEVELOPMENT BASED ON LOCAL CSO DATA					
Percentage of Total Population in Area Commuting =					77.1%
Percentage of Total Population in Area Commuting By Bus =					11.4%
Percentage of Total Population in Area Commuting By Train / DART =					3.7%
Percentage of Commuters Leaving Home 7-9am =					59.8%
1065	Residents within Occupied Proposed Development, based on Bed Spaces				
121	Bus Commuters (Consistent with the Local Area Census Data)				
72	Total Additional Bus Commuters Between 7am and 9am				
39	Train / DART Commuters (Consistent with the Local Area Census Data)				
23	Total Additional Train / DART Commuters Between 7am and 9am				
* It is Assumed that the DART / Train Users are Via Sutton / Malahide (with Multi Mode use incl Bus)					

BUS/DART 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 72 seats on bus services between 7am and 9am. There will be an additional worst case potential demand for 23 DART 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 and/or Dublin Airport (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 DART.
- 3.5 In terms of **Buses**, the demand is illustrated in **Table 3.2** below - with c.2,184 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	31	2821
Total Number of Buses (7-9am) Routes Via City Centre	15	1365
Total Demand for Seats Created by Proposed Development (7-9am)		72
Percentage Impact Upon Existing Services - All Routes		2.6
Percentage Impact Upon Existing Services - Routes Via City		5.3

3.6 The resulting increased demand for bus seats is less than 3% 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 **DART** 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 DART Due to Development

DART Capacity/Demand Details	No. 7-9am	People Capacity
Commuter Services Leaving Malahide Stn 7-9am*	10	660
Total Approx People Capacity 7-9am	6600	
Total Demand Created by Proposed Development	23	
% Additional Demand Created	0.36%	
* Based on published details of New Extended Trains introduced in 2021, with Train capacity increased by 30%		

3.8 The proposed development will therefore also create an additional demand for DART seats, equating to 0.36% of the current carrying capacity. This is also considered negligible and unsurprising given the distance to DART, 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 DART, 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 DART Trains on Tuesday 16th & Wednesday 17th September 2025. We observed occupancy at the local bus stops, together with observation of DART Train occupancy at Malahide Station. The demand for services appeared greater on Wednesday 17th, and we have therefore used observations on the Wednesday for the purposes of this assessment.

3.10 For the **Bus Services**, we observed occupancy over a one hour period on both days at Bus Stops #4433, #6359 and #4330 (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 **DART Services**, we observed Train arrivals & departures over the 2 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 DART service to accommodate the additional demand created by the proposed residential development
- 3.13 We conclude that this additional demand for DART and Bus services can be accommodated within the existing services. In future, there are additional services to be created as part of Bus Connects as set out within Section 2.0 above, with additional further improvements to DART Services and also the delivery of Metro. 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 DART 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 DART capacity here.

4.0 CONCLUSIONS

- 4.1 NRB Consulting Engineers Ltd were appointed to address the Bus & DART demand and capacity associated with a planning application for a proposed residential development on lands at Greenfields, Swords, Co. Dublin.
- 4.2 The analysis of the existing and future Bus/DART 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/DART 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 & DART Services and Bus & DART 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/DART seats, with an additional 72 Bus customers and 23 DART customers during the weekday AM Commuter Peak hours 7-9am (and less during the PM Commuter peak period). This represents a total of 2.6% of the Bus capacity and 0.36% (ie way less than 1%) of DART capacity locally during this AM Period. The study also includes details of seat/space availability of existing services locally, based on an observation survey over 2 days.
- 4.4 We conclude that the additional demand for Bus/DART 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.

102

Rathingle > Copperbush > St Fintan's Road

Stop Name	Stop No.	102C	102P	102S	
Rathingle Road	3707	-	07:35	-	-
Swords Main Street	3678	-	07:42	-	-
Swords Pavillions SC	6117	-	07:44	07:10	07:20
Feltrim Business Park	3656	-	07:49	07:15	07:25
Balgriffin Cottages	1206	07:20	-	-	-
Copperbush	3576	07:23	-	-	-
Cricket Club	3584	07:27	08:02	07:28	07:38
Redfern Avenue	3607	07:36	08:11	07:37	07:47
Hillcourt	3608	07:47	-	07:48	07:58
Sutton Station	4381	07:58	-	07:59	08:09
Greenfield Road	679	08:01	-	08:02	08:12
St Fintan's Road	685	08:04	-	08:05	08:15

102

St Fintan's Road > Copperbush > Rathingle

Stop Name	Stop No.	102A			102C		102P	102S	
		MTuH	W	F	MTuH	WF	M-F	NW	W
St Fintan's Road	685	-	-	-	15:25	14:50	-	15:50	14:55
Greenfield Road	693	15:45	15:00	14:10	15:35	14:55	-	16:00	15:05
Sutton Station	4381	15:51	15:06	14:16	15:41	15:01	-	16:06	15:11
Portmarnock Community School	3612	16:03	15:18	14:28	15:53	15:13	16:10	16:18	15:23
Malahide Station	3634	16:14	15:29	14:39	16:04	15:24	16:22	16:29	15:34
Copperbush	3661	-	-	-	16:09	15:39	-	-	-
Balgriffin Cottages	1217	-	-	-	16:12	15:32	-	-	-
Feltrim Business Park	3653	16:26	15:41	14:51	-	-	16:34	16:41	15:46
Swords Pavillions SC	4330	16:31	15:46	14:56	-	-	16:39	16:46	15:51
Brookdale Drive	3705	-	-	-	-	-	16:46	-	-

MTuH - Mondays, Tuesdays and Thursdays ONLY

NW - Not Wednesdays

WF - Wednesdays and Fridays ONLY

W - Wednesdays ONLY

F - Fridays ONLY

M-F Monday - Friday

ROUTE

102A/C/P/S

Rathingle >
St Fintan's Road

	STOP NO.	102S	102C	102P
Rathingle Road	3707			
Hilltown Road	3708			
River Valley Heights	3709			
River Valley Drive	3710			
Ballintrane Wood	4925			
Highfield Green	4926			
Swords Main Street	3678			
Swords Pavilions SC	6117			
Swords Road	1041			
Seamount View	1050			
Feltrim Business Pk	3656			
Feltrim Business Pk	3653			
Waterside	6055			
Chamley Park	1073			
Estuary Road	3641			
Sacred Heart Church	3642			
Yellow Walls Rd	3643			
Balgriffin Cottages	1206			
Fingal Cemetery	1207			
St Doulagh's Church	1208			
St Doolagh's Park	1209			
Posey Row	1210			
St Nicholas NS	1211			
Chapel Road	3575			
Copperbush	3576			
Myra Manor	3577			
Streamstown Lane	3578			
Streamstown Lane	3646			
Auburn House	3579			
Malahide Demense	3580			
St Sylvesters School	3583			
Cricket Club	3584			
Malahide Station	3585			
Malahide	3586			
The Old Golf Links	3587			
Sea Park	3588			
Muldowney Court	3590			
Biscayne	3589			
Robswall Crescent	3591			
Monks Meadow	3592			
Wendell Avenue	3605			
Kelvin Close	3606			
Redfern Avenue	3607			
Hillcourt	3608			
Carrickhill Rd Lower	3609			
Portmarnock	3598			
Hazel Court	4465			
Coast Road	944			
St Rita's House	945			
Moyne Bridge	947			
Moyne Cottages	948			
The Coast	949			
Baldoyle	928			
Strand Road	951			
Burrowfield Road	952			
Station Road	953			
Sutton Station	4381			
Greenfield Road	679			
St Fintan's Road	685			

ROUTE

102A/C/P/S

St Fintan's Road >
Rathingle

102A	102S	102C	102P	STOP NO.	
				685	St Fintan's Road
				693	Greenfield Road
				4381	Sutton Station
				935	Station Road
				936	Strand Road
				913	Baldoyle
				914	Willie Nolan Road
				938	The Coast
				940	Coast Road
				941	Moyne Bridge
				942	St Rita's House
				943	Portmarnock Bridge
				4503	Hazel Grove
				3599	Portmarnock
				3610	Carrickhill Rd Lower
				3611	Ardilaun
				6135	Hillcourt
				3612	Portmarnock Comm Sch
				3613	Redfern Avenue
				3615	Wendell Avenue
				3616	Coast Road
				3618	Monks Meadow
				3619	Robswall Crescent
				3620	Biscayne
				3622	Sea Park
				3623	Mayfair
				4387	Malahide Village
				3634	Malahide Station
				3635	Cricket Club
				3636	St Sylvesters School
				3639	Malahide Castle
				3644	Malahide Demense
				3645	Auburn House
				3647	Myra Manor
				3661	Copperbush
				3573	Chapel Road
				3662	Baskin Lane
				1212	Kinsealy School
				1213	Posey Row
				1214	St Doolagh's Park
				1215	St Doulagh's Church
				1216	Fingal Cemetery
				1217	Balgriffin Cottages
				905	Yellow Walls Road
				4331	Seabury Road
				4339	Estuary Road
				6010	Waterside
				3656	Feltrim Business Pk
				3653	Feltrim Business Pk
				1039	Seamount View
				1040	Ashley Drive
				6054	Malahide Road
				4330	Swords Pavilions SC
				3691	Swords Main Street
				3572	Forest Road
				3701	Ballintrane Wood
				3702	River Valley Drive
				3088	River Valley Heights
				3704	River Valley Road
				3705	Brookdale Drive

From Lwr. Abbey St. Towards Rolestown



Sráid na Mainistreach Íochtarach, Sráid Ghairdinéir Uachtarach, Stáisiún Dhroim Conrach, Ionad Siopadóireachta Omni, Bóthar Shoird (ALSAA), Sráidbhaile Shoird, Baile Róil

Buses leave terminus at

Route Variation
v Via River Valley

Monday – Friday				Saturday				Sunday		
06:20	11:35	16:25	18:35	08:20	11:20	17:00	23:15 ^v	11:40	19:10	23:15 ^v
23:15 ^v										

Lwr. Abbey St. » 3 mins » Upr. Gardiner St. » 12 mins » Drumcondra Rail Station » 15 mins » Omni Shopping Centre » 10 mins » Swords Rd. (ALSAA) » 16 mins » Swords Village » 16 mins » Rolestown

From Rolestown Towards Lwr. Abbey St.



Baile Róil, Sráidbhaile Shoird, Bóthar Shoird (ALSAA), Ionad Siopadóireachta Omni, Stáisiún Dhroim Conrach, Sráid Ghairdinéir Uachtarach, Sráid na Mainistreach Íochtarach

Buses leave terminus at

Monday – Friday				Saturday				Sunday	
07:30	12:45	17:45	19:45	07:00	09:25	12:30	18:15	12:45	20:20

Rolestown » 16 mins » Swords Village » 16 mins » Swords Rd. (ALSAA) » 10 mins » Omni Shopping Centre » 15 mins » Drumcondra Rail Station » 12 mins » Upr. Gardiner St. » 3 mins » Lwr. Abbey St.

All times are off peak estimates



Areas served

Lwr. Abbey St.
Mountjoy Sq./Dorset St. (North Fredrick St.)
Dorset St. (North Circular Rd.)
Drumcondra Rail Station
Drumcondra Rd. Upr. (Clonturk Park)
Swords Rd. (Griffith Ave.)
Swords Rd. (Collins Ave.)
Swords Rd. (Shanowen Rd.)
Swords Rd. (Lorcan Rd.)
Swords Rd. (Santry Ave.)
Swords Rd. (Santry Stadium)
Swords Rd. (Turnapin Lane)
Cloghran Service Station
Corner Collinstown Rd.
Kealy's Pub
North Rd. to Airport
Coachman's Inn

Swords Rd. (Kettles Lane)
Swords Rd. (Kilronan House)
Swords Rd. (Pinnock Hill House)
Swords Rd. (Malahide/Feltrim Roundabout)
Swords Main St.
Rathbeale Rd. (Shopping Centre)
Holy Stud House
Broadmeadows
Kylemore House
Rathbeale Cottages
Rathbeale Hall
Rathbeale Cross
Lispopple (Lubber Wood)
Lispopple Cross
Rath Lane
Sandyhill (The Pump)
Rolestown

From Swords Business Park Towards Lwr. Abbey St.



Páirc Gnó Shoirid, Kealy's Pub, Ionad Siopadóireachta Omni, Stáisiún Dhroim Conrach, Sráid na Mainistreach Iochtarach

Buses leave terminus at

Monday – Friday	Saturday	Sunday
09:00 17:20	NO SERVICE	NO SERVICE

Swords Business Park » 15 mins » Kealy's Pub » 10 mins » Omni Shopping Centre » 15 mins » Drumcondra Train Station » 8mins » Lwr. Abbey St.

All times are off peak estimates

Fare stages	
	 
96 04	Swords Business Park
95 05	Swords Rd. (Malahide / Feltrim Roundabout)
94 06	Swords Rd. (Pinnock Hill House)
93 07	Swords Rd. (Kilronan House)
92 08	Swords Rd. (Kettles Lane)
91 09	Coachman's Inn
90 10	North Rd. to Airport
89 11	Kealy's Pub
88 12	Corner Collinstown Rd.
87 13	Cloghran Service Station
86 14	Swords Rd. (Turnapin Lane)
85 15	Swords Rd. (Santry Stadium)
84 16	Swords Rd. (Santry Ave.)
83 17	Swords Rd. (Lorcan Rd.)
82 18	Swords Rd. (Shanowen Rd.)
81 19	Swords Rd. (Collins Ave.)
80 20	Drumcondra Rd. Upr. (Griffith Avenue)
79 21	Drumcondra Rd. Upr. (Clonturk Park)
78 22	Drumcondra Rail Station
77 23	Dorset St. (North Circular Rd.)
76 24	Mountjoy Sq. / Dorset St. (North Fredrick St.)
75 25	Lwr. Abbey St.

From Lwr. Abbey St. Towards Swords Business Park



Sráid na Mainistreach Íochtarach, Stáisiún Dhroim Conrach, Ionad Siopadóireachta Omni, Kealy's Pub, Páirc Gnó Shoard

Buses leave terminus at

Monday – Friday	Saturday	Sunday
07:30 07:40	NO SERVICE	NO SERVICE

Lwr. Abbey St. » 8 mins » Drumcondra Train Station » 15 mins » Omni Shopping Centre » 10 mins » Kealy's Pub » 15 mins » Swords Business Park

All times are off peak estimates

Fare stages	 	
	75 25	Lwr. Abbey St.
	76 24	Mountjoy Sq. / Dorset St. (North Fredrick St.)
	77 23	Dorset St. (North Circular Rd.)
	78 22	Drumcondra Rail Station
	79 21	Drumcondra Rd. Upr. (Clonturk Park)
	80 20	Drumcondra Rd. Upr. (Griffith Ave.)
	81 19	Swords Rd. (Collins Ave.)
	82 18	Swords Rd. (Shanowen Rd.)
	83 17	Swords Rd. (Lorcan Rd.)
	84 16	Swords Rd. (Santry Ave.)
	85 15	Swords Rd. (Santry Stadium)
	86 14	Swords Rd. (Turnapin Lane)
	87 13	Cloghran Service Station
	88 12	Corner Collinstown Rd.
	89 11	Kealy's Pub
	90 10	North Rd. to Airport
	91 09	Coachman's Inn
	92 08	Swords Rd. (Kettles Lane)
	93 07	Swords Rd. (Kilronan House)
	94 06	Swords Rd. (Pinnock Hill House)
	95 05	Swords Rd. (Malahide / Feltrim Roundabout)
	96 04	Swords Business Park



Buses leave terminus at

Monday - Friday				Saturday				Sunday			
06:15	06:35	07:05	07:25	06:55	07:45	08:35	09:25	09:40	10:40	11:40	12:35
07:45	08:05	08:35	08:55	10:15	11:05	11:55	12:45	13:15	13:55	14:35	15:15
09:20	10:10	11:05	11:55	13:35	14:25	15:15	16:05	15:55	16:35	17:15	17:55
12:45	13:35	14:20	15:10	16:55	17:45	18:15	19:00	18:35	19:20	20:05	20:55
15:35	15:55	16:15	16:35	20:00 21:00 22:00 23:00							
16:55	17:15	17:35	17:55								
18:35	19:00	20:00	21:00								
22:00	23:00										

Talbot St. » 10 mins » Fairview (Footbridge) » 10 mins » Artane Roundabout » 10 mins » Feltrim Rd. » 30 mins » Swords Business Pk.



Buses leave terminus at

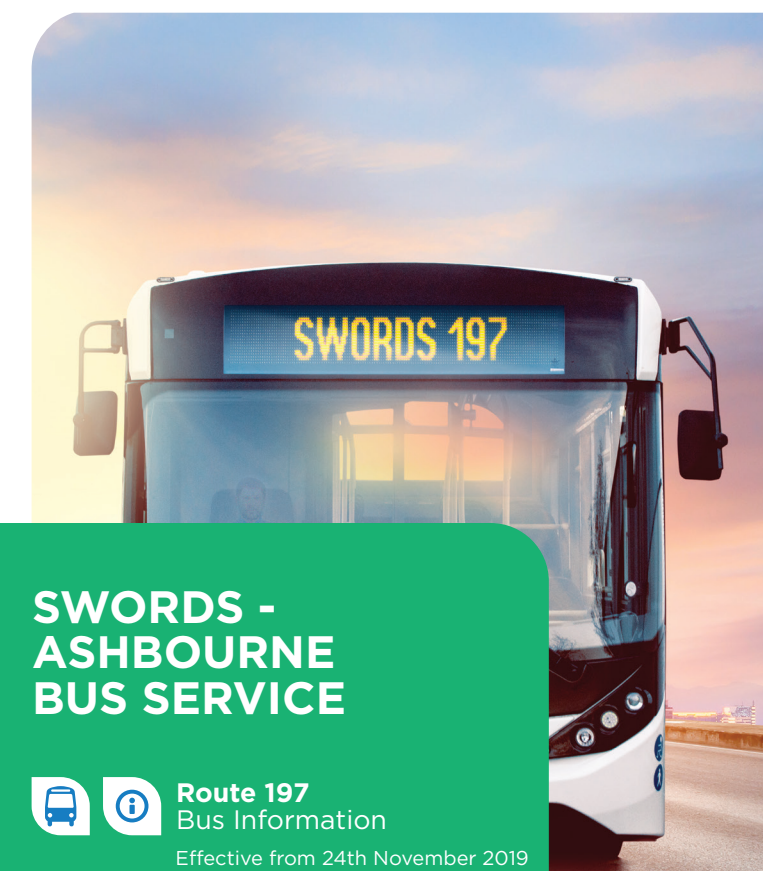
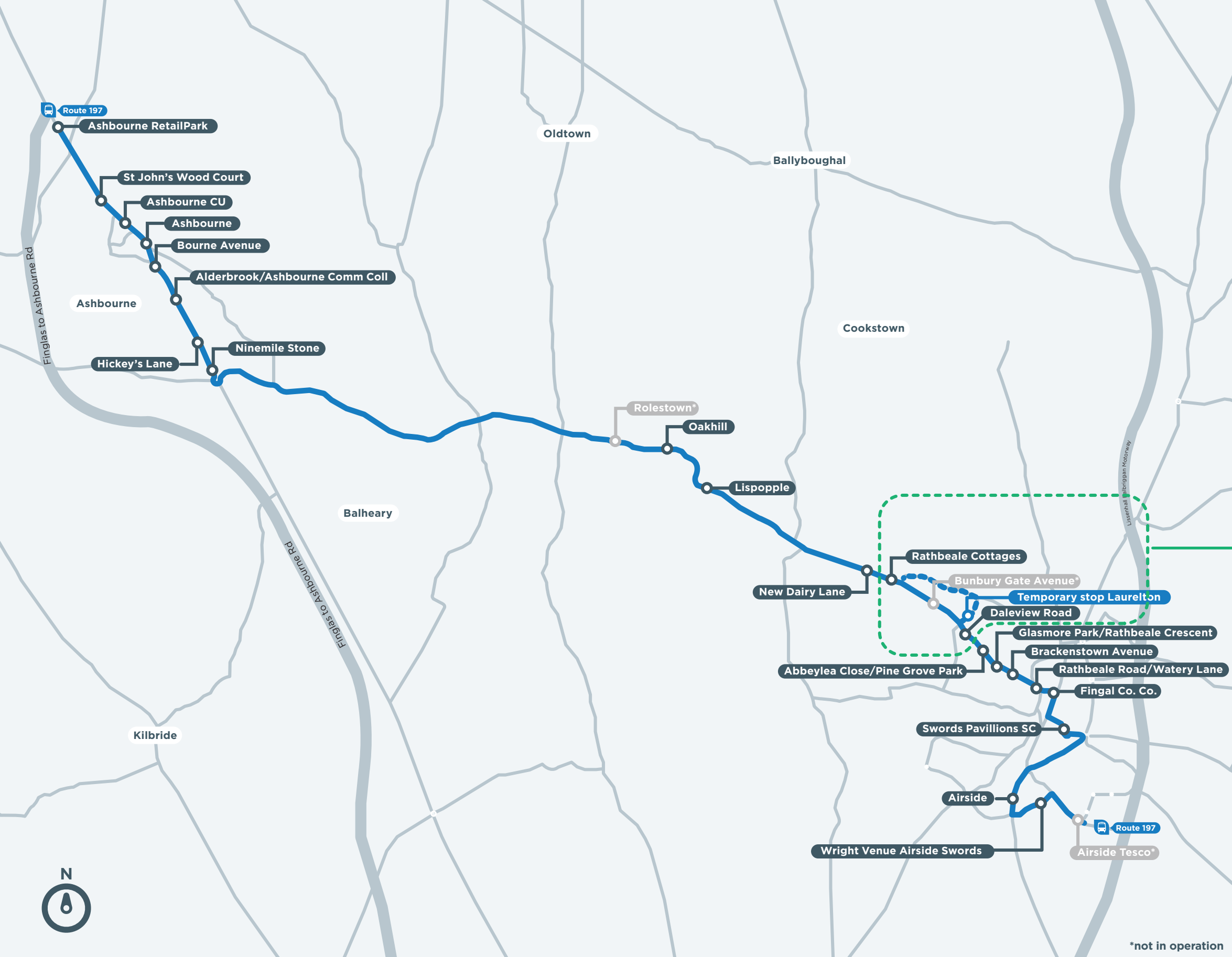
Monday - Friday				Saturday				Sunday			
06:20	06:40	07:00	07:20 _g	06:00	06:50	08:10	09:00	08:20	09:20	10:20	11:15
07:30	07:40 _g	08:00	08:20	09:50	10:40	11:30	12:20	12:10	13:05	13:55	14:35
08:40	09:00	09:45	10:35	13:10	14:00	14:50	15:40	15:15	15:55	16:35	17:15
11:25	12:20	13:10	14:00	16:30	17:20	18:10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

Route Variations
g From Glen Ellen

Swords Business Park » 30 mins » Feltrim Rd. » 10 mins » Artane Roundabout » 10 mins » Fairview (Footbridge) » 10 mins » Talbot St.

All times are off peak estimates

Fare stages		↕ ↗	
75	25 Talbot St.	87	13 Malahide Rd. (Belcamp Rd.)
76	24 Connolly Rail Station	88	12 Malahide Rd. (Airfield House)
77	23 Newcomen Bridge	89	11 Malahide Rd. (Campions Pub)
78	22 Annesley Bridge Rd.	90	10 Malahide Rd. (St. Doulagh's Church)
79	21 Fairview (St. Joseph's School)	91	09 Malahide Rd. (Kinsealy School)
80	20 Malahide Rd. (Griffith Ave.)	92	08 Malahide Rd. (Kinsealy Church)
81	19 Malahide Rd. (Collins Ave.)	93	07 Malahide Rd. (Feltrim Lane)
82	18 Malahide Rd. (Killester Park)	94	06 Kinsealy Court
83	17 Malahide Rd. (St. Brigid's Rd.)	95	05 Swords Main St.
84	16 Malahide Rd. (Brookville Park)	96	04 Swords Main St.
85	15 Malahide Rd. (Newtown Cottages)	97	03 North St. (Carnegie Court)
86	14 Malahide Rd. (Ard na Greine)	98	02 Swords Business Park



TFI National Journey Planner App

Download the free TFI National Journey Planner app for your route options.



For all up to date travel information: transportforireland.ie



Fare Information

Public Services Card Free Travel Accepted on this Route.



Visit transportforireland.ie for all up to date travel information and to use our free Journey Planner and see Real Time Information.

