



PINNACLE
CONSULTING ENGINEERS

**FINNSTOWN LANDS
TRAFFIC REVIEW
FILE NOTE**

Project: Finnstown Lands Feasibility

Date 06 June 2025

Subject: Local Junction Capacity And Parking Review

1. INTRODUCTION

This File Note has been drafted to support an application to South Dublin County Council for the rezoning of lands located in Finnstown, Co. Dublin.

The site is currently a greenfield site and zoned Objective OS to preserve open space and recreational amenities.

The site location is shown below in Figure 1.



Figure 1 Site Location

The main objective of this report is to outline current traffic and transport accessibility in support of rezoning the lands from Objective OS to Objective RES-N, in order to provide for new residential communities in accordance with area plans.

2. EXISTING TRAFFIC CONDITIONS

2.1 Existing Conditions

The lands are currently zoned Objective OS: "To preserve and provide for Open Space and Recreational Amenities" in the current South Dublin County Development Plan 2016-2022.

The lands are surrounded by land either developed or identified/zoned for residential development, save for Finnstown House to the south-west, and are fully serviced with access available onto (i) the R120 Newcastle / Lock Road and (ii) Tandy's Lane. It is considered that these vacant lands are underutilised in their current format, being located within a built-up urban area and unless zoned for a more appropriate and sustainable use, they will remain vacant and unused.

The location of the site is shown on the map extract at Figure 2 below.

The site is circa 10 Ha in size.

