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# Traffic and Transport Report

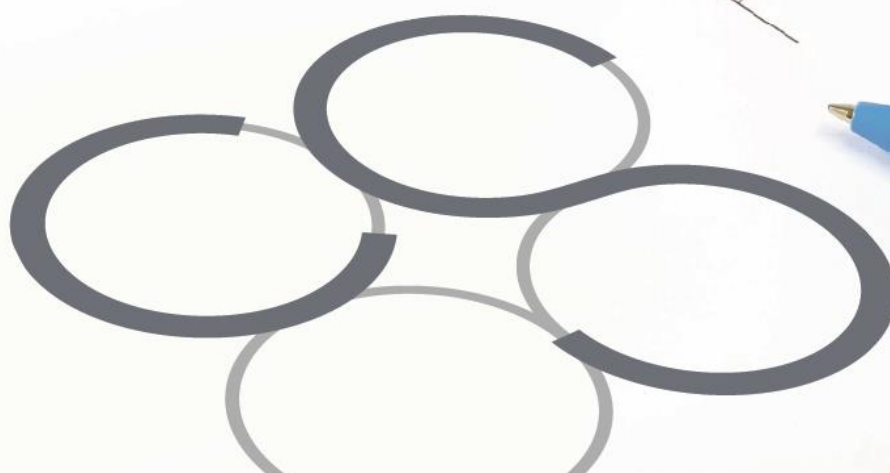
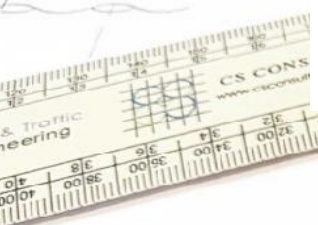
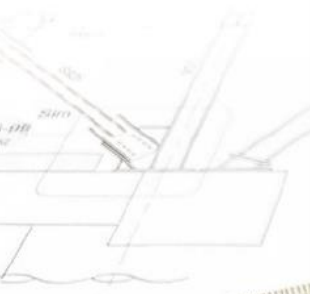
## Proposed Residential Development

### Belgard Square, Tallaght, Dublin 24

Client: South Dublin County Council

Job No. C186

July 2020





## TRAFFIC AND TRANSPORT REPORT

### PROPOSED RESIDENTIAL DEVELOPMENT, BELGARD SQUARE, TALLAGHT, DUBLIN

24

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BS 1192 FIELD		TAL-CSC-ZZ-XX-RP-C-0103_TTR			
Job Ref.	Author	Reviewed By	Authorised By	Issue Date	Rev. No.
C186	FB	NB	OS	29.07.2020	P2
C186	FB	NB	OS	07.05.2020	P1
C186	FB	NB	OS	28.04.2020	DRAFT



## 1.0 INTRODUCTION

### 1.1 Scope

Cronin & Sutton Consulting (CS Consulting) have been commissioned by South Dublin County Council to develop a Traffic and Transport Report in support of a proposed residential development at Belgard Square, Tallaght, County Dublin.

### 1.2 Site Location

The proposed development site is located at Belgard Square North, Tallaght, Dublin 24. The site is located in the administrative jurisdiction of South Dublin County Council and has a total area of approximately 0.49 ha.

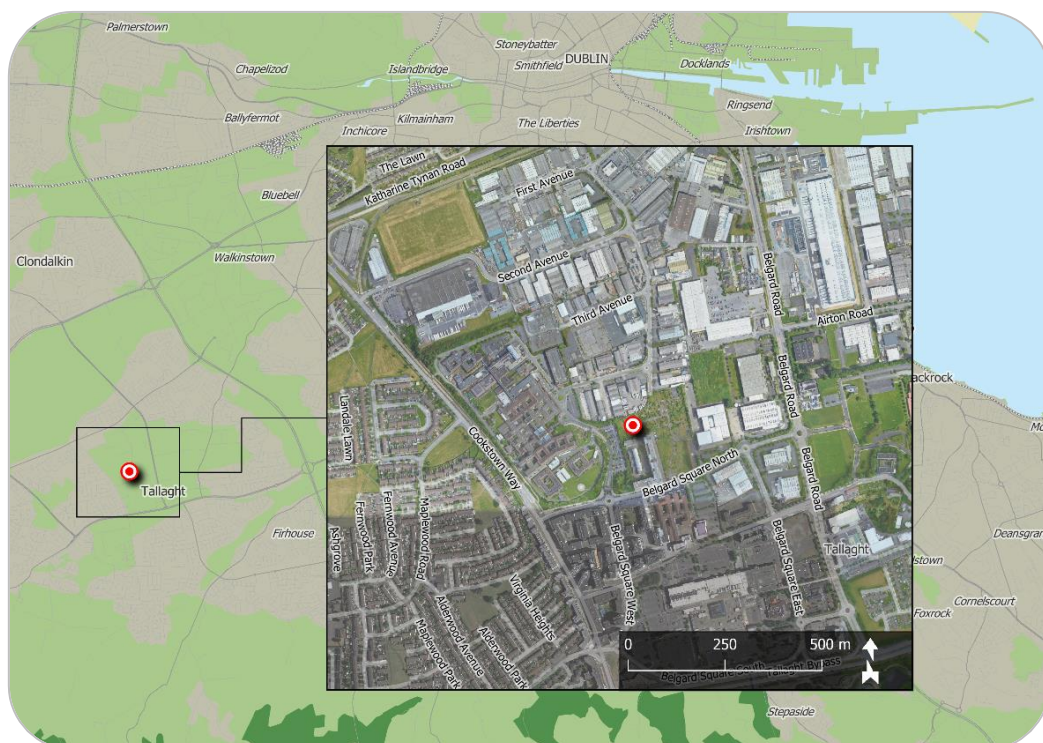


Figure 1 – Location of proposed development site  
(map data & imagery: EPA, OSM Contributors, Google)

The location of the proposed development site is shown in Figure 1 above; the indicative extents of the development site, as well as relevant elements of the surrounding road network, are shown in more detail in Figure 2.