SWORDS - ASHBOURNE BUS SERVICE



Route 197
Bus Information

Effective from 24th November 2019

*not in operation

Stop	Luan - Aoine Monday - Friday										Sathairn Saturday										Domhnaigh & LSP Sunday & PH												
Airside Tesco*	-	-	every 1 hour until	-	-	-	-	-	-	every 1 hour until	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
Wright Venue Airside Swords, stop 7210	0702	0802		1402	1503	1613	1723	1832	1932		2332	0702	0802	0902	1002	1502	1612	1722	1832	1932	2032	2132	2232	2332	1002	1102	1502	1612	1722	1832	2332		
Airside, stop 3676	0703	0804		1404	1505	1615	1725	1834	1933		2333	0703	0803	0903	1004	1504	1614	1724	1834	1933	2033	2133	2233	2333	1003	1104	1504	1614	1724	1833	2333		
Swords Pavillions SC, stop 4330	0708	0810		1410	1513	1623	1733	1840	1938		2338	0708	0808	0908	1010	1510	1620	1730	1840	1938	2038	2138	2238	2338	1008	1110	1510	1620	1730	1838	2338		
Fingal Co Co, stop 3679	0711	0814		1414	1518	1628	1738	1844	1941		2341	0711	0811	0911	1014	1514	1624	1734	1844	1941	2041	2140	2240	2340	1010	1113	1513	1623	1733	1840	2340		
Rathbeale Road, stop 5075	0711	0814		1414	1518	1628	1739	1844	1941		2341	0711	0811	0911	1014	1514	1624	1734	1844	1941	2041	2140	2240	2340	1010	1113	1513	1623	1733	1840	2340		
Brackenstown Ave, stop 5076	0712	0815		1415	1520	1630	1740	1845	1942		2342	0712	0812	0912	1015	1515	1625	1735	1845	1942	2042	2141	2241	2341	1011	1114	1514	1624	1734	1841	2341		
Glasmore Park, stop 3682	0712	0816		1416	1520	1630	1741	1846	1942		2342	0712	0812	0912	1016	1516	1626	1736	1846	1942	2042	2141	2241	2341	1011	1115	1515	1625	1735	1841	2341		
Abbylea Close, stop 3864	0713	0817		1417	1521	1631	1742	1847	1943		2343	0713	0813	0913	1017	1517	1627	1737	1847	1943	2043	2142	2242	2342	1012	1116	1516	1626	1736	1842	2342		
Daleview Road, stop 3865	0714	0818		1418	1522	1632	1743	1848	1944		2344	0714	0814	0914	1018	1518	1628	1738	1848	1944	2044	2143	2243	2343	1013	1117	1517	1627	1737	1843	2343		
Laurelton, stop DB 4921	0715	0818		1418	1523	1633	1744	1848	1945		2345	0715	0815	0915	1018	1518	1628	1738	1848	1945	2045	2144	2244	2344	1014	1117	1517	1627	1737	1844	2344		
Rathbeale Cottages, stop 7134	0720	0825		1425	1530	1640	1752	1855	1950		2350	0720	0820	0920	1025	1525	1635	1745	1855	1950	2050	2149	2249	2349	1019	1124	every 1 hour until	1524	1634	1744	1849	every 1 hour until	2349
New Dairy Lane, stop 3867	0720	0825		1425	1530	1640	1752	1855	1950		2350	0720	0820	0920	1025	1525	1635	1745	1855	1950	2050	2149	2249	2349	1019	1124		1524	1634	1744	1849		2349
Lispopple, stop 7135	0723	0828		1428	1533	1643	1755	1858	1953		2353	0723	0823	0923	1028	1528	1638	1748	1858	1953	2053	2152	2252	2352	1022	1127		1527	1637	1747	1852		2352
Oakhill, stop 7136	0724	0830		1430	1535	1645	1757	1900	1954		2354	0724	0824	0924	1030	1530	1640	1750	1900	1954	2054	2153	2253	2353	1023	1129		1529	1639	1749	1853		2353
Rolestown*	-	-		-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
Ninemile Stone, stop 133941	0735	0842		1442	1548	1658	1809	1912	2005		0005	0735	0835	0935	1042	1542	1652	1802	1912	2005	2105	2204	2304	0004	1033	1140	1540	1650	1800	1903	0003		
Hickey's Lane, stop 106521	0736	0843		1443	1549	1659	1810	1913	2006		0006	0736	0836	0936	1043	1543	1653	1803	1913	2006	2106	2205	2305	0005	1034	1141	1541	1651	1801	1904	0004		
Alderbrook, stop 100961	0738	0846		1446	1552	1702	1813	1916	2008		0008	0738	0838	0938	1046	1546	1656	1806	1916	2008	2108	2207	2307	0007	1036	1144	1544	1654	1804	1906	0006		
Bourne Avenue, stop 101221	0739	0848		1448	1554	1704	1815	1918	2009		0009	0739	0839	0939	1048	1548	1658	1808	1918	2009	2109	2208	2308	0008	1037	1146	1546	1656	1806	1907	0007		
Ashbourne, stop 152421	0741	0850		1450	1556	1706	1817	1920	2011		0011	0741	0841	0941	1050	1550	1700	1810	1920	2011	2111	2210	2310	0010	1039	1148	1548	1658	1808	1909	0009		
Ashbourne CU, stop 100981	0741	0850		1450	1556	1706	1817	1920	2011		0011	0741	0841	0941	1050	1550	1700	1810	1920	2011	2111	2210	2310	0010	1039	1148	1548	1658	1808	1909	0009		
St John's Wood Court, stop 100991	0742	0851		1451	1558	1708	1819	1921	2012		0012	0742	0842	0942	1051	1551	1701	1811	1921	2012	2112	2211	2311	0011	1040	1149	1549	1659	1809	1910	0010		
Ashbourne Retail Park, stop 101001	0745	0854		1454	1601	1711	1822	1924	2015		0015	0745	0845	0945	1054	1554	1704	1814	1924	2015	2115	2214	2314	0014	1043	1152	1552	1702	1812	1913	0013		

Stop	Luan - Aoine Monday - Friday										Sathairn Saturday										Domhnaigh & LSP Sunday & PH																	
Ashbourne Retail Park, stop 135731	0600	0700	0800	every 1 hour until	1400	1500	1610	1720	1830	1930	every 1 hour until	2230	0600	every 1 hour until	0900	1000	every 1 hour until	1300	1400	1500	1610	1720	1830	1930	every 1 hour until	2230	0900	1000	1100	every 1 hour until	1500	1610	1720	1830	every 1 hour until	2230		
St John's Wood Court, stop 101041	0602	0703	0803		1403	1503	1613	1723	1833	1932		2232	0602		0902	1003		1303	1403	1503	1613	1723	1833	1932		2232	0902	1002	1103		1503	1613	1723	1832		2232		
Ashbourne CU, stop 101051	0603	0704	0804		1404	1504	1614	1724	1834	1933		2233	0603		0903	1004		1304	1404	1504	1614	1724	1834	1933		2233	0903	1003	1104		1504	1614	1724	1833		2233		
Ashbourne, stop 133631	0604	0706	0806		1406	1506	1616	1726	1836	1934		2234	0604		0904	1006		1306	1406	1506	1616	1726	1836	1934		2234	0904	1004	1106		1506	1616	1726	1834		2234		
Bourne Avenue, stop 101851	0604	0707	0807		1407	1507	1617	1727	1837	1934		2234	0604		0904	1007		1307	1407	1507	1617	1727	1837	1934		2234	0904	1004	1107		1507	1617	1727	1834		2234		
Ashbourne Comm Coll, stop 137091	0606	0709	0809		1409	1509	1619	1729	1839	1936		2236	0606		0906	1009		1309	1409	1509	1619	1729	1839	1936		2236	0906	1006	1109		1509	1619	1729	1836		2236		
Hickey's Lane, stop 106531	0608	0710	0810		1410	1510	1620	1730	1840	1938		2238	0608		0908	1010		1310	1410	1510	1620	1730	1840	1938		2238	0908	1008	1110		1510	1620	1730	1838		2238		
Ninemile Stone, stop 101061	0609	0712	0812		1412	1512	1622	1732	1842	1939		2239	0609		0909	1012		1312	1412	1512	1622	1732	1842	1939		2239	0909	1009	1112		1512	1622	1732	1839		2239		
Rolestown*	-	-	-		-	-	-	-	-	-		-	-		-	-		-	-	-	-	-	-	-		-	-	-	-		-	-	-	-		-	-	-
New Dairy Lane, stop 3881	0623	0730	0827		1427	1527	1637	1747	1857	1953		2253	0623		0923	1027		1327	1428	1528	1638	1748	1858	1954		2254	0924	1024	1128		1528	1638	1748	1854		2254		
Rathbeale Road, stop 5096	0623	0731	0827		1427	1527	1637	1747	1857	1953		2253	0623		0923	1027		1327	1428	1528	1638	1748	1858	1954		2254	0924	1024	1128		1528	1638	1748	1854		2254		
Rathbeale Cottages, stop 7145	0624	0732	0828		1428	1528	1638	1748	1858	1954		2254	0624		0924	1028		1328	1429	1529	1639	1749	1859	1955		2255	0925	1025	1129		1529	1639	1749	1855		2255		
Laurelton, stop DB 4920	0629	0736	0835		1435	1536	1646	1755	1905	1959	2259	0629	0929	1035	1335	1436	1536	1646	1756	1906	2000	2300	0930	1030	1136	1536	1646	1756	1900	2300								
Pine Grove Park, stop 3884	0630	0737	0836	1436	1539	1649	1756	1906	2000	2300	0630	0930	1036	1336	1437	1537	1647	1757	1907	2001	2301	0931	1031	1137	1537	1647	1757	1901	2301									
Rathhbeale Crescent, stop 3686	0631	0738	0838	1438	1540	1650	1758	1908	2001	2301	0631	0931	1038	1338	1439	1539	1649	1759	1909	2002	2302	0932	1032	1139	1539	1649	1759	1902	2302									
Brackentown Ave	0632	0738	0839	1439	1541	1651	1759	1909	2002	2302	0632	0932	1039	1339	1440	1540	1650	1800	1910	2003	2303	0933	1033	1140	1540	1650	1800	1903	2303									
Watery Lane, stop 5078	0633	0739	0839	1439	1542	1652	1759	1909	2003	2303	0633	0933	1039	1339	1440	1540	1650	1800	1910	2004	2304	0934	1034	1140	1540	1650	1800	1904	2304									
Fingal Co Co, stop 3689	0634	0740	0841	1441	1544	1654	1801	1911	2004	2304	0634	0934	1041	1341	1442	1542	1652	1802	1912	2005	2305	0935	1035	1142	1542	1652	1802	1905	2305									
Swords Main Street, stop 3690	0634	0740	0842	1442	1545	1655	1802	1912	2004	2304	0634	0934	1042	1342	1443	1543	1653	1803	1913	2005	2305	0935	1035	1143	1543	1653	1803	1905	2305									
Swords Pavillions SC, stop 6117	0637	0743	0845	1445	1549	1659	1805	1915	2007	2307	0637	0937	1045	1345	1446	1546	1656	1806	1916	2008	2308	0938	1038	1146	1546	1656	1806	1908	2308									
Airside, stop 3695	0639	0745	0847	1447	1553	1703	1807	1917	2009	2309	0639	0939	1047	1347	1448	1548	1658	1808	1918	2010	2310	0940	1040	1148	1548	1658	1808	1910	2310									
Airside, stop 7002	0641	0747	0849	1449	1555	1705	1809	1919	2011	2311	0641	0941	1049	1349	1450	1550	1700	1810	1920	2012	2312	0942	1042	1150	1550	1700	1810	1912	2312									
Airside Tesco*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-								



Fare Information

Adult	Leap	Cash
Stages 1 - 3	€1.55	€2.15
Stages 4 - 13	€2.25	€3.00
Over 13 stages	€2.50	€3.30
Xpresso	€3.00	€3.80

Child	Leap	Cash
School hours (all stages)	€0.80	€1.00
All stages	€1.00	€1.30
Xpresso	€1.26	€1.60

Note: Fares are correct at time of going to print, December 2018.

Free Travel Pass accepted on this Route.

Dublin Bus Rambler as well as Annual and Monthly TaxSaver tickets are valid on this Service.

Daily and weekly bus fare capping apply to this service, see leapcard.ie.



National Journey Planner App

Download the free TFI National Journey Planner app for your route options.



For all up to date travel information:

www.transportforireland.ie

www.goaheadireland.ie

customercomment@goaheadireland.ie

Go-Ahead Ireland - 1850 80 40 71

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Real Time Ireland



Leap Top Up



Cycle Planner



TRANSPORT
FOR
IRELAND



DUBLIN AIRPORT TO SUTTON STATION

Valid from 2nd December 2018



Route 102

Go-Ahead
Ireland

102

Sutton Station ➤ Malahide ➤ Swords ➤ Dublin Airport

Stop Name	Stop No.	Monday - Friday																																				
Sutton Station	4381	06:00	06:30	06:45	07:15	07:45	08:15	08:40	09:10	09:40	10:10	10:40	11:10	11:40	12:10	12:40	13:10	13:40	14:10	14:40	15:10	15:40	16:10	16:40	17:10	17:40	18:10	18:40	19:10	19:40	20:15	20:45	21:15	21:45	22:15	22:45	23:15	23:45
Portmarnock	3599	06:07	06:37	06:53	07:23	07:53	08:23	08:48	09:18	09:48	10:18	10:48	11:18	11:48	12:18	12:48	13:18	13:48	14:18	14:48	15:18	15:48	16:18	16:48	17:18	17:48	18:18	18:48	19:18	19:48	20:22	20:52	21:22	21:52	22:22	22:52	23:22	23:52
Malahide Village	4387	06:18	06:48	07:07	07:37	08:07	08:37	09:02	09:32	10:02	10:32	11:02	11:32	12:02	12:32	13:02	13:32	14:02	14:32	15:02	15:32	16:02	16:32	17:02	17:32	18:02	18:32	19:02	19:32	20:02	20:33	21:03	21:33	22:03	22:33	23:03	23:33	00:03
Swords Main Street	3691	06:33	07:03	07:26	07:58	08:28	08:58	09:23	09:51	10:21	10:51	11:21	11:51	12:21	12:51	13:21	13:51	14:21	14:51	15:21	15:51	16:21	16:51	17:21	17:51	18:21	18:51	19:21	19:51	20:21	20:48	21:18	21:48	22:18	22:48	23:18	23:48	00:18
Dublin Airport	7348	06:50	07:20	07:45	08:20	08:50	09:20	09:45	10:10	10:40	11:10	11:40	12:10	12:40	13:10	13:40	14:10	14:40	15:10	15:40	16:10	16:40	17:10	17:40	18:10	18:40	19:10	19:40	20:10	20:40	21:05	21:35	22:05	22:35	23:05	23:35	00:05	00:35

Stop Name	Stop No.	Saturday																																			
Sutton Station	4381	06:00	06:45	07:15	07:40	08:10	08:40	09:10	09:40	10:10	10:40	11:10	11:40	12:10	12:40	13:10	13:40	14:10	14:40	15:10	15:40	16:10	16:40	17:10	17:40	18:10	18:40	19:10	19:40	20:10	20:40	21:10	21:40	22:10	22:40	23:10	23:40
Portmarnock	3599	06:07	06:52	07:22	07:47	08:17	08:47	09:17	09:48	10:18	10:48	11:18	11:48	12:18	12:48	13:18	13:48	14:18	14:48	15:18	15:48	16:18	16:48	17:18	17:48	18:18	18:48	19:17	19:47	20:17	20:47	21:17	21:47	22:17	22:47	23:17	23:46
Malahide Village	4387	06:18	07:03	07:33	07:58	08:28	08:58	09:28	10:02	10:32	11:02	11:32	12:02	12:32	13:02	13:32	14:02	14:32	15:02	15:32	16:02	16:32	17:02	17:32	18:02	18:32	19:02	19:28	19:58	20:28	20:58	21:28	21:58	22:28	22:58	23:28	23:56
Swords Main Street	3691	06:33	07:18	07:48	08:13	08:43	09:13	09:43	10:21	10:51	11:21	11:51	12:21	12:51	13:21	13:51	14:21	14:51	15:21	15:51	16:21	16:51	17:21	17:51	18:21	18:51	19:21	19:43	20:13	20:43	21:13	21:43	22:13	22:43	23:13	23:43	00:10
Dublin Airport	7348	06:50	07:35	08:05	08:30	09:00	09:30	10:00	10:40	11:10	11:40	12:10	12:40	13:10	13:40	14:10	14:40	15:10	15:40	16:10	16:40	17:10	17:40	18:10	18:40	19:10	19:40	20:00	20:30	21:00	21:30	22:00	22:30	23:00	23:30	00:00	00:25

Stop Name	Stop No.	Sunday/Public Holiday																																	
Sutton Station	4381	08:40	09:10	09:40	10:10	10:40	11:10	11:40	12:10	12:40	13:10	13:40	14:10	14:40	15:10	15:40	16:10	16:40	17:10	17:40	18:10	18:40	19:10	19:40	20:10	20:40	21:10	21:40	22:10	22:40	23:10	23:40			
Portmarnock	3599	08:47	09:17	09:47	10:17	10:48	11:18	11:48	12:18	12:48	13:18	13:48	14:18	14:48	15:18	15:48	16:18	16:48	17:18	17:48	18:18	18:48	19:17	19:47	20:17	20:47	21:17	21:47	22:17	22:47	23:17	23:46			
Malahide Village	4387	08:58	09:28	09:58	10:28	11:02	11:32	12:02	12:32	13:02	13:32	14:02	14:32	15:02	15:32	16:02	16:32	17:02	17:32	18:02	18:32	19:02	19:28	19:58	20:28	20:58	21:28	21:58	22:28	22:58	23:28	23:56			
Swords Main Street	3691	09:13	09:43	10:13	10:43	11:21	11:51	12:21	12:51	13:21	13:51	14:21	14:51	15:21	15:51	16:21	16:51	17:21	17:51	18:21	18:51	19:21	19:43	20:13	20:43	21:13	21:43	22:13	22:43	23:13	23:43	00:10			
Dublin Airport	7348	09:30	10:00	10:30	11:00	11:40	12:10	12:40	13:10	13:40	14:10	14:40	15:10	15:40	16:10	16:40	17:10	17:40	18:10	18:40	19:10	19:40	20:00	20:30	21:00	21:30	22:00	22:30	23:00	23:30	00:00	00:25			

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Dublin Airport ➤ Swords ➤ Malahide ➤ Sutton Station

Stop Name	Stop No.	Monday - Friday																																				
Dublin Airport	7348	05:50	06:20	06:40	07:10	07:30	08:00	08:30	09:00	09:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00	18:30	19:00	19:30	20:10	20:40	21:10	21:40	22:10	22:40	23:10	23:40
Swords Main Street	3678	06:04	06:34	06:59	07:29	07:50	08:20	08:50	09:20	09:50	10:20	10:50	11:20	11:50	12:20	12:50	13:20	13:50	14:20	14:50	15:20	15:50	16:20	16:50	17:20	17:50	18:20	18:50	19:20	19:50	20:24	20:54	21:24	21:54	22:24	22:54	23:24	23:54
Malahide	3586	06:20	06:50	07:17	07:47	08:11	08:41	09:11	09:41	10:11	10:41	11:11	11:41	12:11	12:41	13:11	13:41	14:11	14:41	15:11	15:41	16:11	16:41	17:11	17:41	18:11	18:41	19:11	19:41	20:11	20:40	21:10	21:40	22:10	22:40	23:10	23:40	00:10
Portmarnock	3598	06:30	07:00	07:28	07:58	08:23	08:53	09:23	09:53	10:23	10:53	11:23	11:53	12:23	12:53	13:23	13:53	14:23	14:53	15:23	15:53	16:23	16:53	17:23	17:53	18:23	18:53	19:23	19:53	20:23	20:50	21:20	21:50	22:20	22:50	23:20	23:50	00:20
Sutton Station	4381	06:40	07:10	07:38	08:08	08:33	09:03	09:33	10:03	10:33	11:03	11:33	12:03	12:33	13:03	13:33	14:03	14:33	15:03	15:33	16:03	16:33	17:03	17:33	18:03	18:33	19:03	19:33	20:03	20:33	21:00	21:30	22:00	22:30	23:00	23:30	00:00	00:30

Stop Name	Stop No.	Saturday																																				
Dublin Airport	7348	05:45	06:15	06:45	07:15	07:45	08:15	08:45	09:15	09:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00	18:30	19:00	19:30	20:10	20:45	21:15	21:45	22:15	22:45	23:15	23:45
Swords Main Street	3678	05:59	06:29	06:59	07:29	07:59	08:29	08:59	09:29	09:50	10:20	10:50	11:20	11:50	12:20	12:50	13:20	13:50	14:20	14:50	15:20	15:50	16:20	16:50	17:20	17:50	18:20	18:50	19:20	19:50	20:24	20:59	21:29	21:59	22:29	22:59	23:29	23:59
Malahide	3586	06:15	06:45	07:15	07:45	08:15	08:45	09:15	09:45	10:11	10:41	11:11	11:41	12:11	12:41	13:11	13:41	14:11	14:41	15:11	15:41	16:11	16:41	17:11	17:41	18:11	18:41	19:11	19:41	20:11	20:40	21:15	21:45	22:15	22:45	23:15	23:45	00:15
Portmarnock	3598	06:25	06:55	07:25	07:55	08:25	08:55	09:25	09:55	10:23	10:53	11:23	11:53	12:23	12:53	13:23	13:53	14:23	14:53	15:23	15:53	16:23	16:53	17:23	17:53	18:23	18:53	19:23	19:53	20:23	20:50	21:25	21:55	22:25	22:55	23:25	23:55	00:25
Sutton Station	4381	06:35	07:05	07:35	08:05	08:35	09:05	09:35	10:05	10:33	11:03	11:33	12:03	12:33	13:03	13:33	14:03	14:33	15:03	15:33	16:03	16:33	17:03	17:33	18:03	18:33	19:03	19:33	20:03	20:33	21:00	21:35	22:05	22:35	23:05	23:35	00:05	00:35

Stop Name	Stop No.	Sunday/Public Holiday																																	
Dublin Airport	7348	08:40	09:10	09:40	10:10	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00	18:30	19:10	19:40	20:10	20:40	21:10	21:40	22:10	22:40	23:10	23:40			
Swords Main Street	3678	08:54	09:24	09:54	10:24	10:50	11:20	11:50	12:20	12:50	13:20	13:50	14:20	14:50	15:20	15:50	16:20	16:50	17:20	17:50	18:20	18:50	19:24	19:54	20:24	20:54	21:24	21:54	22:24	22:54	23:24	23:54			
Malahide	3586	09:10	09:40	10:10	10:40	11:11	11:41	12:11	12:41	13:11	13:41	14:11	14:41	15:11	15:41	16:11	16:41	17:11	17:41	18:11	18:41	19:11	19:40	20:10	20:40	21:10	21:40	22:10	22:40	23:10	23:40	00:10			
Portmarnock	3598	09:20	09:50	10:20	10:50	11:23	11:53	12:23	12:53	13:23	13:53	14:23	14:53	15:23	15:53	16:23	16:53	17:23	17:53	18:23	18:53	19:23	19:50	20:20	20:50	21:20	21:50	22:20	22:50	23:20	23:50	00:20			
Sutton Station	4381	09:30	10:00	10:30	11:00	11:33	12:03	12:33	13:03	13:33	14:03	14:33	15:03	15:33	16:03	16:33	17:03	17:33	18:03	18:33	19:03	19:33	20:00	20:30	21:00	21:30	22:00	22:30	23:00	23:30	00:00	00:30			

ROUTE

102

Dublin Airport ➤ Sutton Station

Timetable for stops
in **bold** overleaf

STOP NO.

	Aerfort BÁC	7348		Dublin Airport	
	Óstán an Maldron	3669		Maldron Hotel	
	Timp an Aerfoirt	3671		Airport Roundabout	
	Lána Stockhole	3672		Stockhole Lane	
	Club Gailf	3078		Forrest Little Golf	
	Bóthar na Foraioise	3087		Forest Road	
	Bóthar Ráth Aingil	6033		Rathingle Road	
	Ascaill na Silíní	3089		Cherry Avenue	
	Radharc na Foraioise	3090		Forest View	
	Corrán na Foraioise	3706		Forest Crescent	
	Bóthar Ráth Aingil	3707		Rathingle Road	
	Br Bhaile an Chnoic	3708		Hilltown Road	
	Arda Ghln na hAbhann	3709		River Valley Heights	
	Cde Ghln na hAbhann	3710		River Valley Drive	
	Coill Bh an Tréin	4925		Ballinrane Wood	
	Fche an Ghoirt Aird	4926		Highfield Green	
	Príomhshráid Sord	3678		Swords Main Street	
	IS Pavilions Sord	6117		Swords Pavilions SC	
	Bóthar Shoid	1041		Swords Road	
	Rc Chnocán na Mara	1050		Seamount View	
	Páirc Ghnó Feltrim	3656		Feltrim Business Pk	
	Páirc Ghnó Feltrim	3653		Feltrim Business Pk	
	Cois Uisce	6055		Waterside	
	Páirc Chamley	1073		Chamley Park	
	Bóthar an Inbhir	3641		Estuary Road	
	Séip Chroí Ró-Naofa	3642		Sacred Heart Church	
	Br na mBalláí Bui	3643		Yellow Walls Rd	
	Scoil N Sylvester	3583		St Sylvesters School	
	Club Chruiceíd	3584		Cricket Club	
	N Stn Mhullach Íde	3585		Malahide Station	
	Mullach Íde	3586		Malahide	
	An Sean-Mhach Gailf	3587		The Old Golf Links	
	Páirc na Mara	3588		Sea Park	
	Ct Uí Mhaoldomhnaigh	3590		Maldowney Court	
	Eastát na Bioscáine	3589		Biscayne	
	Corrán Bhallaí Robac	3591		Robswall Crescent	
	Cluain na Manach	3592		Monks Meadow	
	Ascaill Wendell	3605		Wendell Avenue	
	Clós Kelvin	3606		Kelvin Close	
	Asc na Raithní Rua	3607		Redfern Avenue	
	Cúirt an Chnoic	3608		Hillcourt	
	Br Chnoc na Carraige	3609		Carrickhill Rd Lower	
	Port Mearnóg	3598		Portmarnock	
	Cúirt an Choill	4465		Hazel Court	
	Bóthar an Chósta	944		Coast Road	
	Teach San Rita	945		St Rita's House	
	Droichead na Maighne	947		Moynes Bridge	
	Iostáin na Maighne	948		Moynes Cottages	
	An Cósta	949		The Coast	
	Baile Dúill	928		Baldoye	
	Bóthar na Trá	951		Strand Road	
	Gort an Choinicéir	952		Burrowfield Road	
	Bóthar an Stáisiúin	953		Station Road	
	Stn Chill Fhionntain	4381		Sutton Station	

ROUTE

102

Sutton Station ➤ Dublin Airport

STOP NO.

	Stn Chill Fhionntain	4381		Sutton Station	
	Bóthar an Stáisiúin	935		Station Road	
	Bóthar na Trá	936		Strand Road	
	Baile Dúill	913		Baldoye	
	Br Liam Uí Nualláin	914		Willie Nolan Road	
	An Cósta	938		The Coast	
	Bóthar an Chosta	940		Coast Road	
	Droichead na Maighne	941		Moynes Bridge	
	Teach San Rita	942		St Rita's House	
	Dr Phort Mearnóg	943		Portmarnock Bridge	
	Garrán an Choill	4503		Hazel Grove	
	Port Mearnóg	3599		Portmarnock	
	Br Chnoc na Carraige	3610		Carrickhill Rd Lower	
	Ardoileán	3611		Ardilaun	
	Cúirt an Chnoic	6135		Hillcourt	
	PS Phort Mearnóg	3612		Portmarnock Comm Sch	
	Asc na Raithní Rua	3613		Redfern Avenue	
	Ascaill Wendell	3615		Wendell Avenue	
	Bóthar an Chósta	3616		Coast Road	
	Cluain na Manach	3618		Monks Meadow	
	Corrán Bhallaí Robac	3619		Robswall Crescent	
	Eastát na Bioscáine	3620		Biscayne	
	Páirc na Mara	3622		Sea Park	
	Mayfair	3623		Mayfair	
	Mullach Íde	4387		Malahide Village	
	N Stn Mhullach Íde	3634		Malahide Station	
	Club Chruiceíd	3635		Cricket Club	
	Scoil N Sylvester	3636		St Sylvesters School	
	Br na mBalláí Bui	905		Yellow Walls Road	
	Bóthar Seabury	4331		Seabury Road	
	Bóthar an Inbhir	4339		Estuary Road	
	Cois Uisce	6010		Waterside	
	Páirc Ghnó Feltrim	3656		Feltrim Business Pk	
	Páirc Ghnó Feltrim	3653		Feltrim Business Pk	
	Rc Chnocán na Mara	1039		Seamount View	
	Céide Ashley	1040		Ashley Drive	
	Br Mhullach Íde	6054		Malahide Road	
	IS Pavilions Sord	4330		Swords Pavilions SC	
	Príomhshráid Sord	3691		Swords Main Street	
	Bóthar na Foraioise	3572		Forest Road	
	Coill Bh an Tréin	3701		Ballinrane Wood	
	Cde Ghln na hAbhann	3702		River Valley Drive	
	Arda Ghln na hAbhann	3088		River Valley Heights	
	Br Ghln na hAbhann	3704		River Valley Road	
	Bóthar Ráth Aingil	3705		Brookdale Drive	
	Radharc na Foraioise	733		Forest View	
	Ascaill na Silíní	6015		Cherry Avenue	
	Na Daracha	788		The Oaks	
	Club Gailf	815		Forrest Little Golf	
	Pc an Chorrhaile	3663		Corballis Park	
	Aerfort BÁC	7348		Dublin Airport	



DART



Northern Commuter Train



Timetable

192

Balbriggan to Swords
Day(s) : Monday - Sunday

BALBRIGGAN - SWORDS												
Stop Name	Stop Location	Stop No	Monday - Sunday & Public Holidays									
Balbriggan Station	Balbriggan Station	134741	06:20	07:30	09:40	11:20	13:30	15:40	17:10	19:10	21:10	22:35
Chapel Street	Tara Court	10471	06:23	07:33	09:43	11:23	13:33	15:43	17:13	19:13	21:13	22:38
Millfield Centre	Bus Shelter	134861	06:26	07:36	09:46	11:26	13:36	15:46	17:16	19:16	21:16	22:41
Balscadden	Balscadden	11771	06:32	07:42	09:52	11:32	13:42	15:52	17:22	19:22	21:22	22:47
Gormanston College	Gormanston College	10465	06:35	07:45	09:55	11:35	13:45	15:55	17:25	19:25	21:25	22:50
Gormanston	Stamullen Road	11772	06:36	07:46	09:56	11:36	13:46	15:56	17:26	19:26	21:26	22:51
The Grange	The Grange	11773	06:38	07:48	09:58	11:38	13:48	15:58	17:28	19:28	21:28	22:53
Gough's Corner	Gough's Corner	10464	06:39	07:49	09:59	11:39	13:49	15:59	17:29	19:29	21:29	22:54
Church	Stamullen Church	10463	06:40	07:50	10:00	11:40	13:50	16:00	17:30	19:30	21:30	22:55
Mountain View	Mountain View	11775	06:41	07:51	10:01	11:41	13:51	16:01	17:31	19:31	21:31	22:56
Gilligans Cross	Gilligans Cross	11776	06:44	07:54	10:04	11:44	13:54	16:04	17:34	19:34	21:34	22:59
Naul	Séamus Ennis Centre	11763	06:51	08:01	10:11	11:51	14:01	16:11	17:41	19:41	21:41	23:06
Bun-a-Knock	Bun A Knock Estate	11777	06:52	08:02	10:12	11:52	14:02	16:12	17:42	19:42	21:42	23:07
Nags Head	Nag's Head Cross Roads	11778	06:56	08:06	10:16	11:56	14:06	16:16	17:46	19:46	21:46	23:11
Browns Cross	Browns Cross	11760	07:03	08:13	10:23	12:03	14:13	16:23	17:53	19:53	21:53	23:18
Oldtown	Clara Court	11759	07:06	08:16	10:26	12:06	14:16	16:26	17:56	19:56	21:56	23:21
The Orchard	The Orchard Estate	11780	07:08	08:18	10:28	12:08	14:18	16:28	17:58	19:58	21:58	23:23
Westpalstown	Newtown Lane	11781	07:09	08:19	10:29	12:09	14:19	16:29	17:59	19:59	21:59	23:24
Ballyboughal	Ballyboughal	11782	07:14	08:24	10:34	12:14	14:24	16:34	18:04	20:04	22:04	23:29
Skidoo	Skidoo	11783	07:18	08:28	10:38	12:18	14:28	16:38	18:08	20:08	22:08	23:33
Roganstown	Roganstown Hotel	11784	07:18	08:28	10:40	12:20	14:30	16:40	18:10	20:08	22:08	23:33
Saucerstown	Roganstown South	11785	07:19	08:29	10:41	12:21	14:31	16:41	18:11	20:09	22:09	23:34
New Dairy Lane	New Dairy Lane	3881	07:21	08:31	10:43	12:23	14:33	16:43	18:13	20:11	22:11	23:36
Rathbeale Road	Rathbeale Road	5096	07:21	08:31	10:44	12:24	14:34	16:44	18:14	20:11	22:11	23:36
Rathbeale Cottages	Rathbeale Cottages	7145	07:21	08:31	10:44	12:24	14:34	16:44	18:14	20:11	22:11	23:36
Applewood CC	Opp. Cronan's Well Ave	10380	07:22	08:32	10:45	12:25	14:35	16:45	18:15	20:12	22:12	23:37
Bunbury Gate Avenue	Bunbury Gate Avenue	10381	07:23	08:33	10:46	12:26	14:36	16:46	18:16	20:13	22:13	23:38
Pine Grove Park	Pine Grove Park	3884	07:24	08:34	10:47	12:27	14:37	16:47	18:17	20:14	22:14	23:39
Rathbeale Crescent	Rathbeale Crescent	3686	07:25	08:35	10:48	12:28	14:38	16:48	18:18	20:15	22:15	23:40
Brackenstown Ave	Brackenstown Ave	5077	07:25	08:35	10:48	12:28	14:38	16:48	18:18	20:15	22:15	23:40
Watery Lane	Watery Lane	5078	07:26	08:36	10:49	12:29	14:39	16:49	18:19	20:16	22:16	23:41
Swords Castle	Swords Fingal Co Co	3689	07:27	08:37	10:50	12:30	14:40	16:50	18:20	20:17	22:17	23:42
Swords Village	Swords Main Street	3690	07:28	08:38	10:52	12:32	14:42	16:52	18:22	20:18	22:18	23:43
Swords Pavilions	Pavilions Roundabout	4330	07:30	08:40	10:55	12:35	14:45	16:55	18:25	20:20	22:20	23:45