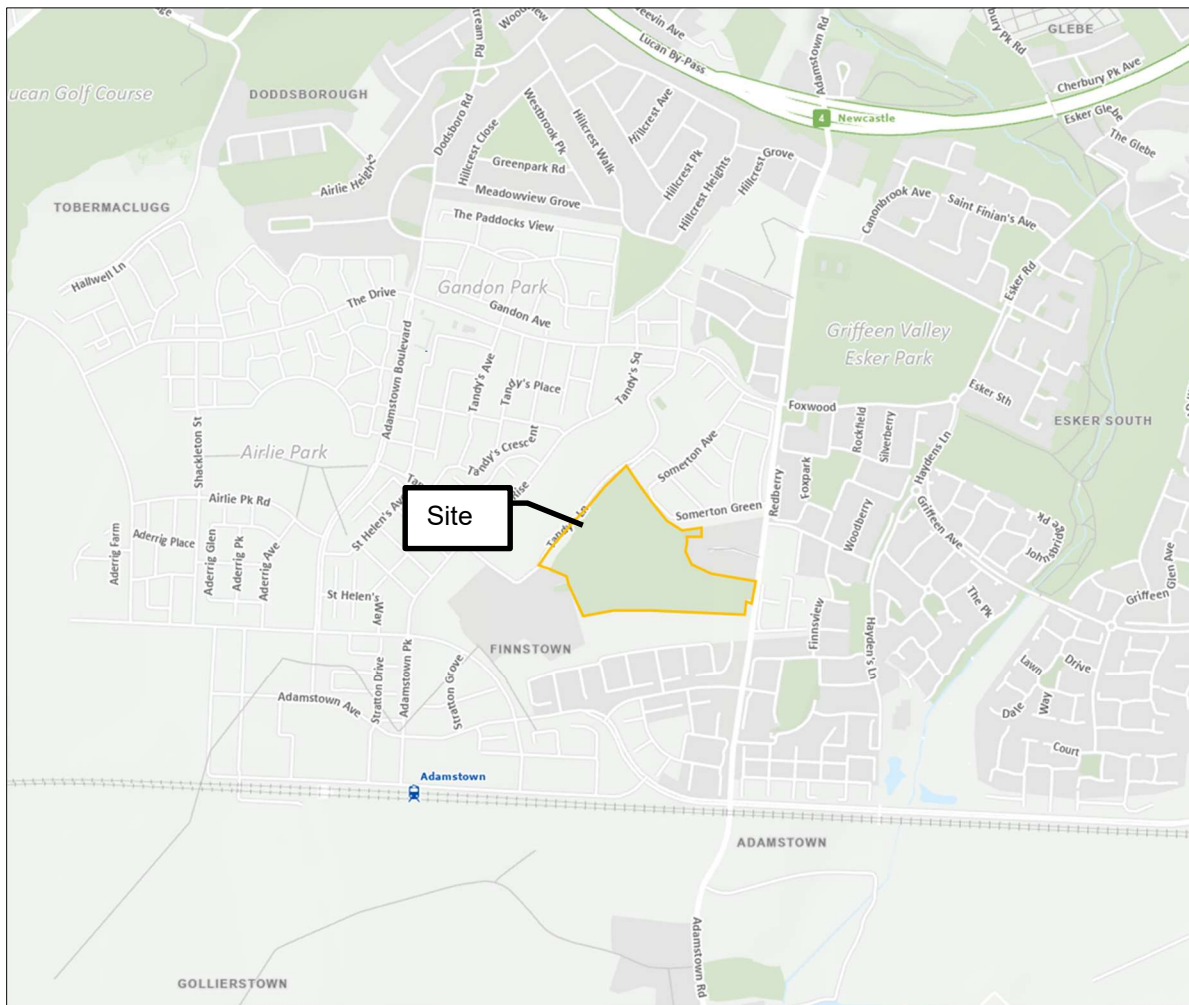


Figure 2 Site Location and Local Road Network (Source: GeoHive)

2.2 Existing Road Network

A summary of the existing road network is provided below:

The road network surrounding the site provides a variety of movement functions.

These routes provide for pedestrians, cyclists and motorists alike and a general commentary on these facilities is presented below:

The R120, also called Newcastle Road or Lock Road, is a regional road in south County Dublin, Ireland, running between Lucan and Rathcoole. It reaches the N7 at Rathcoole, then extends via College Lane and back to Fitzmaurice Road

The R120 crosses the N4/M4 via an at-grade junction near Lucan/Newcastle – a notorious pinch point with traffic bottlenecks and frequent upgrades discussed in the past

Roundabouts are encountered, such as Greenogue (where it meets College Road) and roundabouts connecting with N7 ramps near Saggart/Peamount.

Often busy during peak hours – particularly at N4 and N7 junctions, which have historically experienced heavy congestion and led to infrastructure improvements

The road is primarily an asphalt road, mostly single carriageway, but can vary between suburban and rural character.

The R120 is often frequented by cyclists, especially along the canal.

The R120 (Newcastle/Lock Road) is a vital regional route linking Lucan and Rathcoole. It blends charming canal-side views and village ambiance with some heavier commuter traffic at major junctions. It's a scenic drive or cycle route, however, caution is advised near Lucan's N4 interchange and in darker, winter months.

3. PUBLIC TRANSPORT

3.1 Background

Local public transport infrastructure is illustrated in Figure 3 below.