The site is bounded to the west by Tallaght University Hospital, to the north by lands in industrial use, to the east by future development lands and to south by the Exchange Hall residential development and commercial buildings.



Figure 2 – Site extents and environs  
(map data & imagery: EPA, OSM Contributors, Google)

The development site is formerly a temporary halting site known as “Maelruan”. The site is currently being used as a compound by the Contractor currently carrying out construction works of the Belgard Square to Cookstown link road.

### **1.3 Proposed Development**

The development will consist of the construction of 133 affordable rental apartments with a community facility (c 11,430m<sup>2</sup>) in two blocks ranging from six to eight storeys linked by a single storey podium containing a three storey block with associated balconies/ terrace for each apartment and roof mounted solar panels.

Block A (west- c 5,170m<sup>2</sup>) accommodates 2 no. studios, 31 no. 1 bed apartments and 28 no. 2 bed apartments.

Block B (east – c 5,900m<sup>2</sup>) accommodates 1 no. studio, 33 no. 1 bed apartments, 35 no. 2 bed apartments and 1 no. 3 bed apartment.

Block C (podium – 360m<sup>2</sup>) accommodates 2 no. 3 bed apartments laid out over 3 floors.

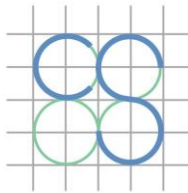
The podium accommodates 39 no. car parking spaces which includes 3 no. universal access spaces, 246 no. bicycle spaces, ESB substation and switch room, plant spaces, bins and other stores.

Ancillary site development works include the provision of pedestrian zip link/ greenway, access roadway, footpaths, 26 no. bicycle spaces, hard and soft landscaping, new boundary treatments and a landscaped courtyard at podium level.

### **1.4 Document Structure and Purpose**

Section 2 of this report provides an assessment of the proposed development's potential to generate vehicular traffic.

Section 3 summarises the operational access and servicing arrangements for the development.



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Section 4 assesses the proposed car and bicycle parking provision for the development, with reference to Local Authority standards

Section 9 presents the conclusions of the report.

The proposed development shall be supported by a Mobility Management Plan as a suitable mechanism by which the development can reduce private car use by residents and support the objectives of sustainable development. Refer to the Mobility Management Plan prepared by CS Consulting for further details.



## 2.0 SUBJECT DEVELOPMENT TRIP GENERATION

Trip generation factors from the TRICS database have been used to predict the trip generation to and from the proposed development, for both the AM and PM peak hour periods. Full details of the TRICS information used in the assessments are provided in Appendix A.

The subject development comprises the following elements:

- 133no. apartments;

The TRICS sub-category, '03 Residential / D – Affordable/Local Authority Flats has been employed, being the most appropriate for this development. This sub-category is described in the TRICS land use category definitions as follows:

*Affordable/Local Authority Flats*

*Housing developments where at least 75% of households are non-privately owned. Of the total number of units, 75% must also be flats (sum of flats in blocks and "split" houses), with no more than 25% of the total units being "non-split" houses. "Non-privately owned" may be council rented or housing association rented. Note that "Help to Buy" dwellings or any other where residents have equity in a property are considered to be privately owned. Trip rates are calculated by Site Area, Dwellings, Housing Density, or Total Bedrooms.*

The TRICS trip rates for the proposed development have been selected from the above category, restricted insofar as possible to similar suburban locations, and further refined with reference to 2016 CSO census data on the basis of:

- the population within 1 mile of the development site (28,500 approx.);
- the population within 5 miles of the development site (420,000 approx.);
- the aggregate mean car ownership rate within 5 miles of the development site (1.2 cars per household).

The trip rates selected are given in Table 1.

Table 1 – TRICS Residential Trip Generation Rates

	Arrivals per hour per dwelling	Departures per hour per dwelling
AM Peak	0.063	0.158
PM Peak	0.118	0.101

Residential trip numbers in this instance have been calculated as a function of the TRICS trip rates given in Table 1 and the total numbers of dwellings (140no. apartments) within the proposed development.. The resultant trip generation figures obtained are given in Table 2.

Table 2 – TRICS Residential Trip Generation

	Arrivals	Departures
AM Peak	8	21
PM Peak	16	13

The TII *Traffic and Transport Assessment Guidelines* (PE-PDV-02045) advise that Transport Assessments should generally be applied where traffic to and from a development is predicted to exceed 10% of the existing background traffic on the adjoining road (or 5% at sensitive locations). The trip generation associated with the subject development is low and will not increase network flows by 10%. The surrounding road network is considered at negligible risk of detrimental effects as a result of the proposed development, given the extremely low traffic flows that it shall give rise to at this location and the characteristics of the surrounding road network.

