# DTO MODEL CALIBRATION

## Highway and PT Assignment Model Calibration and Validation Report

**FINAL**

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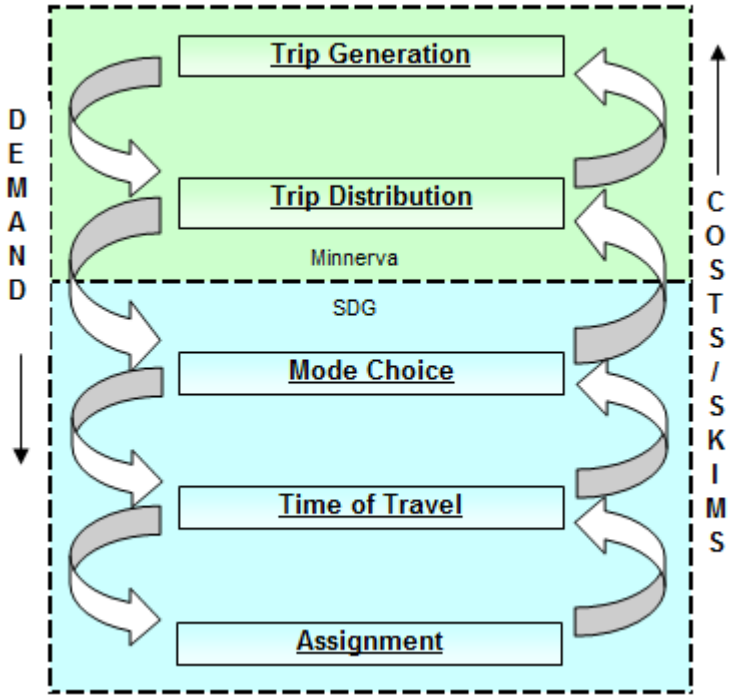
# 1. INTRODUCTION

1.1 In September 2008, Dublin Transportation Office (DTO) commissioned Steer Davies Gleave (SDG) to undertake the calibration of the public transport (PT) and highway (HW) assignment models associated with their morning (AM) peak model. Furthermore Steer Davies Gleave was charged with calibrating the time of travel and mode choice elements also.

1.2 The consultants Minnerva were commissioned separately to calibrate the trip assignment (TAGM) and distribution (TDM) elements of the process. The whole process is illustrated in the figure below.

**FIGURE 1.1 STRUCTURE OF THE DTO AM PEAK MODEL**



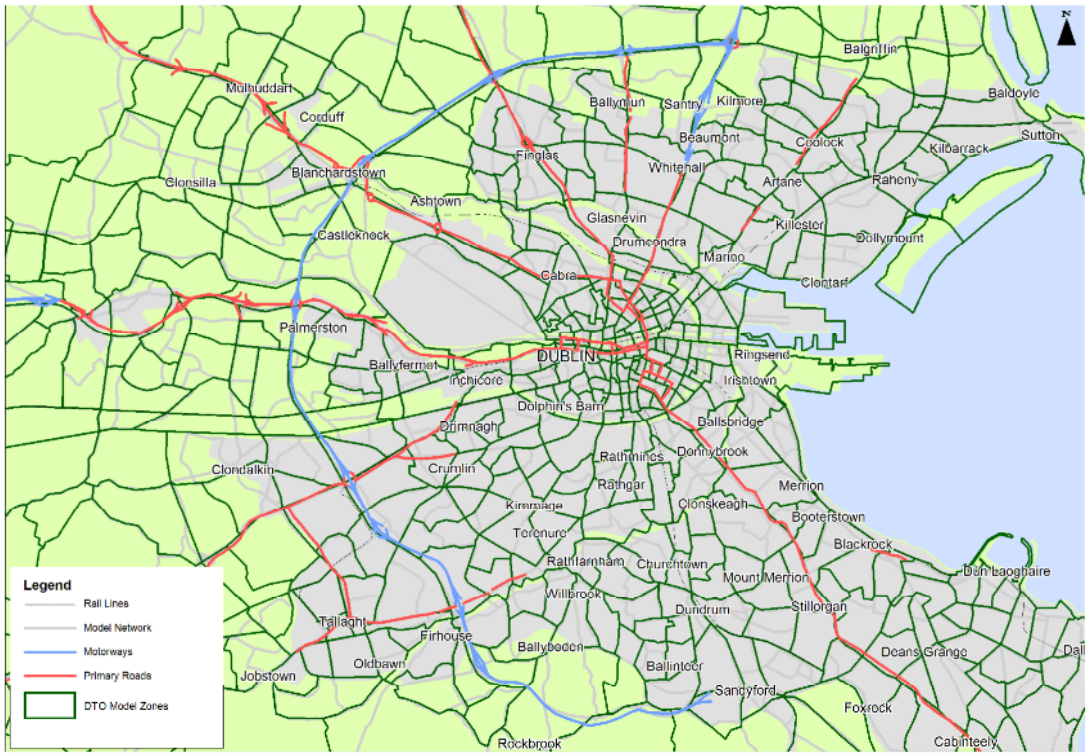

1.3 The previous DTO model had a base year of 2002. The overall purpose of this project was to develop a new base year, 2006, and ensure that network conditions, traveller behaviour and demand levels were commensurate with this change.

### The DTO Model

1.4 The DTO model is a comprehensive, multi-modal tool, which includes a morning peak model with generation, distribution, mode choice, time-of-travel, public transport route choice and highway route choice elements. Within this context the morning peak refers to the three hour period 07:00 to 10:00.

1.5 The overleaf below shows the model coverage and zones (shown in green). Urban area is shaded in grey and rural area in light green. The modelling road network is also shown in light grey.

**FIGURE 1.2 DTO MODEL ZONES AND COVERAGE**




## Overview to the Process

1.6 This project has been unique in nature as there was an underlying requirement for a high degree of collaboration between the two sets of consultants: Steer Davies Gleave team and Minnerva. The calibration tasks were envisaged to be undertaken simultaneously. In other words the process was designed to operate as follows:

- Initial target matrices were developed by Minnerva.
- These were then assigned to the PT and highway networks by Steer Davies Gleave. Initial changes to the networks were made together with some high level matrix adjustments where matrix demand and observed counts did not match sufficiently.
- These new matrices together with resulting cost skims were then provided to Minnerva. Updated target matrices were developed and supplied back to Steer Davies Gleave.
- Then the process repeated itself until a good calibration of the networks was reached.
- Next the final skims from the highway and PT models were passed to the time of travel choice model. This was calibrated and the outputs of this passed to the mode choice model. Once calibrated the outputs of this model were supplied to Minnerva who used them to develop future year matrices.

1.7 This report is concerned with the calibration and validation tasks of the PT and highway assignment models. A separate document deals with the calibration of the time of travel and mode choice models.

1.8 Please note that this report overlaps with the one titled: Initial Calibration Report, issued in December 2008. This earlier report described the calibration process required to reach the initial calibration stage, where cost skims were first provided to Minnerva. The purpose of this initial stage was to reach a position in the overall process where any large network changes had been made and a reasonable level of calibration resulted in the networks. This would allow Minnerva to make progress in the refining of the matrices whilst Steer Davies Gleave continued with the detailed calibration phase. This report recaps the initial calibration work but then continues to describe the remainder of the process together with the results of the final calibration.

### Contents of the Remainder of this Report

1.9 The remainder of this report is set out as follows:

- Chapter 2 describes the process around the demand matrices. It documents the rationale for any changes required at each stage and the resultant matrix sizes. Please note that matrix estimation was not been used at any point in this process.
- In Chapter 3 we discuss the process of calibrating the PT assignment model. This begins with the first assignment (before any matrix or network changes were made) and describes the process of reaching the initial calibration stage as described above. It then goes on to discuss the adjustments required to reach final calibration and presents the results of this in full.
- Similarly to Chapter 3, Chapter 4 describes the process of calibrating the highway model. It details the network changes required and displays the results of the process at each stage.

1.10 There are also seven appendices to this report.

- Appendix A provides results of sensitivity tests carried out on the PT model to determine the most appropriate parameter values;
- Appendix B provides detailed results of the PT calibration by each mode;
- Appendix C shows detailed results of the highway journey time validation work;
- Appendix D shows the performance of the model against count data;
- Appendix E contains GEH statistics for all count sites together with calibration results for count sites that are not on the cordons or screenlines that have been used for this work;
- Appendix F is a discussion on the Luas calibration in the form of a technical note; and
- Appendix G the results of additional work on the Luas calibration that has been undertaken following the original submission of this report.

# 2. 2006 BASE DEMAND MATRICES

## Introduction

2.1 The process of arriving at the final set of demand matrices was a lengthy and highly interactive process. It involved a number of iterations between Minnerva, the team responsible for developing the generation and distribution demand models and ourselves (Steer Davies Gleave). All changes made to the demand matrices were made in consultation with the DTO.

2.2 The aim of the process was to produce a final set of demand matrices which would result in a calibrated network, mode choice and time of day choice models, while maintaining the integrity of the Trip Attraction and Generation Model (TAGM)/ Trip Demand Model (TDM) models which are underpinned by highly detailed survey data. Therefore any changes to the matrices were made with great care not to distort the overall pattern of demand and only where the observed counts indicated this was necessary.

2.3 The changes made to the matrices were therefore made by either;

- Revisiting the demand at the trip generation or distribution level to improve the base demand (for clarity these changes are described as '*corrections*' of the target matrices);
- Re-profiling demand across the 3 modelled hours (for clarity these changes are described as '*re-profiling*' of the target matrices; or
- Factoring directional demand on a highly aggregated sector basis (for clarity these changes are described as '*factoring*' of the target matrices).

2.4 The significance of this approach was that it did not involve any matrix estimation on traffic counts. Matrix estimation is a useful tool for developing base year matrices that match observed flows. Its weakness is that it modifies the matrix with a very limited control over the distribution of the underlying demand data. We therefore undertook a more complex process which sought to maintain the link between the TAGM/ TDM matrices and assigned network matrices.

### *Process Overview*

2.5 In the summer and early autumn of 2008 Minnerva developed initial target matrices for the AM peak model. For the purpose of this report these matrices are referred to as the '*initial target matrices*' and are dated October 2008 to coincide with the time when they were first received by Steer Davies Gleave. These initial matrices were based on the following data:

- Journey to work census;
- Education survey; and
- Household interview data sets.

2.6 In October 2008 the initial target matrices were assigned to the 2006 networks, and analysis against count data carried out. For the purpose of this report we refer to this assignment as the *'first assignment'*. As a result of this analysis a number of adjustments were proposed and employed. This resulted in an updated set of initial matrices which were used by Steer Davies Gleave for the bulk of the detailed calibration work. We refer to these matrices as *'initial calibrated matrices'* and date them December 2008 to coincide with the point when they were returned to Minnerva.

2.7 Following on from this Minerva developed the TAGM and TDM models utilising the cost skims provided by Steer Davies Gleave in December 2008. The matrices derived from the model were intended to closely replicate the initial calibrated matrices supplied at this time. In March 2009 Minnerva re-supplied an updated set of target matrices which we describe as *'TAGM/ TDM matrices' intended* for the final calibration of the model.

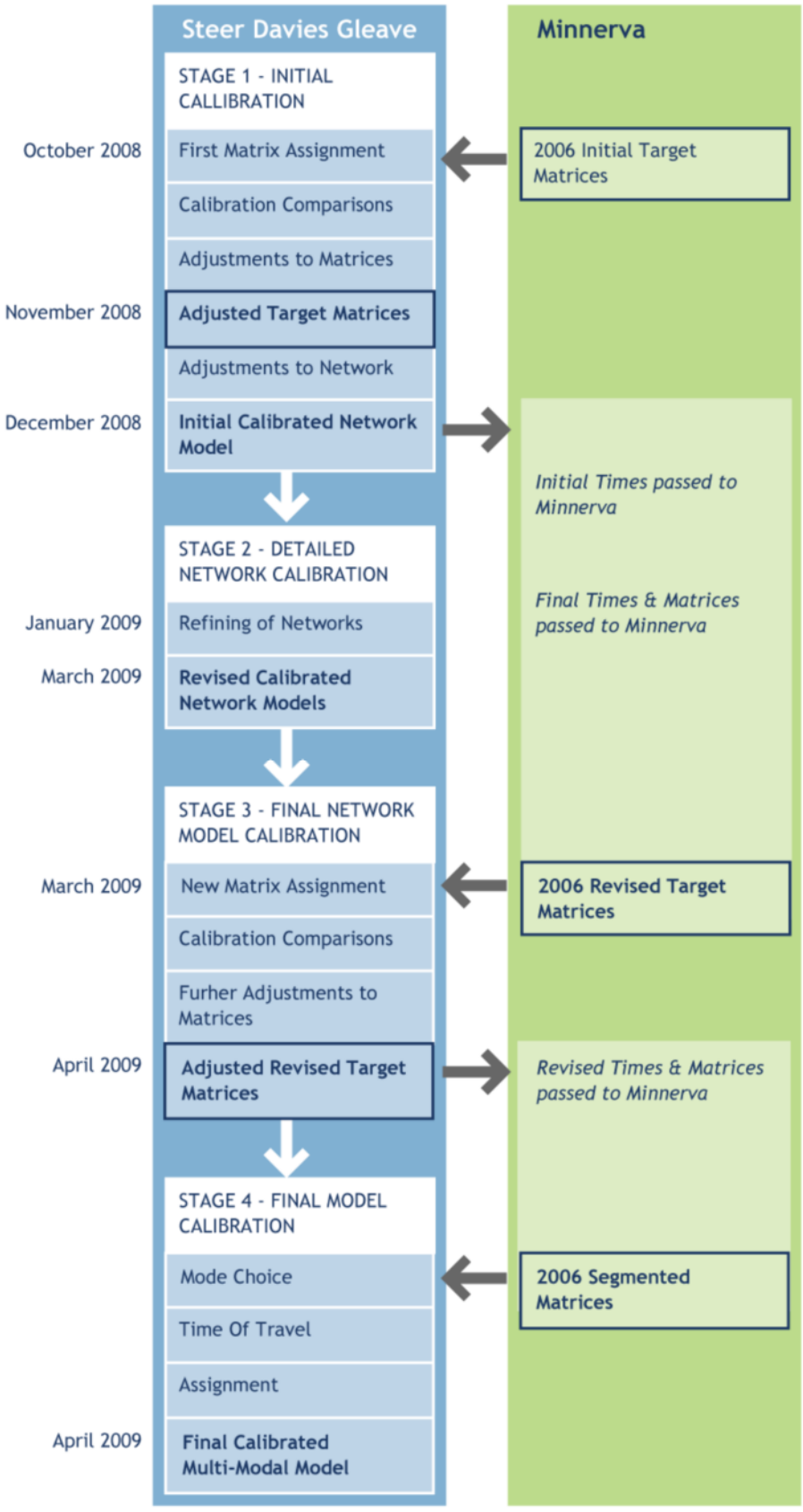
2.8 Figure 2.1 overleaf provides an overview to this whole process, indicating the exchange of data between Steer Davies Gleave and Minnerva through time. Finalised matrices at each stage in the process are highlighted in bold and shown inside a box.

2.9 Thus this chapter documents the matrix adjustments made at each stage and the rationale for each change. At all stages manual adjustments have been made in close consultation with both DTO and Minnerva. Matrix estimation techniques have not been employed.

**Adjustments to the Target Matrices (October 2008)**

2.10 In this section we describe the first wave of matrix adjustments that were necessary to complete initial calibration tasks. As mentioned above, after completion of the first assignment a number of discrepancies were identified when comparing assignment totals to observed Census volumes. Thus a series of adjustments were proposed and then made to the initial target matrices. After completion of these adjustments and initial calibration tasks, the adjusted initial calibrated matrices were re-supplied to Minnerva in December 2008 for further revision. During the period that followed (between January and March 2009) Steer Davies Gleave undertook the main detailed calibration tasks, the results of which are referred to as the *'revised calibration results'*. These adjusted initial calibrated matrices were used throughout this work.

**FIGURE 2.1 MATRIX AND NETWORK CALIBRATION PROCESS**



2.11 To summarise the starting position, the matrix totals from the initial target matrices are shown in the table below.