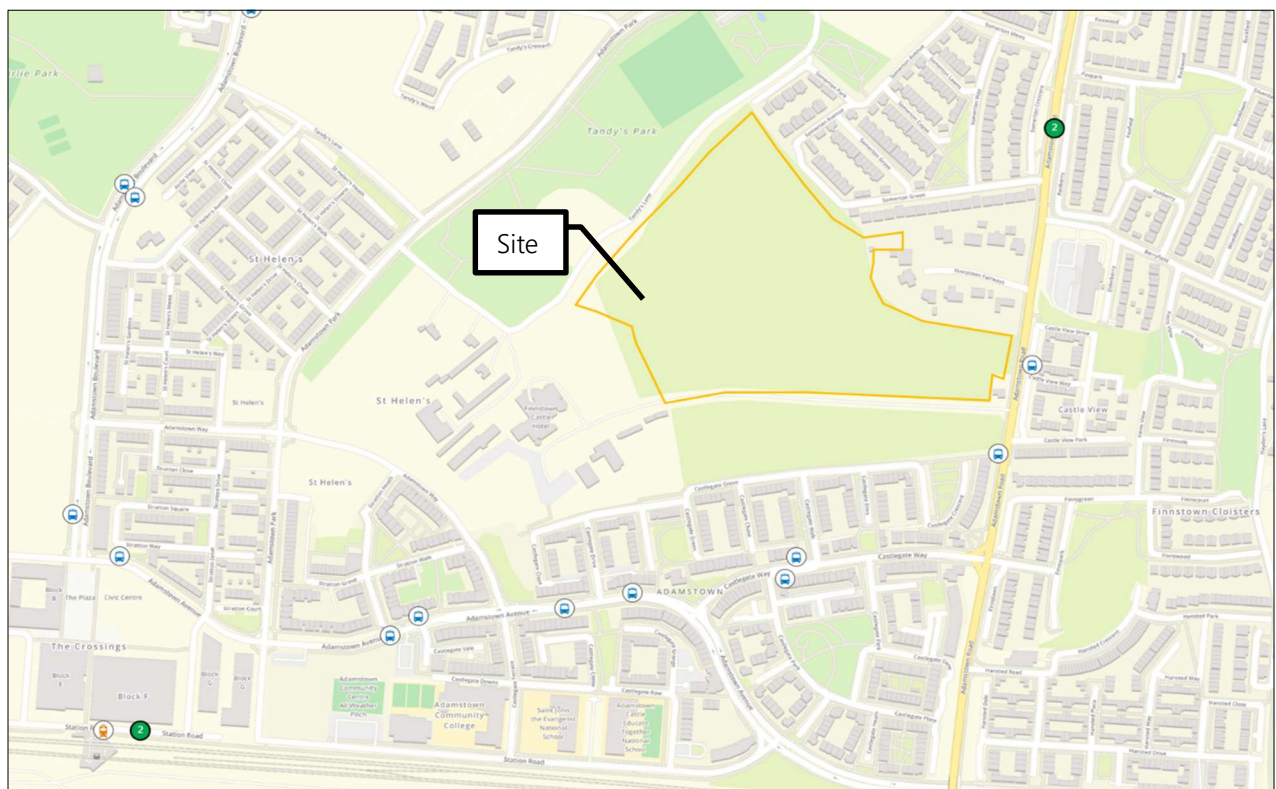


Figure 3 Local Public Transport Infrastructure

3.2 Bus

There are numerous bus operators providing a bus service locally and within walking distance to the site, with further details shown in the tables below.

No.	Route	Service	Mon-Fri	Sat	Sun	
C1	Adamstown - Sandymount	Adamstown	First	04:44	04:53	04:55
			Last	03:54	03:53	03:55
		Sandymount	First	04:40	04:40	04:42
			Last	03:40	03:40	03:42
		Frequency	Peak frequency: every 8-10 minutes	Peak frequency: every 30 minutes	Peak frequency: every 30 minutes	

Table 1 Route C1

No.	Route	Service	Mon-Fri	Sat	Sun	
L53	Adamstown Station - Liffey Valley SC	Adamstown Station	First	05:54	05:52	07:40
			Last	23:54	23:35	23:35
		Liffey Valley SC	First	05:28	06:10	07:39
			Last	23:32	23:37	23:32
		Frequency	Up to 35 /day	Up to 32/day	Up to 29/day	

Table 2 Route L53

3.3 Rail

The site is located between a 10 to 15 minute walking distance to Adamstown Train Station with additional connectivity provided by the L53 bus route.

Adamstown Train Station is situated on the Kildare railway line. Adamstown Train Station is served by commuter services to Heuston Station. Intercity trains do not serve these stations. Following the recent upgrading of the Phoenix Park Tunnel, services calling at Clondalkin-Fonthill Station, now offer connections to Drumcondra, Connolly, Tara Street, Pearse and Grand Canal Dock.

The following services stop at Clondalkin-Fonthill Station:

- Dublin Heuston - Cork (all intermediate stations)
- Dublin Heuston - Waterford
- Grand Canal Dock and Dublin Heuston - Portlaoise

4. PERMEABILITY

Permeability for future residents and visitors to the proposed development is a key factor in determining the long-term sustainability when considering modal choice.

To encourage a shift away from car dependency, future residents and visitors to these lands must have viable alternative choices such as walking routes, cycle routes, and public transport links.

4.1 Walking

Figure 4 outlines the walking distance covered by the average person in a 15-minute period. It illustrates the local amenities that are available to the proposed development. Local amenities within 15-minutes' walk of the proposed development include:

- Access to bus network
- Access to local schools
- Access to local shopping centers, shops and amenities.