Additionally, access to the proposed development shall be via the Belgard Sq – Cookstown Industrial Estate Link Road which is currently under construction. This road has been designed to accommodate future developments on the subject development sites and adjacent sites.

### **3.0 DEVELOPMENT TRAFFIC OPERATIONS**

#### **3.1 Vehicular Access and Servicing**

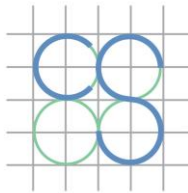
The proposed development includes a car parking provision of 39no. spaces including 3no. disabled-accessible spaces within the development undercroft. Provision is made for access to the development's internal street by emergency vehicles and servicing vehicles (deliveries, refuse collection, etc.) Such access shall be facilitated from the proposed link road, at the site's eastern boundary, at which location the footpath shall be dished to ensure continuous pedestrian priority along the link road.

Swept path analyses have been conducted of fire tenders, refuse collection vehicles and large cars accessing the development and manoeuvring within it. These analyses, provided on CS Consulting drawings TAL-CSC-ZZ-XX-DR-C-0012 to TAL-CSC-ZZ-XX-DR-C-0014, indicate that the development access design and internal layout can accommodate these vehicle movements where required, and that any vehicle accessing the site shall be able to turn within it and exit in a forward direction.

#### **3.2 Pedestrians and Cyclist Access**

Pedestrian and cyclist access to the development shall be accommodated from the proposed Belgard Square – Cookstown Industrial Estate link road, at eastern boundary of the development site.

Within the development site, the provision of a greenway/footpath in the south of the subject development site facilitates pedestrian and cyclist movements through the development. Safe pedestrian and cyclist movement is a key consideration in the development layout design; no vehicular access shall be permitted to this section of the site, with the exception of emergency vehicles and occasional servicing vehicles.



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Bicycle parking facilities shall be provided within the development with reference to the standards outlined in the *South Dublin County Council Development Plan 2016-2022* and the *apartment guidelines*. This storage shall have secure access arrangements and CCTV coverage to enhance levels of security and safety. CCTV shall be monitored and recorded from the main management office.

## 4.0 PARKING PROVISION

### 4.1 Car Parking Provision

The car parking provision of the proposed development has been assessed with respect to the *South Dublin County Council Development Plan 2016–2022*, which defines the maximum permissible car parking provision for new developments by land use type. Table 3 below sets out those standards that apply in relation to the proposed development.

Table 3 – Overall Parking Provision

Land Use	Apartment Type	Maximum Car Parking Spaces	Maximum Provision	Proposed Provision
Residential (Zone 2)	1 bed / Studio	0.75 per dwelling	50 spaces	39 spaces
	2 bed	1.0 per dwelling	63 spaces	
	3 bed+	1.25 per dwelling	4 spaces	
Total			117 spaces	39 spaces

The total parking provision for the proposed development does not exceed the maximum number permitted by the Local Authority development plan.

The *South Dublin County Council Development Plan 2016–2022* specifies the following in relation to residential car parking in apartment developments:

*“The maximum provision should not be viewed as a target and a lower rate of parking may be acceptable subject to:*

- *The proximity of the site to public transport and the quality of the transport service it provides.*
- *The proximity of the development to services that fulfil occasional and day to day needs,*
- *The existence of a robust and achievable Mobility Management Plan for the development*

In addition, the policy document *Sustainable Urban Housing: Design Standards for New Apartments (Guidelines for Planning Authorities)*, published by the Department of Housing, Planning and Local Government in March 2018, gives the following guidance on the provision of residential car parking:

*“In larger scale and higher density developments, comprising wholly of apartments in more central locations that are well served by public transport, the default policy is for car parking provision to be minimised, substantially reduced or wholly eliminated in certain circumstances. The policies above would be particularly applicable in highly accessible areas such as in or adjoining city cores or at a confluence of public transport systems such [as] rail and bus stations located in close proximity.*

*“These locations are most likely to be in cities, especially in or adjacent to (i.e. within 15 minutes walking distance of) city centres or centrally located employment locations. This includes 10 minutes walking distance of DART, commuter rail or Luas stops or within 5 minutes walking distance of high frequency (min 10 minute peak hour frequency) bus services.”*

#### 4.1.1 Public Transport - Light Rail Services

The Luas Red Line connects Tallaght to The Point via Dublin city centre. Luas connectivity to the wider rail network is good, with connections at Heuston and Connolly Stations. The Luas Red Line intersects the Luas Green Line at Abbey Street/O'Connell Street in Dublin City Centre.

Table 4 – Luas Services adjacent to Site

Direction	Destinations	Peak Interval
Northbound	The Point	6-8 mins
Southbound	Tallaght/Saggart <sup>1</sup>	6-8 mins

The subject development site is located adjacent to Tallaght Hospital Luas Stop on the Luas Red Line. Light rail services operating to and from this stop connect the development directly to the Point in the north via Dublin city centre and to Tallaght Town Centre and Saggart<sup>1</sup> in the south. Trams serve Tallaght Hospital Luas Stop at intervals of approximately 6 minutes at peak times. Further details of Luas frequency have been included in Appendix A.