**TABLE 2.1 2006 INITIAL TARGET MATRIX TOTALS**

| Time Period | PT Totals | Car Totals |
|---|---|---|
| 07:00-08:00 | 27,124 | 139,789 |
| 08:00 -09:00 | 102,807 | 259,764 |
| 09:00-10:00 | 61,159 | 195,769 |
| **Total 07:00-10:00** | **191,091** | **595,322** |

2.12 In both the case of the PT and highway models, the matrices were compared at both the level of arrival hour and journey purpose, and the matrix totals compared to observed data sources such as the Census.

### Adjustments to Public Transport (PT) Matrices

2.13 To begin with, the two main journey purposes of 'Home to work' and 'Home to education' in the set of PT matrices were identified as not closely replicating observed volumes. Thus to make corrections for these two purposes the three individual hour matrices were aggregated to a total 07:00-10:00 matrix for each journey purposes. Factors based on the 2006 Census volumes were then calculated and applied to 'Home to work' and 'Home to education' journey purposes to improve their fit against Census totals. These census factors were calculated by comparing the 2006 target matrices to 2006 census data shown in Table 2.2 below.

**TABLE 2.2 PUBLIC TRANSPORT MATRIX INITIAL CENSUS FACTORS**

| Trip Purpose | Factor |
|---|---|
| Home to Education | 1.1678 |
| Home to Work | 0.9678 |

2.14 To summarise the Home to Education purpose was found to be too low in the demand matrices as compared to census volumes. The matrix was thus increased by around 17%. The home to work matrix on the other hand was found to be too large and was reduced on aggregate by a factor of around 3%.

2.15 Post matrix factoring, and for the purpose of the PT assignment, all the trip purpose matrices were added back together to give a single 07:00-10:00 all purpose matrix for public transport. The revised corrected target matrix totals following this journey purpose based factoring is summarised in Table 2.3 below.

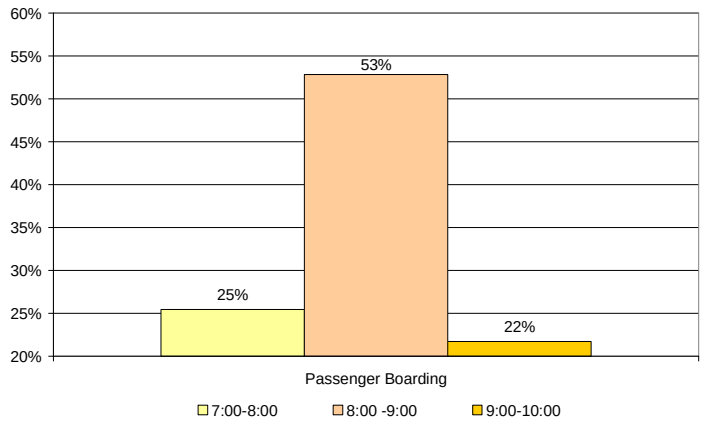
**TABLE 2.3 INITIAL PT TARGET MATRIX - WITH PURPOSE CORRECTION FACTORS**

| Time Period | Initial Target Matrices | Corrected Target Matrices | % Variation |
|---|---|---|---|
| 07:00-08:00 | 27,124 | 26,857 | -1.0% |
| 08:00 -09:00 | 102,807 | 108,193 | 5.2% |
| 09:00-10:00 | 61,159 | 62,921 | 2.9% |
| **Total 07:00-10:00** | **191,090** | **197,971** | 3.6% |

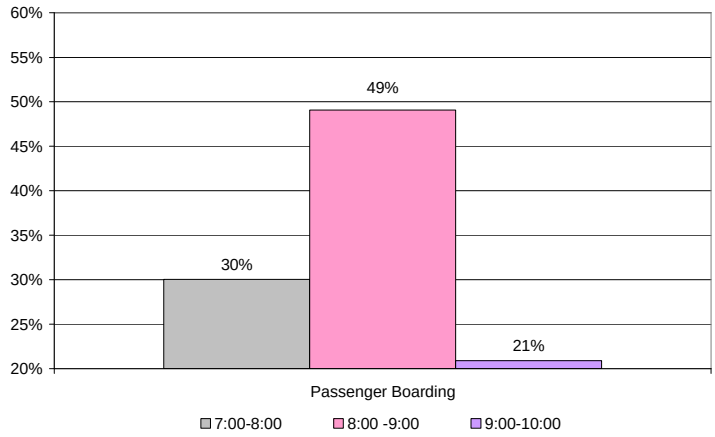
2.16 At this stage, to improve the fit with the observed arrival profile a series of factors were applied to the 2006 target matrices. This problem was highlighted following analysis of PT flow profiles for 2002 and 2006 AM periods, as shown in Figure 2.2. Comparison of the 2002 and 2006 arrival profile data suggested that some peak spreading had occurred between the period 07:00 to 08:00 and the following period (08:00 to 09:00).

**FIGURE 2.2 PT AM PERIOD COUNT PROFILE FOR 2002 AND 2006**

**2002 PT Arrival Profiles**




**2006 PT Arrival Profiles**




2.17 Thus the next stage in the process was to separate the total matrix into individual hours 07:00-08:00, 08:00-09:00 and 09:00-10:00 by applying a set of hourly factors obtained from PT count information to ensure that the PT model assignment matrices matched the aggregate level observed flow profiles closely. It should be noted that the matrix totals are virtually identical across the three hour modelled period. The individual hour factors are shown in Table 2.4 and the resulting re-profiled matrix totals are shown in Table 2.5.

**TABLE 2.4 INDIVIDUAL HOUR FACTORS FOR PUBLIC TRANSPORT**

| Time Period | Factor |
|---|---|
| 7:00-8:00 | 0.30 |
| 8:00 -9:00 | 0.49 |
| 9:00-10:00 | 0.21 |

**TABLE 2.5 VARIATION IN MATRIX TOTALS**

| | Corrected Target Matrices | Re-profiled Corrected Matrices | % Variation |
|---|---|---|---|
| 07:00 to 08:00 | 26,857 | 59,390 | 121% |
| 08:00 to 09:00 | 108,193 | 97,005 | -10% |
| 09:00 to 10:00 | 62,921 | 41,573 | -34% |
| **07:00 to 10:00 (total)** | **197,971** | **197,968** | **0%** |

2.18 Once the adjustments were completed and the additional airport trips added to matrices, they were loaded into the network model and a revised assignment carried out. Table 2.6 shows the resulting passenger flows by mode across the three modelled hours. The overall calibration was good across all the periods and in particular the peak 08:00-09:00 hour where the comparison by individual modes matched the observed counts very closely.

**TABLE 2.6 INITIAL PT CALLIBRATION RESULTS**

| Time Period | PT Mode | Observed | Modelled | % Difference |
|---|---|---|---|---|
| **07:00 to 08:00** | Bus | 31,631 | 39,013 | 23% |
| | Rail | 101,559 | 98,241 | -3% |
| | Luas | 46,964 | 40,212 | -14% |
| | **Total PT** | **180,154** | **177,466** | **-1%** |
| **08:00 to 09:00** | Bus | 51,285 | 54,862 | 7% |
| | Rail | 166,275 | 180,718 | 9% |
| | Luas | 86,383 | 84,276 | -2% |
| | **Total PT** | **303,943** | **319,855** | **5%** |
| **09:00 to 10:00** | Bus | 32,372 | 23,709 | -27% |
| | Rail | 60,298 | 89,240 | 48% |
| | Luas | 50,647 | 47,627 | -6% |
| | **Total PT** | **143,317** | **160,576** | **12%** |
| **07:00 to 10:00** | Bus | 115,288 | 117,584 | 2% |
| | Rail | 328,132 | 368,199 | 12% |
| | Luas | 183,994 | 172,114 | -6% |
| | **Total PT** | **627,414** | **657,897** | **5%** |

2.19 To illustrate this further, the entire process of matrix for PT is shown in Figure 2.3.

**FIGURE 2.3 OVERVIEW TO INITIAL PT MATRIX ADJUSTMENT PROCESS**


### Initial Adjustments to Highway Matrices

2.20 Similarly to public transport the highway matrices were also adjusted in a number of ways following on from the first assignment. We reanalysed the matrix building process from the survey data and with input from DTO and Minnerva considered if any of the journey purpose segments had been over represented. The totals from the initial target matrices as provided by Minnerva in October 2008 are shown in Table 2.7.

**TABLE 2.7 2006 HIGHWAY TARGET MATRICES TOTALS**

| Time Period | Initial Target Matrices |
|---|---|
| 07:00-08:00 | 139,789 |
| 08:00 -09:00 | 259,764 |
| 09:00-10:00 | 195,412 |

2.21 Again to check that these overall matrix levels were realistic we undertook a comparison of the initial target matrices totals with the 2006 census data. This indicated that there was some overestimation of trips in the matrix and thus a set of factors were applied to bring the matrix totals down. These were a set of flat factors and applied only for the purposes 'Home to Work' and 'Home to Education', and are displayed in Table 2.8 and the matrix totals are shown in Table 2.9below.

**TABLE 2.8 CARS MATRIX 'FLAT FACTORS'**

| Trip Purpose | Factor |
|---|---|
| Home to Education | 0.9442 |
| Home to Work | 0.9378 |

**TABLE 2.9 INITIAL HW MATRIX + JOURNEY PURPOSE CORRECTION FACTORS**

| Time Period | Initial Target Matrices | Corrected Target Matrices | % Variation |
|---|---|---|---|
| **07:00 to 08:00** | 139,789 | 127,098 | -9.1% |
| **08:00 to 09:00** | 259,764 | 247,524 | -4.7% |
| **09:00 to 10:00** | 195,412 | 181,370 | -7.2% |
| **07:00 to 10:00 (total)** | **594,965** | **555,992** | **-6.6%** |

2.22 Initial calibration work was then undertaken using these new adjusted matrices. However it soon became apparent that there were some anomalies at the sectoral level. Analysis of flows was undertaken on a directional basis across screenlines, using a comparison of actual and demand modelled flows on the screen lines defined. Where, demand flow is the total traffic in the matrix assigned to the network, whereas actual flow is the traffic that can get through the network during the modelled hour. Therefore the difference between demand and actual flows is a measure of the extent to which the network is over capacity.

2.23 First we analysed the canal and outer cordons to identify any differences between observed and modelled ***actual*** flows it was apparent that there was an imbalance between inbound and outbound flows. In the 08:00-09:00 and 09:00-10:00 period there were significantly higher inbound flows than outbound in comparison to the counts. However the period between 7:00 and 8:00 was found to exhibit a much better fit. The next table shows the total inbound and outbound flows crossing the outer cordon and the canal cordon.

**TABLE 2.10 2006 HIGHWAY CALIBRATION: MODELLED ACTUAL FLOW**

| Time Period | Direction | Observed Count | SATURN Actual Flow | Percentage Difference |
|---|---|---|---|---|
| **07:00 to 08:00** | Inbound | 45,686 | 46,474 | 2% |
| | Outbound | 31,373 | 31,112 | -1% |
| | **Total** | **77,060** | **77,586** | **1%** |
| **08:00 to 09:00** | Inbound | 47,278 | 53,338 | 13% |
| | Outbound | 38,393 | 33,092 | -14% |
| | **Total** | **85,671** | **86,431** | **1%** |
| **09:00 to 10:00** | Inbound | 46,960 | 50,958 | 9% |
| | Outbound | 37,104 | 29,871 | -19% |
| | **Total** | **84,064** | **80,828** | **-4%** |
| **07:00 to 10:00** | Inbound | 139,925 | 150,770 | 8% |
| | Outbound | 106,869 | 94,075 | -12% |
| | **Total** | **246,549** | **244,845** | **-1%** |

2.24 Since a good fit existed in the period 07:00 to 08:00 for modelled ***actual*** flows, we then proceeded to look at modelled ***demand***. The next table shows the differences observed before correcting the demand. Note once more that SATURN demand and actual flows are different measures.

**TABLE 2.11 2006 HIGHWAY CALIBRATION: MODELLED DEMAND**

| Time Period | Direction | Observed Count | SATURN Demand | Percentage Difference |
|---|---|---|---|---|
| **07:00 to 08:00** | Inbound | 45,686 | 56,375 | 23% |
| | Outbound | 31,373 | 37,953 | 21% |
| | **Total** | **77,060** | **94,328** | **22%** |
| **08:00 to 09:00** | Inbound | 47,278 | 72,696 | 54% |
| | Outbound | 38,393 | 42,946 | 12% |
| | **Total** | **85,671** | **115,642** | **35%** |
| **09:00 to 10:00** | Inbound | 46,960 | 65,471 | 39% |
| | Outbound | 37,104 | 38,871 | 5% |
| | **Total** | **84,064** | **104,342** | **24%** |
| **07:00 to 10:00** | Inbound | 139,925 | 194,542 | 39% |
| | Outbound | 106,869 | 119,769 | 12% |
| | **Total** | **246,794** | **314,312** | **27%** |

2.25 The results of the demand test as shown in the table above highlighted again that the goodness of fit in the second two modelled hours (08:00 to 10:00) was poor. Thus the next step was to adjust the demand in the two periods 08:00 to 09:00 and 09:00 to 10:00, so that a good fit could be achieved overall. This was done by estimating factors that could be applied to the second and third time periods in order to achieve a similar level of variation between count and modelled actual flow

as the period 07:00 to 08:00. By adjusting the demand for these periods, the actual flows should react in a similar way. Therefore if the demand can be adjusted so as to replicate the 23% margin of error as in Table 2.10 for inbound traffic between 07:00 and 08:00, this should correspond to a 2% margin of error for actual flow (as in Table 2.9).

2.26 Since the bias between in and outbound was only found in the car flows, the factors were only applied to these matrices. The factors by time period and direction are shown in the table below.

**TABLE 2.12 CORRECTION FACTORS APPLIED TO MATRICES**

| | Period | Inbound | Outbound |
|---|---|---|---|
| **Matrix Factor** | 07:00 to 08:00 | 1.00 | 1.00 |
| | 08:00 to 09:00 | 0.74 | 0.84 |
| | 09:00 to 10:00 | 1.17 | 1.38 |

2.27 These adjustments were designed to keep the overall size of the target matrix consistent; both pre and post adjustments. Table 2.13 compares the total demand in the census target matrices with the revised model matrices by hour band post sectoral correction.

**TABLE 2.13 VARIATION IN MATRIX TOTALS**

| | Corrected Target Matrices | Factored Corrected Target Matrices | % Variation |
|---|---|---|---|
| 07:00 to 08:00 | 127,098 | 127,098 | 0.0% |
| 08:00 to 09:00 | 247,524 | 235,139 | -5.0% |
| 09:00 to 10:00 | 181,370 | 179,877 | -0.8% |
| **07:00 to 10:00 (total)** | **555,992** | **542,114** | **-2.50%** |

2.28 Thus in summary we made the following changes to the initial highway matrices:

- Adjusted Home to work and home to education purposes using flat factors to ensure matrix totals were closer to observed Census levels; and
- Made sectoral adjustments to trips across the cordons by factoring inbound and outbound flows separately by hour band.

2.29 This overall process was found to reduce the bias and gave a better match with observed data. These matrices have been used in our initial calibration work and underpin both the initial and revised calibration results.

### Treatment of Airport Trips

2.30 Furthermore trips to the airport were believed to be under represented. A large number of airport trips were captured in the census data used to build the revised target matrices, however it was agreed that these only accurately represented the journey to work trips made by airport employees. In other words passenger trips to the airport were thought to be omitted. Therefore the demand matrices were supplemented with these missing passenger trips using the airports own survey data.

2.31 Table 2.15 summarises the number of airport trips that were later added.

**TABLE 2.14 ADDITIONAL AIRPORT TRIPS**

| | HIGHWAY Airport Trips | PT Airport Trips |
|---|---|---|
| 07:00 to 08:00 | 2,938 | 719 |
| 08:00 to 09:00 | 2,955 | 835 |
| 09:00 to 10:00 | 4,411 | 1,279 |
| **07:00 to 10:00 (total)** | **10,304** | **2,833** |

2.32 In all subsequent analysis the additional airport trips have been added at the end of the matrix building process and are not affected by any of the matrix re-profiling or factoring. Therefore all matrix totals in the sections that follow exclude these airport trips unless explicitly stated otherwise.