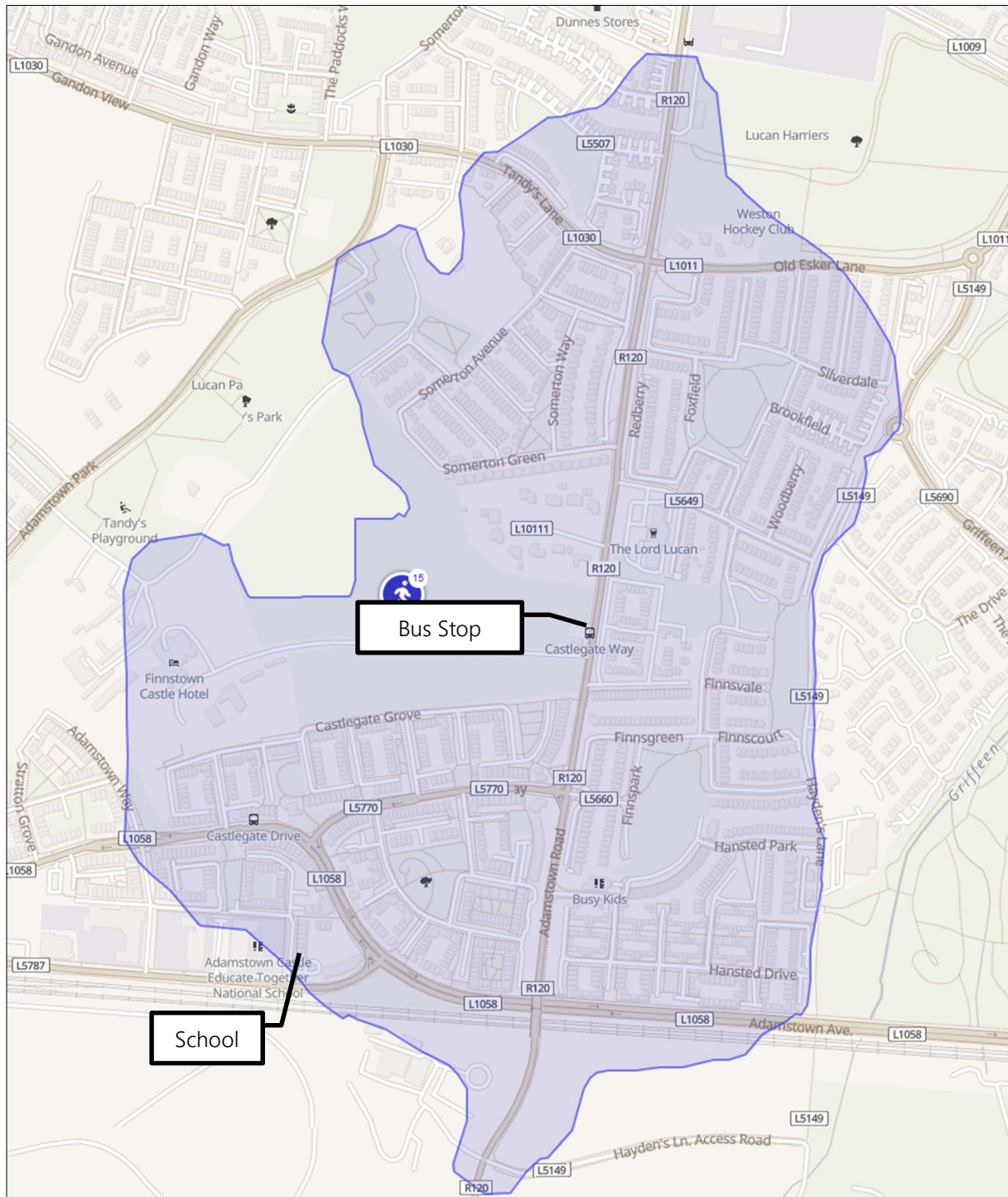


Figure 4 Walking Distance (15 Min Travel Time)

Note, the image above indicates the current level permeability. Should these lands be developed, it is expected that pedestrian permeability will be greater.

4.2 Cycling

Figure 5 outlines the cycling distance covered by the average person in a 30-minute period. These routes are a combination of cycle lanes and shared routes.

Figure 5 illustrates the local amenities that are available to the proposed development. Local amenities within 30-minutes cycle of the proposed development include:

- Adamstown Train Station
- Local shopping centers
- Local areas of employment
- Airlie Park
- Access to bus network
- Allows access to/from surrounding areas including:
 - Citywest
 - Clondalkin
 - Firhouse
 - Rathcoole
 - Newcastle
 - Lucan
 - Palmerstown
 - Clonsilla
 - Celbridge
 - Leixlip