#### 4.1.2 Public Transport - Bus Services

Table 5 – Bus Services within 5-minute Walk of Site

Route No.	Operator	Destinations	Weekday Services <sup>2</sup>	Peak Interval
27	Dublin Bus	Clarehall / Jobstown	98	10 min
54a	Dublin Bus	Pearse St / Ellensborough	33	20 min
65	Dublin Bus	Poolbeg St / Blessington	14	120 min
77a	Dublin Bus	Ringsend Rd / Citywest	54	10 min

Bus stops on Belgard Square North, within a 5 minute walk of the subject site, are served by 4no. bus routes operated by Dublin Bus. Details of these bus routes are given in Table 5. Full timetables can be found in Appendix A.

<sup>1</sup> Interchange required at Belgard Tram Stop

<sup>2</sup> Average number of services per day in each direction, Monday-Friday

As detailed in the Mobility Management Plan Framework submitted under separate cover in support of this planning application, the development site is situated within walking distance of existing high-quality bus and light rail services connecting the subject development to Dublin City; these include bus services with a peak hour interval of 10 minutes, which are within a 5-minute walk. The development is situated adjacent to the Tallaght Hospital Luas Stop, providing direct access to Dublin city centre. In addition, the site benefits from proximity to numerous amenities in Tallaght Town Centre.

The proposed development is therefore considered an appropriate candidate for a limited residential car parking provision, in accordance with the standards and guidelines set out by South Dublin County Council and the Department of Housing, Planning and Local Government.

#### 4.2 Disabled-Accessible Car Parking Requirements

The *South Dublin County Council Development Plan 2016–2022* sets out the minimum requirement for the provision of disabled-accessible parking in new developments, in accordance with Part M of the Building Regulations 2010 (as amended). Table 6 applies this requirement to the proposed development.

Table 6 – Accessible Car Parking Provision

Proposed Car Parking Provision	Minimum Required Proportion	Accessible Spaces Required	Accessible Spaces Proposed
39 spaces	5%	2	3

3no. accessible spaces are to be provided within the development, located in proximity to building entrances. The development's provision of disabled-accessible car parking is therefore deemed adequate.



### 4.3 Electric Vehicle Charging Provision

The *South Dublin County Council Development Plan 2016–2022* sets out the minimum requirement for the provision of electric vehicle charging spaces in new developments.

*All developments shall provide facilities for the charging of battery operated cars at a rate of up to 10% of the total car parking spaces. The remainder of the parking spaces should be constructed to be capable of accommodating future charging points, as required.*

Table 7 applies this requirement to the proposed development.

Table 7 – Electric Vehicle Charging Provision

Proposed Car Parking Provision	Minimum Required Proportion	EV Spaces Required	EV Spaces Proposed
39 spaces	10%	4	4

All car parking spaces within the development shall be 'future-proofed' by the inclusion of ducting and/or cabling to permit the rapid future installation of EV charging points, as defined in the ESB ecars specification document no. 18017 (*Public Charge Points*, last reviewed February 2012).

### 4.4 Bicycle Parking

Cycle parking has been provided in accordance with the *Dublin City Development Plan 2016-2022* and *Design Standards for New Apartments; Guidelines for Planning Authorities* which specify a minimum provision of

bicycle parking spaces based on the number of units and bedrooms respectively. See Table 8 for details.

Table 8 – Bicycle Parking Provision – Development Plan

Land Use	Cycle Parking Standard	Quantum	Minimum Provision	Proposed Provision
Residential Apartments	1 space per 5 units	140 units	28 spaces	201 spaces
Visitors	1 space per 10 units	140 units	14 spaces	71 spaces
Total			42 spaces	272 spaces

Bicycle Parking Provision - Apartment Guidelines

Residential Apartments	1 space per bedroom	202 bedrooms	202 spaces	202 spaces
Visitors	1 space per 2 units	133 units	66 spaces	70 spaces
Total			272 spaces	272 spaces

The proposed development shall include a secure internal bicycle storage area at surface level, accommodating 201no. long-term bicycle parking spaces and 71no. visitor spaces

Bicycle parking has been provided in accordance with the requirements of the apartment guidelines. 272no. bicycle parking spaces shall be provided within the development.

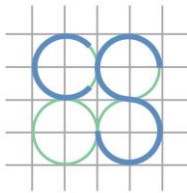
## 5.0 SUMMARY

This report examines the traffic and mobility implications of a proposed residential development in Cookstown, Tallaght, Dublin 24

The main observations and conclusions of this study are as follows:

- The proposed provision of car and bicycle parking within the development is in accordance with the requirements of the *South Dublin County Council Development Plan 2016-2022* and the *Design Standards for New Apartments 2018*.
- Swept path analyses have been conducted for a fire tender, a refuse collection vehicle and a delivery/servicing vehicle manoeuvring within the proposed development. These indicate that the design of the development access and its internal layout can accommodate these vehicle movements where required.
- The proposed development site is conveniently located within walking distance of high-quality bus and light rail services connecting the development to Dublin city centre.