### Adjusted Initial Calibrated Model Matrix Totals

2.33 Once the airport trips were added into the matrices the totals were as follows in table 2.16 below.

**TABLE 2.15 INTITIAL CALIBRATED MATRIX TOTALS**

| | PT | | | Highway | | |
|---|---|---|---|---|---|---|
| Time Period | **Final** | **Airport** | **Total** | **Final** | **Airport** | **Total** |
| 07:00-08:00 | 59,390 | 719 | 60,109 | 127,098 | 2,938 | 130,036 |
| 08:00 -09:00 | 97,005 | 835 | 97,840 | 235,139 | 2,955 | 238,094 |
| 09:00-10:00 | 41,573 | 1,279 | 42,852 | 179,877 | 4,411 | 184,288 |
| **Total 07:00-10:00** | **197,968** | **2,833** | **200,801** | **542,114** | **10,304** | **552,418** |

### Final Adjustment to the TAGM/TDM Matrices (March 2009)

#### *Overview*

2.34 Revised TAGM/TDM matrices were supplied by Minnerva in March 2009 as a result of cost skim and adjusted demand matrices provided by Steer Davies Gleave in December 2008. These revised matrices however had higher totals compared to the matrices used throughout the calibration processes to date (the initial calibration matrices). This was problematic since at this stage, much of the calibration work had been completed. Furthermore the initial calibration matrix totals had received much scrutiny to the extent that it had been agreed that they should be fixed and any changes made by Minnerva apply to the distribution only.

2.35 Thus after a new 'first assignment' had been undertaken it was clear that further adjustments would be required to bring the matrix totals closer to the previous ones. A summary of the revised TAGM/TDM matrices together with the totals for the initial Oct 2008 and adjusted December 2008 ones are shown in the tables overleaf. These adjustments are described in the sections that follow.

**TABLE 2.16 VARIATION IN PT MATRIX TOTALS**

| | Initial Target Matrices Oct 2008 | SDG Initial Calibration Matrices Dec 2008 | TAGM/TDM Revised Matrices March 2009 |
|---|---|---|---|
| 07:00 to 08:00 | 27,124 | 59,390 | 57,424 |
| 08:00 to 09:00 | 102,807 | 97,005 | 121,664 |
| 09:00 to 10:00 | 61,159 | 41,573 | 52,487 |
| **07:00 to 10:00 (total)** | **191,091** | **197,968** | **231,575** |

**TABLE 2.17 VARIATION IN CAR PCU MATRIX TOTALS**

| | Initial Target Matrices Oct 2008 | SDG Initial Calibration Matrices Dec 2008 | TAGM/TDM Revised Matrices March 2009 |
|---|---|---|---|
| 07:00 to 08:00 | 139,789 | 127,098 | 142,456 |
| 08:00 to 09:00 | 259,764 | 235,139 | 257,701 |
| 09:00 to 10:00 | 195,412 | 179,877 | 165,260 |
| **07:00 to 10:00 (total)** | **594,965** | **542,114** | 565,417 |

2.36 The first adjustments made to the matrices came directly from the advice of the DTO. The updated home to work and home to education purpose segments had, in the initial matrices, been derived specifically for each modelled hour, with separate distributions. However for the updated version there was a single distribution for the whole AM period which was then re-profiled across the time periods. After discussing with the DTO it was agreed that for these two purposes they should be taken directly from the adjusted initial calibrated matrix. The revised matrix totals are displayed below in Table 2.18 and Table 2.19.

**TABLE 2.18 CORRECTED MINNERVA REVISED PT MATRICES**

| | TAGM/TDM Matrices March 2009 | Corrected TAGM/TDM Matrices March 2009 |
|---|---|---|
| 07:00 to 08:00 | 57,424 | 62,899 |
| 08:00 to 09:00 | 121,664 | 104,599 |
| 09:00 to 10:00 | 52,487 | 61,638 |
| **07:00 to 10:00 (total)** | **231,575** | **229,136** |

**TABLE 2.19 CORRECTED MINNERVA REVISED CAR PCU MATRICES**

| | TAGM/TDM Matrices March 2009 | Corrected TAGM/TDM Matrices March 2009 |
|---|---|---|
| 07:00 to 08:00 | 142,456 | 98,911 |
| 08:00 to 09:00 | 257,701 | 240,193 |
| 09:00 to 10:00 | 165,260 | 215,127 |
| **07:00 to 10:00 (total)** | 565,417 | **554,231** |

### Adjustments to the Revised PT Matrices

2.37 The journey purpose changes slightly reduced the matrices, but a number of additional changes were required to ensure the revised PT matrix totals were reasonably consistent with the adjusted matrix totals used in the detailed calibration work.

2.38 The first problem to overcome was that the revised overall (07:00-10:00) PT matrix total was found to be higher than both observed levels and the adjusted matrix total. Thus the total of the new three hour all purpose PT matrix was factored down by applying the value shown in Table 2.20. The factor of 0.876 was obtained by comparing the new corrected matrix and initial calibrated adjusted matrix totals.

**TABLE 2.20 PUBLIC TRANSPORT MATRIX FACTORS**

| All Purposes | Adjusted Matrix Total December 2008 | Corrected Target Matrix Total March 2009 | Factor |
|---|---|---|---|
| 07:00-10:00 | 197,968 | 229,136 | 0.87 |

2.39 The resulting 07:00-10:00 matrices were then split back down to the three individual hours. This was done by applying factors obtained by comparing the 2006 observed individual hour matrices to the 07:00-10:00 combined matrix. The purpose of applying these factors was to reflect the observed flow proportions for each hour in the target matrices. These factors are shown in Table 2.21. The matrices were adjusted to achieve a peak across 8:00-9:00 period.

**TABLE 2.21 INDIVIDUAL HOUR FACTORS FOR PT MATRICES**

| Time Period | Factor |
|---|---|
| 7:00-8:00 | 0.30 |
| 8:00 -9:00 | 0.49 |
| 9:00-10:00 | 0.21 |

**TABLE 2.22 INITIAL ADJUSTED PT MATRICES**

| Time Period | 2006 Corrected Target Matrices | Final Factored Matrices | % Variation |
|---|---|---|---|
| 07:00 to 08:00 | 62,899 | 60,125 | -4% |
| 08:00 to 09:00 | 104,599 | 98,371 | -6% |
| 09:00 to 10:00 | 61,638 | 42,161 | -32% |
| **07:00 to 10:00 (total)** | **229,136** | **200,657** | -12% |

2.40 Having re-profiled the corrected target matrices the DTO requested that we did some analysis on how this had affected the journey purposes in each of the modelled periods. For the 08:00-09:00 and 09:00-10:00 period this was found to have a good correlation to journey purposes in the adjusted calibrated matrices from December 2008 and where therefore deemed to be acceptable.

2.41 However in the 07:00-08:00 period, two journey purposes were still found to be very high when compared to the adjusted matrices being used in December 2008: 'Home to work' and 'Home to Education'. This issue was discussed extensively with DTO and following on from this discussion a decision was made to return to the adjusted matrices as of December 2008 for the 'Home to Education' purpose.

2.42 For the 'Home to work' purpose, further adjustments were made to the revised target matrices. The first round of adjustments had ensured that the new totals for 07:00-08:00 hour across all journey purposes became fairly comparable with the adjusted totals (December 2008). To improve the fit for the important 'Home to Work' segment the new matrix total was compared with the total from the adjusted, and based on this comparison a factor of 0.734 was applied to give a revised matrix for the 07:00-08:00 'Home to work' segment.

**TABLE 2.23 PUBLIC TRANSPORT MATRIX FACTORS**

| Trip Purpose | Adjusted Matrix Total December 2008 | Revised Minnerva Matrix Total March 2009 | Adjustment Factor |
|---|---|---|---|
| Home to Work | 34,846 | 47,271 | 0.734 |

2.43 The matrix totals at the end of this process are shown in Table 2.24 below. Following from this the all journey purpose matrices (including airport matrices) were combined to produce a final 07:00-08:00 all purpose matrix, which was used in the subsequent final calibration work.

**TABLE 2.24 FINAL PT MATRIX TOTALS BEFORE AIRPORT MATRIX TOTALS**

| Time Period | 2006 Revised Target Matrices | Final Factored Matrices | % Variation |
|---|---|---|---|
| 07:00 to 08:00 | 62,899 | 47,331 | -25% |
| 08:00 to 09:00 | 104,599 | 98,371 | -6% |
| 09:00 to 10:00 | 61,638 | 42,161 | -32% |
| **07:00 to 10:00 (total)** | **229,136** | **187,863** | -18% |

### Adjustments to the TAGM/TDM Highway Matrices

2.44 Further adjustments were also required to the highway matrices in order to move them closer to those used in our detailed calibration work. As described above and in line with the PT matrix corrections a number of journey purposes were replaced entirely with those used in the detailed calibration tasks. This was the case for the 'Home to education' and 'Home to work' purpose matrices. For all other journey purposes including 'Education to home' and 'Work to home' the revised TAGM/TDM demand matrices were used.

2.45 Next demand for 'Home to education' and 'Home to work' purposes in both directions were added together and inbound/outbound factor matrices applied separately for all three time periods. These inbound/outbound factor matrices were derived from SATURN.

2.46 The factored demand matrices for both directions of all other journey purposes together with the airport demand matrices for each time period were then combined together and fed into the model.

2.47 Following on from this some other additional adjustments to the matrices were required. These were divided into two steps for the different highway user classes;

- Light vehicles factored by direction using the differences in tidal modelled flows to traffic counts; and
- HGV vehicles adjusted using matrix estimation on observed HGV traffic counts.

***Light Vehicles***

2.48 For the light vehicle class in the demand matrices, comparisons on the outer and inner cordons were recreated. The results were similar for overall traffic and are shown in Table 2.23.

**TABLE 2.25 2006 HIGHWAY CALIBRATION: CAR ACTUAL**

| Time Period | Direction | Observed Count | SATURN Actual | Percentage Difference |
|---|---|---|---|---|
| **07:00 to 08:00** | Inbound | 40,288 | 33,549 | -17% |
| | Outbound | 26,735 | 16,925 | -37% |
| | **Total** | **67,023** | **50,474** | **-25%** |
| **08:00 to 09:00** | Inbound | 41,904 | 47,032 | 12% |
| | Outbound | 33,298 | 27,940 | -16% |
| | **Total** | **75,202** | **74,973** | **0%** |
| **09:00 to 10:00** | Inbound | 39,121 | 43,699 | 12% |
| | Outbound | 29,285 | 26,722 | -9% |
| | **Total** | **68,406** | **70,421** | **3%** |
| **07:00 to 10:00** | Inbound | 121,314 | 124,281 | 2% |
| | Outbound | 89,318 | 71,587 | -20% |
| | **Total** | **210,632** | **195,868** | **-7%** |

2.49 In order to derive factors for the matrix adjustments it was necessary to compare the traffic demand to the counts, as shown in Table 2.24. Due to the high traffic levels and confined network in Dublin during the peak hours, there is more traffic on the network than can be accommodated by the physical road layout. The difference between demand and actual flows represents this effect. Thus in order to factor down the matrices correctly it was necessary to understand the relationship between demand, actual flows and the observed counts.

**TABLE 2.26 2006 HIGHWAY CALIBRATION: CAR DEMAND**

| Time Period | Direction | Observed Count | SATURN Demand | Percentage Difference |
|---|---|---|---|---|
| 07:00 to 08:00 | Inbound | 40,288 | 34,244 | -15% |
| | Outbound | 26,735 | 17,350 | -35% |
| | **Total** | **67,023** | **51,594** | **-23%** |
| 08:00 to 09:00 | Inbound | 41,904 | 62,869 | 50% |
| | Outbound | 33,298 | 35,772 | 7% |
| | **Total** | **75,202** | **98,641** | **31%** |
| 09:00 to 10:00 | Inbound | 39,121 | 51,112 | 31% |
| | Outbound | 29,285 | 31,337 | 7% |
| | **Total** | **68,406** | **82,449** | **21%** |
| 07:00 to 10:00 | Inbound | 121,314 | 148,225 | 22% |
| | Outbound | 89,318 | 84,459 | -5% |
| | **Total** | **210,632** | **232,684** | **10%** |

2.50 During the initial calibration work the pre peak period 07:00-08:00 had been found to have a good match to the counts and was therefore used to derive the factors for the other two modelled hours. This was not the case with the new TAGM/TDM matrices and thus a new approach was developed to calculate the factors.

2.51 To derive the factors the ratio between demand and actual flows on the network was calculated and then factored according to the observed counts. The matrix factoring process was iterative as the nature of simulation modelling means that small changes in demand can have a large effect on capacity. In addition the non separable cost element of junction modelling usually results in conflicting movements having an impact on opposing traffic. Therefore factoring in one direction effects the opposite direction. It was thus necessary to make a number of refinements to the directional factors as well as making adjustments to the network. The final factors are shown in Table 2.27 below.

**TABLE 2.27 FINAL CORRECTION FACTORS APPLIED TO MATRICES**

| | Period | Inbound | Outbound |
|---|---|---|---|
| Matrix Factor | 07:00 to 08:00 | 1.24 | 1.99 |
| | 08:00 to 09:00 | 0.86 | 1.58 |
| | 09:00 to 10:00 | 0.91 | 1.39 |

2.52 The approach undertaken meant it was particularly important to ensure that the network was accurately represented. The relationship between demand and actual flows could result in the network being changed unrealistically to ensure that the actual flows matched the counts. Therefore great care was therefore taken so that any changes to the network were made to improve accuracy in the coding rather than to improve matrix calibration. Later in this report in chapter 4, we present the journey time comparisons which show a good match between observed and modelled times, indicating that the network has been coded accurately.

2.53 While the correction factors were in some cases quite large it should be noted that they are only applied to a proportion of the matrix: trips which cross either the inner or outer screenlines. Table 2.28 shows the sector to sector movements which have been affected by the inbound and outbound factors.

**TABLE 2.28 MATRIX FACTORING BY SECTOR**

| | Inside Canal | Outer Dublin | Outside M50 |
|---|---|---|---|
| **Inside Canal** | Matrix Fixed | Outbound | Outbound |
| **Outer Dublin** | Inbound | Matrix Fixed | Outbound |
| **Outside M50** | Inbound | Inbound | Matrix Fixed |

2.54 Finally Table 2.29 shows the variation in matrix totals between the corrected TAGM/TDM matrices and the final adjusted matrices used in the highway assignment. Other than the pre-peak period where demand was significantly lower than the observed counts, the changes in demand are modest with adjustments limited to around 1%. Even when taking into account the pre-peak the overall demand changes by less than 3.5%.

**TABLE 2.29 VARIATION IN MATRIX TOTALS**

| | 2006 Corrected Target Matrices | Final Factored Matrices | % Variation |
|---|---|---|---|
| 07:00 to 08:00 | 98,911 | 113,526 | 14.78% |
| 08:00 to 09:00 | 240,193 | 242,709 | 1.05% |
| 09:00 to 10:00 | 215,127 | 215,799 | 0.31% |
| **07:00 to 10:00** | **554,231** | **572,034** | 3.21% |

### Summary of Final Calibrated Matrix Adjustments

2.55 A number of matrix adjustments have been required to improve the assignment model fit against observed counts and Census volumes. Changes have been made in two phases: whilst undertaking initial calibration tasks and in the latter stages to reach an acceptable level of final calibration. These adjustments have been restricted to specific journey purposes and/or time periods and applied on a case by case basis. All changes have been carried out in close consultation with both DTO and Minnerva to ensure that the links between the TAGM/TDM are preserved and that matrix trip rates are realistic.

2.56 After undertaking these adjustments to the updated target matrices the airport passenger trips were added to the matrix to get the final calibrated matrices. The final totals are displayed in Table 2.30 below.

**TABLE 2.30 FINAL CALIBRATED MATRIX TOTALS**

| | PT | | | Highway | | |
|---|---|---|---|---|---|---|
| **Time Period** | **Final** | **Airport** | **Total** | **Final** | **Airport** | **Total** |
| 07:00-08:00 | 47,331 | 719 | **48,051** | 113,526 | 2,938 | **116,464** |
| 08:00 -09:00 | 98,371 | 835 | **99,206** | 242,709 | 2,955 | **245,664** |
| 09:00-10:00 | 42,161 | 1,279 | **43,440** | 215,799 | 4,411 | **220,210** |
| **Total 07:00-10:00** | **187,863** | **2,833** | **190,697** | **572,034** | **10,304** | **582,338** |

# 3. THE PT ASSIGNMENT MODEL

## Introduction

3.1 The public transport assignment model is held in the software CUBE TRIPS. This chapter describes the process of calibration and validation of the public transport (PT) assignment model. Furthermore it describes details of the changes made in the main TRIPS network model and also includes changes made to the PT wait curves, PT lines and the input parameters.