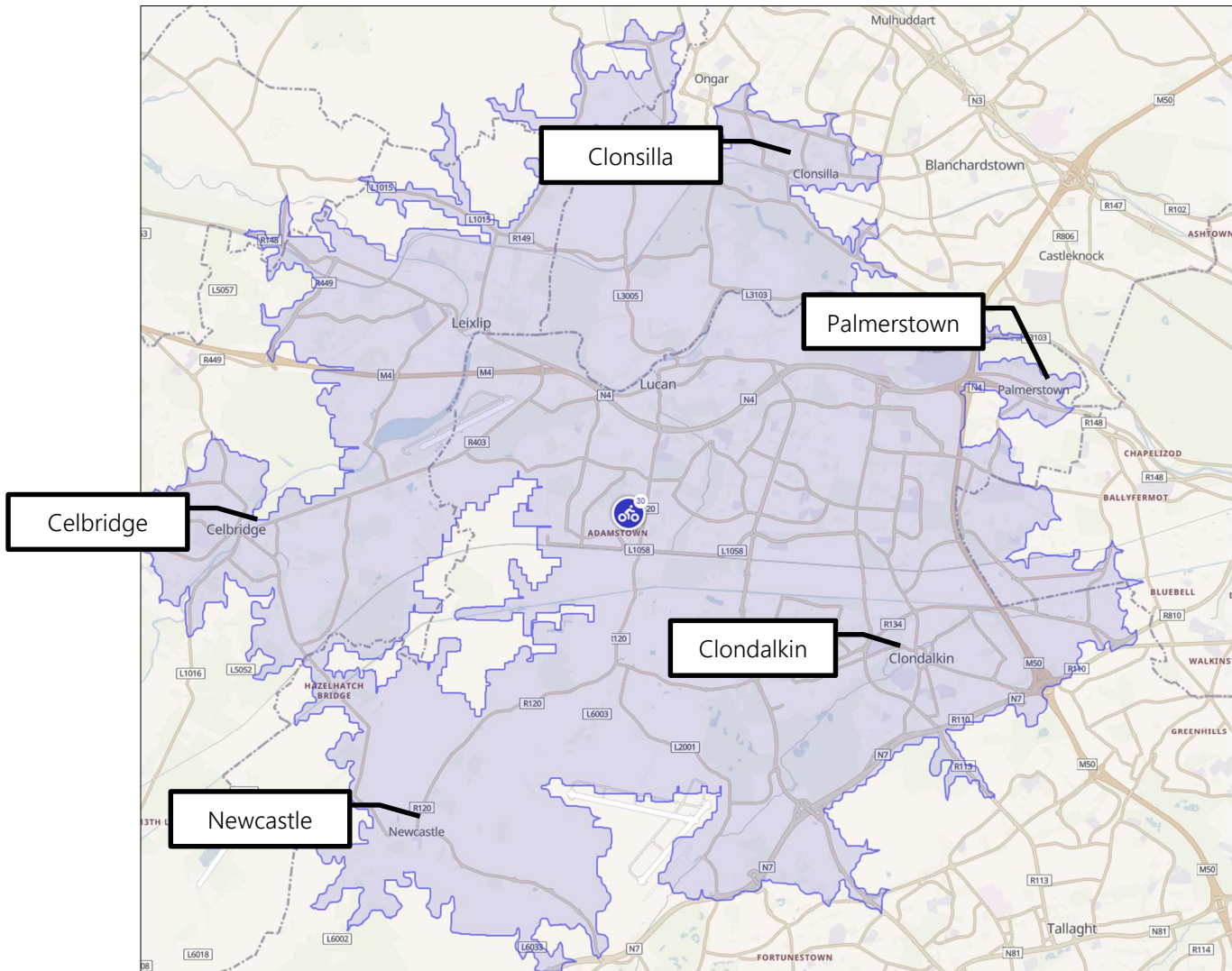


Figure 5 Cycle Distance (30 Min Travel Time)

4.3 Public Transport

Figure 6 outlines the distance that maybe covered on a 60 minute public transport journey.

A 60-minute public transport journey allows access to areas of employment such as:

- Citywest Business Campus
- Tallaght
- Dublin City Centre
- IFSC

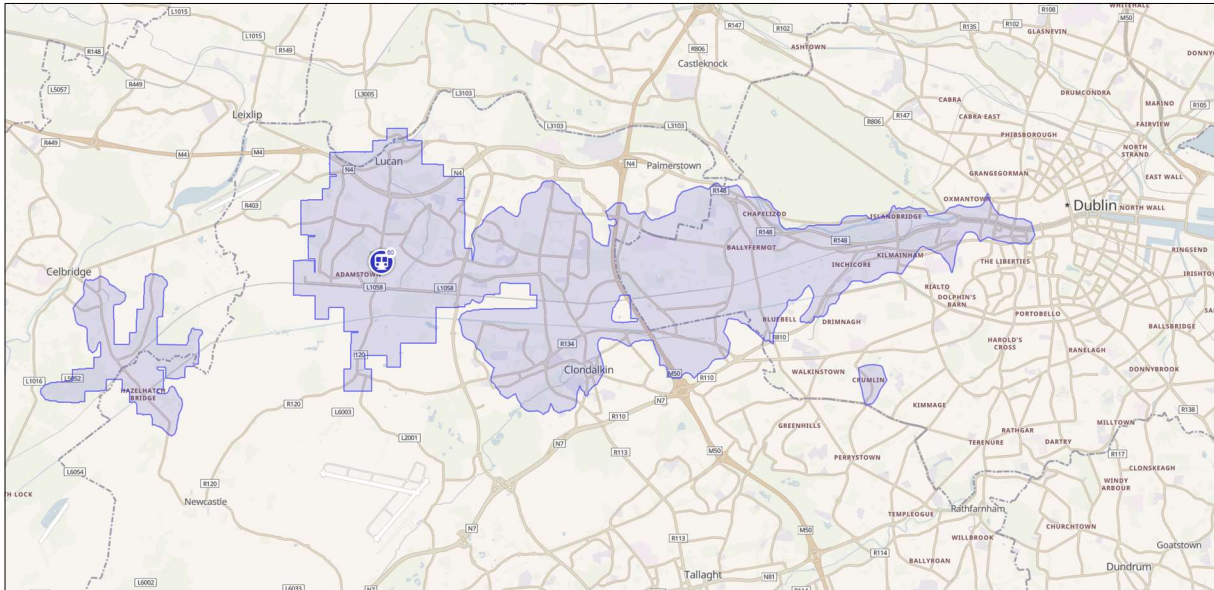


Figure 6 Public Transport (60min Travel Time)

A 60-minute public transport journey allows access from areas such as:

- Dublin City Center
- Ballyfermot
- Clondalkin
- Lucan
- Inchicore

4.4 Driving

The site has strong permeability to local amenities via walking, cycling and public transport. This will help reduce, but not eliminate, car trips.

Where car-based trips are required, the proposed development has good access to the M50, M7/N7 and the N4.

This is illustrated in Figure 7 below.

5. BUS CONNECTS

The new network follows from three rounds of public consultation which concluded in 2020. Once operational, it will improve the existing Transport for Ireland (TFI) network by providing enhanced bus services with high frequency spines and new local, orbital and radial routes. This new network is being rolled out on a phased basis over the coming years. The first phase commenced in North-east Dublin in June 2021. The next phase involves services in West Dublin and East Kildare, from areas such as Maynooth, Leixlip, Celbridge, Lucan, Liffey Valley and Palmerstown towards the City centre and Sandymount.

Some of the many benefits of BusConnects include:

- Increased capacity and frequency
- Increased all day, night-time and weekend services
- Improved ticketing to allow for free interchange between services

Main Spine Routes: C1 & C2

- **C1 (Adamstown Station → City Centre → Sandymount) and C2 (same corridor):**
 - Operational since **28 Nov 2021**
 - Frequency: During peak hours, buses run approximately **every 20 minutes**; off-peak and evening, **every 30 minutes**
 - Typical journey time from Adamstown to Sandymount is **~60 minutes**, with **~20 minute** intervals at peak

Local ("L") and Peak ("P") Services

These supplement the main spine with coverage for Adamstown:

- **L51 – Adamstown Station → Lucan Village → Liffey Valley SC**
 - Departs roughly **hourly** Monday–Friday, early morning until late evening
 - Journey time to Liffey Valley approx **30 min**, with intermediate stops.
- **L52 – Adamstown → Lucan Village → Clonsilla → Blanchardstown**
 - Also **hourly**, covering the reverse route similarly
- **L53 – Adamstown → Liffey Valley via Balgaddy, Fonthill etc.**
 - **Every 30 minutes** on weekdays, with reduced frequency on weekends
- **P29 – Peak-only express: Adamstown → Newcastle Rd → Liffey Valley → Heuston → Moss St → Ringsend Road**
 - Runs **weekday mornings** around 07:20, **evenings** from ~17:00
 - Journey via Newcastle Rd takes **~8 min** to Liffey Valley, and **~15 min** total to Ringsend Road

Frequency & Coverage

- **C-Spine (C1/C2):** ~20 min peak, 30 min off-peak for Adamstown to city/Sandymount
- **Local routes** ensure reliable service to **Liffey Valley, Blanchardstown, Lucan, and Clonsilla.**
- **P29** gives direct commuter access to central and eastern Dublin during peak hours.

Route	Service Type	Frequency	Key Destinations
C1 / C2	Spine (Frequent)	~20 min peak, ~30 min off-peak	City Centre → Sandymount
L51	Local	Hourly	Liffey Valley via Lucan
L52	Local	Hourly	Blanchardstown via Lucan Village, Clonsilla
L53	Local	Every 30 min (wk), lower wknd	Liffey Valley via Balgaddy, Fonthill
P29	Peak-express	Mornings & Evening peak only	Newcastle Rd → Heuston → Ringsend Road

Adamstown enjoys robust connectivity thanks to the combined **C1/C2 trunk line**, well-supported **local routes**, and a **peak-time express**. Whether travelling to Dublin city centre, Sandymount, shopping hubs like Liffey Valley, or eastward toward Ringsend, there's a frequent and convenient bus option operating daily from early morning until late evening.