Route

192

Balbriggan to
Swords



local link
Louth Meath Fingal



Timetable

192

Swords to Balbriggan
Day(s) : Monday - Sunday

SWORDS - BALBRIGGAN

Stop Name	Stop Location	Stop No	Monday - Sunday & Public Holidays									
Swords Pavilions	Pavilions Roundabout	4330	06:00	07:50	09:30	11:10	13:10	15:15	17:40	18:40	21:00	23:00
Swords Castle	Swords Fingal Co Co	3679	06:03	07:53	09:33	11:13	13:13	15:18	17:43	18:43	21:03	23:03
Rathbeale Road	Rathbeale Road	5075	06:04	07:54	09:34	11:14	13:14	15:19	17:44	18:44	21:04	23:04
Brackenstown Ave	Brackenstown Ave	5076	06:05	07:55	09:35	11:15	13:15	15:20	17:45	18:45	21:05	23:05
Glasmore Park	Glasmore Park	3682	06:06	07:56	09:36	11:16	13:16	15:21	17:46	18:46	21:06	23:06
Abbylea Close	Abbylea Close	3864	06:06	07:56	09:36	11:16	13:16	15:21	17:46	18:46	21:06	23:06
Daleview Road	Daleview Road	3865	06:07	07:57	09:37	11:17	13:17	15:22	17:47	18:47	21:07	23:07
Bunbury Gate Avenue	Bunbury Gate Avenue	7133	06:07	07:57	09:37	11:17	13:17	15:22	17:47	18:47	21:07	23:07
Applewood CC	Near Cronan's Well Ave	10377	06:08	07:58	09:38	11:18	13:18	15:23	17:48	18:48	21:08	23:08
Rathbeale Cottages	Rathbeale Cottages	7134	06:09	07:59	09:39	11:19	13:19	15:24	17:49	18:49	21:09	23:09
New Dairy Lane	New Dairy Lane	3867	06:10	08:00	09:40	11:20	13:20	15:25	17:50	18:50	21:10	23:10
Saucerstown	Roganstown Houses	11753	06:12	08:02	09:42	11:22	13:22	15:27	17:52	18:52	21:12	23:12
Roganstown	Roganstown Hotel	11754	06:12	08:02	09:42	11:22	13:22	15:27	17:52	18:52	21:12	23:12
Skidoo	Skidoo	11755	06:13	08:03	09:43	11:23	13:23	15:28	17:53	18:53	21:13	23:13
Ballyboughal	Ballyboughal	11756	06:19	08:09	09:49	11:29	13:29	15:34	17:59	18:59	21:19	23:18
Westpalstown	Newtown Lane	11757	06:24	08:14	09:54	11:34	13:34	15:39	18:04	19:04	21:24	23:21
The Orchard	Opp. Orchard Estate	11758	06:25	08:15	09:55	11:35	13:35	15:40	18:05	19:05	21:25	23:24
Oldtown	Clara Court	11779	06:27	08:17	09:57	11:37	13:37	15:42	18:07	19:07	21:27	23:25
Browns Cross	Browns Cross	11760	06:28	08:18	09:58	11:38	13:38	15:43	18:08	19:08	21:28	23:27
Nags Head	Nag's Head Cross Roads	11761	06:35	08:25	10:05	11:45	13:45	15:50	18:15	19:15	21:35	23:33
Bun-a-Knock	Bun A Knock Estate	11762	06:40	08:30	10:10	11:50	13:50	15:55	18:20	19:20	21:40	23:36
Naul	Opp. Séamus Ennis Cntr	12054	06:42	08:32	10:12	11:52	13:52	15:57	18:22	19:22	21:42	23:37
Gilligans Cross	Gilligans Cross	10469	06:49	08:39	10:19	11:59	13:59	16:04	18:29	19:29	21:49	23:41
Mountain View	Mountain View	10462	06:52	08:42	10:22	12:02	14:02	16:07	18:32	19:32	21:52	23:44
Stamullen Church	Stamullen Church	11764	06:53	08:43	10:23	12:03	14:03	16:08	18:33	19:33	21:53	23:44
Stamullen	Gough's Corner	11765	06:54	08:44	10:24	12:04	14:04	16:09	18:34	19:34	21:54	23:45
The Grange	The Grange	11766	06:55	08:45	10:25	12:05	14:05	16:10	18:35	19:35	21:55	23:46
Gormanston	Stamullen Road	11767	06:57	08:47	10:27	12:07	14:07	16:12	18:37	19:37	21:57	23:48
Gormanston College	Gormanston College	10465	06:58	08:48	10:28	12:08	14:08	16:13	18:38	19:38	21:58	23:49
Balscadden	Balscadden	11768	07:01	08:51	10:31	12:11	14:11	16:16	18:41	19:41	22:01	23:51
Clonard Rd	Clonard Rd	109301	07:06	08:56	10:36	12:16	14:16	16:21	18:46	19:46	22:06	23:56
Millfield Centre	Bus Shelter	134861	07:07	08:57	10:37	12:17	14:17	16:22	18:47	19:47	22:07	23:57
Chapel Street	Peter & Paul School	11769	07:09	08:59	10:39	12:19	14:19	16:24	18:49	19:49	22:09	23:59
Balbriggan Station	Balbriggan Station	134741	07:10	09:00	10:40	12:20	14:20	16:25	18:50	19:50	22:10	00:00

For more information



Tel: **046 9074830 or 1800 303707**



Web: www.locallinklmf.ie

Email: lmf@locallink.ie



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Operated By:
**TFI Local Link Louth Meath Fingal,
Unit 23, Mullaghboy Industrial Estate
Navan, Co. Meath,
C15 WK09**



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TFI Leap
Top-Up app



TFI Go
app

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connections are on the National Journey Planner at:
www.transportforireland.ie

Service does not operate on Christmas Day

Information correct at time of print: **September 2025**



33B

Swords - Donabate - Portrane



Mondays to Fridays

	Service number	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B
4330	Swords (Pavilions SC)	0625	0650	0710	0730	0815	0845	0920	0950	1020	1050	1120	1150	1220	1250	1320	1350	1420	1502	1530	1605	1640	1715	1750	1825	1905	2010	2110
3679	Swords (opp. Fingal County Hall)	0628	0653	0714	0734	0819	0849	0924	0954	1024	1054	1124	1154	1224	1254	1324	1354	1424	1506	1535	1610	1645	1720	1755	1830	1909	2013	2113
3720	Donabate (Train Station)	0638	0703	0726	0746	0831	0901	0936	1006	1036	1106	1136	1206	1236	1306	1336	1406	1436	1518	1547	1622	1657	1732	1807	1842	1921	2023	2123
7204	Portrane (Seaview Park)	0645	0710	0734	0754	0839	0909	0944	1014	1044	1114	1144	1214	1244	1314	1344	1414	1444	1526	1556	1631	1706	1741	1816	1851	1929	2030	2130
3732	Portrane (Marsh Lane)	0648	0713	0737	0757	0842		0947		1047		1147		1247		1347		1447		1559		1709		1819		1932	2033	2133

	Service number	33B	33B	33B
4330	Swords (Pavilions SC)	2210	2310	2400
3679	Swords (opp. Fingal County Hall)	2213	2313	2403
3720	Donabate (Train Station)	2223	2322	2412
7204	Portrane (Seaview Park)	2230	2328	2418
3732	Portrane (Marsh Lane)	2233	2331	2421

33B

Portrane - Donabate - Swords

Mondays to Fridays

	Service number	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	
3732	Portrane (Marsh Lane)	0615	0640	0655	0717	0750	0810	0847		0948		1048		1148		1248		1348		1448		1602		1712		1822		1937
7204	Portrane (Seaview Park)	0618	0643	0658	0721	0754	0814	0851	0913	0952	1018	1052	1118	1152	1218	1252	1318	1352	1418	1452	1530	1606	1637	1716	1747	1826	1858	1940
3739	Portrane (St. Ita's Hospital)	0621	0646	0701	0725	0758	0818	0855	0917		1022		1122		1222		1322		1422		1534		1641		1751		1902	1943
3744	Donabate (Train Station)	0628	0653	0708	0733	0806	0826	0903	0925	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1542	1614	1649	1724	1759	1834	1910	1950
3689	Swords (Fingal County Hall)	0638	0703	0718	0745	0820	0840	0917	0937	1012	1042	1112	1142	1212	1242	1312	1342	1412	1442	1512	1554	1628	1703	1738	1813	1848	1922	2000
4330	Swords (Pavilions SC)	0641	0706	0721	0748	0824	0844	0921	0940	1015	1045	1115	1145	1215	1245	1315	1345	1415	1445	1515	1557	1632	1707	1742	1817	1852	1925	2003

	Service number	33B	33B	33B	33B
3732	Portrane (Marsh Lane)	2037	2137	2237	2334
7204	Portrane (Seaview Park)	2040	2140	2240	2337
3739	Portrane (St. Ita's Hospital)	2043	2143	2243	
3744	Donabate (Train Station)	2050	2150	2250	2343
3689	Swords (Fingal County Hall)	2100	2200	2300	2351
4330	Swords (Pavilions SC)	2103	2203	2303	2354

Operated By:



33B

Swords - Donabate - Portrane



Saturdays

Service number 33B

4330	Swords (Pavilions SC)	0645	0745	0845	0920	0950	1020	1050	1120	1150	1220	1250	1320	1350	1420	1450	1525	1555	1630	1705	1740	1815	1850	1950	2050	2150	2250	2400
3679	Swords (opp. Fingal County Hall)	0648	0748	0848	0923	0954	1024	1054	1124	1154	1224	1254	1324	1354	1424	1454	1529	1559	1634	1709	1744	1819	1853	1953	2053	2153	2253	2403
3720	Donabate (Train Station)	0658	0758	0858	0933	1006	1036	1106	1136	1206	1236	1306	1336	1406	1436	1506	1541	1611	1646	1721	1756	1831	1903	2003	2103	2203	2302	2412
7204	Portrane (Seaview Park)	0705	0805	0905	0940	1014	1044	1114	1144	1214	1244	1314	1344	1414	1444	1514	1549	1619	1654	1729	1804	1839	1910	2010	2110	2210	2308	2418
3732	Portrane (Marsh Lane)	0708	0808	0908	0943		1047		1147		1247		1347		1447		1552		1657		1807		1913	2013	2113	2213	2311	2421

33B

Portrane - Donabate - Swords

Saturdays

Service number 33B

3732	Portrane (Marsh Lane)	0612	0712	0812	0912	0947		1048		1148		1248		1348		1448		1553		1703		1813		1917	2017	2117	2217	2314
7204	Portrane (Seaview Park)	0615	0715	0815	0915	0950	1018	1052	1118	1152	1218	1252	1318	1352	1418	1452	1518	1557	1628	1707	1738	1817	1850	1920	2020	2120	2220	2317
3739	Portrane (St. Ita's Hospital)	0618	0718	0818	0918	0953	1022		1122		1222		1322		1422		1522		1632		1742		1853	1923	2023	2123	2223	
3744	Donabate (Train Station)	0625	0725	0825	0925	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1605	1640	1715	1750	1825	1900	1930	2030	2130	2230	2323
3689	Swords (Fingal County Hall)	0635	0735	0835	0935	1010	1042	1112	1142	1212	1242	1312	1342	1412	1442	1512	1542	1617	1652	1727	1802	1837	1910	1940	2040	2140	2240	2331
4330	Swords (Pavilions SC)	0638	0738	0838	0938	1013	1045	1115	1145	1215	1245	1315	1345	1415	1445	1515	1545	1620	1655	1730	1805	1840	1913	1943	2043	2143	2243	2334

Operated By:



33B

Swords - Donabate - Portrane



Sundays and Public Holidays

	Service number	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B
4330	Swords (Pavilions SC)	0840	0940	1010	1040	1120	1150	1220	1250	1320	1350	1420	1450	1525	1555	1630	1705	1755	1910	2010	2110	2210	2310	2400
3679	Swords (opp. Fingal County Hall)	0843	0943	1013	1044	1124	1154	1224	1254	1324	1354	1424	1454	1529	1559	1634	1709	1759	1913	2013	2113	2213	2313	2403
3720	Donabate (Train Station)	0853	0953	1023	1056	1136	1206	1236	1306	1336	1406	1436	1506	1541	1611	1646	1721	1811	1923	2023	2123	2223	2322	2412
7204	Portrane (Seaview Park)	0900	1000	1030	1104	1144	1214	1244	1314	1344	1414	1444	1514	1549	1619	1654	1729	1819	1930	2030	2130	2230	2328	2418
3732	Portrane (Marsh Lane)	0903	1003	1033		1147		1247		1347		1447		1552		1657		1822	1933	2033	2133	2233	2331	2421

33B

Portrane - Donabate - Swords

Sundays and Public Holidays

	Service number	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B	33B
3732	Portrane (Marsh Lane)	0907	1007	1037		1148		1248		1348		1448		1553		1703		1837	1937	2037	2137	2237	2334
7204	Portrane (Seaview Park)	0910	1010	1040	1108	1152	1218	1252	1318	1352	1418	1452	1518	1557	1628	1707	1738	1840	1940	2040	2140	2240	2337
3739	Portrane (St. Ita's Hospital)	0913	1013	1043	1112		1222		1322		1422		1522		1632		1742	1843	1943	2043	2143	2243	
3744	Donabate (Train Station)	0920	1020	1050	1120	1200	1230	1300	1330	1400	1430	1500	1530	1605	1640	1715	1750	1850	1950	2050	2150	2250	2343
3689	Swords (Fingal County Hall)	0930	1030	1100	1132	1212	1242	1312	1342	1412	1442	1512	1542	1617	1652	1727	1802	1900	2000	2100	2200	2300	2351
4330	Swords (Pavilions SC)	0933	1033	1103	1135	1215	1245	1315	1345	1415	1445	1515	1545	1620	1655	1730	1805	1903	2003	2103	2203	2303	2354

Operated By:





Operating day		Monday - Friday												
Dublin (Busáras)	dep	06:30	07:00	07:30	08:00	08:20	08:40	09:00	09:20	09:40				
Dublin Busaras (Gate 15)		03:30	04:30	05:30	06:00									
Mountjoy Sq West		P 03:35	P 04:35	P 05:35	P 06:05	P 06:35	P 07:06	P 07:36	P 08:06	P 08:26	P 08:46	P 09:06	P 09:26	P 09:46
Drumcondra Rail Stn		P 03:38	P 04:38	P 05:38	P 06:08	P 06:38	P 07:14	P 07:44	P 08:14	P 08:34	P 08:52	P 09:12	P 09:32	P 09:52
DCU St. Patrick's		P 03:40	P 04:40	P 05:40	P 06:10	P 06:40	P 07:16	P 07:46	P 08:16	P 08:36	P 08:54	P 09:14	P 09:34	P 09:54
Whitehall College		P 03:41	P 04:41	P 05:41	P 06:11	P 06:41	P 07:19	P 07:49	P 08:19	P 08:39	P 08:57	P 09:17	P 09:37	P 09:57
Whitehall Church		P 03:43	P 04:43	P 05:43	P 06:13	P 06:43	P 07:23	P 07:53	P 08:23	P 08:43	P 09:01	P 09:21	P 09:41	P 10:01
Omni Park SC		P 03:45	P 04:45	P 05:45	P 06:15	P 06:45	P 07:27	P 07:57	P 08:27	P 08:47	P 09:06	P 09:26	P 09:46	P 10:06
Dublin Airport (Zone 13 Stop 12)		P 03:55	P 04:55	P 05:55	P 06:25	P 06:55	P 07:40	P 08:10	P 08:40	P 09:00	P 09:18	P 09:38	P 09:58	P 10:18
Airside		P 04:00	P 05:00	P 06:00	P 06:30	P 07:00	P 07:45	P 08:15	P 08:45	P 09:05	P 09:23	P 09:43	P 10:03	P 10:23
Swords Pavilions		P 04:02	P 05:02	P 06:02	P 06:32	P 07:02	P 07:47	P 08:17	P 08:47	P 09:07	P 09:25	P 09:45	P 10:05	P 10:25
Seatown Villas		P 04:03	P 05:03	P 06:03	P 06:33	P 07:04	P 07:49	P 08:19	P 08:49	P 09:09	P 09:27	P 09:47	P 10:07	P 10:27
Balheary Park		P 04:05	P 05:05	P 06:05	P 06:35	P 07:05	P 07:50	P 08:20	P 08:50	P 09:10	P 09:28	P 09:48	P 10:08	P 10:28
Turvey Avenue		04:09	05:09	06:09	06:39	07:10	07:54	08:24	08:54	09:14	09:32	09:52	10:12	10:32
Blakes Cross		04:10	05:10	06:10	06:40	07:11	07:56	08:26	08:56	09:16	09:34	09:54	10:14	10:34
Corduff School		04:11	05:11	06:11	06:41	07:13	07:57	08:27	08:57	09:17	09:35	09:55	10:15	10:35
Ministers Cross		04:13	05:13	06:13	06:43	07:14	07:58	08:28	08:58	09:18	09:36	09:56	10:16	10:36
Ballough (Opp Man of War)		04:14	05:14	06:14	06:44	07:15	07:59	08:29	08:59	09:19	09:37	09:57	10:17	10:37
Five Roads		04:16	05:16	06:16	06:46	07:17	08:01	08:31	09:01	09:21	09:39	09:59	10:19	10:39
Grooms		04:18	05:18	06:18	06:48	07:20	08:03	08:33	09:03	09:23	09:41	10:01	10:21	10:41
Courtough		04:19	05:19	06:19	06:49	07:21	08:05	08:35	09:05	09:25	09:43	10:03	10:23	10:43
Balrothery (Opp Balrothery Inn)		04:21	05:21	06:21	06:51	07:24	08:07	08:37	09:07	09:27	09:45	10:05	10:25	10:45
Balrothery (Opp Kingdom Hall)		04:22	05:22	06:22	06:52	07:25	08:08	08:38	09:08	09:28	09:46	10:06	10:26	10:46
Balbriggan (Opp Golf Club)		04:22	05:22	06:22	06:52	07:25	08:09	08:39	09:09	09:29	09:46	10:06	10:26	10:46
Balbriggan (Opp Wavin)		04:23	05:23	06:23	06:53	07:26	08:09	08:39	09:09	09:29	09:47	10:07	10:27	10:47
Peter & Paul Church		04:24	05:24	06:24	06:54	07:27	08:11	08:41	09:11	09:31	09:48	10:08	10:28	10:48
Balbriggan (Community Centre)		04:25	05:25	06:25	06:55	07:29	08:13	08:43	09:13	09:33	09:50	10:10	10:30	10:50
Balbriggan (Community College)		04:26	05:26	06:26	06:56	07:31	08:16	08:46	09:16	09:36	09:53	10:13	10:33	10:53
Balbriggan (Bath Rd Service Station)		04:27	05:27	06:27	06:57	07:32	08:17	08:47	09:17	09:37	09:54	10:14	10:34	10:54
Balbriggan (Garda Station)		04:29	05:29	06:29	06:59	07:33	08:18	08:48	09:18	09:38	09:55	10:15	10:35	10:55
Bremore		04:29	05:29	06:29	06:59	07:33	08:19	08:49	09:19	09:39	09:56	10:16	10:36	10:56
Gormanstown Cross (Northbound)		04:32	05:32	06:32	07:02	07:37	08:22	08:52	09:22	09:42	09:59	10:19	10:39	10:59
Huntsman Inn		04:33	05:33	06:33	07:03	07:38	08:23	08:53	09:23	09:43	10:00	10:20	10:40	11:00
Bellewstown Cross (Northbound)		04:36	05:36	06:36	07:06	07:41	08:26	08:56	09:26	09:46	10:03	10:23	10:43	11:03
Mosney Cross		04:37	05:37	06:37	07:07	07:42	08:27	08:57	09:27	09:47	10:03	10:23	10:43	11:03
Whitecross (Opp School)		04:39	05:39	06:39	07:09	07:44	08:29	08:59	09:29	09:49	10:05	10:25	10:45	11:05
Julianstown (Jctn Laytown Rd)		04:40	05:40	06:40	07:10	07:46	08:30	09:00	09:30	09:50	10:06	10:26	10:46	11:06
Ross Na Ri (Moore Hall Lodge)		04:43	05:43	06:43	07:13	07:49	08:33	09:03	09:33	09:53	10:09	10:29	10:49	11:09
Drogheda (Deepforde Estate)		D 04:44	D 05:44	D 06:44	D 07:14	D 07:50	D 08:35	D 09:05	D 09:35	D 09:55	D 10:11	D 10:31	D 10:51	D 11:11
Drogheda (Opp Rail Station)		D 04:48	D 05:48	D 06:48	D 07:18	D 07:57	D 08:43	D 09:13	D 09:43	D 10:03	D 10:17	D 10:37	D 10:57	D 11:17
Drogheda (St Marys Church)		D 04:49	D 05:49	D 06:49	D 07:19	D 07:58	D 08:43	D 09:13	D 09:43	D 10:03	D 10:17	D 10:37	D 10:57	D 11:17
Drogheda (Bus Station)	arr	04:53	05:53	06:53	07:23	08:02	08:50	09:20	09:50	10:10	10:24	10:44	11:04	11:24

D = Drop off only
P = Pick up only

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Operating day		Monday - Friday													
Dublin (Busáras)	dep	10:00	10:20	10:45	11:15	11:45	12:15	12:45	13:15	13:45	14:15	14:45	15:05	15:25	
Dublin Busaras (Gate 15)															
Mountjoy Sq West	P	10:06 P	10:26 P	10:51 P	11:21 P	11:51 P	12:21 P	12:51 P	13:21 P	13:51 P	14:21 P	14:51 P	15:11 P	15:31	
Drumcondra Rail Stn	P	10:12 P	10:32 P	10:57 P	11:26 P	11:56 P	12:26 P	12:56 P	13:26 P	13:56 P	14:26 P	14:56 P	15:16 P	15:38	
DCU St. Patrick's	P	10:14 P	10:34 P	10:59 P	11:29 P	11:59 P	12:29 P	13:00 P	13:30 P	14:00 P	14:30 P	15:00 P	15:20 P	15:43	
Whitehall College	P	10:17 P	10:37 P	11:02 P	11:32 P	12:02 P	12:32 P	13:05 P	13:35 P	14:05 P	14:35 P	15:05 P	15:25 P	15:49	
Whitehall Church	P	10:21 P	10:41 P	11:06 P	11:35 P	12:05 P	12:35 P	13:08 P	13:38 P	14:08 P	14:38 P	15:08 P	15:28 P	15:53	
Omni Park SC	P	10:26 P	10:46 P	11:11 P	11:39 P	12:09 P	12:39 P	13:13 P	13:43 P	14:13 P	14:43 P	15:13 P	15:33 P	15:57	
Dublin Airport (Zone 13 Stop 12)	P	10:38 P	10:58 P	11:23 P	11:55 P	12:25 P	12:55 P	13:26 P	13:56 P	14:26 P	14:56 P	15:26 P	15:46 P	16:12	
Airside	P	10:43 P	11:03 P	11:28 P	12:01 P	12:31 P	13:01 P	13:32 P	14:02 P	14:32 P	15:02 P	15:32 P	15:52 P	16:18	
Swords Pavilions	P	10:45 P	11:05 P	11:30 P	12:04 P	12:34 P	13:04 P	13:35 P	14:05 P	14:35 P	15:05 P	15:35 P	15:55 P	16:21	
Seatown Villas	P	10:47 P	11:07 P	11:32 P	12:06 P	12:36 P	13:06 P	13:37 P	14:07 P	14:37 P	15:07 P	15:37 P	15:57 P	16:24	
Balheary Park	P	10:48 P	11:08 P	11:33 P	12:07 P	12:37 P	13:07 P	13:39 P	14:09 P	14:39 P	15:09 P	15:39 P	15:59 P	16:27	
Turvey Avenue		10:52	11:12	11:37	12:12	12:42	13:12	13:45	14:15	14:45	15:15	15:45	16:05	16:32	
Blakes Cross		10:54	11:14	11:39	12:14	12:44	13:14	13:46	14:16	14:46	15:16	15:46	16:06	16:34	
Corduff School		10:55	11:15	11:40	12:15	12:45	13:15	13:48	14:18	14:48	15:18	15:48	16:08	16:36	
Ministers Cross		10:56	11:16	11:41	12:16	12:46	13:16	13:49	14:19	14:49	15:19	15:49	16:09	16:37	
Ballough (Opp Man of War)		10:57	11:17	11:42	12:17	12:47	13:17	13:50	14:20	14:50	15:20	15:50	16:10	16:38	
Five Roads		10:59	11:19	11:44	12:19	12:49	13:19	13:52	14:22	14:52	15:22	15:52	16:12	16:40	
Grooms		11:01	11:21	11:46	12:21	12:51	13:21	13:54	14:24	14:54	15:24	15:54	16:14	16:42	
Courtough		11:03	11:23	11:48	12:23	12:53	13:23	13:56	14:26	14:56	15:26	15:56	16:16	16:43	
Balrothery (Opp Balrothery Inn)		11:05	11:25	11:50	12:25	12:55	13:25	13:58	14:28	14:58	15:28	15:58	16:18	16:45	
Balrothery (Opp Kingdom Hall)		11:06	11:26	11:51	12:26	12:56	13:26	13:59	14:29	14:59	15:29	15:59	16:19	16:46	
Balbriggan (Opp Golf Club)		11:06	11:26	11:51	12:26	12:56	13:26	13:59	14:29	14:59	15:29	15:59	16:19	16:47	
Balbriggan (Opp Wavin)		11:07	11:27	11:52	12:27	12:57	13:27	14:00	14:30	15:00	15:30	16:00	16:20	16:48	
Peter & Paul Church		11:08	11:28	11:53	12:28	12:58	13:28	14:02	14:32	15:02	15:32	16:02	16:22	16:50	
Balbriggan (Community Centre)		11:10	11:30	11:55	12:31	13:01	13:31	14:05	14:35	15:05	15:35	16:05	16:25	16:52	
Balbriggan (Community College)		11:13	11:33	11:58	12:34	13:04	13:34	14:08	14:38	15:08	15:38	16:08	16:28	16:55	
Balbriggan (Bath Rd Service Station)		11:14	11:34	11:59	12:35	13:05	13:35	14:09	14:39	15:09	15:39	16:09	16:29	16:57	
Balbriggan (Garda Station)		11:15	11:35	12:00	12:37	13:07	13:37	14:11	14:41	15:11	15:41	16:11	16:31	16:58	
Bremore		11:16	11:36	12:01	12:37	13:07	13:37	14:11	14:41	15:11	15:41	16:11	16:31	16:59	
Gormanstown Cross (Northbound)		11:19	11:39	12:04	12:40	13:10	13:40	14:15	14:45	15:15	15:45	16:15	16:35	17:02	
Huntsman Inn		11:20	11:40	12:05	12:42	13:12	13:42	14:16	14:46	15:16	15:46	16:16	16:36	17:03	
Bellewstown Cross (Northbound)		11:23	11:43	12:08	12:45	13:15	13:45	14:19	14:49	15:19	15:49	16:19	16:39	17:06	
Mosney Cross		11:23	11:43	12:08	12:45	13:15	13:45	14:20	14:50	15:20	15:50	16:20	16:40	17:07	
Whitecross (Opp School)		11:25	11:45	12:10	12:47	13:17	13:47	14:22	14:52	15:22	15:52	16:22	16:42	17:09	
Julianstown (Jctn Laytown Rd)		11:26	11:46	12:11	12:49	13:19	13:49	14:24	14:54	15:24	15:54	16:24	16:44	17:10	
Ross Na Ri (Moore Hall Lodge)		11:29	11:49	12:14	12:52	13:22	13:52	14:27	14:57	15:27	15:57	16:27	16:47	17:13	
Drogheda (Deepforde Estate)	D	11:31 D	11:51 D	12:16 D	12:53 D	13:23 D	13:53 D	14:29 D	14:59 D	15:29 D	15:59 D	16:29 D	16:49 D	17:15	
Drogheda (Opp Rail Station)	D	11:37 D	11:57 D	12:22 D	12:59 D	13:29 D	13:59 D	14:37 D	15:07 D	15:37 D	16:07 D	16:37 D	16:57 D	17:23	
Drogheda (St Marys Church)	D	11:37 D	11:57 D	12:22 D	13:00 D	13:30 D	14:00 D	14:37 D	15:07 D	15:37 D	16:07 D	16:37 D	16:57 D	17:23	
Drogheda (Bus Station)	arr	11:44	12:04	12:29	13:07	13:37	14:07	14:44	15:14	15:44	16:14	16:44	17:04	17:30	