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## Appendix A

TRICS Data



Filtering Summary

Land Use	03/D	RESIDENTIAL/AFFORDABLE/LOCAL AUTHORITY F
Selected Trip Rate Calculation Parameter Range	6-339 DWELLS	
Actual Trip Rate Calculation Parameter Range	15-160 DWELLS	
Date Range	Minimum: 01/01/12	Maximum: 26/09/19
Parking Spaces Range	All Surveys Included	
Parking Spaces Per Dwelling Range:	All Surveys Included	
Bedrooms Per Dwelling Range:	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Monday	2
	Tuesday	2
	Thursday	4
	Friday	2
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	6
	Edge of Town	1
	Neighbourhood Centre (PPS6 Local Centre)	3
Population <1 Mile ranges selected	20,001 to 25,000	1
	25,001 to 50,000	5
	50,001 to 100,000	4
Population <5 Mile ranges selected	125,001 to 250,000	1
	250,001 to 500,000	5
	500,001 or More	4
Car Ownership <5 Mile ranges selected	0.6 to 1.0	8
	1.1 to 1.5	2
PTAL Rating	No PTAL Present	6
	2 Poor	2
	3 Moderate	1
	4 Good	1

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	BT BRENT	1 days
	EN ENFIELD	1 days
	HA HARROW	1 days
	HG HARINGEY	1 days
02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	1 days
10	WALES	
	CF CARDIFF	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings  
 Actual Range: 15 to 160 (units: )  
 Range Selected by User: 6 to 339 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 26/09/19

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

Selected survey days:

Monday	2 days
Tuesday	2 days
Thursday	4 days
Friday	2 days

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

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	6
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	3

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

Selected Location Sub Categories:

Residential Zone	10
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*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,*



Secondary Filtering selection:

Use Class:

C3 10 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*

Population within 1 mile:

20,001 to 25,000 1 days  
 25,001 to 50,000 5 days  
 50,001 to 100,000 4 days

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

Population within 5 miles:

125,001 to 250,000 1 days  
 250,001 to 500,000 5 days  
 500,001 or More 4 days

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

Car ownership within 5 miles:

0.6 to 1.0 8 days  
 1.1 to 1.5 2 days

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

Travel Plan:

Yes 2 days  
 No 8 days

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

PTAL Rating:

No PTAL Present 6 days  
 2 Poor 2 days  
 3 Moderate 1 days  
 4 Good 1 days

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

LIST OF SITES relevant to selection parameters

1	BT-03-D-01 FLOWERS CLOSE DOLLIS HILL	BLOCKS OF FLATS	BRENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 160 <i>Survey date: THURSDAY 26/06/14</i>		<i>Survey Type: MANUAL</i>
2	CF-03-D-01 TYN-Y-PARC ROAD CARDIFF WHITCHURCH	BLOCKS OF FLATS	CARDIFF
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 24 <i>Survey date: FRIDAY 07/10/16</i>		<i>Survey Type: MANUAL</i>
3	EN-03-D-01 CHURCHILL COURT EDMONTON	BLOCKS OF FLATS	ENFIELD
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 66 <i>Survey date: MONDAY 16/11/15</i>		<i>Survey Type: MANUAL</i>
4	ES-03-D-06 WELLINGTON ROAD BRIGHTON	FLATS & HOUSES	EAST SUSSEX
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 15 <i>Survey date: THURSDAY 16/10/14</i>		<i>Survey Type: MANUAL</i>
5	HA-03-D-01 THE MALL KINGSBURY KINGSBURY CIRCLE	BLOCKS OF FLATS	HARROW
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 88 <i>Survey date: THURSDAY 17/07/14</i>		<i>Survey Type: MANUAL</i>
6	HC-03-D-06 HANNAY RISE SOUTHAMPTON THORNHILL	BLOCKS OF FLATS	HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 66 <i>Survey date: TUESDAY 24/11/15</i>		<i>Survey Type: MANUAL</i>
7	HG-03-D-03 COMMERCE ROAD WOOD GREEN WOODSIDE PARK	BLOCKS OF FLATS	HARINGEY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 90 <i>Survey date: FRIDAY 26/09/14</i>		<i>Survey Type: MANUAL</i>
8	NT-03-D-02 WATCOMBE ROAD NOTTINGHAM CARRINGTON	BLOCK OF FLATS	NOTTINGHAMSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 22 <i>Survey date: TUESDAY 23/06/15</i>		<i>Survey Type: MANUAL</i>
9	WM-03-D-02 BRANCH ROAD BIRMINGHAM KINGS NORTON	BLOCKS OF FLATS	WEST MIDLANDS
	Edge of Town Residential Zone Total No of Dwellings: 84 <i>Survey date: MONDAY 09/11/15</i>		<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

10 WO-03-D-02 BLOCKS OF FLATS WORCESTERSHIRE  
CRANHAM DRIVE  
WORCESTER

Neighbourhood Centre (PPS6 Local Centre)  
Residential Zone

Total No of Dwellings: 18

Survey date: THURSDAY

22/05/14

Survey Type: MANUAL

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS  
 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	10	63	0.035	10	63	0.073	10	63	0.108
08:00 - 09:00	10	63	0.063	10	63	0.158	10	63	0.221
09:00 - 10:00	10	63	0.074	10	63	0.095	10	63	0.169
10:00 - 11:00	10	63	0.076	10	63	0.100	10	63	0.176
11:00 - 12:00	10	63	0.087	10	63	0.074	10	63	0.161
12:00 - 13:00	10	63	0.071	10	63	0.081	10	63	0.152
13:00 - 14:00	10	63	0.060	10	63	0.058	10	63	0.118
14:00 - 15:00	10	63	0.068	10	63	0.088	10	63	0.156
15:00 - 16:00	10	63	0.118	10	63	0.101	10	63	0.219
16:00 - 17:00	10	63	0.111	10	63	0.076	10	63	0.187
17:00 - 18:00	10	63	0.100	10	63	0.090	10	63	0.190
18:00 - 19:00	10	63	0.087	10	63	0.057	10	63	0.144
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.950			1.051			2.001