Figure 8 Bus Connects

6. DART +

The DART+ Programme will revolutionise travel in the Greater Dublin Area. It will see the DART network grow from its current 50km in length to over 150km. Bringing DART travel with all its benefits to new and existing communities.

It will promote multi modal transit, active transport, boost regional connectivity and make public transport the preferred option for more and more people. The DART+ Programme will deliver frequent, modern, electrified services within the Greater Dublin Area (GDA) and will improve connectivity to Regional towns and cities.

The DART+ Programme will involve rail improvements from:

- DART+ West - Maynooth and M3 Parkway to the City Centre
- DART+ South West - Hazelhatch & Celbridge to the City Centre
- DART+ Coastal North - Drogheda to the City Centre
- DART+ Coastal South - Greystones to the City Centre
- DART+ Fleet - purchase of new train fleet to increase train services.

The proposed DART+ design shown in Figure 9 below.



Figure 9 DART +

7. CYCLE NETWORK IMPROVEMENTS

In January 2023, the Greater Dublin Area (GDA) Cycle Network Plan, consisting of the Urban Network, Inter-Urban Network and Green Route Network for each of the seven Local Authority areas comprising the GDA was adopted as part of the GDA Transport Strategy 2022-2042.

Figure 10 below indicates the interaction between the development lands and the Greater Dublin Area (GDA) Cycle Network Plan.

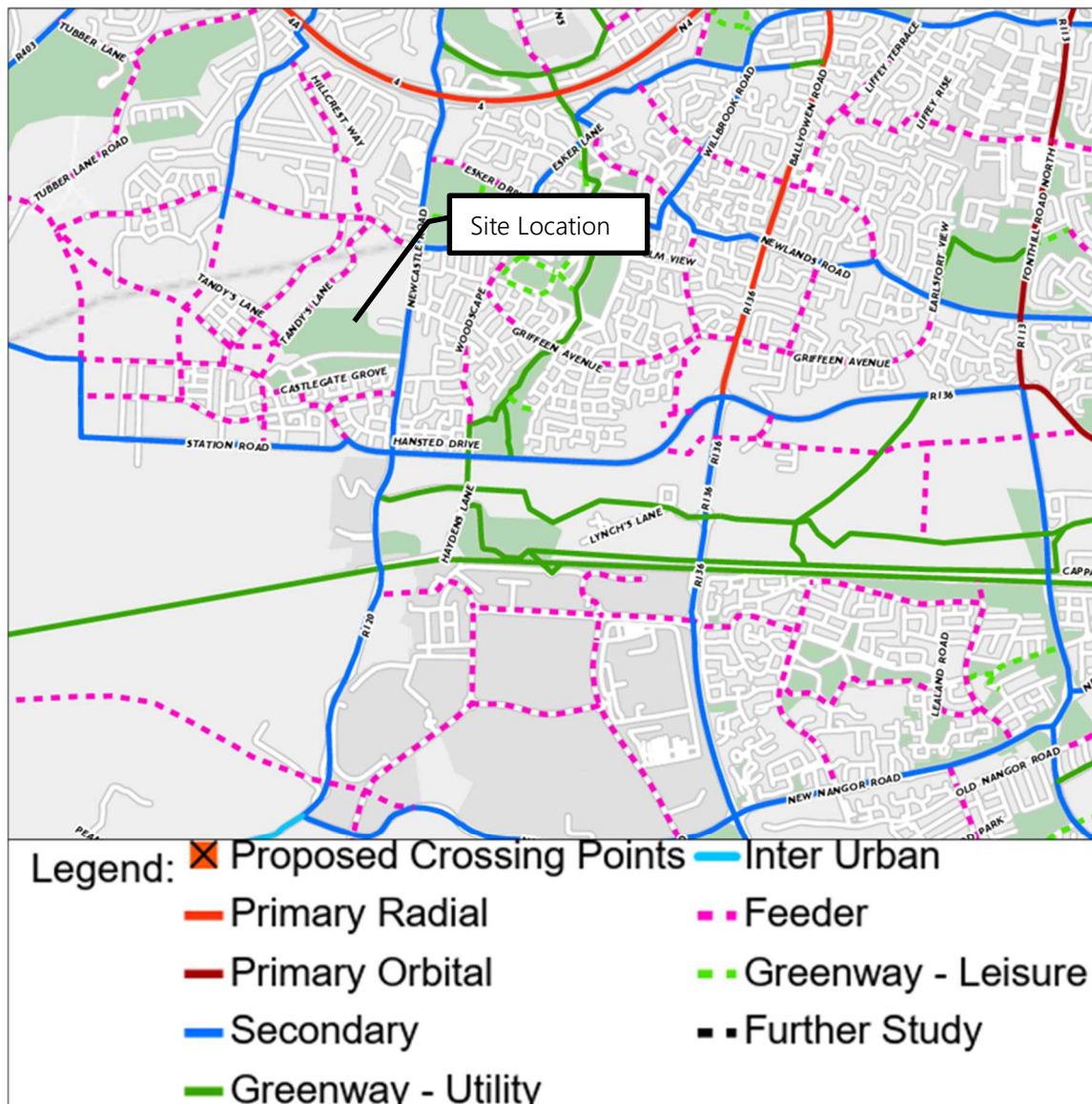


Figure 10 Proposed Cycle Network Upgrades (Source: NTA)