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Operating day		Monday - Friday													
Dublin (Busáras)	dep	15:45	16:05	16:25	16:45	17:05	17:35	17:55	18:15	18:35	18:55	19:15	19:40	20:00	
Dublin Busaras (Gate 15)															
Mountjoy Sq West		P 15:51 P	16:11 P	16:32 P	16:52 P	17:12 P	17:42 P	18:02 P	18:23 P	18:41 P	19:01 P	19:21 P	19:46 P	20:05	
Drumcondra Rail Stn		P 15:58 P	16:18 P	16:39 P	16:59 P	17:19 P	17:48 P	18:07 P	18:27 P	18:46 P	19:06 P	19:25 P	19:50 P	20:10	
DCU St. Patrick's		P 16:03 P	16:23 P	16:44 P	17:04 P	17:24 P	17:52 P	18:11 P	18:30 P	18:49 P	19:09 P	19:28 P	19:53 P	20:12	
Whitehall College		P 16:09 P	16:29 P	16:50 P	17:10 P	17:30 P	17:57 P	18:15 P	18:33 P	18:53 P	19:13 P	19:32 P	19:57 P	20:16	
Whitehall Church		P 16:13 P	16:33 P	16:54 P	17:14 P	17:34 P	18:01 P	18:19 P	18:36 P	18:57 P	19:17 P	19:35 P	20:00 P	20:18	
Omni Park SC		P 16:17 P	16:37 P	16:58 P	17:18 P	17:38 P	18:05 P	18:23 P	18:39 P	19:00 P	19:20 P	19:38 P	20:03 P	20:21	
Dublin Airport (Zone 13 Stop 12)		P 16:32 P	16:52 P	17:14 P	17:34 P	17:54 P	18:19 P	18:37 P	18:50 P	19:12 P	19:32 P	19:49 P	20:14 P	20:32	
Airside		P 16:38 P	16:58 P	17:21 P	17:41 P	18:01 P	18:25 P	18:43 P	18:56 P	19:18 P	19:38 P	19:55 P	20:20 P	20:37	
Swords Pavilions		P 16:41 P	17:01 P	17:24 P	17:44 P	18:04 P	18:28 P	18:46 P	18:58 P	19:21 P	19:41 P	19:57 P	20:22 P	20:40	
Seatown Villas		P 16:44 P	17:04 P	17:30 P	17:50 P	18:10 P	18:31 P	18:48 P	19:00 P	19:23 P	19:43 P	19:59 P	20:24 P	20:42	
Balheary Park		P 16:47 P	17:07 P	17:33 P	17:53 P	18:13 P	18:34 P	18:51 P	19:01 P	19:25 P	19:45 P	20:01 P	20:26 P	20:43	
Turvey Avenue		16:52	17:12	17:39	17:59	18:19	18:38	18:55	19:06	19:29	19:49	20:05	20:30	20:48	
Blakes Cross		16:54	17:14	17:41	18:01	18:21	18:40	18:57	19:07	19:31	19:51	20:07	20:32	20:49	
Corduff School		16:56	17:16	17:42	18:02	18:22	18:41	18:58	19:08	19:32	19:52	20:08	20:33	20:51	
Ministers Cross		16:57	17:17	17:44	18:04	18:24	18:43	19:00	19:09	19:33	19:53	20:09	20:34	20:52	
Ballough (Opp Man of War)		16:58	17:18	17:45	18:05	18:25	18:44	19:01	19:10	19:34	19:54	20:10	20:35	20:53	
Five Roads		17:00	17:20	17:47	18:07	18:27	18:46	19:03	19:12	19:36	19:56	20:12	20:37	20:55	
Grooms		17:02	17:22	17:49	18:09	18:29	18:48	19:05	19:14	19:38	19:58	20:14	20:39	20:57	
Courtough		17:03	17:23	17:50	18:10	18:30	18:49	19:06	19:16	19:40	20:00	20:16	20:41	20:58	
Balrothery (Opp Balrothery Inn)		17:05	17:25	17:52	18:12	18:32	18:51	19:08	19:17	19:42	20:02	20:18	20:43	21:00	
Balrothery (Opp Kingdom Hall)		17:06	17:26	17:53	18:13	18:33	18:52	19:09	19:18	19:43	20:03	20:19	20:44	21:01	
Balbriggan (Opp Golf Club)		17:07	17:27	17:54	18:14	18:34	18:53	19:10	19:19	19:44	20:04	20:20	20:45	21:02	
Balbriggan (Opp Wavin)		17:08	17:28	17:55	18:15	18:35	18:54	19:11	19:19	19:45	20:05	20:21	20:46	21:03	
Peter & Paul Church		17:10	17:30	17:57	18:17	18:37	18:56	19:13	19:20	19:46	20:06	20:22	20:47	21:05	
Balbriggan (Community Centre)		17:12	17:32	18:00	18:20	18:40	18:58	19:15	19:22	19:48	20:08	20:24	20:49	21:06	
Balbriggan (Community College)		17:15	17:35	18:03	18:23	18:43	19:01	19:17	19:25	19:50	20:10	20:26	20:51	21:08	
Balbriggan (Bath Rd Service Station)		17:17	17:37	18:04	18:24	18:44	19:02	19:19	19:27	19:52	20:12	20:27	20:52	21:09	
Balbriggan (Garda Station)		17:18	17:38	18:06	18:26	18:46	19:04	19:20	19:28	19:53	20:13	20:29	20:54	21:11	
Bremore		17:19	17:39	18:06	18:26	18:46	19:04	19:21	19:29	19:54	20:14	20:29	20:54	21:11	
Gormanstown Cross (Northbound)		17:22	17:42	18:09	18:29	18:49	19:07	19:24	19:32	19:57	20:17	20:32	20:57	21:14	
Huntsman Inn		17:23	17:43	18:10	18:30	18:50	19:08	19:25	19:33	19:58	20:18	20:33	20:58	21:15	
Bellewstown Cross (Northbound)		17:26	17:46	18:13	18:33	18:53	19:11	19:28	19:36	20:01	20:21	20:36	21:01	21:18	
Mosney Cross		17:27	17:47	18:14	18:34	18:54	19:12	19:28	19:36	20:01	20:21	20:37	21:02	21:18	
Whitecross (Opp School)		17:29	17:49	18:16	18:36	18:56	19:14	19:30	19:38	20:03	20:23	20:39	21:04	21:20	
Julianstown (Jctn Laytown Rd)		17:30	17:50	18:17	18:37	18:57	19:15	19:32	19:39	20:04	20:24	20:40	21:05	21:21	
Ross Na Ri (Moore Hall Lodge)		17:33	17:53	18:20	18:40	19:00	19:18	19:35	19:42	20:08	20:28	20:43	21:08	21:24	
Drogheda (Deepforde Estate)		D 17:35 D	17:55 D	18:22 D	18:42 D	19:02 D	19:19 D	19:37 D	19:46 D	20:09 D	20:29 D	20:45 D	21:10 D	21:26	
Drogheda (Opp Rail Station)		D 17:43 D	18:03 D	18:30 D	18:50 D	19:10 D	19:27 D	19:44 D	19:52 D	20:15 D	20:35 D	20:51 D	21:16 D	21:31	
Drogheda (St Marys Church)		D 17:43 D	18:03 D	18:30 D	18:50 D	19:10 D	19:28 D	19:44 D	19:53 D	20:16 D	20:36 D	20:51 D	21:16 D	21:32	
Drogheda (Bus Station)	arr	17:50	18:10	18:37	18:57	19:17	19:36	19:52	20:00	20:23	20:43	20:58	21:23	21:38	

D = Drop off only
P = Pick up only

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Operating day		Monday - Friday						
Dublin (Busáras)	dep	20:30	21:30	22:30				
Dublin Busaras (Gate 15)					23:30	00:30	01:30	02:30
Mountjoy Sq West		P 20:35 P	21:35 P	22:35 P	23:35 P	00:35 P	01:35 P	02:35
Drumcondra Rail Stn		P 20:40 P	21:39 P	22:39 P	23:38 P	00:37 P	01:37 P	02:37
DCU St. Patrick's		P 20:42 P	21:41 P	22:41 P	23:39 P	00:38 P	01:38 P	02:38
Whitehall College		P 20:46 P	21:44 P	22:43 P	23:41 P	00:39 P	01:39 P	02:39
Whitehall Church		P 20:48 P	21:47 P	22:45 P	23:43 P	00:41 P	01:41 P	02:41
Omni Park SC		P 20:51 P	21:49 P	22:47 P	23:44 P	00:42 P	01:42 P	02:42
Dublin Airport (Zone 13 Stop 12)		P 21:02 P	22:00 P	22:57 P	23:54 P	00:50 P	01:50 P	02:50
Airside		P 21:07 P	22:04 P	23:01 P	23:58 P	00:54 P	01:54 P	02:54
Swords Pavilions		P 21:10 P	22:06 P	23:03 P	00:00 P	00:55 P	01:55 P	02:55
Seatown Villas		P 21:12 P	22:08 P	23:05 P	00:01 P	00:57 P	01:57 P	02:57
Balheary Park		P 21:13 P	22:10 P	23:06 P	00:02 P	00:58 P	01:58 P	02:58
Turvey Avenue		21:18	22:14	23:10	00:06	01:01	02:01	03:01
Blakes Cross		21:19	22:16	23:12	00:07	01:03	02:03	03:03
Corduff School		21:21	22:17	23:13	00:08	01:04	02:04	03:04
Ministers Cross		21:22	22:18	23:14	00:09	01:05	02:05	03:05
Ballough (Opp Man of War)		21:23	22:19	23:15	00:10	01:06	02:06	03:06
Five Roads		21:25	22:21	23:17	00:12	01:08	02:08	03:08
Grooms		21:27	22:23	23:19	00:14	01:10	02:10	03:10
Courtough		21:28	22:25	23:21	00:16	01:11	02:11	03:11
Balrothery (Opp Balrothery Inn)		21:30	22:27	23:23	00:17	01:13	02:13	03:13
Balrothery (Opp Kingdom Hall)		21:31	22:27	23:23	00:18	01:13	02:13	03:13
Balbriggan (Opp Golf Club)		21:32	22:28	23:24	00:18	01:14	02:14	03:14
Balbriggan (Opp Wavin)		21:33	22:29	23:25	00:19	01:14	02:14	03:14
Peter & Paul Church		21:35	22:30	23:26	00:20	01:15	02:15	03:15
Balbriggan (Community Centre)		21:36	22:31	23:27	00:21	01:16	02:16	03:16
Balbriggan (Community College)		21:38	22:32	23:28	00:22	01:17	02:17	03:17
Balbriggan (Bath Rd Service Station)		21:39	22:33	23:29	00:22	01:18	02:18	03:18
Balbriggan (Garda Station)		21:41	22:35	23:31	00:24	01:19	02:19	03:19
Bremore		21:41	22:35	23:31	00:24	01:20	02:20	03:20
Gormanstown Cross (Northbound)		21:44	22:38	23:34	00:27	01:22	02:22	03:22
Huntsman Inn		21:45	22:39	23:35	00:27	01:23	02:23	03:23
Bellewstown Cross (Northbound)		21:48	22:42	23:38	00:30	01:25	02:25	03:25
Mosney Cross		21:48	22:42	23:38	00:30	01:26	02:26	03:26
Whitecross (Opp School)		21:50	22:44	23:40	00:32	01:27	02:27	03:27
Julianstown (Jctn Laytown Rd)		21:51	22:45	23:41	00:33	01:28	02:28	03:28
Ross Na Ri (Moore Hall Lodge)		21:54	22:48	23:44	00:36	01:31	02:31	03:31
Drogheda (Deepforde Estate)		D 21:56 D	22:50 D	23:45 D	00:37 D	01:32 D	02:32 D	03:32
Drogheda (Opp Rail Station)		D 22:01 D	22:55 D	23:50 D	00:41 D	01:36 D	02:36 D	03:36
Drogheda (St Marys Church)		D 22:02 D	22:55 D	23:51 D	00:41 D	01:37 D	02:37 D	03:37
Drogheda (Bus Station)	arr	22:08	23:00	23:55	00:45	01:40	02:40	03:40

D = Drop off only

P = Pick up only

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Operating day					Saturday									
Dublin (Busáras)	dep	06:30	07:00	07:30	08:00	08:30	09:00	09:30	10:00	10:30				
Dublin Busaras (Gate 15)		03:30	04:30	05:30	06:00									
Mountjoy Sq West		P 03:35	P 04:35	P 05:35	P 06:05	P 06:34	P 07:04	P 07:34	P 08:05	P 08:35	P 09:05	P 09:35	P 10:05	P 10:35
Drumcondra Rail Stn		P 03:38	P 04:38	P 05:38	P 06:08	P 06:37	P 07:07	P 07:37	P 08:09	P 08:39	P 09:09	P 09:40	P 10:09	P 10:39
DCU St. Patrick's		P 03:39	P 04:39	P 05:39	P 06:09	P 06:39	P 07:09	P 07:39	P 08:11	P 08:41	P 09:11	P 09:42	P 10:11	P 10:41
Whitehall College		P 03:41	P 04:41	P 05:41	P 06:11	P 06:40	P 07:10	P 07:40	P 08:13	P 08:43	P 09:13	P 09:44	P 10:14	P 10:44
Whitehall Church		P 03:43	P 04:43	P 05:43	P 06:13	P 06:42	P 07:12	P 07:42	P 08:16	P 08:46	P 09:16	P 09:47	P 10:16	P 10:47
Omni Park SC		P 03:44	P 04:44	P 05:44	P 06:14	P 06:44	P 07:14	P 07:44	P 08:18	P 08:48	P 09:18	P 09:50	P 10:20	P 10:50
Dublin Airport (Zone 13 Stop 12)		P 03:54	P 04:54	P 05:54	P 06:24	P 06:53	P 07:23	P 07:53	P 08:29	P 08:59	P 09:29	P 10:01	P 10:31	P 11:02
Airside		P 03:58	P 04:58	P 05:58	P 06:28	P 06:58	P 07:28	P 07:58	P 08:34	P 09:04	P 09:34	P 10:06	P 10:37	P 11:08
Swords Pavilions		P 04:00	P 05:00	P 06:00	P 06:30	P 07:00	P 07:30	P 08:00	P 08:36	P 09:06	P 09:36	P 10:08	P 10:39	P 11:10
Seatown Villas		P 04:02	P 05:02	P 06:02	P 06:32	P 07:01	P 07:31	P 08:01	P 08:37	P 09:07	P 09:37	P 10:10	P 10:40	P 11:12
Balheary Park		P 04:03	P 05:03	P 06:03	P 06:33	P 07:02	P 07:32	P 08:02	P 08:38	P 09:08	P 09:38	P 10:11	P 10:41	P 11:14
Turvey Avenue		04:07	05:07	06:07	06:37	07:07	07:37	08:07	08:42	09:12	09:42	10:15	10:46	11:18
Blakes Cross		04:09	05:09	06:09	06:39	07:08	07:38	08:08	08:43	09:13	09:43	10:16	10:47	11:20
Corduff School		04:10	05:10	06:10	06:40	07:09	07:39	08:10	08:44	09:14	09:44	10:17	10:48	11:21
Ministers Cross		04:11	05:11	06:11	06:41	07:10	07:40	08:11	08:45	09:15	09:45	10:18	10:49	11:22
Ballough (Opp Man of War)		04:12	05:12	06:12	06:42	07:11	07:41	08:12	08:46	09:16	09:46	10:19	10:50	11:23
Five Roads		04:14	05:14	06:14	06:44	07:13	07:43	08:14	08:48	09:18	09:48	10:21	10:52	11:25
Grooms		04:15	05:15	06:15	06:45	07:15	07:45	08:16	08:50	09:20	09:50	10:23	10:54	11:27
Courtough		04:16	05:16	06:16	06:46	07:16	07:46	08:17	08:52	09:22	09:52	10:25	10:56	11:28
Balrothery (Opp Balrothery Inn)		04:18	05:18	06:18	06:48	07:17	07:47	08:19	08:54	09:24	09:54	10:27	10:58	11:30
Balrothery (Opp Kingdom Hall)		04:19	05:19	06:19	06:49	07:18	07:48	08:20	08:54	09:24	09:54	10:27	10:58	11:31
Balbriggan (Opp Golf Club)		04:19	05:19	06:19	06:49	07:19	07:49	08:21	08:55	09:25	09:55	10:28	10:59	11:32
Balbriggan (Opp Wavin)		04:20	05:20	06:20	06:50	07:19	07:49	08:21	08:55	09:25	09:55	10:28	10:59	11:32
Peter & Paul Church		04:21	05:21	06:21	06:51	07:20	07:50	08:22	08:56	09:26	09:56	10:30	11:01	11:34
Balbriggan (Community Centre)		04:22	05:22	06:22	06:52	07:21	07:51	08:23	08:58	09:28	09:58	10:32	11:04	11:37
Balbriggan (Community College)		04:23	05:23	06:23	06:53	07:22	07:52	08:25	09:00	09:30	10:00	10:35	11:06	11:40
Balbriggan (Bath Rd Service Station)		04:24	05:24	06:24	06:54	07:23	07:53	08:26	09:01	09:31	10:01	10:36	11:08	11:41
Balbriggan (Garda Station)		04:25	05:25	06:25	06:55	07:25	07:55	08:27	09:03	09:33	10:03	10:37	11:09	11:43
Bremore		04:26	05:26	06:26	06:56	07:25	07:55	08:28	09:03	09:33	10:03	10:38	11:10	11:43
Gormanstown Cross (Northbound)		04:28	05:28	06:28	06:58	07:28	07:58	08:31	09:06	09:36	10:06	10:40	11:13	11:46
Huntsman Inn		04:29	05:29	06:29	06:59	07:29	07:59	08:32	09:07	09:37	10:07	10:41	11:14	11:47
Bellewstown Cross (Northbound)		04:32	05:32	06:32	07:02	07:31	08:01	08:34	09:10	09:40	10:10	10:44	11:17	11:50
Mosney Cross		04:32	05:32	06:32	07:02	07:32	08:02	08:35	09:11	09:41	10:11	10:44	11:17	11:51
Whitecross (Opp School)		04:34	05:34	06:34	07:04	07:34	08:04	08:37	09:12	09:42	10:12	10:46	11:19	11:52
Julianstown (Jctn Laytown Rd)		04:35	05:35	06:35	07:05	07:35	08:05	08:38	09:14	09:44	10:14	10:47	11:20	11:54
Ross Na Ri (Moore Hall Lodge)		04:38	05:38	06:38	07:08	07:38	08:08	08:41	09:17	09:47	10:17	10:50	11:23	11:57
Drogheda (Deepforde Estate)		D 04:39	D 05:39	D 06:39	D 07:09	D 07:39	D 08:09	D 08:42	D 09:18	D 09:48	D 10:18	D 10:52	D 11:25	D 11:59
Drogheda (Opp Rail Station)		D 04:42	D 05:42	D 06:42	D 07:12	D 07:42	D 08:12	D 08:45	D 09:22	D 09:52	D 10:22	D 10:56	D 11:29	D 12:04
Drogheda (St Marys Church)		D 04:42	D 05:42	D 06:42	D 07:12	D 07:42	D 08:12	D 08:45	D 09:23	D 09:53	D 10:23	D 10:57	D 11:30	D 12:04
Drogheda (Bus Station)	arr	04:47	05:47	06:47	07:17	07:48	08:18	08:51	09:29	09:59	10:29	11:03	11:36	12:11

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Operating day		Saturday													
Dublin (Busáras)	dep	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	
Dublin Busaras (Gate 15)															
Mountjoy Sq West	P	11:05 P	11:36 P	12:06 P	12:36 P	13:06 P	13:36 P	14:06 P	14:36 P	15:06 P	15:36 P	16:06 P	16:36 P	17:06	
Drumcondra Rail Stn	P	11:09 P	11:40 P	12:10 P	12:40 P	13:10 P	13:41 P	14:11 P	14:41 P	15:11 P	15:41 P	16:11 P	16:41 P	17:11	
DCU St. Patrick's	P	11:11 P	11:43 P	12:13 P	12:43 P	13:13 P	13:43 P	14:13 P	14:43 P	15:13 P	15:43 P	16:13 P	16:43 P	17:13	
Whitehall College	P	11:14 P	11:46 P	12:16 P	12:46 P	13:16 P	13:46 P	14:16 P	14:46 P	15:16 P	15:46 P	16:16 P	16:46 P	17:16	
Whitehall Church	P	11:17 P	11:48 P	12:18 P	12:48 P	13:18 P	13:49 P	14:19 P	14:49 P	15:19 P	15:48 P	16:18 P	16:48 P	17:18	
Omni Park SC	P	11:21 P	11:54 P	12:24 P	12:54 P	13:24 P	13:55 P	14:24 P	14:54 P	15:24 P	15:52 P	16:22 P	16:52 P	17:22	
Dublin Airport (Zone 13 Stop 12)	P	11:33 P	12:09 P	12:39 P	13:09 P	13:39 P	14:10 P	14:39 P	15:09 P	15:39 P	16:05 P	16:35 P	17:05 P	17:35	
Airside	P	11:39 P	12:15 P	12:45 P	13:15 P	13:45 P	14:16 P	14:45 P	15:15 P	15:45 P	16:11 P	16:41 P	17:11 P	17:41	
Swords Pavilions	P	11:41 P	12:18 P	12:48 P	13:18 P	13:48 P	14:19 P	14:48 P	15:18 P	15:48 P	16:16 P	16:46 P	17:16 P	17:46	
Seatown Villas	P	11:43 P	12:20 P	12:50 P	13:20 P	13:50 P	14:21 P	14:50 P	15:20 P	15:50 P	16:18 P	16:48 P	17:18 P	17:48	
Balheary Park	P	11:45 P	12:21 P	12:51 P	13:21 P	13:51 P	14:23 P	14:52 P	15:22 P	15:52 P	16:19 P	16:49 P	17:19 P	17:49	
Turvey Avenue		11:50	12:26	12:56	13:26	13:56	14:28	14:57	15:27	15:57	16:24	16:54	17:24	17:54	
Blakes Cross		11:51	12:28	12:58	13:28	13:58	14:29	14:58	15:28	15:58	16:25	16:55	17:25	17:55	
Corduff School		11:52	12:29	12:59	13:29	13:59	14:31	15:00	15:30	16:00	16:27	16:57	17:27	17:57	
Ministers Cross		11:53	12:30	13:00	13:30	14:00	14:32	15:01	15:31	16:01	16:28	16:58	17:28	17:58	
Ballough (Opp Man of War)		11:54	12:31	13:01	13:31	14:01	14:33	15:02	15:32	16:02	16:29	16:59	17:29	17:59	
Five Roads		11:56	12:33	13:03	13:33	14:03	14:35	15:04	15:34	16:04	16:31	17:01	17:31	18:01	
Grooms		11:58	12:35	13:05	13:35	14:05	14:37	15:06	15:36	16:06	16:33	17:03	17:33	18:03	
Courtough		12:00	12:37	13:07	13:37	14:07	14:39	15:08	15:38	16:08	16:35	17:05	17:35	18:05	
Balrothery (Opp Balrothery Inn)		12:02	12:39	13:09	13:39	14:09	14:41	15:10	15:40	16:10	16:37	17:07	17:37	18:07	
Balrothery (Opp Kingdom Hall)		12:03	12:40	13:10	13:40	14:10	14:42	15:11	15:41	16:11	16:38	17:08	17:38	18:08	
Balbriggan (Opp Golf Club)		12:03	12:40	13:10	13:40	14:10	14:42	15:11	15:41	16:11	16:39	17:09	17:39	18:09	
Balbriggan (Opp Wavin)		12:04	12:41	13:11	13:41	14:11	14:43	15:12	15:42	16:12	16:40	17:10	17:40	18:10	
Peter & Paul Church		12:06	12:43	13:13	13:43	14:13	14:45	15:14	15:44	16:14	16:41	17:11	17:41	18:11	
Balbriggan (Community Centre)		12:09	12:45	13:15	13:45	14:15	14:47	15:16	15:46	16:16	16:43	17:13	17:43	18:13	
Balbriggan (Community College)		12:12	12:48	13:18	13:48	14:18	14:50	15:19	15:49	16:19	16:46	17:16	17:46	18:16	
Balbriggan (Bath Rd Service Station)		12:13	12:50	13:20	13:50	14:20	14:52	15:21	15:51	16:21	16:48	17:18	17:48	18:18	
Balbriggan (Garda Station)		12:15	12:52	13:22	13:52	14:22	14:54	15:23	15:53	16:23	16:49	17:19	17:49	18:19	
Bremore		12:16	12:52	13:22	13:52	14:22	14:54	15:23	15:53	16:23	16:50	17:20	17:50	18:20	
Gormanstown Cross (Northbound)		12:19	12:55	13:25	13:55	14:25	14:57	15:26	15:56	16:26	16:53	17:23	17:53	18:23	
Huntsman Inn		12:20	12:56	13:26	13:56	14:26	14:59	15:28	15:58	16:28	16:55	17:25	17:55	18:25	
Bellewstown Cross (Northbound)		12:23	12:59	13:29	13:59	14:29	15:02	15:31	16:01	16:31	16:58	17:28	17:58	18:28	
Mosney Cross		12:24	13:00	13:30	14:00	14:30	15:03	15:32	16:02	16:32	16:59	17:29	17:59	18:29	
Whitecross (Opp School)		12:25	13:02	13:32	14:02	14:32	15:04	15:33	16:03	16:33	17:00	17:30	18:00	18:30	
Julianstown (Jctn Laytown Rd)		12:27	13:03	13:33	14:03	14:33	15:06	15:35	16:05	16:35	17:02	17:32	18:02	18:32	
Ross Na Ri (Moore Hall Lodge)		12:30	13:06	13:36	14:06	14:36	15:09	15:38	16:08	16:38	17:05	17:35	18:05	18:35	
Drogheda (Deepforde Estate)	D	12:32 D	13:08 D	13:38 D	14:08 D	14:38 D	15:10 D	15:39 D	16:09 D	16:39 D	17:07 D	17:37 D	18:07 D	18:37	
Drogheda (Opp Rail Station)	D	12:37 D	13:12 D	13:42 D	14:12 D	14:42 D	15:15 D	15:43 D	16:13 D	16:43 D	17:11 D	17:41 D	18:11 D	18:41	
Drogheda (St Marys Church)	D	12:38 D	13:13 D	13:43 D	14:13 D	14:43 D	15:15 D	15:44 D	16:14 D	16:44 D	17:11 D	17:41 D	18:11 D	18:41	
Drogheda (Bus Station)	arr	12:45	13:20	13:50	14:20	14:50	15:23	15:51	16:21	16:51	17:19	17:49	18:19	18:49	