*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.*

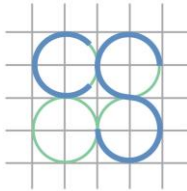
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Parameter summary

Trip rate parameter range selected: 15 - 160 (units: )  
 Survey date range: 01/01/12 - 26/09/19  
 Number of weekdays (Monday-Friday): 10  
 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.*



CS CONSULTING  
GROUP

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## Appendix B

### Local Public Transport Timetables



# 27

Buses from/to  
**From Clare Hall To Jobstown**  
 Operative Date: 21/10/2018  
 Version: TT 8.1

## From Clare Hall Towards Jobstown



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

### Buses leave terminus at:

#### Route Variations

c To city centre  
 r From Ringsend to Jobstown

#### Monday - Friday

05:15 05:30r 05:45 05:55r  
 06:00 06:10 06:15r 06:20  
 06:30 06:30r 06:40 06:50  
 then every 10 minutes until 1930  
 19:50 20:10 20:30 20:50  
 21:10 21:30 21:50 22:10  
 22:30 22:50 23:10c 23:30c

#### Saturday

05:30 06:00 06:30 07:00  
 07:30 08:00 08:20 08:40  
 09:00 09:10 09:20 09:30  
 then every 10 minutes until 1900  
 19:20 19:40 20:00 20:20  
 20:40 21:00 21:20 21:40  
 22:00 22:20 22:40 23:00  
 23:30c

#### Sunday

08:00 08:30 09:00 09:20  
 09:40 10:00 10:20 10:40  
 11:00 11:15 11:30 11:45  
 then every 15 minutes until 1900  
 19:20 19:40 20:00 20:20  
 20:40 21:00 21:20 21:40  
 22:00 22:20 22:40 23:00  
 23:30c

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

All times are off peak estimates

## From Jobstown Towards Clare Hall



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

### Buses leave terminus at:

#### Route Variations

v Via Crumlin Village to city centre  
 e From Eden Quay to Clare Hall  
 c To city centre

#### Monday - Friday

05:15c 05:35 05:55v 06:00  
 06:05e 06:10 06:20 06:30  
 then every 10 minutes until 1930  
 19:50 20:10 20:30 20:50  
 21:10 21:30 21:50 22:10  
 22:30 22:50c 23:10c 23:30c

#### Saturday

05:30 06:00 06:30 07:00  
 07:30 08:00 08:20 08:40  
 09:00 09:10 09:20 09:30  
 then every 10 minutes until 1900  
 19:20 19:40 20:00 20:20  
 20:40 21:00 21:20 21:40  
 22:00 22:20 22:40 23:00c  
 23:30c

#### Sunday

08:00 08:30 09:00 09:20  
 09:40 10:00 10:20 10:40  
 11:00 11:15 11:30 11:45  
 then every 15 minutes until 1900  
 19:20 19:40 20:00 20:20  
 20:40 21:00 21:20 21:40  
 22:00 22:20 22:40 23:00c  
 23:30c

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

All times are off peak estimates

### Fare Stages

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

# 54a

Buses from/to  
**From Pearse St.To Ellensborough / Kiltipper Way**  
 Operative Date: 20/01/2019  
 Version: TT 9.1

## From Pearse Street Towards Ellensborough / Kiltipper Way



Sráid an Phiarsaigh , Faiche Chrois Araild , Tobair na Spá , Seanbhóthar Bhaile Coimín , Buirg Eibhlin /An Bealach Choill Tobair

	Monday-Friday				Saturday				Sunday			
<b>Buses leave terminus at:</b>	06:30	07:00	07:30	08:00	07:15	08:15	09:15	09:45	10:00	11:00	12:00	13:00
	08:30	09:00	09:30	10:00	10:15	10:45	11:15	11:45	14:00	15:00	16:00	17:00
	10:30	11:00	11:30	12:00	12:15	12:45	13:15	13:45	18:00	19:00	20:00	21:00
	12:30	13:00	13:30	14:00	14:15	14:45	15:15	15:45	22:00	23:00		
	14:30	15:00	15:30	16:00	16:15	16:45	17:15	17:45				
	16:30	17:00	17:30	17:45	18:15	19:00	19:45	21:00				
	18:00	18:30	19:00	19:30	22:15	23:30						
	20:00	20:30	21:10	22:20								
	23:30											

Pearse Street >> 20mins >> Harold's Cross Green >> 20mins >> Spawell >> 20mins >> Old Blessington Rd. (The Square) >> 10mins >> Ellensborough / Kiltipper Way

All times are off peak estimates

## From Ellensborough / Kiltipper Way Towards Pearse Street



Buirg Eibhlin /An Bealach Choill Tobair , Seanbhóthar Bhaile Coimín , Tobair na Spá , Faiche Chrois Araild , Sráid an Phiarsaigh