3.2 The process of public transport model calibration was carried out in two main stages:

- **Stage 1 – Initial Calibration**: Using the 2006 initial target matrices, which were primarily based on 2006 POWCAR data for journey to work, 2006 education surveys for school trips and model estimates for other purposes, an initial calibration of the public transport models was carried out. This involved changes to both the matrices and the network model inputs. The objective of this stage was to obtain a reasonable fit to observed count data and to have an accurate network representation in the public transport model so as to provide robust network costs. The outputs (network skims and matrices) from this stage were fed into the TAGM/TDM models. These outputs were also used to set up the time period choice and mode choice models.
- **Stage 2 – Final Calibration:** Revised matrices received from Minnerva were then used during the final calibration of the public transport model. The updated networks available from the initial calibration stage were used and further adjusted to provide good calibration and validation results. As described in chapter 2 the public transport matrices also required some adjustments to ensure a good fit to the observed data. After a series of modifications and test runs a good match was obtained. The outputs (network skims and matrices) were then fed into time period choice stage for the model estimation process. The finalised calibration matrices were also provided to Minnerva to ensure that the TAGM/TDM outputs appropriately matched the calibration matrices without impacting the underlying trip rates significantly.

3.3 The process used and the results obtained in these two stages are discussed in more detail below. At all points during each calibration stage we engaged in regular discussion and consultation with DTO. Therefore all key decisions in this process were taken in agreement with DTO.

## Initial Calibration Process and Results

### *Count Data*

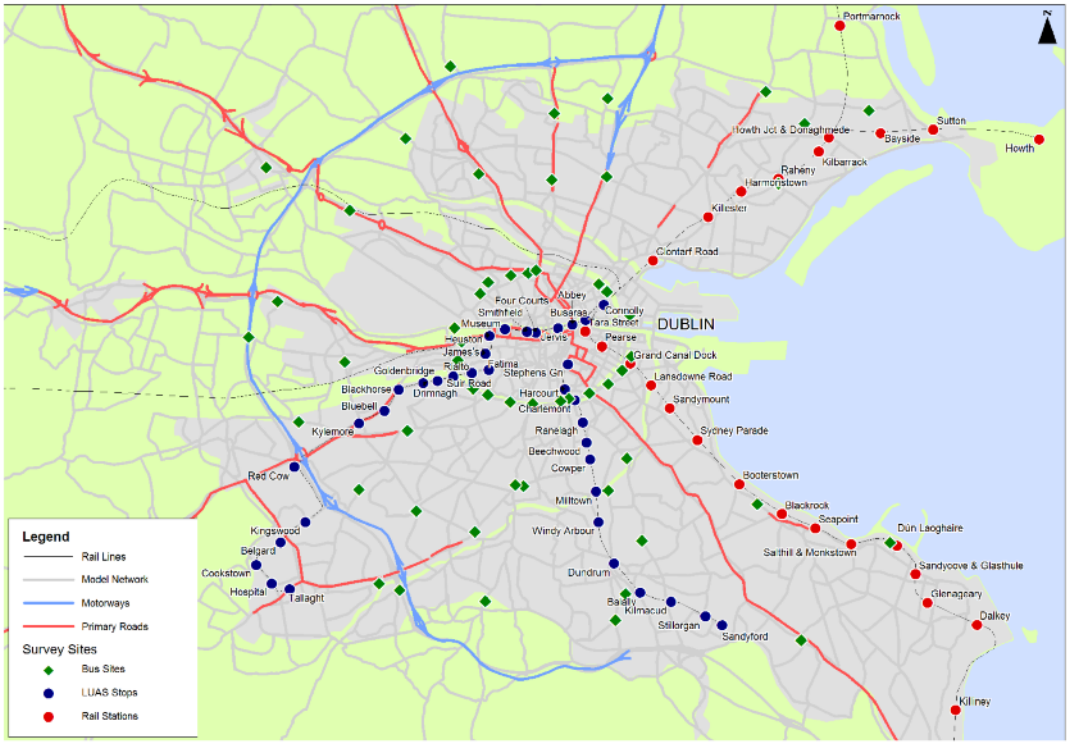
3.4 A large set of recently collected public transport count information was provided by DTO. This consisted of:

- Bus occupancy counts at the Dublin city centre canal cordon in the inbound direction. Counts information was also available for both inbound and outbound directions from count locations spread across the Dublin city area mostly between the M50 and canal cordon. These counts had already been processed and tagged with model link numbers (A node – B node) that the site corresponded to; and

- Boarding and alighting counts by all Luas and Rail services during the AM period. Again these counts were already processed to obtain Luas line flows on each section and corresponding model link numbers (A node – B node) were tagged to the count data.

3.5 Figure 3.1 below shows the locations of the count sites by each mode.

**FIGURE 3.1 PT COUNT LOCATIONS**




3.6 The count information received was thoroughly checked and analysed to feed into the calibration process. A number of corrections were made to the Luas line flows and to bus counts where any inconsistencies were noticed in the processing or tagging of count data.

***First Calibration Results***

3.7 The initial model calibration process was started by using 2006 initial target matrices and 2006 network provided by DTO (and Minnerva). The assigned model results were compared with observed flows at an aggregate level by mode and time period; these are shown in Table 3.1.

3.8 This very first public transport assignment showed that without any changes to the matrices or the networks the model under-estimated flows on all public transport modes for the early time period (07:00-08:00) and over-estimated for the later periods (08:00-09:00, 09:00-10:00). Note that the flows compared here refer to the sum total of all observed link flows by mode. Hence for Luas and Rail flows these refer to cumulative flows observed on all Luas and Rail links where observed flows were available.

**TABLE 3.1 PUBLIC TRANSPORT FIRST CALIBRATION RESULTS**

| Time Period | PT Mode | Observed | Modelled | % Difference |
|---|---|---|---|---|
| 07:00 to 08:00 | Bus | 31,631 | 17,066 | -46% |
| | Rail | 101,559 | 41,315 | -59% |
| | Luas | 46,964 | 24,728 | -47% |
| | **Total PT** | **180,154** | **83,109** | **-54%** |
| 08:00 to 09:00 | Bus | 51,285 | 50,078 | -2% |
| | Rail | 166,275 | 197,411 | 19% |
| | Luas | 83,383 | 82,711 | -4% |
| | **Total PT** | **303,943** | **330,200** | **9%** |
| 09:00 to 10:00 | Bus | 32,372 | 30,085 | -7% |
| | Rail | 60,298 | 142,760 | 137% |
| | Luas | 50,647 | 65,250 | 29% |
| | **Total PT** | **143,317** | **238,095** | **66%** |
| 07:00 to 10:00 | Bus | 115,288 | 97,229 | -16% |
| | Rail | 328,132 | 381,487 | 16% |
| | Luas | 183,994 | 172,689 | -6% |
| | **Total PT** | **627,414** | **651,404** | **4%** |

3.9 Thus a series of adjustments to the matrices were undertaken as described in chapter two. Following this a new assignment was carried out. We display the results of this in Table 3.2 and refer to them as the interim initial results. In summary the table shows that, during the peak hour (08:00-09:00) bus, Luas and Rail display a reasonable match between observed and modelled data at an aggregate level, representing a significant improvement on the first calibration. The balance between observed and modelled in the shoulder periods was not as good as in the peak 08:00 to 09:00 period, both at the aggregate level and at the individual mode level. More specifically, Luas modelled flows were lower than those observed. Again the match in the peak hour was the most reasonable.

**TABLE 3.2 PUBLIC TRANSPORT INTERIM CALIBRATION RESULTS**

| Time Period | PT Mode | Observed | Modelled | % Difference |
|---|---|---|---|---|
| 07:00 to 08:00 | Bus | 31,631 | 39,013 | 23% |
| | Rail | 101,559 | 98,241 | -3% |
| | Luas | 46,964 | 40,212 | -14% |
| | **Total PT** | **180,154** | **177,466** | **-1%** |
| 08:00 to 09:00 | Bus | 51,285 | 54,862 | 7% |
| | Rail | 166,275 | 180,718 | 9% |
| | Luas | 86,383 | 84,276 | -2% |
| | **Total PT** | **303,943** | **319,855** | **5%** |
| 09:00 to 10:00 | Bus | 32,372 | 23,709 | -27% |
| | Rail | 60,298 | 89,240 | 48% |

| Time Period | PT Mode | Observed | Modelled | % Difference |
|---|---|---|---|---|
| | Luas | 50,647 | 47,627 | -6% |
| | **Total PT** | **143,317** | **160,576** | **12%** |
| **07:00 to 10:00** | Bus | 115,288 | 117,584 | 2% |
| | Rail | 328,132 | 368,199 | 12% |
| | Luas | 183,994 | 172,114 | -6% |
| | **Total PT** | **627,414** | **657,897** | **5%** |

3.10 Further investigation suggested that this was a direct result of changes in matrix building approach used for the 2006 target matrices. In the previous version of the model (based on 2002), departure time profiles had been used in developing the target matrices; this new version of the model has been based on arrival time profile instead. Thus it was determined that a series of profiling factors were required to adjust the PT demand to the correct arrival hour. This has been discussed in more detail in chapter two.

***Changes made to the PT Model for Improved Initial Calibration***

3.11 The initial analysis undertaken resulted in the demand matrices being re-profiled so that there was a good correspondence between observed journeys crossing the screenlines, and modelled flows. However there were still some significant problems with the network calibration which required further investigation and changes to the network coding and model parameters.

3.12 The challenge of network calibration is too produce a network that accurately reflects real life conditions so that trips assigned to the correct routes. Assignment models such as TRIPS use a least cost algorithm to determine the routes and modes trips are assigned to. The model therefore assigns demand to the 'cheapest' routes between the various zone pairs. The 'cheapest' or 'best' route is determined by a combination of parameters which try to replicate the decisions people make in the real world.

3.13 In the Public Transport assignment model the costs are determined by the following:

- Time (the quickest route is most attractive)
- Monetary cost (the cheapest route is most attractive)
- Crowding (the least crowded is most attractive)
- Interchange penalties (the least number of changes of mode or service is the most attractive. This is to reflect the inconvenience of having to change).

3.14 The assignment model determines the least cost route, by combining the various elements above to calculate a generalised cost. For example the quickest route can be the most expensive in monetary terms and therefore people will only use this route if they are prepared to pay for this time saving. The assignment model is therefore an extremely useful tool for replicating real life route choice decisions.

3.15 The complex interaction of the various elements of the cost function has therefore required considerable analysis to identify where changes needed to be made to the public transport model. The problems identified and the measures to resolve them are defined below and fall into two general categories;

- Network changes; for example, incorrectly coded or missing network links, incorrectly coded or missing public transport services, or incorrect public transport fares; and
- Parameter changes; the assumptions included in the model about route choice decision making, e.g. value of time (how much people are willing to pay to save time).

*Network Calibration Issues*

3.16 Thus after analysing the initial model results in further detail the following major problems were initially identified:

- There were many long distance walk trips, including many that did not use PT services at all.
- The combined Luas flows were under predicted in the model and at the individual level, as displayed in Table 3.3. In other words, Luas Green was under estimated and Luas Red was over estimated.

**TABLE 3.3 LUAS RED & GREEN CALIBRATION RESULTS**

| Time Period | PT Mode | Observed | Modelled | % Difference |
|---|---|---|---|---|
| 07:00 to 08:00 | Luas Red | 27,974 | 27,182 | -3% |
| | Luas Green | 18,990 | 13,030 | -31% |
| | **Total** | **46,964** | **40,212** | **-14.4%** |
| 08:00 to 09:00 | Luas Red | 46,617 | 54,818 | 18% |
| | Luas Green | 39,766 | 29,458 | -26% |
| | **Total** | **86,383** | **84,276** | **-2.4%** |
| 09:00 to 10:00 | Luas Red | 29,744 | 33,896 | 14% |
| | Luas Green | 20,903 | 13,730 | -34% |
| | **Total** | **50,647** | **47,627** | **-6.0%** |
| 07:00 to 10:00 | Luas Red | 104,335 | 115,897 | 11% |
| | Luas Green | 79,659 | 56,218 | -29% |
| | **Total** | **183,994** | **172,114** | **-6.5%** |

3.17 Detailed analyses of the assignments suggested that a significant number of trips comprised no use of public transport as the least-cost route. This was counter-intuitive as the survey data used to build the public transport trip matrix only included journeys where people stated they used a public transport mode. While people perceive costs differently and therefore will use routes which are not the least cost we would expect the majority of journeys to replicate the observed surveyed data. Therefore the majority of OD pairs in the public transport demand matrix should have a least-cost route that would involve a mechanised public transport.

*Assignment Parameter Changes*

3.18 A series of tests were carried out to check if the public transport mode specific penalties in the assignment model were causing different public transport alternatives to be unattractive. These tests involved alterations in assignment

parameters related to choice of different public transport modes within the assignment model. The changes involved alterations to parameters such as the boarding penalty, interchange penalty and adjustments to wait curve and crowding (multiplicative) curves being used.

3.19 Investigation revealed that this was most apparent for OD movements where the expected public transport route involved use of two bus services with an interchange in between. Some analysis was undertaken to understand if there were issues with how interchange was being modelled.

3.20 In the network model assignment parameters were based on the 2002 version of DTO model. A 5 minute boarding penalty was being applied to the bus mode whereas all other modes had a boarding penalty of 30 seconds. Thus to improve the attractiveness of bus over walk, the boarding penalty of bus was reduced to 2.5 minutes from original value of 5 minutes.

3.21 The interchange penalty of 10 minutes was first reduced to zero to test the sensitivity of the parameter. Through further analysis the interchange penalty was increased from zero to 2 minutes to better reflect people's propensity to interchange. A summary of these changes is shown in Table 3.4.

**TABLE 3.4 PT ASSIGNMENT MODEL PARAMETER VALUES**

| Parameter | Mode | Initial Value | Recommended Value |
|---|---|---|---|
| Boarding Penalty | Bus | 5 minutes | 2.5 minutes |
| | Luas | 30 seconds | 30 seconds |
| | Heavy Rail | 30 seconds | 30 seconds |
| Interchange Penalty | Bus | 10 minutes | 2 minutes |
| | Luas | 10 minutes | 2 minutes |
| | Heavy Rail | 10 minutes | 2 minutes |

3.22 These changes to parameter values improved the overall calibration; however some mismatches still existed at the individual period and mode levels and even with these changes the long walk time problem was not resolved. To address this issue, further adjustments were made to the wait curves.

3.23 In TRIPS, the default assumption is that wait time is half of public transport mode headway. Wait curves are used to refine this assumption to match actual wait time duration for a particular network. The actual wait time value depends upon the level of service and the time table accuracy of the public transport mode. These wait curves have two components headway time and wait time.

3.24 The model originally had only one wait curve for all the three public transport modes: bus, rail and Luas. We introduced a separate wait curve for Luas in which the wait time was kept at the original values. For rail and bus however the original wait time values were reduced to half for up to headway of 20 minutes. The two wait curves are shown in Figure 3.2 and Figure 3.3. This again helped in improving the overall model calibration further, and the number of OD pairs with long walk times reduced, however in general the problem still remained.