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Operating day		Saturday											
Dublin (Busáras)	dep	17:30	18:00	18:30	19:00	19:30	20:00	20:30	21:30	22:30			
Dublin Busaras (Gate 15)											23:30	00:30	01:30 02:30
Mountjoy Sq West	P	17:35 P	18:05 P	18:35 P	19:05 P	19:35 P	20:05 P	20:35 P	21:35 P	22:35 P	23:35 P	00:34 P	01:34 P 02:34
Drumcondra Rail Stn	P	17:40 P	18:10 P	18:40 P	19:10 P	19:40 P	20:09 P	20:39 P	21:39 P	22:38 P	23:39 P	00:37 P	01:37 P 02:37
DCU St. Patrick's	P	17:42 P	18:12 P	18:42 P	19:12 P	19:42 P	20:11 P	20:41 P	21:41 P	22:40 P	23:41 P	00:39 P	01:39 P 02:39
Whitehall College	P	17:45 P	18:15 P	18:45 P	19:15 P	19:45 P	20:14 P	20:44 P	21:43 P	22:42 P	23:42 P	00:40 P	01:40 P 02:40
Whitehall Church	P	17:47 P	18:17 P	18:47 P	19:17 P	19:48 P	20:16 P	20:46 P	21:45 P	22:44 P	23:44 P	00:41 P	01:41 P 02:41
Omni Park SC	P	17:50 P	18:20 P	18:50 P	19:20 P	19:50 P	20:19 P	20:49 P	21:47 P	22:46 P	23:46 P	00:43 P	01:43 P 02:43
Dublin Airport (Zone 13 Stop 12)	P	18:03 P	18:33 P	19:03 P	19:33 P	20:02 P	20:30 P	21:00 P	21:58 P	22:56 P	23:56 P	00:51 P	01:51 P 02:51
Airside	P	18:09 P	18:39 P	19:09 P	19:39 P	20:07 P	20:35 P	21:05 P	22:02 P	23:01 P	00:00 P	00:55 P	01:55 P 02:55
Swords Pavilions	P	18:13 P	18:43 P	19:13 P	19:43 P	20:10 P	20:39 P	21:09 P	22:05 P	23:03 P	00:02 P	00:57 P	01:57 P 02:57
Seatown Villas	P	18:15 P	18:45 P	19:15 P	19:45 P	20:12 P	20:40 P	21:10 P	22:07 P	23:05 P	00:04 P	00:58 P	01:58 P 02:58
Balheary Park	P	18:17 P	18:47 P	19:17 P	19:47 P	20:13 P	20:41 P	21:11 P	22:08 P	23:06 P	00:05 P	00:59 P	01:59 P 02:59
Turvey Avenue		18:21	18:51	19:21	19:51	20:17	20:45	21:15	22:12	23:10	00:08	01:03	02:03 03:03
Blakes Cross		18:23	18:53	19:23	19:53	20:18	20:47	21:17	22:13	23:12	00:10	01:04	02:04 03:04
Corduff School		18:24	18:54	19:24	19:54	20:20	20:48	21:18	22:15	23:13	00:11	01:05	02:05 03:05
Ministers Cross		18:25	18:55	19:25	19:55	20:21	20:49	21:19	22:16	23:14	00:12	01:07	02:07 03:07
Ballough (Opp Man of War)		18:26	18:56	19:26	19:56	20:22	20:50	21:20	22:17	23:15	00:13	01:08	02:08 03:08
Five Roads		18:29	18:59	19:29	19:59	20:24	20:52	21:22	22:19	23:17	00:15	01:09	02:09 03:09
Grooms		18:31	19:01	19:31	20:01	20:26	20:54	21:24	22:21	23:19	00:17	01:11	02:11 03:11
Courtough		18:32	19:02	19:32	20:02	20:27	20:56	21:26	22:22	23:20	00:18	01:13	02:13 03:13
Balrothery (Opp Balrothery Inn)		18:34	19:04	19:34	20:04	20:29	20:58	21:28	22:24	23:22	00:20	01:15	02:15 03:15
Balrothery (Opp Kingdom Hall)		18:35	19:05	19:35	20:05	20:30	20:59	21:29	22:25	23:23	00:21	01:16	02:16 03:16
Balbriggan (Opp Golf Club)		18:36	19:06	19:36	20:06	20:31	21:00	21:30	22:26	23:24	00:22	01:16	02:16 03:16
Balbriggan (Opp Wavin)		18:37	19:07	19:37	20:07	20:32	21:00	21:30	22:27	23:25	00:22	01:17	02:17 03:17
Peter & Paul Church		18:39	19:09	19:39	20:09	20:33	21:02	21:32	22:28	23:26	00:24	01:18	02:18 03:18
Balbriggan (Community Centre)		18:41	19:11	19:41	20:11	20:35	21:03	21:33	22:30	23:28	00:25	01:19	02:19 03:19
Balbriggan (Community College)		18:44	19:14	19:44	20:14	20:37	21:05	21:35	22:32	23:30	00:26	01:21	02:21 03:21
Balbriggan (Bath Rd Service Station)		18:45	19:15	19:45	20:15	20:39	21:06	21:36	22:33	23:31	00:27	01:22	02:22 03:22
Balbriggan (Garda Station)		18:47	19:17	19:47	20:17	20:40	21:08	21:38	22:34	23:32	00:29	01:23	02:23 03:23
Bremore		18:47	19:17	19:47	20:17	20:41	21:08	21:38	22:35	23:33	00:29	01:24	02:24 03:24
Gormanstown Cross (Northbound)		18:51	19:21	19:51	20:21	20:44	21:11	21:41	22:38	23:36	00:32	01:27	02:27 03:27
Huntsman Inn		18:52	19:22	19:52	20:22	20:46	21:13	21:43	22:39	23:37	00:33	01:28	02:28 03:28
Bellewstown Cross (Northbound)		18:55	19:25	19:55	20:25	20:49	21:16	21:46	22:41	23:39	00:36	01:30	02:30 03:30
Mosney Cross		18:56	19:26	19:56	20:26	20:49	21:17	21:47	22:42	23:40	00:36	01:31	02:31 03:31
Whitecross (Opp School)		18:58	19:28	19:58	20:28	20:51	21:18	21:48	22:44	23:41	00:38	01:32	02:32 03:32
Julianstown (Jctn Laytown Rd)		18:59	19:29	19:59	20:29	20:52	21:19	21:49	22:45	23:43	00:39	01:33	02:33 03:33
Ross Na Ri (Moore Hall Lodge)		19:03	19:33	20:03	20:33	20:55	21:22	21:52	22:48	23:46	00:42	01:36	02:36 03:36
Drogheda (Deepforde Estate)	D	19:04 D	19:34 D	20:04 D	20:34 D	20:57 D	21:24 D	21:54 D	22:50 D	23:47 D	00:43 D	01:38 D	02:38 D 03:38
Drogheda (Opp Rail Station)	D	19:08 D	19:38 D	20:08 D	20:38 D	21:01 D	21:27 D	21:57 D	22:53 D	23:51 D	00:47 D	01:41 D	02:41 D 03:41
Drogheda (St Marys Church)	D	19:09 D	19:39 D	20:09 D	20:39 D	21:01 D	21:28 D	21:58 D	22:54 D	23:51 D	00:47 D	01:42 D	02:42 D 03:42
Drogheda (Bus Station)	arr	19:13	19:43	20:13	20:43	21:08	21:34	22:04	23:00	23:56	00:52	01:46	02:46 03:46

D = Drop off only
P = Pick up only

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





Operating day				Sunday										
Dublin (Busáras)	dep				06:30	07:30	08:30	09:30	10:30	11:30	12:00	12:30	13:00	13:30
Dublin Busaras (Gate 15)		03:30	04:30	05:30										
Mountjoy Sq West		P 03:37	P 04:37	P 05:37	P 06:35	P 07:34	P 08:34	P 09:34	P 10:35	P 11:35	P 12:05	P 12:35	P 13:06	P 13:36
Drumcondra Rail Stn		P 03:39	P 04:39	P 05:39	P 06:37	P 07:38	P 08:38	P 09:38	P 10:39	P 11:40	P 12:10	P 12:40	P 13:10	P 13:40
DCU St. Patrick's		P 03:41	P 04:41	P 05:41	P 06:39	P 07:39	P 08:39	P 09:40	P 10:41	P 11:42	P 12:12	P 12:42	P 13:13	P 13:43
Whitehall College		P 03:42	P 04:42	P 05:42	P 06:40	P 07:42	P 08:42	P 09:43	P 10:44	P 11:45	P 12:15	P 12:45	P 13:16	P 13:46
Whitehall Church		P 03:44	P 04:44	P 05:44	P 06:42	P 07:44	P 08:44	P 09:45	P 10:46	P 11:47	P 12:17	P 12:47	P 13:18	P 13:48
Omni Park SC		P 03:45	P 04:45	P 05:45	P 06:43	P 07:46	P 08:46	P 09:47	P 10:49	P 11:50	P 12:20	P 12:50	P 13:22	P 13:52
Dublin Airport (Zone 13 Stop 12)		P 03:55	P 04:55	P 05:55	P 06:53	P 07:58	P 08:58	P 09:59	P 11:02	P 12:04	P 12:34	P 13:04	P 13:35	P 14:05
Airside		P 03:59	P 04:59	P 05:59	P 06:57	P 08:02	P 09:02	P 10:04	P 11:07	P 12:09	P 12:39	P 13:09	P 13:42	P 14:12
Swords Pavilions		P 04:01	P 05:01	P 06:01	P 06:59	P 08:04	P 09:04	P 10:06	P 11:09	P 12:12	P 12:42	P 13:12	P 13:45	P 14:15
Seatown Villas		P 04:02	P 05:02	P 06:02	P 07:00	P 08:05	P 09:05	P 10:07	P 11:10	P 12:13	P 12:43	P 13:13	P 13:47	P 14:17
Balheary Park		P 04:03	P 05:03	P 06:03	P 07:01	P 08:06	P 09:06	P 10:08	P 11:11	P 12:15	P 12:45	P 13:15	P 13:48	P 14:18
Turvey Avenue		04:07	05:07	06:07	07:05	08:10	09:10	10:12	11:16	12:19	12:49	13:19	13:53	14:23
Blakes Cross		04:08	05:08	06:08	07:06	08:12	09:12	10:13	11:17	12:21	12:51	13:21	13:54	14:24
Corduff School		04:09	05:09	06:09	07:07	08:13	09:13	10:14	11:18	12:22	12:52	13:22	13:56	14:26
Ministers Cross		04:10	05:10	06:10	07:08	08:14	09:14	10:15	11:19	12:23	12:53	13:23	13:57	14:27
Ballough (Opp Man of War)		04:11	05:11	06:11	07:09	08:15	09:15	10:16	11:20	12:24	12:54	13:24	13:58	14:28
Five Roads		04:13	05:13	06:13	07:10	08:17	09:17	10:18	11:22	12:26	12:56	13:26	14:00	14:30
Grooms		04:14	05:14	06:14	07:12	08:19	09:19	10:20	11:24	12:28	12:58	13:28	14:02	14:32
Courtough		04:15	05:15	06:15	07:13	08:20	09:20	10:22	11:26	12:30	13:00	13:30	14:03	14:33
Balrothery (Opp Balrothery Inn)		04:17	05:17	06:17	07:14	08:22	09:22	10:24	11:28	12:32	13:02	13:32	14:05	14:35
Balrothery (Opp Kingdom Hall)		04:18	05:18	06:18	07:15	08:23	09:23	10:25	11:29	12:32	13:02	13:32	14:06	14:36
Balbriggan (Opp Golf Club)		04:18	05:18	06:18	07:16	08:24	09:24	10:25	11:29	12:33	13:03	13:33	14:07	14:37
Balbriggan (Opp Wavin)		04:19	05:19	06:19	07:16	08:24	09:24	10:26	11:30	12:33	13:03	13:33	14:08	14:38
Peter & Paul Church		04:20	05:20	06:20	07:17	08:25	09:25	10:27	11:31	12:35	13:05	13:35	14:09	14:39
Balbriggan (Community Centre)		04:21	05:21	06:21	07:18	08:27	09:27	10:28	11:33	12:37	13:07	13:37	14:11	14:41
Balbriggan (Community College)		04:22	05:22	06:22	07:19	08:28	09:28	10:30	11:36	12:39	13:09	13:39	14:14	14:44
Balbriggan (Bath Rd Service Station)		04:23	05:23	06:23	07:20	08:29	09:29	10:31	11:37	12:41	13:11	13:41	14:15	14:45
Balbriggan (Garda Station)		04:24	05:24	06:24	07:22	08:31	09:31	10:33	11:38	12:42	13:12	13:42	14:17	14:47
Bremore		04:25	05:25	06:25	07:22	08:31	09:31	10:33	11:39	12:43	13:13	13:43	14:17	14:47
Gormanstown Cross (Northbound)		04:28	05:28	06:28	07:25	08:34	09:34	10:36	11:42	12:46	13:16	13:46	14:20	14:50
Huntsman Inn		04:29	05:29	06:29	07:26	08:35	09:35	10:37	11:43	12:47	13:17	13:47	14:21	14:51
Bellewstown Cross (Northbound)		04:31	05:31	06:31	07:29	08:38	09:38	10:40	11:46	12:50	13:20	13:50	14:24	14:54
Mosney Cross		04:32	05:32	06:32	07:29	08:38	09:38	10:41	11:47	12:51	13:21	13:51	14:26	14:56
Whitecross (Opp School)		04:33	05:33	06:33	07:31	08:40	09:40	10:43	11:49	12:53	13:23	13:53	14:27	14:57
Julianstown (Jctn Laytown Rd)		04:34	05:34	06:34	07:32	08:41	09:41	10:44	11:50	12:54	13:24	13:54	14:28	14:58
Ross Na Ri (Moore Hall Lodge)		04:37	05:37	06:37	07:35	08:44	09:44	10:47	11:53	12:57	13:27	13:57	14:31	15:01
Drogheda (Deepforde Estate)		D 04:38	D 05:38	D 06:38	D 07:36	D 08:46	D 09:46	D 10:49	D 11:55	D 12:59	D 13:29	D 13:59	D 14:33	D 15:03
Drogheda (Opp Rail Station)		D 04:42	D 05:42	D 06:42	D 07:40	D 08:50	D 09:50	D 10:55	D 12:01	D 13:05	D 13:35	D 14:05	D 14:39	D 15:09
Drogheda (St Marys Church)		D 04:43	D 05:43	D 06:43	D 07:40	D 08:50	D 09:50	D 10:55	D 12:02	D 13:05	D 13:35	D 14:05	D 14:41	D 15:11
Drogheda (Bus Station)	arr	04:47	05:47	06:47	07:45	08:55	09:55	11:02	12:08	13:13	13:43	14:13	14:47	15:17

D = Drop off only
P = Pick up only

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Operating day		Sunday													
Dublin (Busáras)	dep	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00	18:30	19:00	19:30	20:00	
Dublin Busaras (Gate 15)															
Mountjoy Sq West		P 14:06 P	14:36 P	15:06 P	15:36 P	16:06 P	16:36 P	17:06 P	17:36 P	18:06 P	18:36 P	19:05 P	19:35 P	20:05	
Drumcondra Rail Stn		P 14:10 P	14:40 P	15:10 P	15:40 P	16:11 P	16:41 P	17:10 P	17:40 P	18:10 P	18:40 P	19:10 P	19:40 P	20:09	
DCU St. Patrick's		P 14:13 P	14:43 P	15:13 P	15:43 P	16:13 P	16:43 P	17:12 P	17:42 P	18:12 P	18:42 P	19:12 P	19:42 P	20:11	
Whitehall College		P 14:16 P	14:46 P	15:16 P	15:46 P	16:16 P	16:46 P	17:15 P	17:45 P	18:15 P	18:45 P	19:14 P	19:44 P	20:14	
Whitehall Church		P 14:18 P	14:48 P	15:18 P	15:48 P	16:19 P	16:49 P	17:17 P	17:47 P	18:17 P	18:47 P	19:17 P	19:47 P	20:16	
Omni Park SC		P 14:22 P	14:52 P	15:22 P	15:52 P	16:22 P	16:52 P	17:20 P	17:50 P	18:20 P	18:50 P	19:19 P	19:49 P	20:18	
Dublin Airport (Zone 13 Stop 12)		P 14:35 P	15:05 P	15:35 P	16:05 P	16:35 P	17:05 P	17:32 P	18:02 P	18:32 P	19:02 P	19:30 P	20:00 P	20:29	
Airside		P 14:42 P	15:12 P	15:42 P	16:12 P	16:41 P	17:11 P	17:38 P	18:08 P	18:37 P	19:07 P	19:36 P	20:06 P	20:34	
Swords Pavilions		P 14:45 P	15:15 P	15:45 P	16:15 P	16:45 P	17:15 P	17:42 P	18:12 P	18:42 P	19:12 P	19:39 P	20:09 P	20:37	
Seatown Villas		P 14:47 P	15:17 P	15:47 P	16:17 P	16:47 P	17:17 P	17:44 P	18:14 P	18:44 P	19:14 P	19:41 P	20:11 P	20:39	
Balheary Park		P 14:48 P	15:18 P	15:48 P	16:18 P	16:48 P	17:18 P	17:45 P	18:15 P	18:45 P	19:15 P	19:42 P	20:12 P	20:40	
Turvey Avenue		14:53	15:23	15:53	16:23	16:52	17:22	17:49	18:19	18:49	19:19	19:46	20:16	20:44	
Blakes Cross		14:54	15:24	15:54	16:24	16:54	17:24	17:51	18:21	18:50	19:20	19:47	20:17	20:46	
Corduff School		14:56	15:26	15:56	16:26	16:55	17:25	17:52	18:22	18:52	19:22	19:49	20:19	20:47	
Ministers Cross		14:57	15:27	15:57	16:27	16:56	17:26	17:53	18:23	18:53	19:23	19:50	20:20	20:48	
Ballough (Opp Man of War)		14:58	15:28	15:58	16:28	16:57	17:27	17:54	18:24	18:54	19:24	19:51	20:21	20:49	
Five Roads		15:00	15:30	16:00	16:30	16:59	17:29	17:56	18:26	18:56	19:26	19:53	20:23	20:51	
Grooms		15:02	15:32	16:02	16:32	17:01	17:31	17:58	18:28	18:58	19:28	19:55	20:25	20:53	
Courtough		15:03	15:33	16:03	16:33	17:03	17:33	18:00	18:30	18:59	19:29	19:56	20:26	20:55	
Balrothery (Opp Balrothery Inn)		15:05	15:35	16:05	16:35	17:05	17:35	18:02	18:32	19:01	19:31	19:58	20:28	20:57	
Balrothery (Opp Kingdom Hall)		15:06	15:36	16:06	16:36	17:06	17:36	18:03	18:33	19:02	19:32	19:59	20:29	20:58	
Balbriggan (Opp Golf Club)		15:07	15:37	16:07	16:37	17:06	17:36	18:03	18:33	19:03	19:33	20:00	20:30	20:59	
Balbriggan (Opp Wavin)		15:08	15:38	16:08	16:38	17:07	17:37	18:04	18:34	19:03	19:33	20:00	20:30	20:59	
Peter & Paul Church		15:09	15:39	16:09	16:39	17:08	17:38	18:05	18:35	19:05	19:35	20:02	20:32	21:01	
Balbriggan (Community Centre)		15:11	15:41	16:11	16:41	17:10	17:40	18:07	18:37	19:06	19:36	20:03	20:33	21:02	
Balbriggan (Community College)		15:14	15:44	16:14	16:44	17:13	17:43	18:09	18:39	19:08	19:38	20:05	20:35	21:03	
Balbriggan (Bath Rd Service Station)		15:15	15:45	16:15	16:45	17:14	17:44	18:11	18:41	19:10	19:40	20:07	20:37	21:04	
Balbriggan (Garda Station)		15:17	15:47	16:17	16:47	17:16	17:46	18:12	18:42	19:11	19:41	20:08	20:38	21:06	
Bremore		15:17	15:47	16:17	16:47	17:16	17:46	18:13	18:43	19:12	19:42	20:09	20:39	21:06	
Gormanstown Cross (Northbound)		15:20	15:50	16:20	16:50	17:19	17:49	18:16	18:46	19:15	19:45	20:12	20:42	21:09	
Huntsman Inn		15:21	15:51	16:21	16:51	17:20	17:50	18:17	18:47	19:16	19:46	20:13	20:43	21:10	
Bellewstown Cross (Northbound)		15:24	15:54	16:24	16:54	17:23	17:53	18:20	18:50	19:19	19:49	20:16	20:46	21:13	
Mosney Cross		15:26	15:56	16:26	16:56	17:24	17:54	18:21	18:51	19:20	19:50	20:17	20:47	21:15	
Whitecross (Opp School)		15:27	15:57	16:27	16:57	17:26	17:56	18:23	18:53	19:22	19:52	20:19	20:49	21:16	
Julianstown (Jctn Laytown Rd)		15:28	15:58	16:28	16:58	17:27	17:57	18:24	18:54	19:23	19:53	20:20	20:50	21:17	
Ross Na Ri (Moore Hall Lodge)		15:31	16:01	16:31	17:01	17:31	18:01	18:27	18:57	19:27	19:57	20:23	20:53	21:20	
Drogheda (Deepforde Estate)		D 15:33 D	16:03 D	16:33 D	17:03 D	17:32 D	18:02 D	18:29 D	18:59 D	19:28 D	19:58 D	20:25 D	20:55 D	21:21	
Drogheda (Opp Rail Station)		D 15:39 D	16:09 D	16:39 D	17:09 D	17:39 D	18:09 D	18:36 D	19:06 D	19:34 D	20:04 D	20:31 D	21:01 D	21:27	
Drogheda (St Marys Church)		D 15:41 D	16:11 D	16:41 D	17:11 D	17:40 D	18:10 D	18:38 D	19:08 D	19:36 D	20:06 D	20:33 D	21:03 D	21:29	
Drogheda (Bus Station)	arr	15:47	16:17	16:47	17:17	17:47	18:17	18:44	19:14	19:42	20:12	20:39	21:09	21:34	

D = Drop off only
P = Pick up only

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Operating day		Sunday						
Dublin (Busáras)	dep	20:30	21:30	22:30				
Dublin Busaras (Gate 15)					23:30	00:30	01:30	02:30
Mountjoy Sq West		P 20:35 P	21:35 P	22:35 P	23:35 P	00:34 P	01:34 P	02:34
Drumcondra Rail Stn		P 20:39 P	21:39 P	22:39 P	23:37 P	00:36 P	01:36 P	02:36
DCU St. Patrick's		P 20:41 P	21:41 P	22:41 P	23:39 P	00:37 P	01:37 P	02:37
Whitehall College		P 20:44 P	21:43 P	22:43 P	23:40 P	00:38 P	01:38 P	02:38
Whitehall Church		P 20:46 P	21:45 P	22:45 P	23:42 P	00:39 P	01:39 P	02:39
Omni Park SC		P 20:48 P	21:47 P	22:47 P	23:43 P	00:41 P	01:41 P	02:41
Dublin Airport (Zone 13 Stop 12)		P 20:59 P	21:59 P	22:59 P	23:54 P	00:49 P	01:49 P	02:49
Airside		P 21:04 P	22:04 P	23:04 P	23:58 P	00:53 P	01:53 P	02:53
Swords Pavilions		P 21:07 P	22:06 P	23:06 P	00:00 P	00:54 P	01:54 P	02:54
Seatown Villas		P 21:09 P	22:08 P	23:08 P	00:01 P	00:56 P	01:56 P	02:56
Balheary Park		P 21:10 P	22:09 P	23:09 P	00:02 P	00:57 P	01:57 P	02:57
Turvey Avenue		21:14	22:13	23:13	00:06	01:00	02:00	03:00
Blakes Cross		21:16	22:14	23:14	00:07	01:02	02:02	03:02
Corduff School		21:17	22:16	23:16	00:09	01:03	02:03	03:03
Ministers Cross		21:18	22:17	23:17	00:10	01:04	02:04	03:04
Ballough (Opp Man of War)		21:19	22:18	23:18	00:11	01:05	02:05	03:05
Five Roads		21:21	22:20	23:20	00:13	01:07	02:07	03:07
Grooms		21:23	22:22	23:22	00:15	01:09	02:09	03:09
Courtough		21:25	22:23	23:23	00:16	01:11	02:11	03:11
Balrothery (Opp Balrothery Inn)		21:27	22:25	23:25	00:18	01:12	02:12	03:12
Balrothery (Opp Kingdom Hall)		21:28	22:26	23:26	00:18	01:13	02:13	03:13
Balbriggan (Opp Golf Club)		21:29	22:27	23:27	00:19	01:13	02:13	03:13
Balbriggan (Opp Wavin)		21:29	22:27	23:27	00:19	01:14	02:14	03:14
Peter & Paul Church		21:31	22:28	23:28	00:20	01:15	02:15	03:15
Balbriggan (Community Centre)		21:32	22:30	23:30	00:21	01:15	02:15	03:15
Balbriggan (Community College)		21:33	22:31	23:31	00:22	01:16	02:16	03:16
Balbriggan (Bath Rd Service Station)		21:34	22:32	23:32	00:22	01:17	02:17	03:17
Balbriggan (Garda Station)		21:36	22:34	23:34	00:23	01:18	02:18	03:18
Bremore		21:36	22:34	23:34	00:24	01:18	02:18	03:18
Gormanstown Cross (Northbound)		21:39	22:37	23:37	00:26	01:21	02:21	03:21
Huntsman Inn		21:40	22:38	23:38	00:27	01:21	02:21	03:21
Bellewstown Cross (Northbound)		21:43	22:41	23:41	00:29	01:24	02:24	03:24
Mosney Cross		21:45	22:42	23:42	00:30	01:24	02:24	03:24
Whitecross (Opp School)		21:46	22:44	23:44	00:31	01:26	02:26	03:26
Julianstown (Jctn Laytown Rd)		21:47	22:45	23:45	00:32	01:27	02:27	03:27
Ross Na Ri (Moore Hall Lodge)		21:50	22:48	23:48	00:35	01:29	02:29	03:29
Drogheda (Deepforde Estate)		D 21:51 D	22:49 D	23:49 D	00:36 D	01:30 D	02:30 D	03:30
Drogheda (Opp Rail Station)		D 21:57 D	22:54 D	23:54 D	00:40 D	01:34 D	02:34 D	03:34
Drogheda (St Marys Church)		D 21:59 D	22:55 D	23:55 D	00:40 D	01:35 D	02:35 D	03:35
Drogheda (Bus Station)	arr	22:04	22:59	23:59	00:44	01:39	02:39	03:39