	Monday-Friday				Saturday				Sunday			
<b>Buses leave terminus at:</b>	06:30	07:00	07:20	07:40	07:30	08:30	09:30	10:30	09:00	10:00	11:00	12:00
	08:00	08:30	09:00	09:30	11:00	11:30	12:00	12:30	13:00	14:00	15:00	16:00
	10:00	10:30	11:00	11:30	13:00	13:30	14:00	14:30	17:00	18:00	19:00	20:00
	12:00	12:30	13:00	13:30	15:00	15:30	16:00	16:30	21:00	22:00	23:00	
	14:00	14:30	15:00	15:30	17:00	17:30	18:00	18:30				
	16:00	16:30	17:00	17:30	19:15	20:00	21:00	22:15				
	18:00	18:30	19:00	19:30	23:30							
	20:00	20:30	21:00	21:30								
	22:30	23:30										

Ellensborough / Kiltipper Way >> 10mins >> Old Blessington Rd. (The Square) >> 20mins >> Spawell >> 20mins >> Harold's Cross Green >> 20mins >> Pearse Street

All times are off peak estimates

### Fare Stages

<b>25 75</b> Pearse Street	<b>37 63</b> Wellington Lane (St. Judes GAA Club)
<b>26 74</b> Lord Edward St. / Nicholas St.	<b>38 62</b> Tallaght Rd. (Spawell Bridge)
<b>27 73</b> Patrick St. (Dean St.)	<b>39 61</b> Tallaght Rd. (Spawell Golf Range)
<b>28 72</b> Clanbrassil St. (Lombard St. West)	<b>40 60</b> Tallaght Rd. (Firhouse Bridge)
<b>29 71</b> Leonard's Corner	<b>41 59</b> Tallaght Rd. (Balrothery / Castle Park)
<b>30 70</b> Harold's Cross Green West	<b>42 58</b> Tallaght Rd. (Newtown Park)
<b>31 69</b> Lwr. Kimmage Rd. (Sundrive Rd.)	<b>43 57</b> Tallaght Village
<b>32 68</b> Lwr. Kimmage Rd. (Ravensdale Park)	<b>44 56</b> Old Blessington Rd. (The Square)
<b>33 67</b> Kimmage Cross Rd.	<b>45 55</b> Blessington Rd. (Raheen)
<b>34 66</b> Wainsfort Rd.	<b>46 54</b> Killinarden (Community Centre)
<b>35 65</b> Fortfield Park	<b>47 53</b> Kiltipper Way (Ellensborough/Marfield)
<b>36 64</b> Willington Rd. Roundabout	

**Customer Comment Desk:** (01) 8734222  
 Phone lines open: Monday to Saturday 08:30hrs – 18:00hrs (except public holidays)



**65**

Buses from/to  
**From Poolbeg St. Towards Blessington / Ballymore**  
 Operative Date: 01/12/2018  
 Version: TT 8.2

[Click here to view Route 65 from Tallaght \(The Square\) towards Blessington/Ballymore](#)

[Click here to view Route 65 from Tallaght \(The Square\) towards Poolbeg St.](#)

## From Poolbeg St. Towards Blessington / Ballymore



Sráid an Phoill Bhig , Sráid Camden , Ráth Maonais , Tír an Iúir , Teach Mealóg , Tamhlacht (An Chearnóg) , Crois an tSéipéil , Baile Coimín / Baile Mór

	Monday to Friday				Saturday				Sunday			
<b>Buses leave terminus at:</b>	05:30k	05:40b	06:40	07:45b	05:40b	07:00	08:00b	09:30	08:00	09:30b	11:30b	13:30
	09:30	11:30	13:30	15:30	11:30b	13:30b	15:30	17:30b	15:30b	17:30b	18:30	20:30b
<b>Route Variations</b>	16:30	17:30k	18:30b	20:00	18:30b	20:30	21:30b	23:15	21:30b	23:15		
k To Ballyknockan	21:30	23:00b										
b To Ballymore												

Poolbeg St. >> 10mins >> Camden St. >> 10mins >> Rathmines >> 15mins >> Terenure >> 15mins >> Templeogue >> 15mins >> Tallaght (The Square) >> 20mins >> Cross Chapel >> 15mins >> Blessington / Ballymore

All times are off peak estimates

## From Blessington / Ballymore Towards Poolbeg St.



Baile Coimín / Baile Mór , Crois an tSéipéil , Tamhlacht (An Chearnóg) , Teach Mealóg , Tír an Iúir , Ráth Maonais , Sráid Camden , Sráid an Phoill Bhig

	Monday to Friday				Saturday				Sunday			
<b>Buses leave terminus at:</b>	06:30	07:00k	07:10b	08:00	07:10b	08:30	09:30b	11:30	09:30	11:30b	13:30b	15:30
	09:30b	11:30	13:30	15:30	13:30b	15:30b	17:00	19:00b	17:00b	19:00b	20:00	22:00b
<b>Route Variations</b>	17:30	18:30	19:45k	20:30b	20:00b	22:00	23:00b	00:20	23:00b	00:20		
k From Ballyknockan	21:30	23:15	00:15b									
b From Ballymore												

Blessington / Ballymore >> 15mins >> Cross Chapel >> 20mins >> Tallaght (The Square) >> 15mins >> Templeogue >> 15mins >> Terenure >> 15mins >> Rathmines >> 10mins >> Camden St. >> 10mins >> Poolbeg St.