**FIGURE 3.2 WAIT CURVE USED FOR RAIL AND BUS IN AM PEAK MODEL**

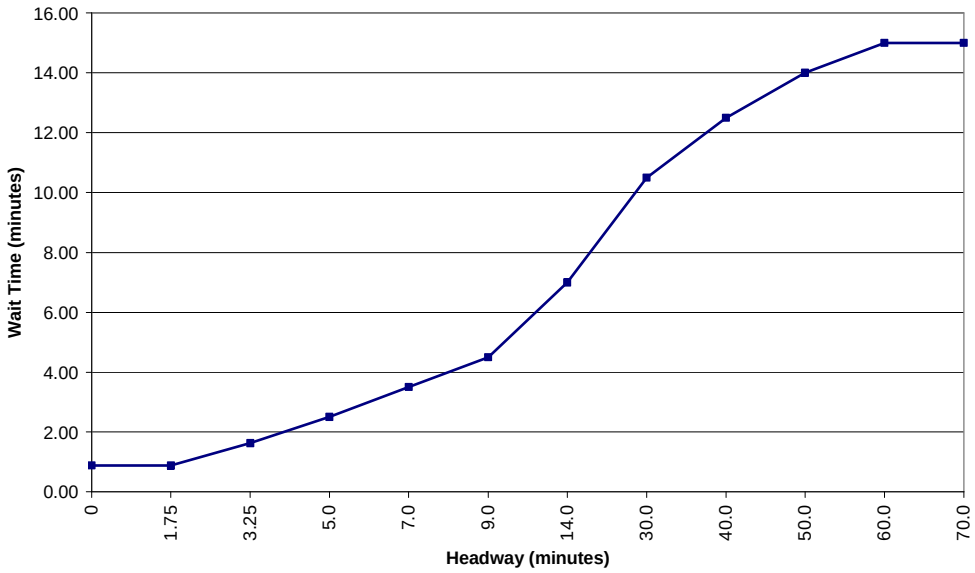
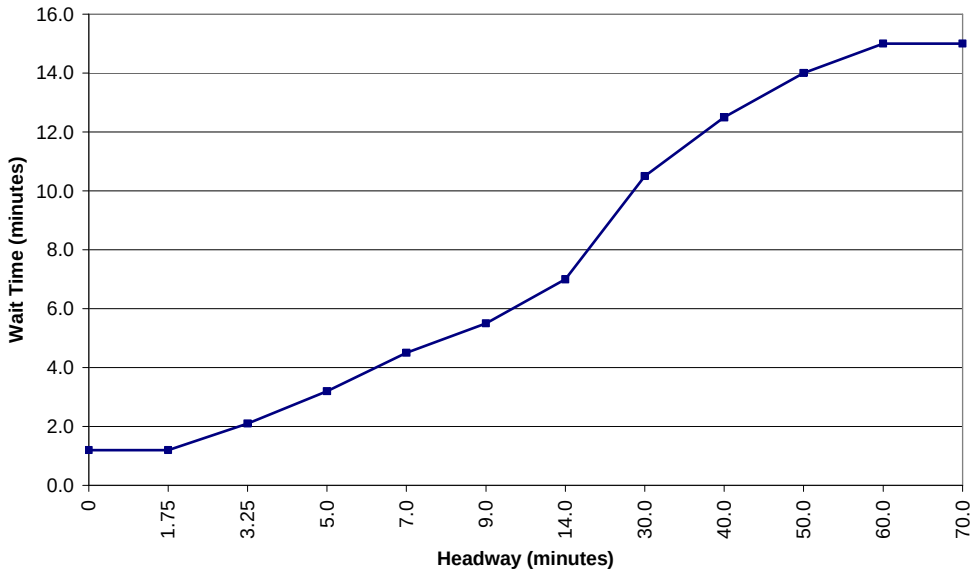



**FIGURE 3.3 WAIT CURVE USED FOR LUAS RED & GREEN IN AM PEAK MODEL**




3.25 Further analysis for Luas Green and Luas red also showed that although the observed volume profile for both Luas Green and Luas Red matched the model volume profile in both inbound and outbound directions, low modelled volume counts at the individual stations for both services was causing an overall under-estimation for this mode. To improve the bus utilization and refine Luas calibration, further changes were made in the model.

3.26 As part of the calibration, one of the tests carried out was to increase the Value of Time (VoT) from the 2002 base (8.10 euros/hour) to 2006 base (9.43 euros/hour) for all PT users in the assignment model. The use of VoT impacts PT assignment through representation of fares relative to travel time in the calculation of overall impedance or attractiveness of a particular route. However this test resulted in a worsening of the overall calibration results; thus the VoT values were set back to the 2002 base in the assignment model.

3.27 This result can be explained in part by the fact that integrated ticketing is not represented in the model. Rather than receive a rebate on subsequent modes when making a multi-mode journey, PT users are allocated two different fares for each individual mode leg. Therefore a lower VoT partially represents public transport users' perception of lower fare as in reality there is fare integration between different modes in Dublin. Our recommendation is that these VoT values are revisited when integrated ticketing is correctly represented in the PT assignment model.

3.28 The assignment software TRIPS uses a multiplicative curve in the crowding model to generate adjustment factors for public transport links, according to their level of utilization. The AM peak model was originally using two multiplicative curves, one for rail and other for both Luas and buses. To improve the utilization issue of walk links, a new Luas multiplicative curve was introduced. The utilization factor for the new Luas curve was kept higher than the corresponding bus multiplicative curve but yet lower than for rail.

3.29 The multiplicative curves used for the three modes are shown in Figure 3.4, Figure 3.5 and Figure 3.6.

**FIGURE 3.4 MULTIPLICATIVE CURVE FOR RAIL IN AM PEAK MODEL**

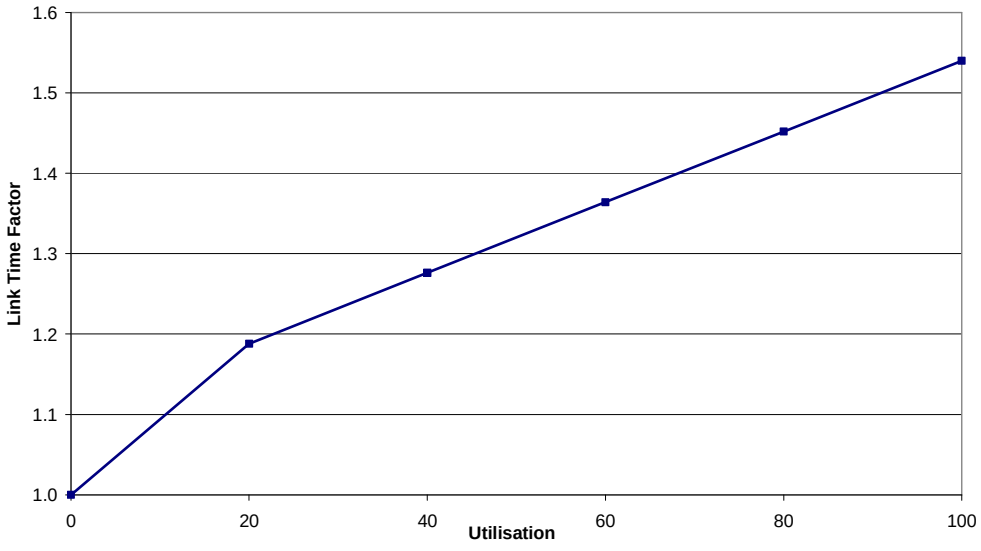


**FIGURE 3.5 MULTIPLICATIVE CURVE FOR BUS IN AM PEAK MODEL**

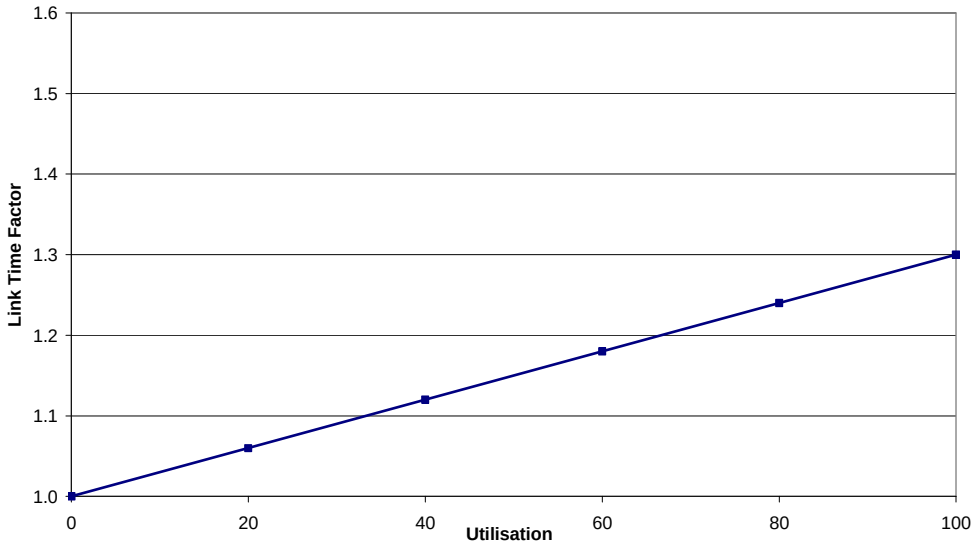
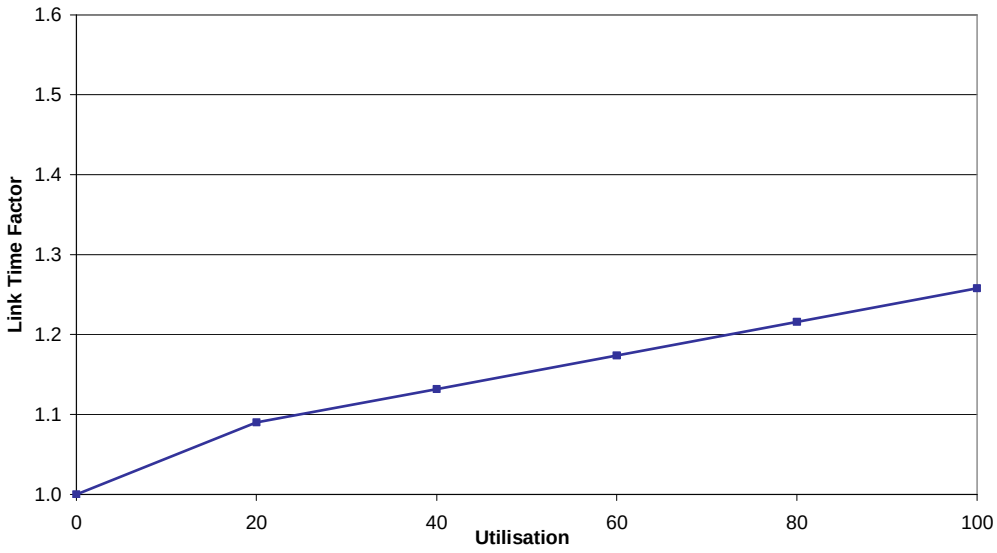



**FIGURE 3.6 MULTIPLICATIVE CURVE FOR LUAS IN AM PEAK MODEL**




***Network Changes***

3.30 The walk-only trips were pre-dominant for trips originating from the area outside the M50 where zone sizes were very large. All these issues were addressed individually by making individual adjustments to public transport model networks and assignment parameters. These are discussed in detail below.

3.31 The 08:00-09:00 time period skim resulting from subsequent test runs showed that the proportion of public transport trips for which in-vehicle time (IVT) was zero, was higher for trips with origin or destination outside the M50 as compared to the trips within the M50 as shown in Table 3.5. Further analysis suggested that the walk time values appeared more extreme in the routes where origins or destinations were outside of M50.

3.32 Thus the network detail was checked for zones outside the M50 where it was noted that the zone sizes were significantly larger than zone sizes inside M50 area. This is expected due to the focus of the model being on the Dublin city area. However the zone connectors which linked the zone centroids to transport network were found to be very long and also in several cases not connected to key routes going through the zones. Following further discussion with DTO it was established that the model used an automated way of creating zone connectors. The nearest node on the network to each quadrant of the zone is selected and then connected. This approach was seen to be working appropriately for the smaller zones inside M50. However for larger zones the connectors generated required further adjustments to accurately present access to public transport services in areas outside of the M50.

3.33 Although the zone sizes in areas outside M50 are large, people access public transport services by directly walking to the nearest stop/station or by accessing the nearest stop/station by car (as driver or passenger). Therefore an assumption was taken that an access penalty similar to that for zones inside M50 should be taken for these large zones.

3.34 Based on this analysis and discussions with DTO new walk links were introduced between zone centroids of zones in areas outside M50 and their nearest public transport (bus/Luas/rail) stops. All walk links were capped with a maximum length of 800 metres and an average walking speed (5 km/hr) was assumed on these walk links to represent equivalent access time to public transport services.

3.35 To increase utilization of Luas green, which was under-predicted, new walk links were introduced from Luas Green stops to zones in the surrounding areas. New walk links were also introduced to connect nearby bus stops to Luas Green stops. This improved the calibration for Luas green for all three individual hours and also improved overall calibration. Figure 3.7 overleaf shows the public transport TRIPS network, the new walk links introduced are shown in red.

3.36 The resulting model runs following these network changes showed significant improvement in overall average walk time for the whole model. The analysis of 08:00-09:00 time period skims showed that the walk times were reduced to an average of 34.8 minutes. More detailed analysis showed a pattern of walk time at a sector to sector level (Outside M50, Inside M50, and Inside City Centre) to be vastly improved and in line with expectations based on anecdotal evidence. The comparison for walk times before and after the network improvements are shown in Table 3.4. The biggest improvement was a large reduction in the average walk time for trips starting/ending outside the M50 which has been reduced by between 18% and 36%.

**TABLE 3.5 AVERAGE WALK TIME: BEFORE & AFTER NETWORK IMPROVEMENTS**

| | | Inside City Centre | Inside M50 | Outside M50 |
|---|---|---|---|---|
| **Inside City Centre** | Before | 18.95 | 26.93 | 60.78 |
| | After | 19.58 | 26.72 | 37.3 |
| | %Diff | 3.3% | -0.8% | -38.6% |
| **Inside M50** | Before | 26.16 | 29.83 | 58.1 |
| | After | 27.14 | 30.52 | 41.69 |
| | %Diff | 3.8% | 2.3% | -28.2% |
| **Outside M50** | Before | 51.78 | 51.84 | 85.54 |
| | After | 39.11 | 42.45 | 54.52 |
| | %Diff | -24.5% | -18.1% | -36.3% |
| **Average** | Before | 32.29 | 30.26 | 64.9 |
| | After | 28.08 | 29.51 | 41.75 |
| | %Diff | -13.0% | -2.5% | -35.7% |

3.37 Furthermore for trips within the M50, with the exception of specific trips from Inside M50 to inside city centre, there were slight improvements of 2-3%.

**FIGURE 3.7 CUMULATIVE DISTRIBUTION OF THE % OF TIME SPENT WALKING FOR PT COMMUTERS (ARRIVING 08:00-09:00) INSIDE M50 TO CITY CENTRE**