D = Drop off only

P = Pick up only

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Operating day		Monday - Friday													
Drogheda (Bus Station)	dep	02:00	03:00	04:00	05:00	05:20	05:40	06:00	06:20	06:40	07:00	07:20	07:40	08:00	
Drogheda (Opp St Marys Hospital)		P 02:02	P 03:02	P 04:02	P 05:02	P 05:22	P 05:42	P 06:02	P 06:23	P 06:42	P 07:02	P 07:22	P 07:43	P 08:03	
Drogheda (Rail Station)		P 02:03	P 03:03	P 04:03	P 05:03	P 05:23	P 05:43	P 06:03	P 06:24	P 06:43	P 07:03	P 07:23	P 07:44	P 08:04	
Drogheda (Dublin Rd Deepforde)		P 02:06	P 03:06	P 04:06	P 05:06	P 05:26	P 05:46	P 06:06	P 06:28	P 06:48	P 07:08	P 07:28	P 07:48	P 08:08	
Drogheda (Dublin Rd Moorehall Lodge)		02:07	03:07	04:07	05:07	05:27	05:47	06:07	06:29	06:49	07:09	07:29	07:50	08:10	
Julianstown (The Lime Kiln)		02:11	03:11	04:11	05:11	05:31	05:51	06:11	06:32	06:56	07:16	07:36	08:01	08:21	
Whitecross (School)		02:12	03:12	04:12	05:12	05:32	05:52	06:12	06:33	06:57	07:17	07:37	08:03	08:23	
Mosney Cross (Southbound)		02:14	03:14	04:14	05:14	05:34	05:54	06:14	06:35	06:59	07:19	07:39	08:05	08:25	
Bellewstown Cross (Southbound)		02:14	03:14	04:14	05:14	05:34	05:54	06:14	06:36	07:00	07:20	07:40	08:06	08:26	
Opp Huntsman Inn		02:17	03:17	04:17	05:17	05:37	05:57	06:17	06:38	07:02	07:22	07:42	08:08	08:28	
Gormanstown Cross (Southbound)		02:18	03:18	04:18	05:18	05:38	05:58	06:18	06:39	07:03	07:23	07:43	08:09	08:29	
Bremore		02:21	03:21	04:21	05:21	05:41	06:01	06:21	06:42	07:06	07:26	07:46	08:12	08:32	
Balbriggan (Opposite Garda Station)		02:23	03:23	04:23	05:23	05:43	06:03	06:23	06:44	07:09	07:29	07:49	08:15	08:35	
Balbriggan (Bath Road)		02:24	03:24	04:24	05:24	05:44	06:04	06:24	06:45	07:10	07:30	07:50	08:17	08:37	
Balbriggan (Apache Pizza)		02:25	03:25	04:25	05:25	05:45	06:05	06:25	06:46	07:12	07:32	07:52	08:18	08:38	
Balbriggan (Bank of Ireland)		02:27	03:27	04:27	05:27	05:47	06:07	06:27	06:48	07:14	07:34	07:54	08:21	08:41	
Peter& Paul Church		02:28	03:28	04:28	05:28	05:48	06:08	06:28	06:49	07:16	07:36	07:56	08:23	08:43	
Balbriggan (Wavin)		02:29	03:29	04:29	05:29	05:49	06:09	06:29	06:50	07:17	07:37	07:57	08:24	08:44	
Balbriggan (Golf Club)		02:30	03:30	04:30	05:30	05:50	06:10	06:30	06:51	07:18	07:38	07:58	08:25	08:45	
Balrothery (Cedarwood Lodge)		02:30	03:30	04:30	05:30	05:50	06:10	06:30	06:52	07:18	07:38	07:58	08:26	08:46	
Balrothery (Balrothery Inn)		02:31	03:31	04:31	05:31	05:51	06:11	06:31	06:53	07:20	07:40	08:00	08:27	08:47	
Opp Courtlough		02:33	03:33	04:33	05:33	05:53	06:13	06:33	06:54	07:21	07:41	08:01	08:29	08:49	
Opp Grooms		02:34	03:34	04:34	05:34	05:54	06:14	06:34	06:56	07:23	07:43	08:03	08:30	08:50	
Opp Five Roads		02:36	03:36	04:36	05:36	05:56	06:16	06:36	06:58	07:25	07:45	08:05	08:32	08:52	
Ballough (Man of War)		02:38	03:38	04:38	05:38	05:58	06:18	06:38	07:00	07:27	07:47	08:07	08:34	08:54	
Ministers Cross		02:39	03:39	04:39	05:39	05:59	06:19	06:39	07:01	07:28	07:48	08:08	08:35	08:55	
Corduff School		02:41	03:41	04:41	05:41	06:01	06:21	06:41	07:02	07:29	07:49	08:09	08:37	08:57	
Blakes Cross		02:42	03:42	04:42	05:42	06:02	06:22	06:42	07:03	07:30	07:50	08:10	08:38	08:58	
Turvey Avenue		02:44	03:44	04:44	05:44	06:04	06:24	06:44	07:04	07:32	07:52	08:12	08:40	09:00	
Balheary Park		D 02:48	D 03:48	D 04:49	D 05:49	D 06:09	D 06:29	D 06:49	D 07:11	D 07:39	D 07:59	D 08:19	D 08:46	D 09:06	
Seatown Road		D 02:49	D 03:49	D 04:51	D 05:51	D 06:11	D 06:31	D 06:51	D 07:14	D 07:42	D 08:02	D 08:22	D 08:49	D 09:09	
Swords Pavilions		D 02:51	D 03:51	D 04:53	D 05:53	D 06:13	D 06:33	D 06:53	D 07:16	D 07:45	D 08:05	D 08:25	D 08:52	D 09:12	
N1 Business Park		D 02:54	D 03:54	D 04:56	D 05:56	D 06:16	D 06:36	D 06:56	D 07:20	D 07:49	D 08:09	D 08:29	D 08:56	D 09:16	
Dublin Airport (Terminal Two)		D 03:02	D 04:02	D 05:04	D 06:04	D 06:24	D 06:44	D 07:04	D 07:26	D 07:59	D 08:19	D 08:39	D 09:06	D 09:26	
Omni Park SC		D 03:09	D 04:09	D 05:16	D 06:16	D 06:36	D 06:56	D 07:19	D 07:41	D 08:14	D 08:34	D 08:54	D 09:21	D 09:41	
Whitehall Church		D 03:11	D 04:11	D 05:18	D 06:18	D 06:38	D 06:58	D 07:22	D 07:45	D 08:18	D 08:38	D 08:58	D 09:25	D 09:45	
The Village		D 03:14	D 04:14	D 05:21	D 06:21	D 06:41	D 07:01	D 07:27	D 07:51	D 08:26	D 08:46	D 09:06	D 09:33	D 09:53	
DCU St. Patrick's		D 03:15	D 04:15	D 05:23	D 06:23	D 06:43	D 07:03	D 07:29	D 07:53	D 08:29	D 08:49	D 09:09	D 09:36	D 09:56	
Fitzroy Avenue		D 03:17	D 04:17	D 05:25	D 06:25	D 06:45	D 07:07	D 07:33	D 07:57	D 08:35	D 08:55	D 09:15	D 09:40	D 10:00	
O'Connell St Upper		D 03:23	D 04:23	D 05:31	D 06:31	D 06:51	D 07:15	D 07:42	D 08:05	D 08:44	D 09:04	D 09:24	D 09:49	D 10:09	
Dublin (Busáras)					06:40	07:00	07:24	07:52	08:15	08:52	09:12	09:32	09:56	10:16	
Dublin Busaras (Gate 15)	arr	03:26	04:26	05:37											

D = Drop off only
P = Pick up only

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Operating day		Monday - Friday													
Drogheda (Bus Station)	dep	08:30	09:00	09:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:20	13:40	14:00	
Drogheda (Opp St Marys Hospital)		P 08:33	P 09:03	P 09:33	P 10:03	P 10:33	P 11:03	P 11:33	P 12:03	P 12:33	P 13:03	P 13:23	P 13:43	P 14:03	
Drogheda (Rail Station)		P 08:34	P 09:04	P 09:34	P 10:04	P 10:34	P 11:04	P 11:34	P 12:04	P 12:34	P 13:04	P 13:24	P 13:44	P 14:04	
Drogheda (Dublin Rd Deepforde)		P 08:39	P 09:09	P 09:38	P 10:08	P 10:38	P 11:08	P 11:38	P 12:08	P 12:38	P 13:08	P 13:28	P 13:48	P 14:08	
Drogheda (Dublin Rd Moorehall Lodge)		08:40	09:10	09:39	10:09	10:39	11:09	11:39	12:09	12:39	13:10	13:30	13:50	14:09	
Julianstown (The Lime Kiln)		08:46	09:16	09:43	10:13	10:43	11:13	11:43	12:13	12:43	13:13	13:33	13:53	14:12	
Whitecross (School)		08:48	09:18	09:44	10:14	10:44	11:14	11:44	12:14	12:44	13:14	13:34	13:54	14:14	
Mosney Cross (Southbound)		08:50	09:20	09:46	10:16	10:46	11:16	11:46	12:16	12:46	13:16	13:36	13:56	14:15	
Bellewstown Cross (Southbound)		08:50	09:20	09:46	10:16	10:46	11:16	11:46	12:16	12:46	13:17	13:36	13:56	14:16	
Opp Huntsman Inn		08:53	09:23	09:49	10:19	10:49	11:19	11:49	12:19	12:49	13:19	13:39	13:59	14:18	
Gormanstown Cross (Southbound)		08:54	09:24	09:50	10:20	10:50	11:20	11:50	12:20	12:50	13:20	13:40	14:00	14:19	
Bremore		08:57	09:27	09:53	10:23	10:53	11:23	11:53	12:23	12:53	13:23	13:42	14:02	14:22	
Balbriggan (Opposite Garda Station)		09:00	09:30	09:55	10:25	10:55	11:25	11:55	12:25	12:55	13:25	13:44	14:04	14:24	
Balbriggan (Bath Road)		09:01	09:31	09:57	10:27	10:57	11:27	11:57	12:27	12:57	13:26	13:46	14:06	14:25	
Balbriggan (Apache Pizza)		09:03	09:33	09:58	10:28	10:58	11:28	11:58	12:28	12:58	13:28	13:47	14:07	14:27	
Balbriggan (Bank of Ireland)		09:05	09:35	10:01	10:31	11:01	11:31	12:01	12:31	13:01	13:31	13:50	14:10	14:30	
Peter& Paul Church		09:07	09:37	10:04	10:34	11:04	11:34	12:04	12:34	13:04	13:33	13:52	14:12	14:32	
Balbriggan (Wavin)		09:08	09:38	10:05	10:35	11:05	11:35	12:05	12:35	13:05	13:34	13:53	14:13	14:33	
Balbriggan (Golf Club)		09:09	09:39	10:06	10:36	11:06	11:36	12:06	12:36	13:06	13:35	13:54	14:14	14:33	
Balrothery (Cedarwood Lodge)		09:10	09:40	10:06	10:36	11:06	11:36	12:06	12:36	13:06	13:35	13:55	14:14	14:34	
Balrothery (Balrothery Inn)		09:11	09:41	10:08	10:38	11:08	11:38	12:08	12:38	13:08	13:37	13:57	14:16	14:35	
Opp Courtlough		09:13	09:43	10:09	10:39	11:09	11:39	12:09	12:39	13:09	13:38	13:58	14:17	14:37	
Opp Grooms		09:14	09:44	10:11	10:41	11:11	11:41	12:11	12:41	13:11	13:40	14:00	14:19	14:38	
Opp Five Roads		09:16	09:46	10:13	10:43	11:13	11:43	12:13	12:43	13:13	13:42	14:02	14:21	14:40	
Ballough (Man of War)		09:18	09:48	10:15	10:45	11:15	11:45	12:15	12:45	13:15	13:44	14:04	14:23	14:43	
Ministers Cross		09:19	09:49	10:16	10:46	11:16	11:46	12:16	12:46	13:16	13:45	14:05	14:24	14:44	
Corduff School		09:21	09:51	10:17	10:47	11:17	11:47	12:17	12:47	13:17	13:46	14:07	14:26	14:45	
Blakes Cross		09:22	09:52	10:18	10:48	11:18	11:48	12:18	12:48	13:18	13:47	14:08	14:27	14:47	
Turvey Avenue		09:23	09:53	10:20	10:50	11:20	11:50	12:20	12:50	13:20	13:49	14:09	14:28	14:48	
Balheary Park		D 09:30	D 10:00	D 10:27	D 10:57	D 11:27	D 11:57	D 12:27	D 12:57	D 13:27	D 13:56	D 14:16	D 14:35	D 14:55	
Seatown Road		D 09:33	D 10:03	D 10:30	D 11:00	D 11:30	D 12:00	D 12:30	D 13:00	D 13:30	D 13:59	D 14:19	D 14:38	D 14:58	
Swords Pavilions		D 09:36	D 10:06	D 10:33	D 11:03	D 11:33	D 12:03	D 12:33	D 13:03	D 13:33	D 14:02	D 14:22	D 14:41	D 15:01	
N1 Business Park		D 09:40	D 10:10	D 10:37	D 11:07	D 11:37	D 12:07	D 12:37	D 13:07	D 13:37	D 14:06	D 14:26	D 14:45	D 15:05	
Dublin Airport (Terminal Two)		D 09:49	D 10:19	D 10:47	D 11:17	D 11:47	D 12:17	D 12:47	D 13:17	D 13:47	D 14:15	D 14:36	D 14:54	D 15:14	
Omni Park SC		D 10:04	D 10:34	D 11:02	D 11:32	D 12:02	D 12:32	D 13:02	D 13:32	D 14:02	D 14:30	D 14:51	D 15:09	D 15:29	
Whitehall Church		D 10:08	D 10:38	D 11:06	D 11:36	D 12:06	D 12:36	D 13:06	D 13:36	D 14:06	D 14:34	D 14:55	D 15:13	D 15:33	
The Village		D 10:15	D 10:45	D 11:12	D 11:42	D 12:12	D 12:42	D 13:12	D 13:42	D 14:12	D 14:40	D 15:01	D 15:19	D 15:39	
DCU St. Patrick's		D 10:18	D 10:48	D 11:15	D 11:45	D 12:15	D 12:45	D 13:15	D 13:45	D 14:15	D 14:43	D 15:01	D 15:22	D 15:42	
Fitzroy Avenue		D 10:22	D 10:52	D 11:18	D 11:48	D 12:18	D 12:48	D 13:18	D 13:48	D 14:18	D 14:46	D 15:04	D 15:25	D 15:45	
O'Connell St Upper		D 10:31	D 11:01	D 11:27	D 11:57	D 12:27	D 12:57	D 13:27	D 13:57	D 14:27	D 14:55	D 15:13	D 15:34	D 15:52	
Dublin (Busáras)		10:39	11:09	11:35	12:05	12:35	13:05	13:35	14:05	14:35	15:01	15:21	15:40	16:00	
Dublin Busaras (Gate 15)	arr														

D = Drop off only
P = Pick up only

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Operating day		Monday - Friday												
Drogheda (Bus Station)	dep	14:20	14:40	15:00	15:20	15:40	16:00	16:30	16:50	17:10	17:30	18:00	18:30	19:00
Drogheda (Opp St Marys Hospital)		P 14:23 P	14:43 P	15:03 P	15:23 P	15:43 P	16:03 P	16:33 P	16:53 P	17:13 P	17:33 P	18:03 P	18:33 P	19:03
Drogheda (Rail Station)		P 14:24 P	14:44 P	15:04 P	15:24 P	15:44 P	16:04 P	16:34 P	16:54 P	17:14 P	17:34 P	18:04 P	18:34 P	19:04
Drogheda (Dublin Rd Deepforde)		P 14:28 P	14:48 P	15:08 P	15:28 P	15:48 P	16:08 P	16:38 P	16:58 P	17:18 P	17:39 P	18:09 P	18:38 P	19:08
Drogheda (Dublin Rd Moorehall Lodge)		14:29	14:49	15:09	15:29	15:49	16:10	16:39	17:00	17:20	17:40	18:10	18:39	19:09
Julianstown (The Lime Kiln)		14:32	14:52	15:12	15:33	15:53	16:14	16:42	17:04	17:24	17:44	18:14	18:42	19:12
Whitecross (School)		14:34	14:54	15:14	15:34	15:54	16:15	16:44	17:05	17:25	17:45	18:15	18:44	19:14
Mosney Cross (Southbound)		14:35	14:55	15:15	15:36	15:56	16:17	16:46	17:07	17:27	17:47	18:17	18:46	19:16
Bellewstown Cross (Southbound)		14:36	14:56	15:16	15:37	15:57	16:18	16:46	17:08	17:28	17:48	18:18	18:46	19:16
Opp Huntsman Inn		14:39	14:59	15:19	15:40	16:00	16:21	16:49	17:10	17:30	17:50	18:20	18:49	19:19
Gormanstown Cross (Southbound)		14:40	15:00	15:20	15:41	16:01	16:22	16:50	17:11	17:31	17:51	18:21	18:50	19:20
Bremore		14:42	15:02	15:22	15:44	16:04	16:25	16:53	17:14	17:34	17:54	18:24	18:53	19:23
Balbriggan (Opposite Garda Station)		14:44	15:04	15:24	15:46	16:06	16:27	16:55	17:16	17:36	17:56	18:26	18:55	19:25
Balbriggan (Bath Road)		14:46	15:06	15:26	15:47	16:07	16:28	16:56	17:18	17:38	17:57	18:27	18:56	19:26
Balbriggan (Apache Pizza)		14:47	15:07	15:27	15:50	16:10	16:31	16:57	17:20	17:39	17:59	18:29	18:57	19:27
Balbriggan (Bank of Ireland)		14:50	15:10	15:30	15:53	16:13	16:34	17:00	17:22	17:42	18:01	18:31	19:00	19:30
Peter& Paul Church		14:52	15:12	15:32	15:55	16:15	16:36	17:02	17:25	17:44	18:03	18:33	19:02	19:32
Balbriggan (Wavin)		14:53	15:13	15:33	15:56	16:16	16:38	17:03	17:26	17:45	18:04	18:34	19:03	19:33
Balbriggan (Golf Club)		14:53	15:13	15:33	15:57	16:17	16:39	17:03	17:26	17:46	18:05	18:35	19:03	19:33
Balrothery (Cedarwood Lodge)		14:54	15:14	15:34	15:58	16:18	16:39	17:04	17:27	17:46	18:05	18:35	19:04	19:34
Balrothery (Balrothery Inn)		14:55	15:15	15:35	15:59	16:19	16:41	17:05	17:28	17:48	18:07	18:37	19:05	19:35
Opp Courtlough		14:57	15:17	15:37	16:01	16:21	16:42	17:07	17:30	17:49	18:08	18:38	19:07	19:37
Opp Grooms		14:58	15:18	15:38	16:03	16:23	16:44	17:08	17:32	17:51	18:10	18:40	19:08	19:38
Opp Five Roads		15:00	15:20	15:40	16:05	16:25	16:46	17:10	17:34	17:53	18:12	18:42	19:10	19:40
Ballough (Man of War)		15:03	15:23	15:43	16:07	16:27	16:49	17:12	17:36	17:55	18:14	18:44	19:12	19:42
Ministers Cross		15:04	15:24	15:44	16:08	16:28	16:50	17:13	17:37	17:56	18:15	18:45	19:13	19:43
Corduff School		15:05	15:25	15:45	16:09	16:29	16:51	17:14	17:38	17:57	18:16	18:46	19:14	19:44
Blakes Cross		15:07	15:27	15:47	16:11	16:31	16:52	17:15	17:39	17:59	18:17	18:47	19:15	19:45
Turvey Avenue		15:08	15:28	15:48	16:13	16:33	16:54	17:16	17:41	18:00	18:18	18:48	19:16	19:46
Balheary Park		D 15:15 D	15:35 D	15:55 D	16:20 D	16:40 D	17:01 D	17:23 D	17:48 D	18:07 D	18:25 D	18:55 D	19:23 D	19:53
Seatown Road		D 15:18 D	15:38 D	15:58 D	16:23 D	16:43 D	17:03 D	17:25 D	17:51 D	18:09 D	18:27 D	18:57 D	19:25 D	19:55
Swords Pavilions		D 15:21 D	15:41 D	16:01 D	16:26 D	16:46 D	17:06 D	17:28 D	17:54 D	18:12 D	18:30 D	19:00 D	19:28 D	19:58
N1 Business Park		D 15:25 D	15:45 D	16:05 D	16:30 D	16:50 D	17:10 D	17:31 D	17:58 D	18:15 D	18:33 D	19:03 D	19:31 D	20:01
Dublin Airport (Terminal Two)		D 15:34 D	15:54 D	16:14 D	16:39 D	16:59 D	17:20 D	17:39 D	18:07 D	18:24 D	18:42 D	19:12 D	19:39 D	20:09
Omni Park SC		D 15:49 D	16:09 D	16:29 D	16:54 D	17:14 D	17:35 D	17:53 D	18:22 D	18:39 D	18:57 D	19:27 D	19:53 D	20:23
Whitehall Church		D 15:53 D	16:13 D	16:33 D	16:58 D	17:18 D	17:39 D	17:57 D	18:26 D	18:43 D	19:01 D	19:31 D	19:57 D	20:27
The Village		D 15:59 D	16:19 D	16:39 D	17:04 D	17:24 D	17:44 D	18:02 D	18:31 D	18:48 D	19:06 D	19:36 D	20:02 D	20:32
DCU St. Patrick's		D 16:02 D	16:22 D	16:42 D	17:05 D	17:25 D	17:47 D	18:04 D	18:33 D	18:50 D	19:08 D	19:38 D	20:04 D	20:34
Fitzroy Avenue		D 16:05 D	16:25 D	16:45 D	17:09 D	17:29 D	17:50 D	18:07 D	18:36 D	18:54 D	19:11 D	19:41 D	20:07 D	20:37
O'Connell St Upper		D 16:14 D	16:34 D	16:54 D	17:18 D	17:38 D	17:59 D	18:14 D	18:44 D	19:02 D	19:18 D	19:48 D	20:14 D	20:44
Dublin (Busáras)		16:20	16:40	17:00	17:26	17:46	18:07	18:21	18:50	19:10	19:26	19:56	20:21	20:51
Dublin Busaras (Gate 15)	arr													

D = Drop off only
P = Pick up only

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Operating day		Monday - Friday					
Drogheda (Bus Station)	dep	20:00	21:00	22:00	23:00	00:00	01:00
Drogheda (Opp St Marys Hospital)		P 20:02 P	21:02 P	22:02 P	23:02 P	00:02 P	01:02
Drogheda (Rail Station)		P 20:03 P	21:03 P	22:02 P	23:02 P	00:02 P	01:02
Drogheda (Dublin Rd Deepforde)		P 20:06 P	21:06 P	22:05 P	23:05 P	00:05 P	01:05
Drogheda (Dublin Rd Moorehall Lodge)		20:08	21:07	22:07	23:07	00:06	01:06
Julianstown (The Lime Kiln)		20:11	21:10	22:10	23:10	00:09	01:09
Whitecross (School)		20:12	21:12	22:11	23:11	00:10	01:10
Mosney Cross (Southbound)		20:14	21:14	22:13	23:13	00:11	01:11
Bellewstown Cross (Southbound)		20:15	21:14	22:13	23:13	00:12	01:12
Opp Huntsman Inn		20:17	21:16	22:15	23:15	00:14	01:14
Gormanstown Cross (Southbound)		20:18	21:17	22:16	23:16	00:15	01:15
Bremore		20:21	21:20	22:19	23:19	00:17	01:17
Balbriggan (Opposite Garda Station)		20:23	21:21	22:20	23:20	00:19	01:19
Balbriggan (Bath Road)		20:24	21:22	22:21	23:21	00:19	01:19
Balbriggan (Apache Pizza)		20:25	21:23	22:22	23:22	00:20	01:20
Balbriggan (Bank of Ireland)		20:27	21:25	22:24	23:24	00:21	01:21
Peter& Paul Church		20:28	21:27	22:25	23:25	00:22	01:22
Balbriggan (Wavin)		20:29	21:28	22:25	23:25	00:22	01:22
Balbriggan (Golf Club)		20:30	21:28	22:26	23:26	00:23	01:23
Balrothery (Cedarwood Lodge)		20:30	21:29	22:26	23:26	00:23	01:23
Balrothery (Balrothery Inn)		20:32	21:30	22:27	23:27	00:24	01:24
Opp Courtlough		20:33	21:31	22:29	23:29	00:25	01:25
Opp Grooms		20:35	21:33	22:30	23:30	00:26	01:26
Opp Five Roads		20:37	21:35	22:32	23:32	00:28	01:28
Ballough (Man of War)		20:39	21:37	22:34	23:34	00:30	01:30
Ministers Cross		20:40	21:38	22:35	23:35	00:31	01:31
Corduff School		20:41	21:39	22:36	23:36	00:32	01:32
Blakes Cross		20:42	21:40	22:37	23:37	00:33	01:33
Turvey Avenue		20:43	21:42	22:39	23:39	00:34	01:34
Balheary Park		D 20:49 D	21:48 D	22:44 D	23:44 D	00:40 D	01:40
Seatown Road		D 20:51 D	21:50 D	22:45 D	23:45 D	00:42 D	01:42
Swords Pavilions		D 20:54 D	21:52 D	22:47 D	23:47 D	00:45 D	01:45
N1 Business Park		D 20:56 D	21:55 D	22:49 D	23:49 D	00:47 D	01:47
Dublin Airport (Terminal Two)		D 21:04 D	22:02 D	22:56 D	23:56 D	00:54 D	01:54
Omni Park SC		D 21:17 D	22:13 D	23:07 D	00:07 D	01:04 D	02:04
Whitehall Church		D 21:19 D	22:16 D	23:10 D	00:10 D	01:06 D	02:06
The Village		D 21:22 D	22:19 D	23:13 D	00:13 D	01:09 D	02:09
DCU St. Patrick's		D 21:24 D	22:21 D	23:14 D	00:14 D	01:11 D	02:11
Fitzroy Avenue		D 21:27 D	22:23 D	23:16 D	00:16 D	01:13 D	02:13
O'Connell St Upper		D 21:32 D	22:28 D	23:21 D	00:21 D	01:18 D	02:18
Dublin (Busáras)		21:41	22:33				
Dublin Busaras (Gate 15)	arr			23:24	00:24	01:24	02:24

D = Drop off only
P = Pick up only

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Operating day		Saturday												
Drogheda (Bus Station)	dep	02:00	03:00	04:00	05:00	05:30	06:00	06:30	07:00	07:30	08:00	08:30	09:00	09:30
Drogheda (Opp St Marys Hospital)		P 02:02 P	03:02 P	04:02 P	05:02 P	05:32 P	06:02 P	06:32 P	07:02 P	07:32 P	08:02 P	08:32 P	09:02 P	09:32
Drogheda (Rail Station)		P 02:03 P	03:03 P	04:03 P	05:03 P	05:33 P	06:03 P	06:33 P	07:03 P	07:33 P	08:02 P	08:32 P	09:03 P	09:33
Drogheda (Dublin Rd Deepforde)		P 02:06 P	03:06 P	04:06 P	05:06 P	05:36 P	06:06 P	06:36 P	07:06 P	07:36 P	08:06 P	08:36 P	09:07 P	09:37
Drogheda (Dublin Rd Moorehall Lodge)		02:08	03:08	04:08	05:08	05:38	06:08	06:38	07:08	07:38	08:07	08:37	09:08	09:38
Julianstown (The Lime Kiln)		02:11	03:11	04:11	05:11	05:41	06:11	06:41	07:11	07:41	08:10	08:40	09:11	09:41
Whitecross (School)		02:12	03:12	04:12	05:12	05:42	06:12	06:42	07:12	07:42	08:11	08:41	09:12	09:42
Mosney Cross (Southbound)		02:13	03:13	04:13	05:13	05:43	06:13	06:43	07:13	07:43	08:13	08:43	09:14	09:44
Bellewstown Cross (Southbound)		02:14	03:14	04:14	05:14	05:44	06:14	06:44	07:14	07:44	08:14	08:44	09:15	09:45
Opp Huntsman Inn		02:17	03:17	04:16	05:16	05:46	06:16	06:46	07:16	07:46	08:16	08:46	09:17	09:47
Gormanstown Cross (Southbound)		02:18	03:18	04:17	05:17	05:47	06:17	06:47	07:17	07:47	08:17	08:47	09:18	09:48
Bremore		02:21	03:21	04:20	05:20	05:50	06:20	06:50	07:20	07:50	08:20	08:50	09:21	09:51
Balbriggan (Opposite Garda Station)		02:23	03:23	04:23	05:23	05:53	06:23	06:53	07:23	07:53	08:23	08:53	09:24	09:54
Balbriggan (Bath Road)		02:24	03:24	04:24	05:24	05:54	06:24	06:54	07:24	07:54	08:24	08:54	09:25	09:55
Balbriggan (Apache Pizza)		02:25	03:25	04:25	05:25	05:55	06:25	06:55	07:25	07:55	08:25	08:55	09:26	09:56
Balbriggan (Bank of Ireland)		02:27	03:27	04:26	05:26	05:56	06:26	06:56	07:26	07:56	08:27	08:57	09:29	09:59
Peter& Paul Church		02:28	03:28	04:28	05:28	05:58	06:28	06:58	07:28	07:58	08:28	08:58	09:30	10:00
Balbriggan (Wavin)		02:29	03:29	04:28	05:28	05:58	06:28	06:58	07:28	07:58	08:29	08:59	09:31	10:01
Balbriggan (Golf Club)		02:29	03:29	04:29	05:29	05:59	06:29	06:59	07:29	07:59	08:30	09:00	09:32	10:02
Balrothery (Cedarwood Lodge)		02:30	03:30	04:29	05:29	05:59	06:29	06:59	07:29	07:59	08:31	09:01	09:33	10:03
Balrothery (Balrothery Inn)		02:31	03:31	04:30	05:30	06:00	06:30	07:00	07:30	08:00	08:32	09:02	09:35	10:05
Opp Courtlough		02:32	03:32	04:32	05:32	06:02	06:32	07:02	07:32	08:02	08:34	09:04	09:36	10:06
Opp Grooms		02:34	03:34	04:33	05:33	06:03	06:33	07:03	07:33	08:03	08:35	09:05	09:38	10:08
Opp Five Roads		02:35	03:35	04:35	05:35	06:05	06:35	07:05	07:35	08:05	08:37	09:07	09:39	10:09
Ballough (Man of War)		02:37	03:37	04:37	05:37	06:07	06:37	07:07	07:37	08:07	08:39	09:09	09:42	10:12
Ministers Cross		02:38	03:38	04:38	05:38	06:08	06:38	07:08	07:38	08:08	08:40	09:10	09:43	10:13
Corduff School		02:39	03:39	04:39	05:39	06:09	06:39	07:09	07:39	08:09	08:41	09:11	09:44	10:14
Blakes Cross		02:40	03:40	04:40	05:40	06:10	06:40	07:10	07:40	08:10	08:42	09:12	09:45	10:15
Turvey Avenue		02:42	03:42	04:42	05:42	06:12	06:42	07:12	07:42	08:11	08:43	09:14	09:46	10:16
Balheary Park		D 02:47 D	03:47 D	04:46 D	05:46 D	06:16 D	06:46 D	07:16 D	07:46 D	08:17 D	08:49 D	09:20 D	09:52 D	10:22
Seatown Road		D 02:48 D	03:48 D	04:48 D	05:48 D	06:18 D	06:48 D	07:18 D	07:48 D	08:19 D	08:51 D	09:22 D	09:54 D	10:24
Swords Pavilions		D 02:50 D	03:50 D	04:50 D	05:50 D	06:20 D	06:50 D	07:20 D	07:50 D	08:22 D	08:54 D	09:25 D	09:57 D	10:27
N1 Business Park		D 02:53 D	03:53 D	04:52 D	05:52 D	06:22 D	06:52 D	07:22 D	07:52 D	08:25 D	08:57 D	09:28 D	10:00 D	10:30
Dublin Airport (Terminal Two)		D 03:02 D	04:02 D	05:01 D	06:01 D	06:31 D	07:01 D	07:31 D	08:01 D	08:34 D	09:06 D	09:37 D	10:09 D	10:39
Omni Park SC		D 03:11 D	04:11 D	05:13 D	06:13 D	06:43 D	07:13 D	07:43 D	08:14 D	08:47 D	09:19 D	09:50 D	10:22 D	10:52
Whitehall Church		D 03:13 D	04:13 D	05:15 D	06:15 D	06:45 D	07:15 D	07:45 D	08:17 D	08:50 D	09:22 D	09:53 D	10:26 D	10:56
The Village		D 03:15 D	04:15 D	05:18 D	06:18 D	06:48 D	07:18 D	07:48 D	08:21 D	08:54 D	09:26 D	09:57 D	10:30 D	11:00
DCU St. Patrick's		D 03:16 D	04:16 D	05:19 D	06:19 D	06:49 D	07:19 D	07:49 D	08:22 D	08:55 D	09:28 D	09:58 D	10:32 D	11:02
Fitzroy Avenue		D 03:18 D	04:18 D	05:22 D	06:22 D	06:52 D	07:22 D	07:52 D	08:25 D	08:58 D	09:31 D	10:01 D	10:35 D	11:05
O'Connell St Upper		D 03:23 D	04:23 D	05:27 D	06:27 D	06:57 D	07:27 D	07:57 D	08:31 D	09:04 D	09:39 D	10:09 D	10:43 D	11:13
Dublin (Busáras)					06:32	07:02	07:32	08:02	08:38	09:11	09:47	10:17	10:51	11:21
Dublin Busaras (Gate 15)	arr	03:26	04:26	05:33										