All times are off peak estimates

### Fare Stages

<b>25 75</b> Poolbeg St.	<b>37 63</b> Tallaght (Cheeverstown House)
<b>26 74</b> Sth. Great George's St.	<b>38 62</b> Tallaght Rd. (Spawell Bridge)
<b>27 73</b> Aungier St. (Bishop St.)	<b>39 61</b> Tallaght Rd. (Spawell Golf Range)
<b>28 72</b> Richmond St. South	<b>40 60</b> Tallaght Rd. (Firhouse Bridge)
<b>29 71</b> Rathmines Rd. Lwr. (Richmond Hill)	<b>41 59</b> Tallaght Rd. (Balrothery)
<b>30 70</b> Rathmines Rd. (Rathgar Rd.)	<b>42 58</b> Tallaght Rd. (Newtown Park)
<b>31 69</b> Rathgar Rd. (Frankfort Ave.)	<b>43 57</b> Tallaght Village
<b>32 68</b> Terenure	<b>44 56</b> Old Blessington Rd. (The Square)
<b>33 67</b> Templeogue Rd. (Rathdown Park)	<b>45 55</b> Blessington Rd. (Raheen)
<b>34 66</b> Templeogue Rd. (Fortfield Rd.)	<b>46 54</b> Jobstown
<b>35 65</b> Templeogue Post Office	<b>47 53</b> De Selby Quarries
<b>36 64</b> Templeogue Bridge	<b>48 52</b> Saggart Rd.

### Fare Information

Fare between Castle Park to Raheen is charged as 3 stages.

Minimum fare operates on this route as follows:

Monday to Friday between 16:30 and 21:30 hours from City Centre.

Saturday between 11:30 and 23:15 hours from City Centre.

Sunday from 09:30 to 15:30 hours and from 20:30 to 23:15 hours from City Centre.

Passengers boarding from City Centre - Cash Fare €3.30, Leap Fare €2.50

Passengers boarding between South Great George's Street and Rathmines (Rathgar Road) - Cash Fare €3.00, Leap Fare €2.25

Passengers boarding between Rathgar Road (Frankfort Avenue) and Templeogue Road (Fortfield Road) - Cash Fare €3.00, Leap Fare €2.25

Passengers boarding from Fortfield Road - normal fares apply

[Click here](#) for further information on stages and fares

**Customer Comment Desk:** (01) 8734222  
 Phone lines open: Monday to Saturday 08:30hrs – 18:00hrs (except public holidays)

# 77a

Buses from/to  
**From Ringsend Rd. Towards Citywest**  
 Operative Date: 21/10/2018  
 Version: TT 8.1

## From Ringsend Rd. Towards Citywest



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

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

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

All times are off peak estimate

## From Citywest Towards Ringsend Rd.



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

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

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

All times are off peak estimate

### Fare Stages

22 78	Ringsend Rd. (Barrow St.)	37 63	Greenhills Rd. (O'Malley's)
23 77	Pearse St. (Macken St.)	38 62	Greenhills Rd. (Green Park)
24 76	Pearse St. (Lombard St.)	39 61	Greenhills Rd. (Ballymount Rd. Upr.)
25 75	College St. / Townsend St.	40 60	Greenhills Rd. (Cuckoo's Nest)
26 74	Werburch St. / Lord Edward St.	41 59	Tymon Park
27 73	Kevin St. (Patrick St.) / Patrick St.	42 58	Castle Lawns
28 72	Cork St. (Ardee St.)	43 57	Balrothery (Castle Park)
29 71	Cork St. (Donore Ave.)	44 56	Seskin View Rd.
30 70	Cork St. (Coombe Hospital)	45 55	Old Bawn Rd.
31 69	Dolphin's Barn Cross	46 54	Tallaght (The Square)
32 68	Crumlin Rd. (Loreto Convent)	47 53	Blessington Rd. (Raheen)
33 67	Crumlin Rd. (Bangor Drive)	48 52	Jobstown
34 66	Crumlin Rd. (Cooley Rd.)	49 51	De Selby Quarries
35 65	Drimnagh Rd. (Halfway House)	50 50	Citywest
36 64	Walkinstown Cross (The Kestrel)		

### Fare Information

Fare between Kevin Street Upper and Dolphin's Barn and fare between Greenhills Road (Cuckoo's Nest) and Tallaght (The Square) charged as 3 stages.

# Luas Frequency - Tallaght Hospital Stop (Luas.ie)

## Frequency

Eastbound 

Monday - Friday			
	Min	Avg	Max
05:31-07:00	10	14	20
07:00-10:00	3	8	10
10:00-16:00	9	9	10
16:00-19:00	9	9	10
19:00-00:01	6	10	15

Saturday			
	Min	Avg	Max
06:31-10:00	12	15	20
10:00-16:00	12	12	13
16:00-19:00	10	11	13
19:00-00:01	3	11	15

Sunday & Bank Holidays			
	Min	Avg	Max
07:01-12:00	10	13	20
12:00-19:00	10	10	11
19:00-23:01	10	11	12

## Frequency

Westbound 

Monday - Friday			
	Min	Avg	Max
06:18-07:00	3	11	23
07:00-10:00	2	8	15
10:00-16:00	2	9	10
16:00-19:00	8	9	10
19:00-01:17	7	11	15

Saturday			
	Min	Avg	Max
07:17-10:00	5	15	25
10:00-16:00	4	12	13
16:00-19:00	3	11	13
19:00-01:17	8	11	15

Sunday & Bank Holidays			
	Min	Avg	Max
07:47-12:00	3	12	20
12:00-19:00	9	10	12
19:00-00:17	3	11	21