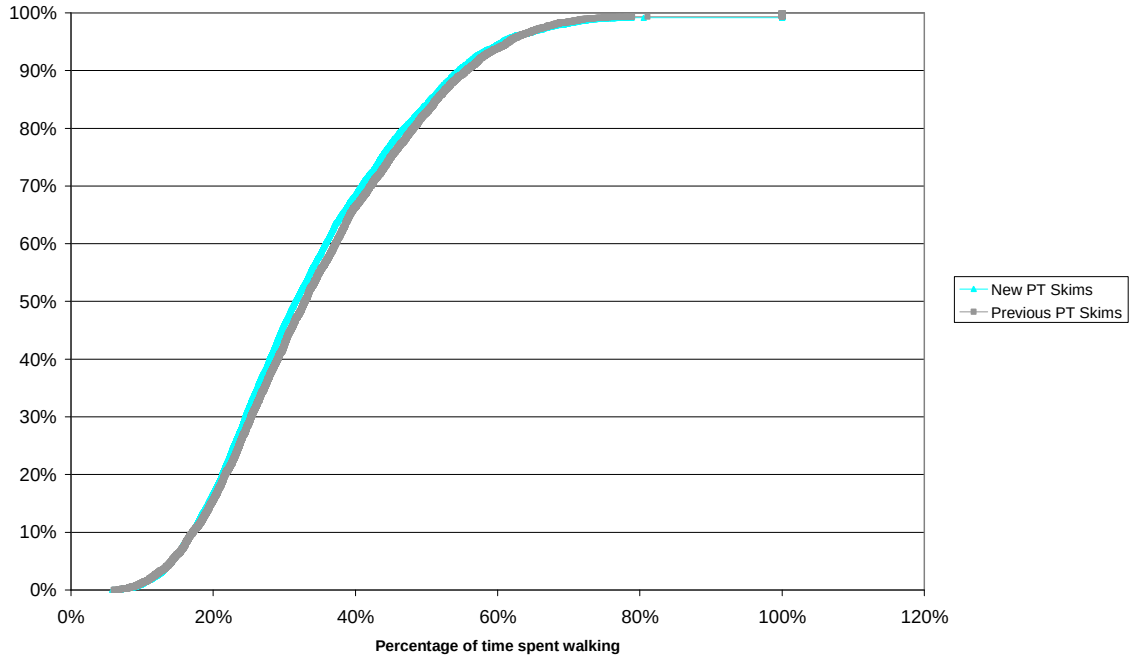
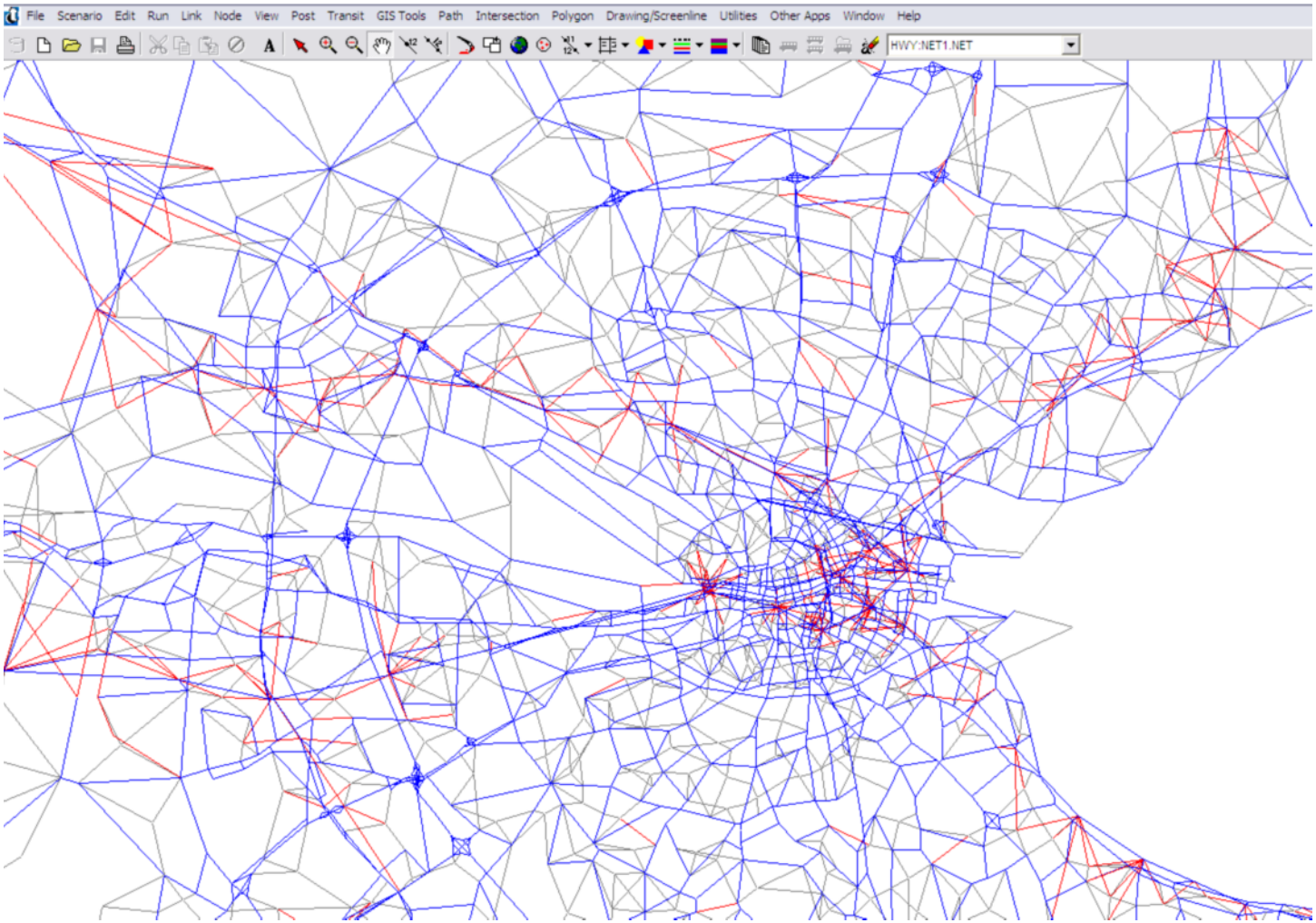
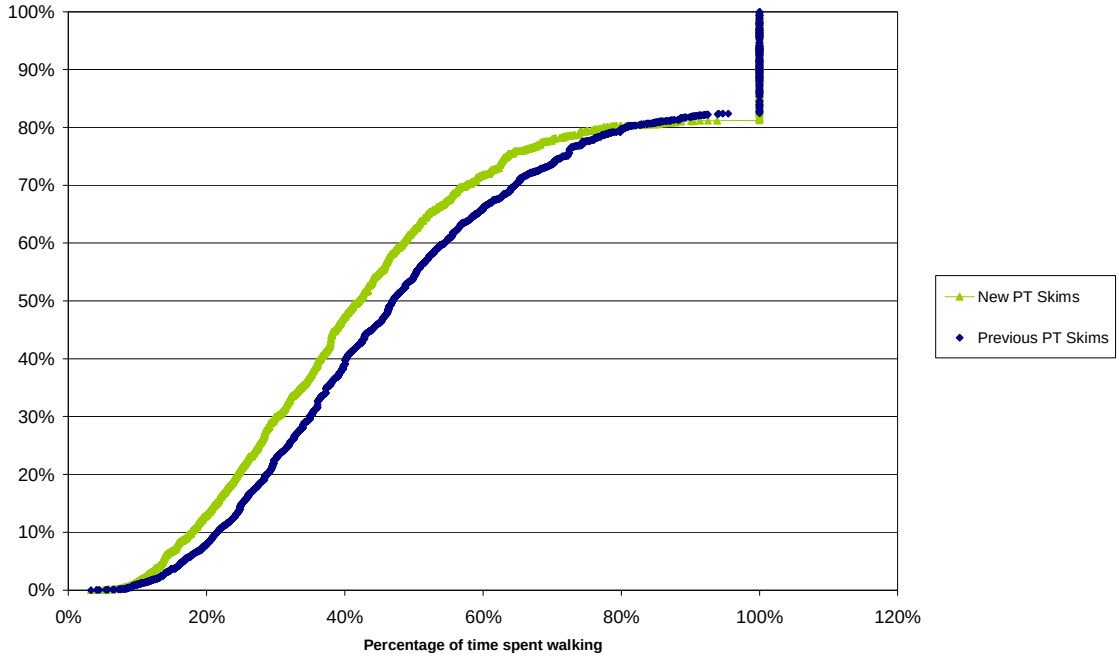


**FIGURE 3.8 NEW WALK LINKS INTRODUCED IN THE PT MODEL**



3.38 As compared to city centre the improvements for trips outside M50 were in the order of 10 – 30%, with higher proportion of trips being made with a lower walk time component as shown in Figure 3.9.

**FIGURE 3.9 CUMULATIVE DISTRIBUTION OF THE % OF TIME SPENT WALKING FOR PT COMMUTERS (ARRIVING 08:00-09:00) TRIPS OUTSIDE M50**



### *Initial Calibration Results*

3.39 Using the updated networks and adjusted demand matrices a new model assignment was carried out. The calibration results after these changes are shown in Table 3.6 below. The resulting skims and input matrices from these runs were then provided to Minnerva to be used as input for the TAGM/TDM process.

**TABLE 3.6 INITIAL CALIBRATION RESULTS**

| Time Period | PT Mode | Observed | Modelled | % Difference |
|---|---|---|---|---|
| 07:00 to 08:00 | Bus | 31,631 | 41,199 | 30% |
| | Rail | 101,559 | 94,308 | -7% |
| | Luas | 60,612 | 56,365 | - 7% |
| | **Total PT** | **193,802** | **191,872** | **-1%** |
| 08:00 to 09:00 | Bus | 51,285 | 60,879 | 19% |
| | Rail | 166,470 | 167,679 | 1% |
| | Luas | 89,772 | 97,350 | 8% |
| | **Total PT** | **307,527** | **325,908** | **6%** |
| 09:00 to 10:00 | Bus | 32,372 | 27,361 | -15% |
| | Rail | 60,377 | 76,732 | 27% |
| | Luas | 47,318 | 44,243 | -6% |
| | **Total PT** | **140,067** | **148,337** | **6%** |
| 07:00 to 10:00 | Bus | 115,288 | 129,438 | 12% |
| | Rail | 328,406 | 338,720 | 3% |
| | Luas | 197,702 | 197,959 | 0% |
| | **Total PT** | **641,396** | **666,117** | **4%** |

3.40 The calibration result showed a good overall comparison for the three peak hours, but at an individual mode level the results are somewhat worse than in the first calibration (shown in Table 3.2).

3.41 Bus flows were over predicted for the pre-peak (07:00-08:00) and peak period (08:00-09:00), where as they were under predicted for the post peak hour (09:00-10:00).

3.42 Luas results were reasonable across all three hours with the margin of error within 10%. The rail results showed a good match for peak hour, but an over prediction in the post peak.

### PT Final Calibration Stage

3.43 Matrices produced as an output of the TAGM/TDM process were used for the final calibration. The matrices received for both highway and public transport were split by six journey purposes for each direction, across all three time periods. Some adjustments were made to these matrices before they were fed into the model for the final assignment. These adjustments have been discussed in chapter two above.

### *Final Calibration Results*

3.44 The calibration results from the assignment with final adjusted matrices are shown in Table 3.7.

**TABLE 3.7 FINAL CALIBRATION RESULTS**

| Time Period | PT Mode | Observed | Modelled | % Difference |
|---|---|---|---|---|
| 07:00 to 08:00 | Bus | 31,631 | 36,474 | 15% |
| | Rail | 101,559 | 87,359 | -14% |
| | Luas | 60,612 | 58,544 | -3% |
| | **Total PT** | **193,802** | **182,377** | **-6%** |
| 08:00 to 09:00 | Bus | 51,285 | 60,804 | 19% |
| | Rail | 166,470 | 177,445 | 7% |
| | Luas | 89,772 | 113,674 | 27% |
| | **Total PT** | **307,527** | **351,923** | **14%** |
| 09:00 to 10:00 | Bus | 32,372 | 26,212 | -19% |
| | Rail | 60,377 | 80,841 | 34% |
| | Luas | 47,318 | 50,909 | 8% |
| | **Total PT** | **140,067** | **157,962** | **13%** |
| 07:00 to 10:00 | Bus | 115,288 | 123,490 | 7% |
| | Rail | 328,406 | 345,644 | 5% |
| | Luas | 197,702 | 223,127 | 13% |
| | **Total PT** | **641,396** | **692,262** | **8%** |

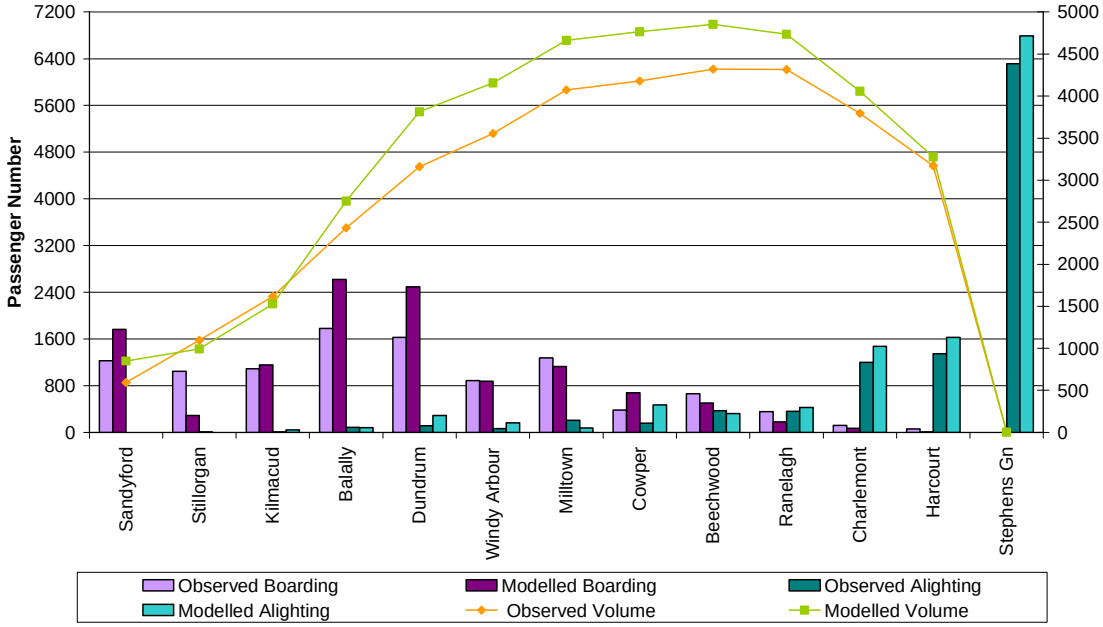
3.45 A good match has been achieved for the overall 07:00-10:00 period but with a slight over-prediction for Luas. However on hourly basis and by mode basis, the results are less good. One reason for this is that the observed count data is biased towards the congested areas of the network. Thus looking at the overall level of calibration does not provide a good indication of the fit at these congested points compared to outer areas. Thus more detailed analysis reveals that the calibration is better than first appears, at an aggregate level. Separate analysis has been carried out for each mode to illustrate this and is shown in the sections that follow.

### *Detailed Analysis of Luas Calibration*

3.46 For Luas Green and Luas Red crowding analysis was carried out. In this analysis, the observed volume at each station was compared with the modelled volume. A volume profiled across the line was then constructed using this data. This analysis also involved the comparison of modelled and observed boarding and alighting at each station. Results of this analysis are shown in the figures overleaf.

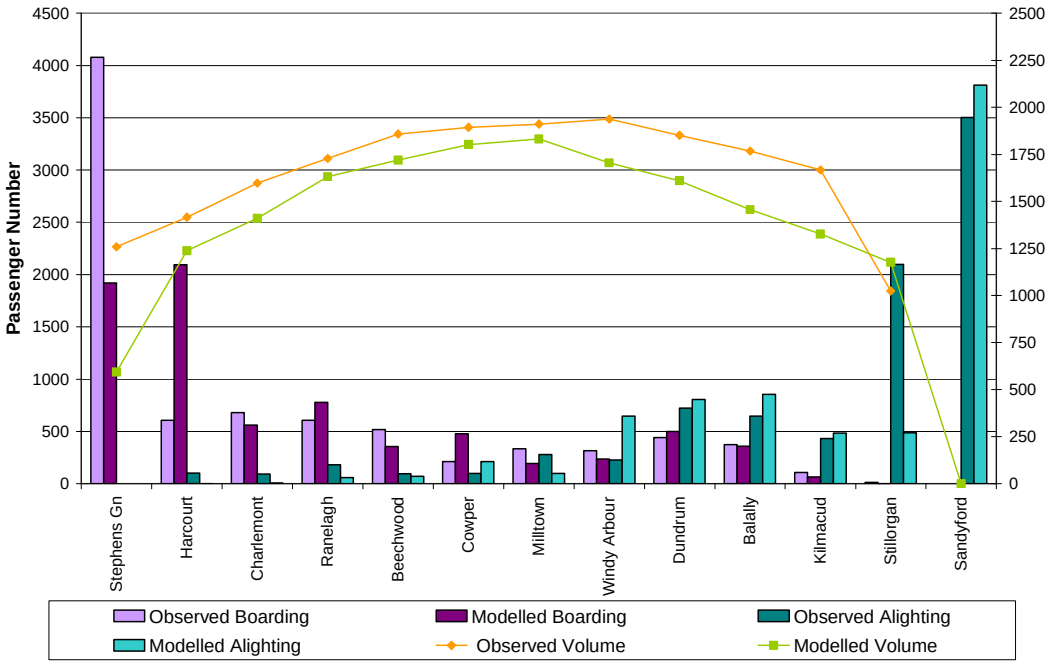
3.47 Figure 3.10 shows the crowding analysis for Luas Green in the inbound direction and Figure 3.11 for Luas Green outbound.

**FIGURE 3.10 LUAS GREEN SANDYFORD TO STEPHENS GREEN 07:00-10:00**




3.48 Both figures show that the volume profile of observed data closely matches the volume profile of modelled data. The figures also show good matches for boarding and alighting at individual stations. This shows that the demand and network parameters in the model are capable of providing a good match across the volume data.