D = Drop off only
P = Pick up only

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Operating day		Saturday													
Drogheda (Bus Station)	dep	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	
Drogheda (Opp St Marys Hospital)		P 10:03 P	10:34 P	11:04 P	11:34 P	12:04 P	12:34 P	13:04 P	13:34 P	14:03 P	14:33 P	15:03 P	15:33 P	16:03	
Drogheda (Rail Station)		P 10:04 P	10:35 P	11:05 P	11:35 P	12:05 P	12:35 P	13:05 P	13:35 P	14:04 P	14:34 P	15:04 P	15:34 P	16:04	
Drogheda (Dublin Rd Deepforde)		P 10:08 P	10:39 P	11:09 P	11:39 P	12:09 P	12:39 P	13:09 P	13:39 P	14:08 P	14:38 P	15:08 P	15:38 P	16:08	
Drogheda (Dublin Rd Moorehall Lodge)		10:09	10:41	11:11	11:41	12:11	12:41	13:11	13:41	14:10	14:40	15:10	15:40	16:10	
Julianstown (The Lime Kiln)		10:12	10:45	11:15	11:45	12:15	12:45	13:15	13:45	14:14	14:44	15:14	15:44	16:14	
Whitecross (School)		10:13	10:46	11:16	11:46	12:16	12:46	13:16	13:46	14:15	14:45	15:15	15:45	16:15	
Mosney Cross (Southbound)		10:15	10:48	11:18	11:48	12:18	12:48	13:18	13:48	14:17	14:47	15:17	15:47	16:17	
Bellewstown Cross (Southbound)		10:16	10:49	11:19	11:49	12:19	12:49	13:19	13:49	14:18	14:48	15:18	15:48	16:18	
Opp Huntsman Inn		10:19	10:52	11:22	11:52	12:22	12:52	13:22	13:52	14:21	14:51	15:21	15:51	16:20	
Gormanstown Cross (Southbound)		10:20	10:53	11:23	11:53	12:23	12:53	13:23	13:53	14:22	14:52	15:22	15:52	16:21	
Bremore		10:23	10:56	11:26	11:56	12:26	12:56	13:26	13:56	14:25	14:55	15:25	15:55	16:24	
Balbriggan (Opposite Garda Station)		10:25	10:59	11:29	11:59	12:29	12:59	13:29	13:59	14:28	14:58	15:28	15:58	16:26	
Balbriggan (Bath Road)		10:27	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:29	14:59	15:29	15:59	16:27	
Balbriggan (Apache Pizza)		10:28	11:02	11:32	12:02	12:32	13:02	13:32	14:02	14:31	15:01	15:31	16:01	16:29	
Balbriggan (Bank of Ireland)		10:31	11:05	11:35	12:05	12:35	13:05	13:35	14:05	14:33	15:03	15:33	16:03	16:32	
Peter& Paul Church		10:33	11:07	11:37	12:07	12:37	13:07	13:37	14:07	14:35	15:05	15:35	16:05	16:34	
Balbriggan (Wavin)		10:34	11:08	11:38	12:08	12:38	13:08	13:38	14:08	14:36	15:06	15:36	16:06	16:35	
Balbriggan (Golf Club)		10:35	11:09	11:39	12:09	12:39	13:09	13:39	14:09	14:37	15:07	15:37	16:07	16:35	
Balrothery (Cedarwood Lodge)		10:35	11:09	11:39	12:09	12:39	13:09	13:39	14:09	14:38	15:08	15:38	16:08	16:36	
Balrothery (Balrothery Inn)		10:37	11:11	11:41	12:11	12:41	13:11	13:41	14:11	14:39	15:09	15:39	16:09	16:37	
Opp Courtlough		10:38	11:13	11:43	12:13	12:43	13:13	13:43	14:13	14:41	15:11	15:41	16:11	16:39	
Opp Grooms		10:40	11:14	11:44	12:14	12:44	13:14	13:44	14:14	14:42	15:12	15:42	16:12	16:40	
Opp Five Roads		10:41	11:16	11:46	12:16	12:46	13:16	13:46	14:16	14:44	15:14	15:44	16:14	16:42	
Ballough (Man of War)		10:44	11:18	11:48	12:18	12:48	13:18	13:48	14:18	14:46	15:16	15:46	16:16	16:44	
Ministers Cross		10:45	11:19	11:49	12:19	12:49	13:19	13:49	14:19	14:47	15:17	15:47	16:17	16:45	
Corduff School		10:46	11:20	11:50	12:20	12:50	13:20	13:50	14:20	14:48	15:18	15:48	16:18	16:47	
Blakes Cross		10:47	11:21	11:51	12:21	12:51	13:21	13:51	14:21	14:49	15:19	15:49	16:19	16:48	
Turvey Avenue		10:48	11:23	11:53	12:23	12:53	13:23	13:53	14:23	14:51	15:21	15:51	16:21	16:49	
Balheary Park		D 10:55 D	11:30 D	12:00 D	12:30 D	13:00 D	13:30 D	14:00 D	14:30 D	14:58 D	15:28 D	15:58 D	16:28 D	16:56	
Seatown Road		D 10:57 D	11:32 D	12:02 D	12:32 D	13:02 D	13:32 D	14:02 D	14:32 D	15:01 D	15:31 D	16:01 D	16:31 D	16:58	
Swords Pavilions		D 11:00 D	11:35 D	12:05 D	12:35 D	13:05 D	13:35 D	14:05 D	14:35 D	15:04 D	15:34 D	16:04 D	16:34 D	17:01	
N1 Business Park		D 11:04 D	11:39 D	12:09 D	12:39 D	13:09 D	13:39 D	14:09 D	14:39 D	15:08 D	15:38 D	16:08 D	16:38 D	17:05	
Dublin Airport (Terminal Two)		D 11:14 D	11:49 D	12:19 D	12:49 D	13:19 D	13:49 D	14:19 D	14:49 D	15:18 D	15:48 D	16:18 D	16:48 D	17:14	
Omni Park SC		D 11:27 D	12:05 D	12:35 D	13:05 D	13:35 D	14:05 D	14:35 D	15:05 D	15:34 D	16:04 D	16:34 D	17:04 D	17:27	
Whitehall Church		D 11:31 D	12:10 D	12:40 D	13:10 D	13:40 D	14:10 D	14:40 D	15:10 D	15:38 D	16:08 D	16:38 D	17:08 D	17:31	
The Village		D 11:35 D	12:14 D	12:44 D	13:14 D	13:44 D	14:14 D	14:44 D	15:14 D	15:41 D	16:11 D	16:41 D	17:11 D	17:35	
DCU St. Patrick's		D 11:37 D	12:16 D	12:46 D	13:16 D	13:46 D	14:16 D	14:46 D	15:16 D	15:43 D	16:13 D	16:43 D	17:13 D	17:37	
Fitzroy Avenue		D 11:40 D	12:19 D	12:49 D	13:19 D	13:49 D	14:19 D	14:49 D	15:19 D	15:46 D	16:16 D	16:46 D	17:16 D	17:40	
O'Connell St Upper		D 11:49 D	12:28 D	12:58 D	13:28 D	13:58 D	14:28 D	14:58 D	15:28 D	15:53 D	16:23 D	16:53 D	17:23 D	17:49	
Dublin (Busáras)		11:57	12:35	13:05	13:35	14:05	14:35	15:05	15:35	16:01	16:31	17:01	17:31	17:57	
Dublin Busaras (Gate 15)	arr														

D = Drop off only
P = Pick up only

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





Operating day		Saturday											
Drogheda (Bus Station)	dep	16:30	17:00	17:30	18:00	18:30	19:00	20:00	21:00	22:00	23:00	00:00	01:00
Drogheda (Opp St Marys Hospital)		P 16:33 P	17:03 P	17:33 P	18:03 P	18:33 P	19:03 P	20:02 P	21:02 P	22:02 P	23:02 P	00:02 P	01:02
Drogheda (Rail Station)		P 16:34 P	17:04 P	17:34 P	18:04 P	18:34 P	19:04 P	20:03 P	21:03 P	22:03 P	23:02 P	00:02 P	01:02
Drogheda (Dublin Rd Deepforde)		P 16:38 P	17:08 P	17:38 P	18:08 P	18:38 P	19:08 P	20:07 P	21:06 P	22:06 P	23:05 P	00:05 P	01:05
Drogheda (Dublin Rd Moorehall Lodge)		16:40	17:10	17:40	18:10	18:39	19:09	20:08	21:07	22:07	23:06	00:06	01:06
Julianstown (The Lime Kiln)		16:44	17:14	17:44	18:14	18:43	19:13	20:12	21:11	22:10	23:09	00:09	01:09
Whitecross (School)		16:45	17:15	17:45	18:15	18:44	19:14	20:13	21:12	22:11	23:10	00:10	01:10
Mosney Cross (Southbound)		16:47	17:17	17:47	18:17	18:46	19:16	20:15	21:14	22:13	23:12	00:11	01:11
Bellewstown Cross (Southbound)		16:48	17:18	17:48	18:18	18:47	19:17	20:16	21:15	22:14	23:13	00:12	01:12
Opp Huntsman Inn		16:50	17:20	17:50	18:20	18:49	19:19	20:18	21:17	22:16	23:15	00:13	01:13
Gormanstown Cross (Southbound)		16:51	17:21	17:51	18:21	18:50	19:20	20:19	21:18	22:17	23:16	00:14	01:14
Bremore		16:54	17:24	17:54	18:24	18:53	19:23	20:22	21:21	22:20	23:18	00:16	01:16
Balbriggan (Opposite Garda Station)		16:56	17:26	17:56	18:26	18:56	19:26	20:24	21:23	22:22	23:20	00:18	01:18
Balbriggan (Bath Road)		16:57	17:27	17:57	18:27	18:57	19:27	20:25	21:24	22:23	23:21	00:18	01:18
Balbriggan (Apache Pizza)		16:59	17:29	17:59	18:29	18:59	19:29	20:26	21:25	22:24	23:22	00:19	01:19
Balbriggan (Bank of Ireland)		17:02	17:32	18:01	18:31	19:01	19:31	20:29	21:27	22:26	23:24	00:21	01:21
Peter& Paul Church		17:04	17:33	18:03	18:33	19:03	19:33	20:30	21:29	22:27	23:25	00:21	01:21
Balbriggan (Wavin)		17:05	17:34	18:04	18:34	19:04	19:34	20:31	21:30	22:28	23:26	00:22	01:22
Balbriggan (Golf Club)		17:05	17:35	18:04	18:34	19:04	19:34	20:32	21:30	22:29	23:27	00:22	01:22
Balrothery (Cedarwood Lodge)		17:06	17:35	18:05	18:35	19:05	19:35	20:32	21:31	22:29	23:27	00:23	01:23
Balrothery (Balrothery Inn)		17:07	17:37	18:06	18:36	19:07	19:37	20:34	21:32	22:31	23:28	00:24	01:24
Opp Courtlough		17:09	17:38	18:08	18:38	19:08	19:38	20:35	21:34	22:32	23:30	00:25	01:25
Opp Grooms		17:10	17:40	18:09	18:39	19:10	19:40	20:37	21:35	22:34	23:31	00:26	01:26
Opp Five Roads		17:12	17:42	18:11	18:41	19:11	19:41	20:39	21:37	22:35	23:33	00:27	01:27
Ballough (Man of War)		17:14	17:44	18:13	18:43	19:14	19:44	20:41	21:39	22:37	23:35	00:29	01:29
Ministers Cross		17:15	17:45	18:14	18:44	19:15	19:45	20:42	21:40	22:38	23:36	00:30	01:30
Corduff School		17:17	17:46	18:16	18:46	19:16	19:46	20:43	21:41	22:39	23:37	00:31	01:31
Blakes Cross		17:18	17:47	18:17	18:47	19:17	19:47	20:44	21:42	22:40	23:38	00:32	01:32
Turvey Avenue		17:19	17:49	18:18	18:48	19:18	19:48	20:45	21:44	22:42	23:39	00:33	01:33
Balheary Park		D 17:26 D	17:56 D	18:25 D	18:55 D	19:25 D	19:55 D	20:51 D	21:50 D	22:47 D	23:43 D	00:37 D	01:37
Seatown Road		D 17:28 D	17:58 D	18:28 D	18:58 D	19:28 D	19:58 D	20:53 D	21:52 D	22:49 D	23:44 D	00:38 D	01:38
Swords Pavilions		D 17:31 D	18:01 D	18:31 D	19:01 D	19:31 D	20:01 D	20:56 D	21:54 D	22:51 D	23:46 D	00:40 D	01:40
N1 Business Park		D 17:35 D	18:05 D	18:35 D	19:05 D	19:34 D	20:04 D	20:59 D	21:58 D	22:54 D	23:48 D	00:42 D	01:42
Dublin Airport (Terminal Two)		D 17:44 D	18:13 D	18:44 D	19:14 D	19:42 D	20:12 D	21:07 D	22:05 D	23:01 D	23:56 D	00:50 D	01:50
Omni Park SC		D 17:57 D	18:26 D	18:58 D	19:28 D	19:55 D	20:25 D	21:20 D	22:16 D	23:12 D	00:06 D	01:00 D	02:00
Whitehall Church		D 18:01 D	18:30 D	19:01 D	19:31 D	19:58 D	20:28 D	21:23 D	22:18 D	23:14 D	00:08 D	01:02 D	02:02
The Village		D 18:05 D	18:34 D	19:04 D	19:34 D	20:02 D	20:32 D	21:26 D	22:21 D	23:17 D	00:10 D	01:04 D	02:04
DCU St. Patrick's		D 18:07 D	18:36 D	19:06 D	19:36 D	20:03 D	20:33 D	21:28 D	22:22 D	23:19 D	00:11 D	01:05 D	02:05
Fitzroy Avenue		D 18:10 D	18:39 D	19:09 D	19:39 D	20:06 D	20:36 D	21:31 D	22:25 D	23:22 D	00:13 D	01:07 D	02:07
O'Connell St Upper		D 18:19 D	18:48 D	19:16 D	19:46 D	20:13 D	20:43 D	21:37 D	22:32 D	23:27 D	00:17 D	01:11 D	02:11
Dublin (Busáras)		18:27	18:56	19:24	19:54	20:19	20:49	21:44	22:38				
Dublin Busaras (Gate 15)	arr									23:34	00:23	01:17	02:17

D = Drop off only
P = Pick up only

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Operating day		Sunday												
Drogheda (Bus Station)	dep	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	09:30	10:00	10:30	11:00	11:30
Drogheda (Opp St Marys Hospital)		P 02:02 P	03:02 P	04:02 P	05:02 P	06:02 P	07:02 P	08:02 P	09:02 P	09:32 P	10:02 P	10:32 P	11:03 P	11:33
Drogheda (Rail Station)		P 02:03 P	03:03 P	04:03 P	05:03 P	06:03 P	07:03 P	08:02 P	09:03 P	09:33 P	10:03 P	10:33 P	11:04 P	11:34
Drogheda (Dublin Rd Deepforde)		P 02:07 P	03:07 P	04:07 P	05:07 P	06:07 P	07:07 P	08:06 P	09:06 P	09:36 P	10:06 P	10:36 P	11:07 P	11:37
Drogheda (Dublin Rd Moorehall Lodge)		02:08	03:08	04:08	05:08	06:08	07:08	08:08	09:08	09:38	10:08	10:38	11:09	11:39
Julianstown (The Lime Kiln)		02:11	03:11	04:11	05:11	06:11	07:11	08:11	09:11	09:41	10:11	10:41	11:12	11:42
Whitecross (School)		02:12	03:12	04:12	05:12	06:12	07:12	08:12	09:12	09:42	10:12	10:42	11:13	11:43
Mosney Cross (Southbound)		02:14	03:14	04:14	05:14	06:14	07:14	08:14	09:14	09:44	10:14	10:44	11:15	11:45
Bellewstown Cross (Southbound)		02:15	03:15	04:15	05:15	06:15	07:15	08:14	09:15	09:45	10:15	10:45	11:15	11:45
Opp Huntsman Inn		02:17	03:17	04:17	05:17	06:17	07:17	08:17	09:17	09:48	10:18	10:48	11:18	11:48
Gormanstown Cross (Southbound)		02:18	03:18	04:18	05:18	06:18	07:18	08:18	09:18	09:49	10:19	10:49	11:19	11:49
Bremore		02:21	03:21	04:21	05:21	06:21	07:21	08:21	09:21	09:52	10:22	10:52	11:22	11:52
Balbriggan (Opposite Garda Station)		02:24	03:24	04:24	05:24	06:24	07:24	08:24	09:24	09:54	10:24	10:54	11:24	11:54
Balbriggan (Bath Road)		02:26	03:26	04:26	05:26	06:26	07:26	08:25	09:25	09:55	10:25	10:55	11:25	11:55
Balbriggan (Apache Pizza)		02:27	03:27	04:27	05:27	06:27	07:27	08:26	09:26	09:57	10:27	10:57	11:27	11:57
Balbriggan (Bank of Ireland)		02:29	03:29	04:29	05:29	06:29	07:29	08:28	09:28	09:59	10:29	10:59	11:29	11:59
Peter& Paul Church		02:30	03:30	04:30	05:30	06:30	07:30	08:30	09:30	10:01	10:31	11:01	11:32	12:02
Balbriggan (Wavin)		02:31	03:31	04:31	05:31	06:31	07:31	08:31	09:31	10:02	10:32	11:02	11:33	12:03
Balbriggan (Golf Club)		02:31	03:31	04:31	05:31	06:31	07:31	08:32	09:32	10:03	10:33	11:03	11:34	12:04
Balrothery (Cedarwood Lodge)		02:32	03:32	04:32	05:32	06:32	07:32	08:33	09:32	10:03	10:33	11:03	11:34	12:04
Balrothery (Balrothery Inn)		02:33	03:33	04:33	05:33	06:33	07:33	08:34	09:34	10:05	10:35	11:05	11:36	12:06
Opp Courtlough		02:35	03:35	04:35	05:35	06:35	07:35	08:36	09:35	10:06	10:36	11:06	11:37	12:07
Opp Grooms		02:36	03:36	04:36	05:36	06:36	07:36	08:37	09:37	10:08	10:38	11:08	11:39	12:09
Opp Five Roads		02:38	03:38	04:38	05:38	06:38	07:38	08:39	09:38	10:09	10:39	11:09	11:41	12:11
Ballough (Man of War)		02:40	03:40	04:40	05:40	06:40	07:40	08:41	09:41	10:11	10:41	11:11	11:43	12:13
Ministers Cross		02:41	03:41	04:41	05:41	06:41	07:41	08:42	09:42	10:12	10:42	11:12	11:44	12:14
Corduff School		02:42	03:42	04:42	05:42	06:42	07:42	08:43	09:43	10:13	10:43	11:13	11:45	12:15
Blakes Cross		02:43	03:43	04:43	05:43	06:43	07:43	08:44	09:44	10:14	10:44	11:14	11:46	12:16
Turvey Avenue		02:45	03:45	04:45	05:45	06:45	07:45	08:45	09:46	10:16	10:46	11:16	11:47	12:17
Balheary Park		D 02:51 D	03:51 D	04:51 D	05:51 D	06:51 D	07:51 D	08:51 D	09:52 D	10:23 D	10:53 D	11:23 D	11:54 D	12:24
Seatown Road		D 02:53 D	03:53 D	04:53 D	05:53 D	06:53 D	07:53 D	08:53 D	09:54 D	10:25 D	10:55 D	11:25 D	11:56 D	12:26
Swords Pavilions		D 02:55 D	03:55 D	04:55 D	05:55 D	06:55 D	07:55 D	08:56 D	09:57 D	10:28 D	10:58 D	11:28 D	11:59 D	12:29
N1 Business Park		D 02:58 D	03:58 D	04:58 D	05:58 D	06:58 D	07:58 D	08:59 D	10:00 D	10:32 D	11:02 D	11:32 D	12:03 D	12:33
Dublin Airport (Terminal Two)		D 03:06 D	04:06 D	05:06 D	06:06 D	07:06 D	08:06 D	09:08 D	10:09 D	10:42 D	11:12 D	11:42 D	12:13 D	12:43
Omni Park SC		D 03:12 D	04:12 D	05:12 D	06:12 D	07:16 D	08:17 D	09:21 D	10:22 D	10:55 D	11:25 D	11:55 D	12:30 D	13:00
Whitehall Church		D 03:14 D	04:14 D	05:14 D	06:14 D	07:18 D	08:19 D	09:24 D	10:26 D	10:59 D	11:29 D	11:59 D	12:35 D	13:05
The Village		D 03:16 D	04:16 D	05:16 D	06:16 D	07:21 D	08:22 D	09:27 D	10:30 D	11:03 D	11:33 D	12:03 D	12:39 D	13:09
DCU St. Patrick's		D 03:17 D	04:17 D	05:17 D	06:17 D	07:23 D	08:24 D	09:29 D	10:32 D	11:05 D	11:35 D	12:05 D	12:41 D	13:11
Fitzroy Avenue		D 03:19 D	04:19 D	05:19 D	06:19 D	07:25 D	08:27 D	09:32 D	10:35 D	11:08 D	11:38 D	12:08 D	12:45 D	13:15
O'Connell St Upper		D 03:24 D	04:24 D	05:24 D	06:24 D	07:30 D	08:32 D	09:37 D	10:43 D	11:17 D	11:47 D	12:17 D	12:54 D	13:24
Dublin (Busáras)					06:27	07:38	08:37	09:44	10:51	11:25	11:55	12:25	13:04	13:34
Dublin Busaras (Gate 15)	arr	03:27	04:27	05:27										

D = Drop off only
P = Pick up only

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Operating day		Sunday													
Drogheda (Bus Station)	dep	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00	
Drogheda (Opp St Marys Hospital)		P 12:03 P	12:33 P	13:03 P	13:33 P	14:03 P	14:33 P	15:04 P	15:34 P	16:04 P	16:34 P	17:04 P	17:34 P	18:04	
Drogheda (Rail Station)		P 12:04 P	12:34 P	13:04 P	13:34 P	14:04 P	14:34 P	15:05 P	15:35 P	16:05 P	16:35 P	17:05 P	17:35 P	18:05	
Drogheda (Dublin Rd Deepforde)		P 12:07 P	12:38 P	13:08 P	13:38 P	14:08 P	14:38 P	15:08 P	15:38 P	16:08 P	16:38 P	17:08 P	17:38 P	18:08	
Drogheda (Dublin Rd Moorehall Lodge)		12:09	12:40	13:10	13:40	14:10	14:40	15:10	15:40	16:10	16:40	17:10	17:40	18:10	
Julianstown (The Lime Kiln)		12:12	12:43	13:13	13:43	14:13	14:43	15:14	15:44	16:14	16:44	17:13	17:43	18:13	
Whitecross (School)		12:13	12:44	13:14	13:44	14:14	14:44	15:15	15:45	16:15	16:45	17:15	17:45	18:15	
Mosney Cross (Southbound)		12:15	12:46	13:16	13:46	14:16	14:46	15:17	15:47	16:17	16:47	17:17	17:47	18:17	
Bellewstown Cross (Southbound)		12:15	12:46	13:16	13:46	14:16	14:46	15:18	15:48	16:18	16:48	17:17	17:47	18:17	
Opp Huntsman Inn		12:18	12:49	13:19	13:49	14:19	14:49	15:20	15:50	16:20	16:50	17:20	17:50	18:20	
Gormanstown Cross (Southbound)		12:19	12:50	13:20	13:50	14:20	14:50	15:21	15:51	16:21	16:51	17:21	17:51	18:21	
Bremore		12:22	12:53	13:23	13:53	14:23	14:53	15:24	15:54	16:24	16:54	17:23	17:53	18:23	
Balbriggan (Opposite Garda Station)		12:24	12:56	13:26	13:56	14:26	14:56	15:26	15:56	16:26	16:56	17:25	17:55	18:25	
Balbriggan (Bath Road)		12:25	12:57	13:27	13:57	14:27	14:57	15:27	15:57	16:27	16:57	17:26	17:56	18:26	
Balbriggan (Apache Pizza)		12:27	12:59	13:29	13:59	14:29	14:59	15:28	15:58	16:28	16:58	17:28	17:58	18:28	
Balbriggan (Bank of Ireland)		12:29	13:01	13:31	14:01	14:31	15:01	15:31	16:01	16:31	17:01	17:30	18:00	18:30	
Peter& Paul Church		12:32	13:03	13:33	14:03	14:33	15:03	15:33	16:03	16:33	17:03	17:32	18:02	18:32	
Balbriggan (Wavin)		12:33	13:04	13:34	14:04	14:34	15:04	15:34	16:04	16:34	17:04	17:33	18:03	18:33	
Balbriggan (Golf Club)		12:34	13:05	13:35	14:05	14:35	15:05	15:34	16:04	16:34	17:04	17:34	18:04	18:34	
Balrothery (Cedarwood Lodge)		12:34	13:05	13:35	14:05	14:35	15:05	15:35	16:05	16:35	17:05	17:34	18:04	18:34	
Balrothery (Balrothery Inn)		12:36	13:07	13:37	14:07	14:37	15:07	15:36	16:06	16:36	17:06	17:36	18:06	18:36	
Opp Courtlough		12:37	13:08	13:38	14:08	14:38	15:08	15:38	16:08	16:38	17:08	17:37	18:07	18:37	
Opp Grooms		12:39	13:10	13:40	14:10	14:40	15:10	15:40	16:10	16:40	17:10	17:39	18:09	18:39	
Opp Five Roads		12:41	13:12	13:42	14:12	14:42	15:12	15:42	16:12	16:42	17:12	17:41	18:11	18:41	
Ballough (Man of War)		12:43	13:14	13:44	14:14	14:44	15:14	15:44	16:14	16:44	17:14	17:43	18:13	18:43	
Ministers Cross		12:44	13:15	13:45	14:15	14:45	15:15	15:45	16:15	16:45	17:15	17:44	18:14	18:44	
Corduff School		12:45	13:16	13:46	14:16	14:46	15:16	15:46	16:16	16:46	17:16	17:45	18:15	18:45	
Blakes Cross		12:46	13:17	13:47	14:17	14:47	15:17	15:47	16:17	16:47	17:17	17:46	18:16	18:46	
Turvey Avenue		12:47	13:18	13:48	14:18	14:48	15:18	15:49	16:19	16:49	17:19	17:47	18:17	18:47	
Balheary Park		D 12:54 D	13:25 D	13:55 D	14:25 D	14:55 D	15:25 D	15:56 D	16:26 D	16:56 D	17:26 D	17:54 D	18:24 D	18:54	
Seatown Road		D 12:56 D	13:27 D	13:57 D	14:27 D	14:57 D	15:27 D	15:59 D	16:29 D	16:59 D	17:29 D	17:56 D	18:26 D	18:56	
Swords Pavilions		D 12:59 D	13:30 D	14:00 D	14:30 D	15:00 D	15:30 D	16:02 D	16:32 D	17:02 D	17:32 D	17:59 D	18:29 D	18:59	
N1 Business Park		D 13:03 D	13:34 D	14:04 D	14:34 D	15:04 D	15:34 D	16:06 D	16:36 D	17:06 D	17:36 D	18:03 D	18:33 D	19:03	
Dublin Airport (Terminal Two)		D 13:13 D	13:44 D	14:14 D	14:44 D	15:14 D	15:44 D	16:15 D	16:45 D	17:15 D	17:45 D	18:13 D	18:43 D	19:13	
Omni Park SC		D 13:30 D	14:01 D	14:31 D	15:01 D	15:31 D	16:01 D	16:31 D	17:01 D	17:31 D	18:01 D	18:26 D	18:56 D	19:26	
Whitehall Church		D 13:35 D	14:06 D	14:36 D	15:06 D	15:36 D	16:06 D	16:36 D	17:06 D	17:36 D	18:06 D	18:30 D	19:00 D	19:30	
The Village		D 13:39 D	14:10 D	14:40 D	15:10 D	15:40 D	16:10 D	16:41 D	17:11 D	17:41 D	18:11 D	18:34 D	19:04 D	19:34	
DCU St. Patrick's		D 13:41 D	14:12 D	14:42 D	15:12 D	15:42 D	16:12 D	16:43 D	17:13 D	17:43 D	18:13 D	18:36 D	19:06 D	19:36	
Fitzroy Avenue		D 13:45 D	14:16 D	14:46 D	15:16 D	15:46 D	16:16 D	16:46 D	17:16 D	17:46 D	18:16 D	18:39 D	19:09 D	19:39	
O'Connell St Upper		D 13:54 D	14:25 D	14:55 D	15:25 D	15:55 D	16:25 D	16:55 D	17:25 D	17:55 D	18:25 D	18:48 D	19:18 D	19:48	
Dublin (Busáras)		14:04	14:35	15:05	15:35	16:05	16:35	17:02	17:32	18:02	18:32	18:56	19:26	19:56	
Dublin Busaras (Gate 15)	arr														