8. SOUTH DUBLIN COUNTY COUNCIL ACTIVE TRAVEL STRATEGY

South Dublin County Council through its Active Travel programme will pursue the development and delivery of high-quality walking and cycling facilities for use by people of all age groups in their everyday travel.

South Dublin County Council's short, medium and long term active travel strategy, is shown in the Figure 11 below.

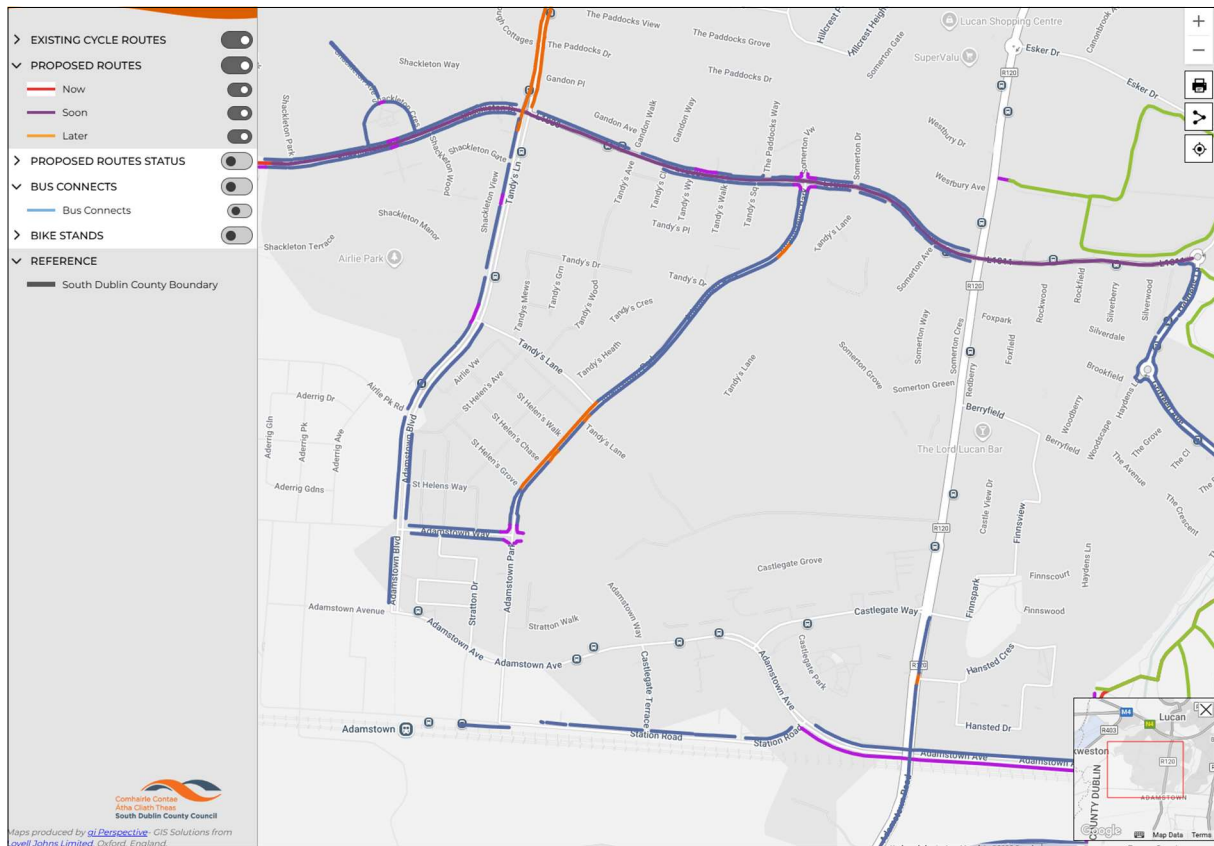


Figure 11 South Dublin County Council Active Travel Strategy

This project status is described as a 'Soon project' – A project that will be implemented within the next 5 years and Project Status on all of these will be 5 years or less to commence.



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