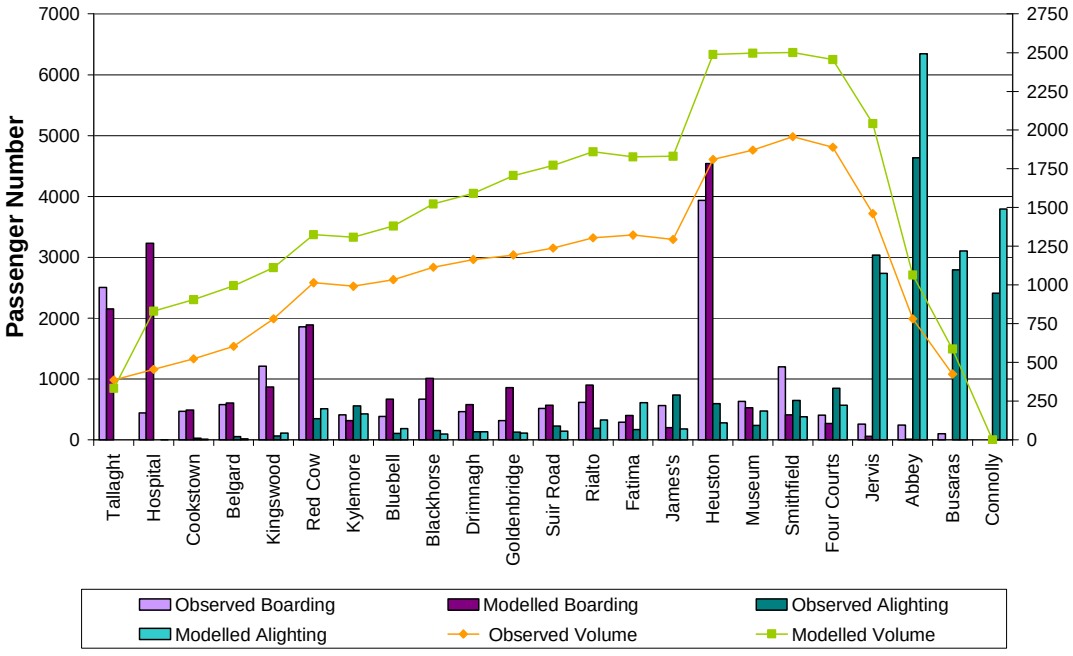
**FIGURE 3.11 LUAS GREEN STEPHENS GREEN TO SANDYFORD 07:00-10:00**




3.49 However, there are discrepancies at the individual station level, particularly Harcourt and Stephens Green in case of Luas Green station. The reason for this is because both Harcourt and Stephen Green station serve the same employment area, in reality they are used by passengers as if they are equivalent stations.

3.50 Figure 3.12 and Figure 3.13 show inbound and outbound crowding analysis for Luas Red.

**FIGURE 3.12 LUAS RED TALLAGHT TO CONNOLLY 07:00-10:00**



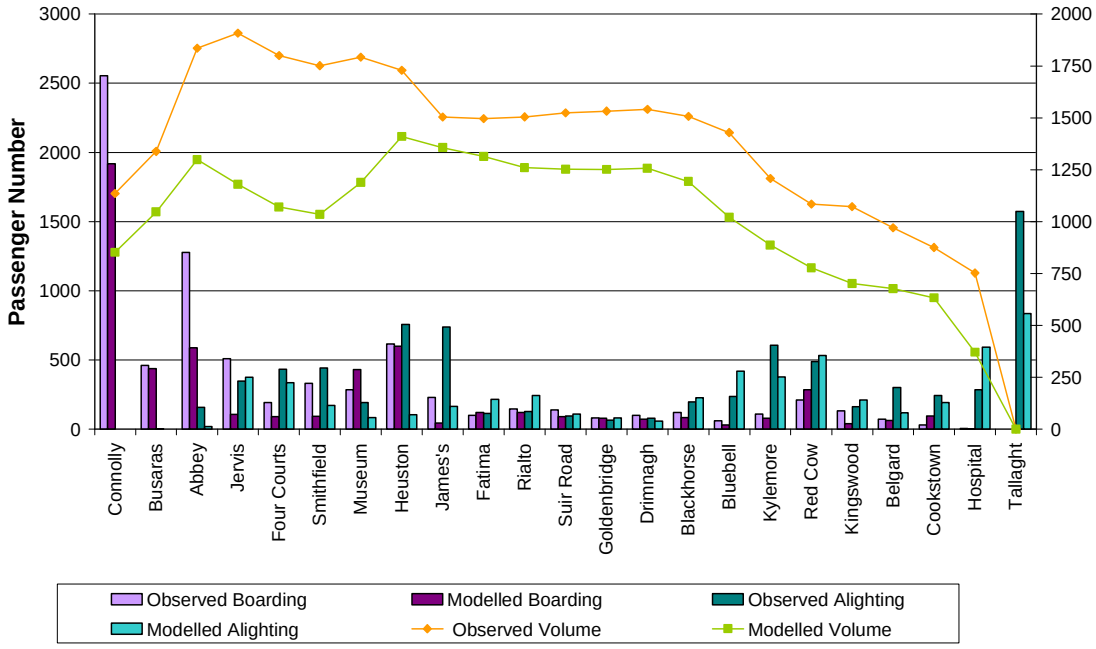
3.51 Both figures show that for both inbound and outbound directions, the profiles of line volumes closely matches the model at an area level with some boarding and alighting discrepancies at individual stations.

3.52 In particular there is some over-prediction on Luas Red for the inbound direction, however the boarding and alighting shows a good match across most of the stations with the exception of Hospital station, which is the main cause of the over-prediction in modelled volume.

3.53 In order to investigate the high observed volume at Hospital station, the number of OD trips was compared with planning data sheets for zones surrounding this area. This comparison showed that there were large developments in this area which was resulting in a high number of employment and education trips near the Hospital zone. A large number of these trips are also due to shift work patters which could account for the generation of higher than anticipated 'Work to Home' trips in the AM period, together with high numbers of people returning home after having dropping off a passenger.

3.54 In the outbound direction there is a slight under-prediction. This is primarily driven by large volumes of non fare paying passengers boarding Luas red at Connolly station. This issue is discussed further in the sections that follow.

**FIGURE 3.13 LUAS RED CONNOLLY TO TALLAGHT 7-10AM**



3.55 To take this analysis further, boarding and alighting passengers have been compared against observed volumes. Table 3.8 shows this for both Luas Red and Luas Green. The table shows that overall modelled Luas Green and Luas Red patronage reasonably matches the observed.

**TABLE 3.8 BOARDING & ALIGHTING PAX FOR LUAS GREEN & RED 07:00-10:00**

| Luas Line | Boarding & Alighting Passengers | | |
|---|---|---|---|
| | Observed | Modelled | % Diff |
| Green Inbound | 7,290 | 8,163 | 12% |
| Green Outbound | 4,604 | 4,187 | -9% |
| Red Inbound | 7,098 | 8,072 | 14% |
| Red Outbound | 5,175 | 3,644 | -30% |
| **Total** | **24,167** | **24,066** | **0%** |

3.56 There is an under-prediction of boarding and alighting in the outbound direction particularly for Luas Red however. As mentioned above, this is because a large number of intra-city centre movements on Luas lines are taking place with zero fares, whereas the model considers these to be fare paying. In modelling terms these trips are assigned as walk-only within the public transport assignments and thus Luas demand is under-predicted. Due to increase in the overall size of the Luas matrix as compared to the initial updated matrices there are also some slight over-predictions in the inbound direction for both Luas Green and Luas Red.

***Detailed Analysis of Bus Calibration***

3.57 Table 3.9 shows a summary of the bus calibration for the 'Canal Cordon' area. The table shows that modelled frequency is significantly higher than observed in the hours 07:00-08:00 and 08:00-09:00 and is slightly lower in the post peak hour.

3.58 The modelled bus occupancy is also lower than observed occupancy for all the three time periods. As occupancy is affected by frequency, higher model frequency results in lower occupancy levels. Overall however there is a good match between observed and modelled volumes for 7:00-10:00 (-4%) as well as in the peak hour 8:00-9:00 (+5%). The values for post and pre peak hours are less good. This imbalance could be addressed by adjusting the modelled bus frequencies but in practise this is complex to achieve and can result in poor calibration for other modes.

3.59 The table highlights some imbalance between observed and modelled bus frequency. This is because in reality, as a result of congestion on the network, the number of buses observed during a single hour is lower. In other words, buses scheduled to arrive during the pre-peak period get held up on the network and actually arrive during the peak hour (08:00-09:00).

3.60 The model takes account of timetabled bus frequency, so as a result the number of buses going through the network during an hour in the model is higher than the observed number of buses on network.

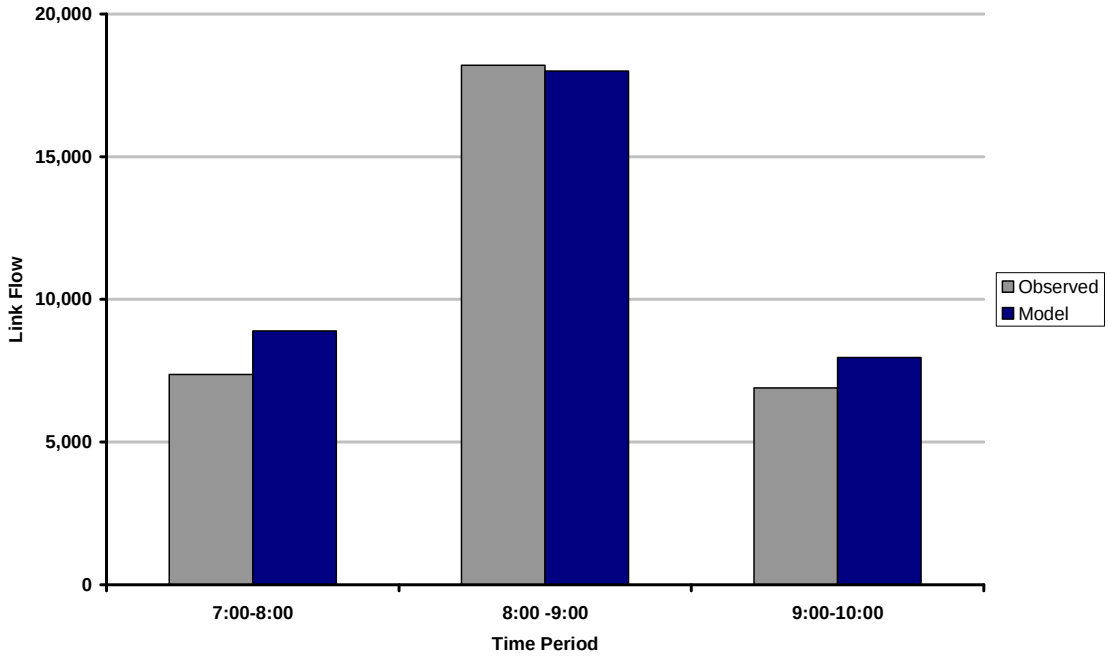
**TABLE 3.9 BUS CALIBRATION SUMMARY: CANAL CORDON**

| | 07:00-08:00 | 08:00-09:00 | 09:00-10:00 | 07:00-10:00 |
|---|---|---|---|---|
| **Observed Frequency** | 271 | 441 | 437 | **1,149** |
| **Modelled Frequency** | 452 | 593 | 421 | **1,466** |
| **% Diff** | 67% | 34% | -4% | **28%** |
| **Observed Volume** | 12,401 | 24,950 | 16,956 | **54,307** |
| **Modelled Volume** | 15,319 | 26,094 | 10,927 | **52,340** |
| **% Diff** | 24% | 5% | -36% | **-4%** |
| **Observed Occupancy** | 47 | 57 | 39 | **141** |
| **Modelled Occupancy** | 36 | 44 | 26 | **104** |
| **% Diff** | -24% | -22% | -33% | **-26%** |

### *Detailed Analysis of Rail Calibration*

3.61 A link-volume analysis was carried out for rail across three hours, for trips crossing the canal cordon. The results of this are shown in Figure 3.14. The figure shows an overall good match for total rail demand across over all three hours and in particular for the peak hour 08:00-09:00.

**FIGURE 3.14 RAIL FLOWS (INBOUND+OUTBOUND) ACROSS CANAL CORDON**




3.62 There is a small over prediction in the post and pre peak hour, which is related to the overall size of the Public transport matrix and a minor inbound vs. outbound biasness.

3.63 The calibration results and link volume analysis of canal cordon crossings shows a good result for 8:00-9:00 peak our flow but there are few discrepancies in the post peak and pre peak hour. This is due to the fact that majority of rail trips with in the model take more than one hour to complete. As a result it is not possible to correctly match the observed flows in each hour with model flows. This was discussed at length with the DTO team and based on those discussions, trip matrices were factored during the initial stages of this work to ensure a good fit for the 08:00-09:00 peak period. In particular this process was undertaken with the objective of obtaining a close match in the city centre which is the main attractor of rail trips.

**PT Model Calibration Summary**

3.64 The Public transport assignment component of the DTO transport model has been significantly enhanced during this update exercise. To summarise the key improvements made to the public transport assignment model are:

- Update of the 2006 base year network information to accurately represent Dublin's public transport system;
- Significant improvement to the representation of access to the public transport network, especially in areas outside M50 through new walk links;
- More detailed representation of the Luas system with Luas specific fare curves and crowding curves;
- Update of the base year demand matrix information to closely match inputs from the TAGM/TDM stages of the model as well as to give good calibration against key observed count information. Without the use of any automated matrix estimation with counts, the use of limited matrix adjustments enabled retaining the link between the TAGM/TDM stages and the assignment public transport matrices; and
- Good calibration against total observed public transport flows at a mode level arriving into Dublin city centre during the peak hour (08:00-09:00) which comprises of 50% total public transport flows during the AM period.

3.65 These public transport assignment model improvements are considered to be a key element for the overall DTO model update process. The resultant public transport model is considerably improved in terms of more robust representation of Dublin's public transport system and demand.

3.66 Although significant improvements have been made in the PT model during this update exercise there are still problems with detailed Luas and bus calibration that remain. These can be addressed by further enhancement to the model in representation of integrated ticketing which is considered to be impacting Luas calibration. Also more accurate representation of impact of highway congestion on bus time tables will help in improving the calibration of bus demand information.

# 4. THE HIGHWAY ASSIGNMENT MODEL

## Introduction

4.1 This chapter describes the process carried out to calibrate the AM SATURN highway assignment model. The process includes changes to the matrices as well as changes on the network, such as capacities and signal optimization. The final validation results are also presented.

## Highway: Data Requirements

4.2 A large amount of observed data was required within the calibration process. Firstly, target matrices for 2006 were provided to us by Minnerva as have been described in chapter two. These matrices were further enhanced by introducing non-work based trips to and from Dublin airport, again as described in chapter 2.

4.3 To make an assessment on the accuracy of the network coding and matrices a number of additional data sources have been employed. These were:

- Traffic Counts (2005, 2006, 2007);
- Journey Time Surveys (2006) for the period 08:00 to 09:00; and
- QBC data providing outbound journey time data (2006) for the off peak period.

*Highway Count Data*

4.4 The set of count data supplied by the DTO contained hundreds of link and turning counts. A considerable amount of analysis has been undertaken to clean the counts to remove errors and inconsistencies in the data. For example 2007 counts in the tunnel area have been removed as the tunnel was not in place in 2006 the base year. The locations of those counts used in the study are shown in the figure below.

4.5 A number of these have been selected and combined where appropriate to provide a set of cordons and screenlines across the network. These are listed in the table overleaf.

4.6 For the purpose of the initial calibration, the canal and outer cordons have been used to check the overall levels of traffic by direction. The two cordons are almost complete in that they cover the majority of links in the model into the city centre and within the M50 towards Dublin. This coverage means that even if the routing is not accurate it can be used effectively to check the matrix levels and directional flows.