D = Drop off only
P = Pick up only

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





Operating day		Sunday						
Drogheda (Bus Station)	dep	19:00	20:00	21:00	22:00	23:00	00:00	01:00
Drogheda (Opp St Marys Hospital)		P 19:03	P 20:02	P 21:02	P 22:02	P 23:02	P 00:02	P 01:02
Drogheda (Rail Station)		P 19:03	P 20:03	P 21:03	P 22:02	P 23:02	P 00:02	P 01:02
Drogheda (Dublin Rd Deepforde)		P 19:07	P 20:06	P 21:06	P 22:05	P 23:05	P 00:05	P 01:05
Drogheda (Dublin Rd Moorehall Lodge)		19:09	20:07	21:07	22:06	23:06	00:06	01:06
Julianstown (The Lime Kiln)		19:12	20:11	21:11	22:10	23:10	00:09	01:09
Whitecross (School)		19:14	20:12	21:12	22:11	23:11	00:10	01:10
Mosney Cross (Southbound)		19:16	20:14	21:14	22:12	23:12	00:11	01:11
Bellewstown Cross (Southbound)		19:16	20:15	21:15	22:13	23:13	00:12	01:12
Opp Huntsman Inn		19:19	20:17	21:17	22:15	23:15	00:13	01:13
Gormanstown Cross (Southbound)		19:20	20:18	21:18	22:16	23:16	00:14	01:14
Bremore		19:23	20:21	21:21	22:19	23:19	00:17	01:17
Balbriggan (Opposite Garda Station)		19:25	20:23	21:23	22:20	23:20	00:18	01:18
Balbriggan (Bath Road)		19:26	20:25	21:24	22:21	23:21	00:19	01:19
Balbriggan (Apache Pizza)		19:27	20:26	21:25	22:22	23:22	00:20	01:20
Balbriggan (Bank of Ireland)		19:29	20:28	21:27	22:24	23:24	00:21	01:21
Peter& Paul Church		19:31	20:29	21:28	22:25	23:25	00:22	01:22
Balbriggan (Wavin)		19:31	20:30	21:28	22:25	23:25	00:22	01:22
Balbriggan (Golf Club)		19:32	20:30	21:29	22:26	23:26	00:23	01:23
Balrothery (Cedarwood Lodge)		19:33	20:31	21:29	22:26	23:26	00:23	01:23
Balrothery (Balrothery Inn)		19:35	20:32	21:31	22:27	23:27	00:24	01:24
Opp Courtlough		19:36	20:34	21:32	22:29	23:29	00:25	01:25
Opp Grooms		19:38	20:35	21:34	22:30	23:30	00:26	01:26
Opp Five Roads		19:39	20:37	21:36	22:32	23:32	00:28	01:28
Ballough (Man of War)		19:41	20:39	21:38	22:34	23:34	00:30	01:30
Ministers Cross		19:42	20:40	21:39	22:35	23:35	00:31	01:31
Corduff School		19:43	20:41	21:40	22:36	23:36	00:32	01:32
Blakes Cross		19:44	20:42	21:41	22:37	23:37	00:33	01:33
Turvey Avenue		19:46	20:44	21:42	22:39	23:39	00:34	01:34
Balheary Park		D 19:52	D 20:50	D 21:48	D 22:43	D 23:43	D 00:40	D 01:40
Seatown Road		D 19:54	D 20:52	D 21:50	D 22:44	D 23:44	D 00:42	D 01:42
Swords Pavilions		D 19:57	D 20:54	D 21:52	D 22:46	D 23:46	D 00:44	D 01:44
N1 Business Park		D 20:00	D 20:57	D 21:56	D 22:48	D 23:48	D 00:46	D 01:46
Dublin Airport (Terminal Two)		D 20:08	D 21:06	D 22:04	D 22:55	D 23:55	D 00:53	D 01:53
Omni Park SC		D 20:21	D 21:19	D 22:16	D 23:07	D 00:07	D 01:04	D 02:04
Whitehall Church		D 20:25	D 21:22	D 22:18	D 23:09	D 00:09	D 01:06	D 02:06
The Village		D 20:29	D 21:25	D 22:20	D 23:12	D 00:12	D 01:07	D 02:07
DCU St. Patrick's		D 20:31	D 21:27	D 22:21	D 23:12	D 00:12	D 01:08	D 02:08
Fitzroy Avenue		D 20:34	D 21:30	D 22:24	D 23:14	D 00:14	D 01:10	D 02:10
O'Connell St Upper		D 20:42	D 21:36	D 22:31	D 23:19	D 00:19	D 01:15	D 02:15
Dublin (Busáras)		20:50	21:43	22:37				
Dublin Busaras (Gate 15)	arr				23:25	00:25	01:22	02:22

D = Drop off only

P = Pick up only

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APPENDIX K

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

**Title: Stage 1 Quality Audit incl Road Safety Audit,
For;
Proposed Large Residential Development, Greenfields,
Swords. Co. Dublin**

Client: NRB Consulting Engineers

Date: June 2026

Report reference: 3120R01

VERSION: FINAL (19-6-2026)

Prepared By:

Bruton Consulting Engineers Ltd

Glaspistol

Clogherhead

Drogheda

Co. Louth.

Tel: 041 9881456

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St 1 RSA & QA – Hindu Temple, Damastown Avenue

NRB

1.0 Introduction

This report was prepared in response to a request from Eoin Reynolds, NRB Consulting Engineers for a Stage 1 DMURS Quality Audit including Stage 1 Road Safety Audit for a proposed large residential development (LRD) at Greenfields, Swords. Co. Dublin.

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 5th of June 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**.

St 1 RSA & QA – Hindu Temple, Damastown Avenue

NRB

2.0 Background

It is proposed to construct an LRD of 288 residential units (5 no. blocks ranging from 2 no. to 7 no. storeys), a small commercial unit and creche off the Business Park Road North Road at Mantua Road in Swords.

Mantua Road connects the R132 which is under construction to become a DMURS type scheme with active travel elements (including at grade controlled crossings for pedestrians and cyclists in lieu of the current roundabout and overbridge layout) with Estuary Road by travelling under the M1 motorway.

Swords Business Park Road North serves a number of commercial sites and is a cul-de-sac.

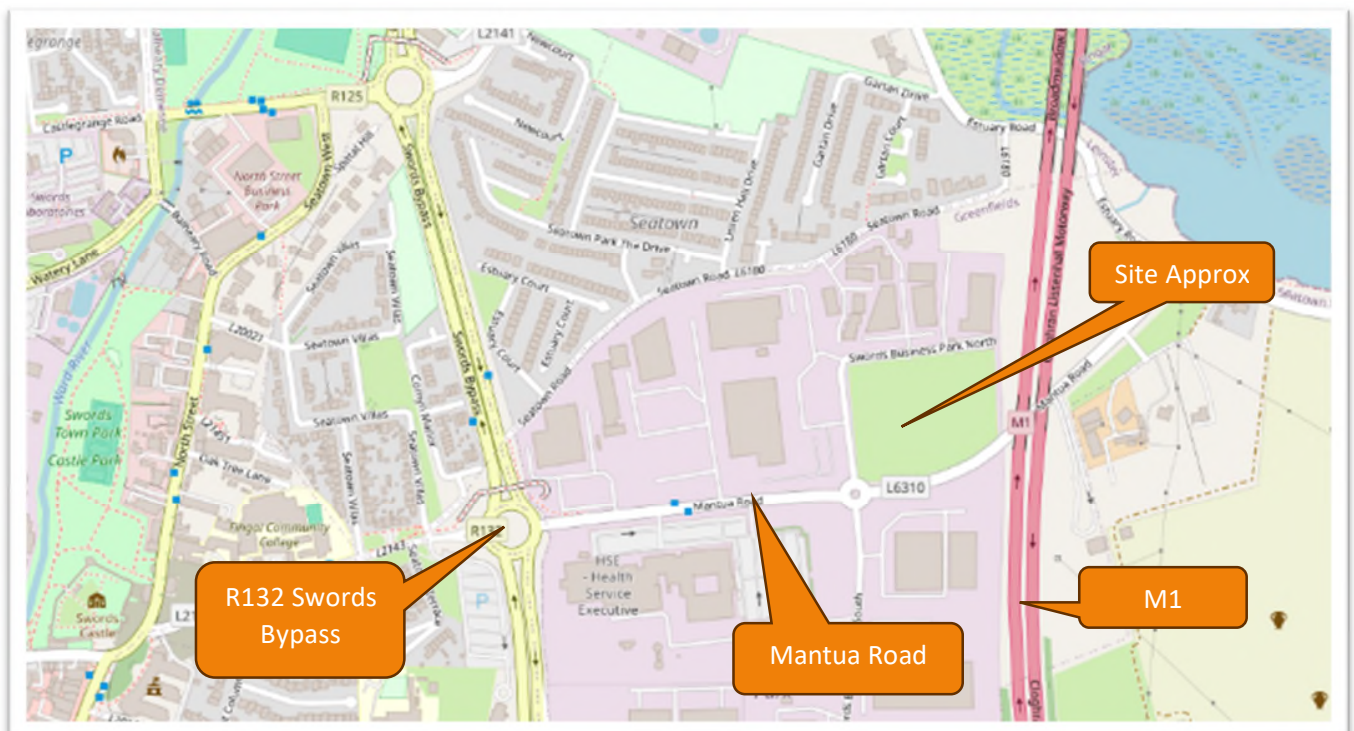
It is proposed to provide vehicular access to the development off the eastern section of the road via a simple T junction and another on the northern side of similar construction.

Mantua Road is a bus route and the R132 is a major bus route. Metro North is planned within close proximity.

Some upgrade works were ongoing to Mantua Road roundabout and surrounding areas at the time of the site visit.

It is proposed to provide internal roads, footpaths and cycle facilities along with car parking (including EV charging). Cycle parking and motorbike parking will also be provided. Accessible parking spaces and set down spaces for the creche are included.

The site location is shown below.



St 1 RSA & QA – Hindu Temple, Damastown Avenue

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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	✓		✓	✓

St 1 RSA & QA – Hindu Temple, Damastown Avenue

NRB

4.0 Items Raised in This Stage 1 Road Safety Audit.

4.1 Problem

Location.

Drawing NRB-TA-002, Vehicular access to on-street parking.

Problem.

The sightlines shown are based on a 30km/hr speed limit. It was not obvious that a 30km/hr speed limit applies to this street at the time of the site visit. Higher operating speeds lead to higher visibility requirements to allow drivers time to stop.



Recommendation

It is recommended that a visibility envelope for a 50km/hr design speed be provided unless the speed limit is 30km/hr or planned to be after the current works on Mantua Road.

St 1 RSA & QA – Hindu Temple, Damastown Avenue

NRB

4.2 Problem

Location.

Drawing NRB-TA-001

Problem.

There are currently no crossing facilities for pedestrians to cross the business park road to travel towards the R132 /Swords. These may be provided as part of the ongoing works. A lack of crossing facilities can lead to trips on the kerbs, slips on the grassed verge and collisions with turning traffic especially HGVs using the business park.



Recommendation

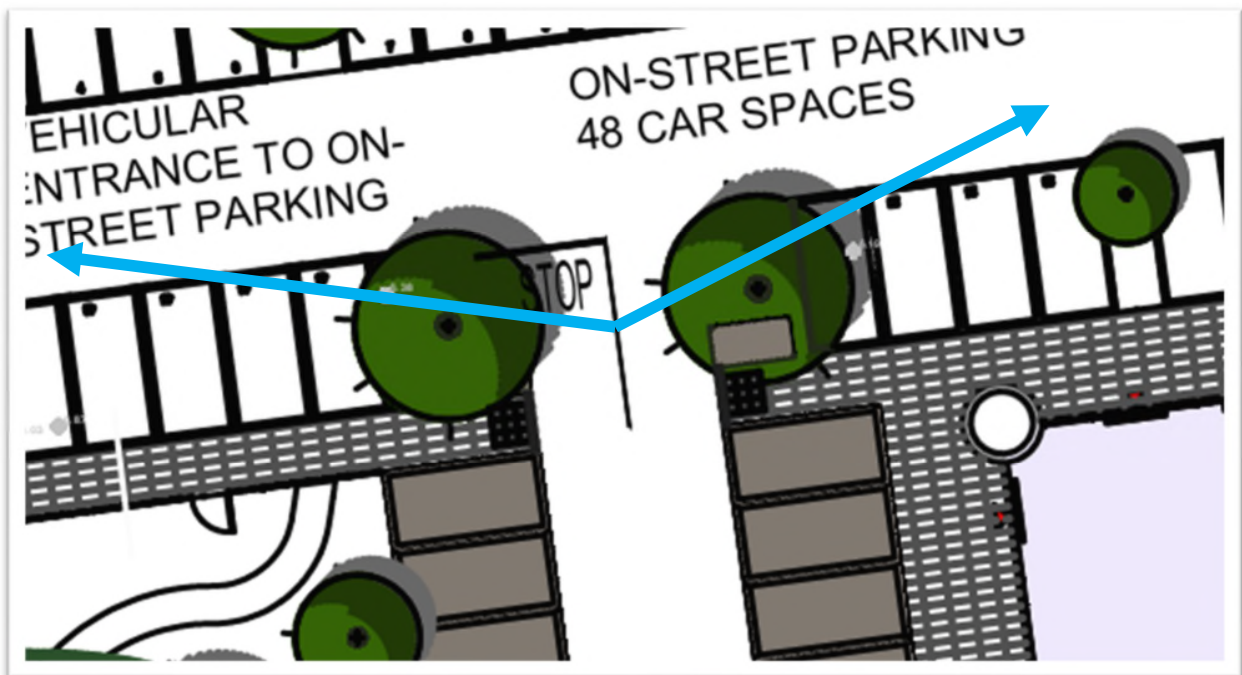
It is recommended that a crossing be provided including a refuge island if the crossing is not raised and is close to the circulating carriageway of the roundabout.

St 1 RSA & QA – Hindu Temple, Damastown Avenue**NRB****4.3 Problem****Location.**

Drawing NRB-TA-001, Internal junctions.

Problem.

There is a risk that on-street parked vehicles or landscaping features will obscure visibility at internal junctions.

**Recommendation**

It is recommended that adequate visibility be provided at internal junctions and at tight radius bends.

St 1 RSA & QA – Hindu Temple, Damastown Avenue

NRB

5.0 Items Raised in This Quality Audit – Accessibility Audit.

5.1 Issue

Location.

Drawing NR –TA-001, Footpath Link to Mantua Road.

Problem.

It is proposed to provide a footpath link to the existing footpath on the northern verge of Mantua Road. There is a level difference between the site and the footpath at present. It is not clear what the gradient will be on the footpath link. Too steep of a gradient could lead to inaccessibility for mobility impaired pedestrians.



Recommendation

Ensure the footpath link has a suitable gradient.

St 1 RSA & QA – Hindu Temple, Damastown Avenue**NRB****5.2 Issue****Location.**

Drawing NRB-TA-001, On street parking eastern side.

Issue.

There is a risk that overhanging parked vehicles will reduce the effective width of the footpath below that required by DMURS.

**Recommendation**

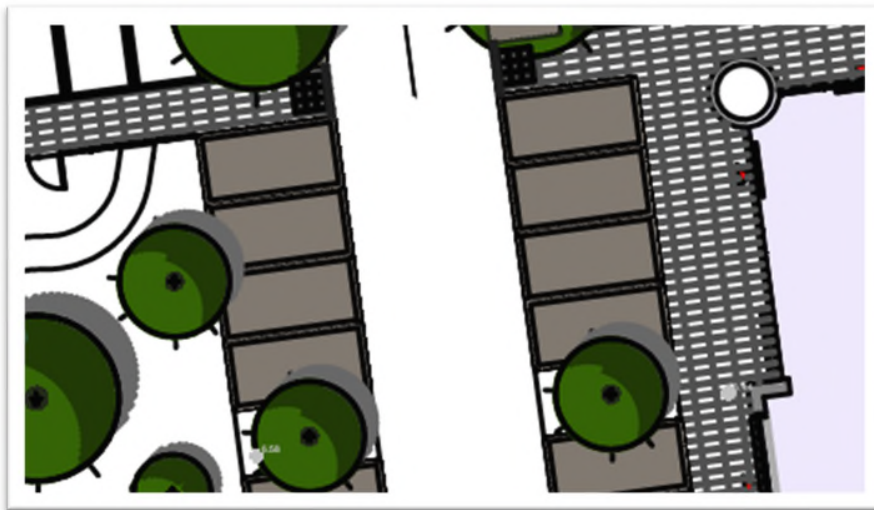
It is recommended that the effective width of the footpath meets with the requirements of DMURS.

St 1 RSA & QA – Hindu Temple, Damastown Avenue**NRB****5.3 Issue****Location.**

Drawing NRB-TA-001, Street widths.

Issue.

The carriageway widths at the internal streets are not provided. There is a risk that the width available between back to back perpendicular parking spaces may not be enough for drivers to easily access or egress from parking spaces.



Example only

Recommendation

It is recommended that the carriageway widths and parking space widths/depths are in accordance with the guidance provided in DMURS.

St 1 RSA & QA – Hindu Temple, Damastown Avenue

NRB

6.0 Items Raised in This Quality Audit – Walking Audit.

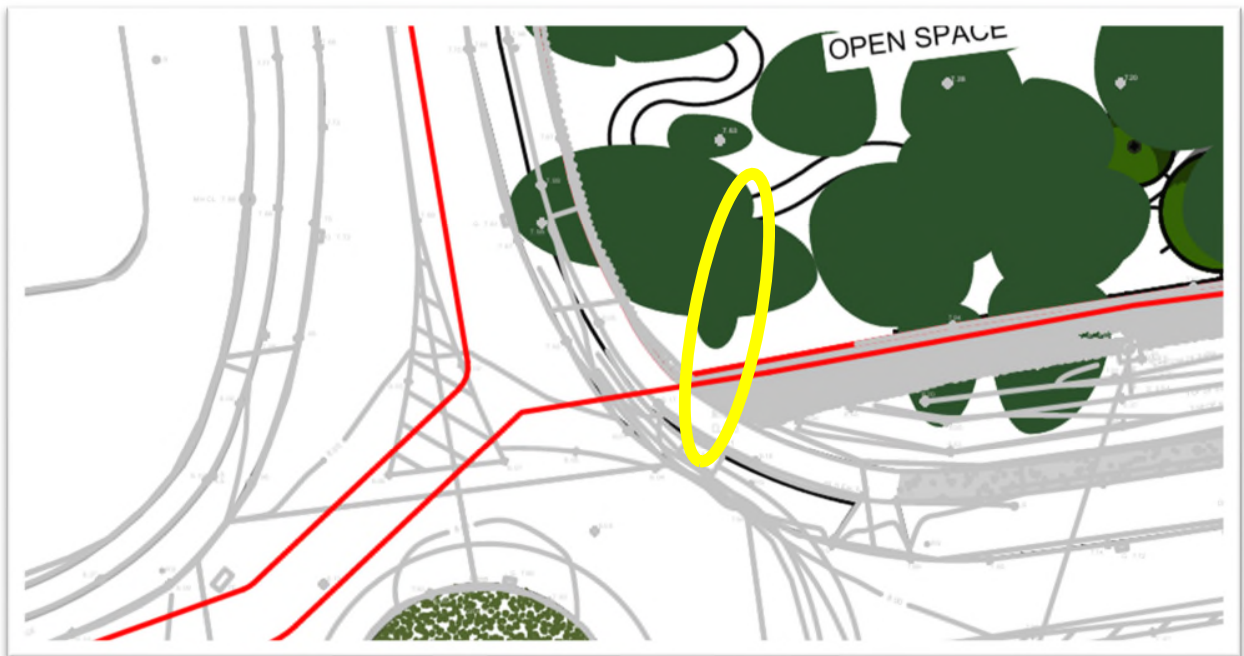
6.1 Issue

Location.

NRB-TA-001, Open space.

Issue.

There may be a pedestrian desire line from the Mantua Road roundabout to the footpath in the open space. The lack of a formal link may lead to pedestrians travelling on the grassed /landscaped area.



Recommendation

It is recommended that a pedestrian link be provided.

St 1 RSA & QA – Hindu Temple, Damastown Avenue

NRB

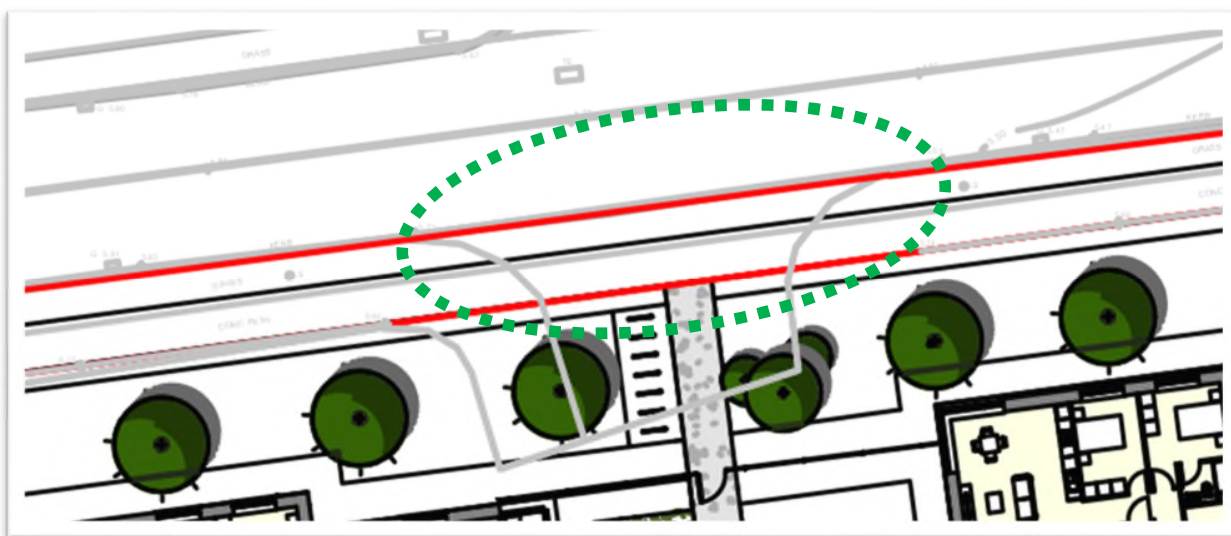
6.2 Issue

Location.

NRB-TA-001, Northern business park road.

Issue.

There is an existing spur for an access at the northern side of the business park road. This area is used for parking. There is a risk that parking will continue to occur and will block the path for pedestrians.



Recommendation

It is recommended that the corner radius kerbs be removed and that the verge and footpath be made continuous.

7.0 Items Raised in This Quality Audit – Cycling Audit.

No additional issues identified.

8.0 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: 19-6-2026

Owen O'Reilly

Signed: 

(Audit Team Member)

Dated: 19-6-2026

St 1 RSA & QA – Hindu Temple, Damastown Avenue**NRB****Appendix A****List of Material Supplied for this Road Safety Audit and Quality Audit;**

- Drawing NRB-TA-001
- Drawing NRB-TA-002
- Drawing NRB-TA-003
- Drawing NRB-TA-004
- Drawing NRB-TA-005
- Drawing NRB-TA-006
- Drawing NRB-TA-007

Background Material

Traffic & Transport Assessment, NRB, Nov 2025.

St 1 RSA & QA – Hindu Temple, Damastown Avenue

NRB

Appendix B

Feedback Forms (Road Safety Audit & Quality Audit)

SAFETY AUDIT FORM – FEEDBACK ON AUDIT REPORT

Scheme: LRD, Swords

Stage: 1 Road Safety Audit

Date Audit (Site Visit) Completed: 5-6-2026

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	Yes	Yes – it is anticipated that the Street will ultimately by 30km/hr BUT irrespective the sightline for 50km/hr is achieved.		
4.2	Yes	Yes – can be provided if deemed necessary by FCC in the event of a grant of PP (by agreement with FCC).		
4.3	Yes	Yes – 2.4m x 23m clear visibility will be ensured at internal junctions at DD Stage in the event of a grant of PP by FCC.		



Signed.....

Date 18 June 2026.

Design Team Leader



Signed... ..

Date...19-6-2026.....

Audit Team Leader



Signed.....

Date 18 June 2026.

'PP' Employer

Sign 'pp' by NRB Director with consent/agreement of Employer

St 1 RSA & QA – Hindu Temple, Damastown Avenue
NRB
QUALITY AUDIT – FEEDBACK FORM

Scheme: LRD, Swords

Quality Audit- Stage 1 (Planning)

Date Audit (site visit) 5-6-2026

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	Yes	Yes		
5.2	Yes	Yes		
5.3	Yes	Yes		
6.1	Yes	Yes - can be provided if deemed necessary by FCC in the event of a grant of PP (by agreement with FCC)		
6.2	Yes	Yes		



Signed.....

Design Team Leader
Date 18 June 2026.

Signed... 
Audit Team Leader
Date...19-6-2026...



Signed.....

'PP' Employer

Sign 'pp' by NRB Director with consent/agreement of Employer

Date 18 June 2026.

St 1 RSA & QA – Hindu Temple, Damastown Avenue

NRB

Appendix C

Problem Location Plan.