FIGURE 4.1 HIGHWAY COUNT SITES

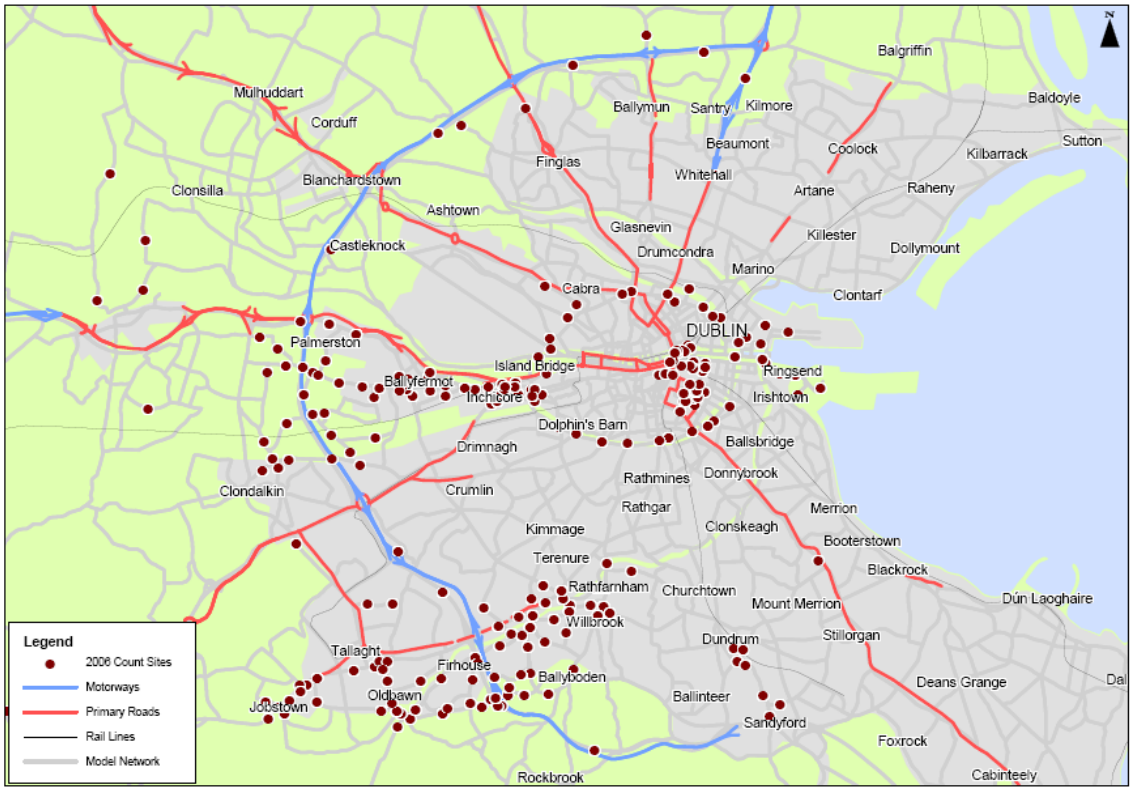



TABLE 4.1 HIGHWAY MODEL SCREENLINES AND CORDONS

| ID | Name | Description |
|---|---|---|
| 1 | South Canal Screenline | Counts on the canal cordon to the south of the River Liffey |
| 2 | North Canal Screenline | Counts on the canal cordon to the north of the River Liffey |
| 3 | Canal Cordon | Combination of South Canal and North Canal Screenlines |
| 4 | Outer Screenline North | Screenline inside the M50 to the north of Dublin City Centre |
| 5 | Outer Screenline South | Screenline inside the M50 to the south of Dublin City Centre |
| 6 | Outer Screenline West | Screenline inside the M50 to the west of Dublin City Centre |
| 7 | Outer Cordon | Combination of North, South and West Outer Screenlines |
| 8 | M50 Counts | Counts on the M50 |

*Journey Time Data*

4.7 A total of twenty-six AM peak journey time survey routes have been carried out by DTO within the Greater Dublin Area between October 2006 and January 2007. Routes one to sixteen were undertaken in the inbound direction only whilst surveys seventeen to twenty-one were orbital routes which were carried out in both directions. Table 4.2 describes the routes and the number of runs undertaken and Figure 4.2 shows these routes on the road network.

**TABLE 4.2 SUMMARY OF AM PEAK JOURNEY TIME ROUTES - INBOUND**

| ID | From | To | Direction | Month of Survey | Runs |
|---|---|---|---|---|---|
| 1 | Sutton | City Centre | IB | November 2006 | 3 |
| 2 | Portmarnock | City Centre | IB | November 2006 | 3 |
| 3 | Swords | City Centre | IB | November 2006 | 5 |
| 4 | Airport | City Centre | IB | November20 06 | 4 |
| 5 | Santry | City Centre | IB | November20 06 | 4 |
| 6 | Finglas | City Centre | IB | November 2006 | 4 |
| 7 | Dunshaughlin | City Centre | IB | November 2006 | 5 |
| 8 | Cooldrinagh | City Centre | IB | November 2006 | 5 |
| 9 | Kill | City Centre | IB | November 2006 | 5 |
| 10 | Tallaght | City Centre | IB | November 2006 | 3 |
| 11 | Saggart | City Centre | IB | November 2006 | 4 |
| 12 | Oldtown | City Centre | IB | November 2006 | 4 |
| 13 | Edmondstown | City Centre | IB | November 2006 | 4 |
| 14 | Stepaside | City Centre | IB | October 2006 | 4 |
| 15 | Loughlinstown | City Centre | IB | November 2006 | 4 |
| 16 | Monkstown | City Centre | IB | November 2006 | 5 |
| 17A | Orbital | Tallaght | WB | November 2006 | 3 |
| 17B | Orbital | Tallaght | EB | November 2006 | 6 |
| 18A | Orbital | Palmerstown | WB | November 2006 | 3 |
| 18B | Orbital | Palmerstown | EB | November 2006 | 5 |
| 19A | Orbital | City Centre | WB | Nov 2006 – Jan 2007 | 5 |
| 19B | Orbital | City Centre | EB | November 2006 | 5 |
| 20A | Orbital | Collins Avenue | WB | October 2006 | 1 |
| 20B | Orbital | Collins Avenue | EB | November 2006 | 3 |
| 21A | Orbital | M50 | WB | November 2006 | 4 |
| 21B | Orbital | M50 | EB | November 2006 | 5 |

4.8 Journey time routes for the outbound direction were not undertaken in the AM peak. However, information has been extracted from the November 2006 Quality Bus Corridor Monitoring Report published by the DTO. A total of twelve routes were identified. Since no AM outbound data was available in this report, the off peak data has been extracted Table 4.3 describes the routes whilst they are displayed in Figure 4.3.

**TABLE 4.3 SUMMARY OF OFF PEAK JOURNEY TIME ROUTES - OUTBOUND**

| ID | From | To | Direction | Month of Survey | Runs |
|---|---|---|---|---|---|
| 1 | BlackHall Place | Coolmine Road | OB | November 2006 | Average |
| 2 | Dorset Street Lr | Mellowes Bridge | OB | November 2006 | Average |
| 3 | Heuston Station | Penny Hill Pub | OB | November 2006 | Average |
| 4a | Greencastle Rd | Clare Hall | OB | November 2006 | Average |
| 4b | Fairview | Kilmore Road | OB | November 2006 | Average |
| 5 | Cornmarket | Coldcut Road | OB | November 2006 | Average |
| 6 | Rathfarmam Rd | Dundrum Road | OB | November 2006 | Average |
| 7 | Morehampton Rd | Foxrock Church | OB | November 2006 | Average |
| 8 | SCR | O Connell | OB | November 2006 | Average |
| 9 | Lenister Road | Main Street | OB | November 2006 | Average |
| 11 | Bray Main Street | Shankill Village | OB | November 2006 | Average |
| 12 | Amiens Street | Clontarf Grange | OB | November 2006 | Average |
| 13 | Amiens Street | Raheny | OB | November 2006 | Average |

4.9 For each of the routes described in Table 4.2 and Table 4.3 the node paths were coded into SATURN and a subsequent joy ride was taken through the network. This allows the modelled journey time length to be extracted for each of the routes. This data is then compared against the observed values.

FIGURE 4.2 INBOUND JOURNEY TIME SURVEY ROUTES

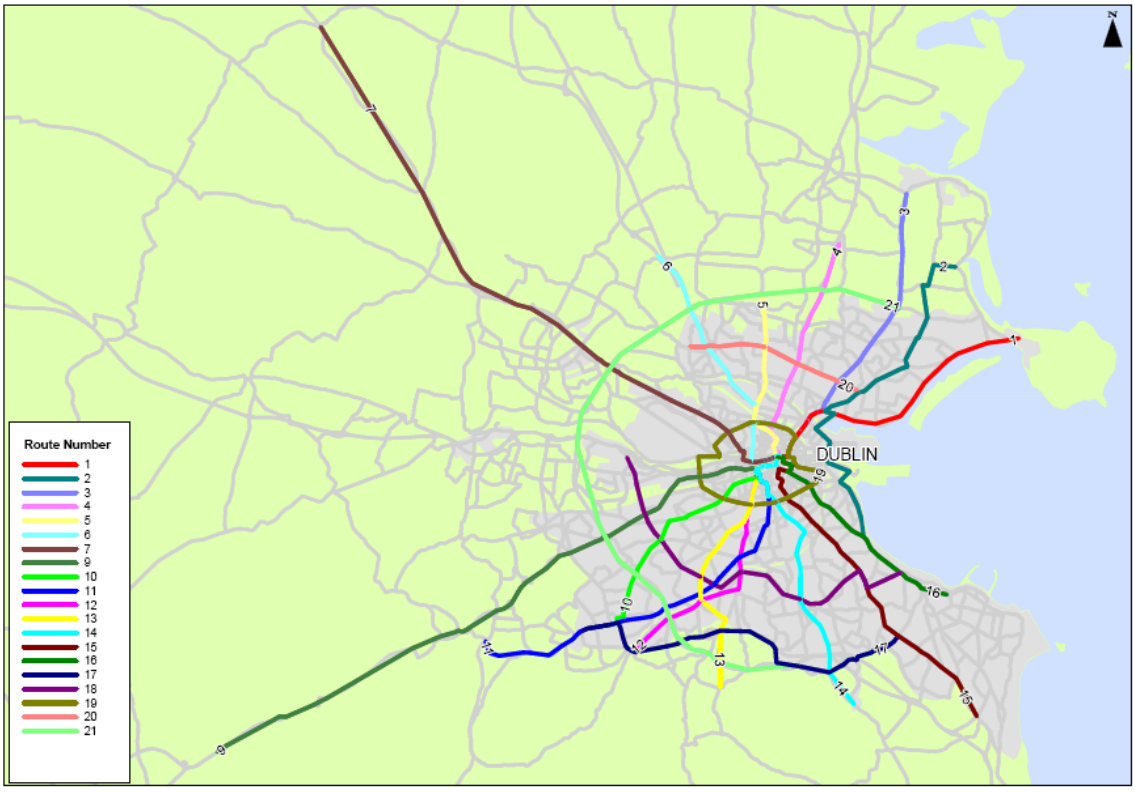
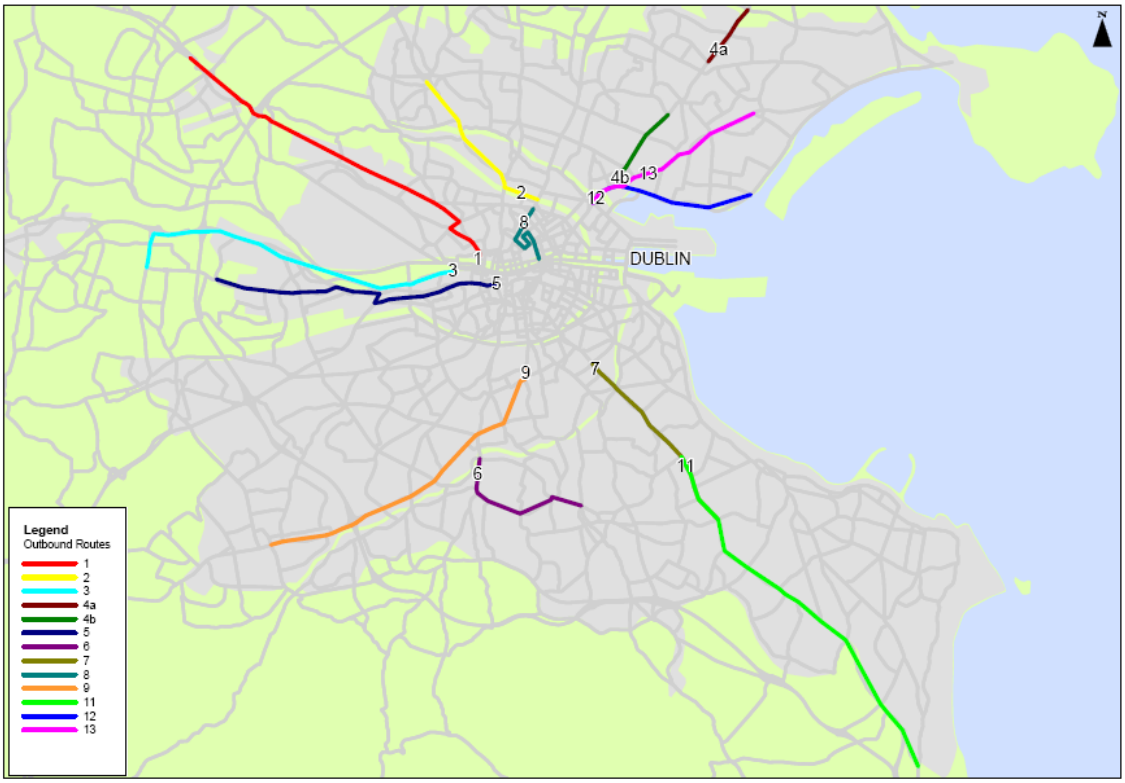



FIGURE 4.3 OUTBOUND JOURNEY TIME SURVEY ROUTES



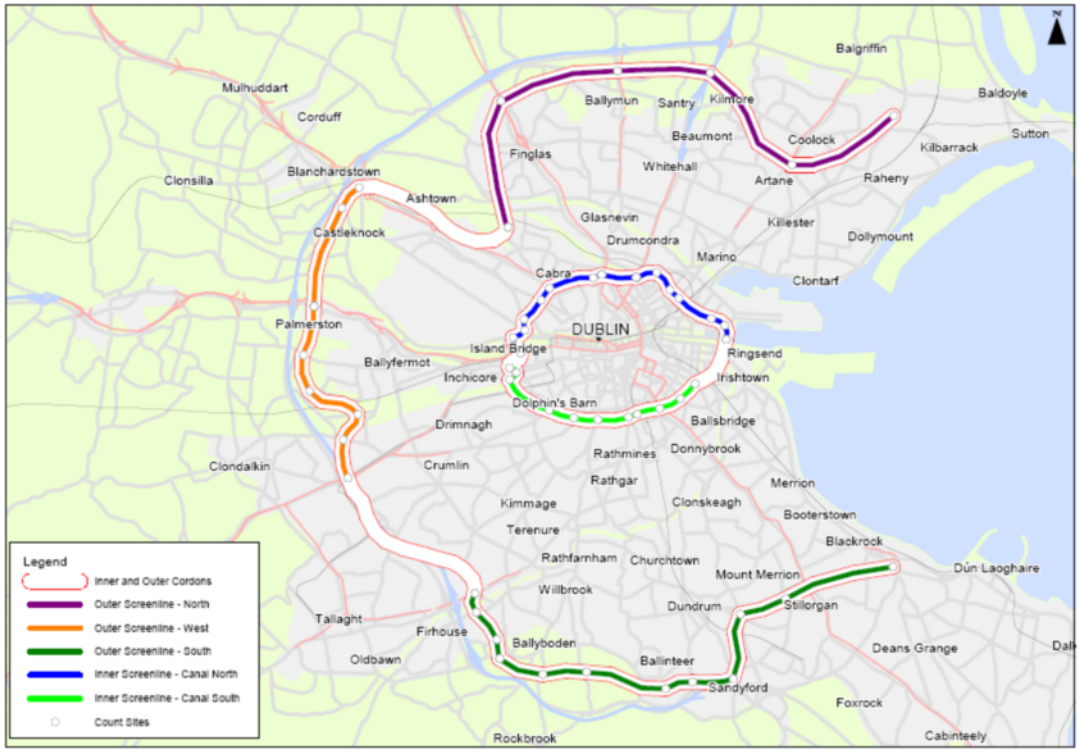
## Highway: Initial Results

4.10 In this section we provide the results of the initial calibration of the highway model, following the first assignment. This first run of the model was carried out with the initial target matrix and without adjusting the network as received from DTO. This calibration process has comprised two main steps:

- Comparison of model flows against observed count locations; and
- Analysis of modelled journey routes and comparison with surveyed times on key routes.

4.11 Table 4.4 overleaf provides a summary of the results of the flow calibration by time period and direction across the canal cordon and M50 screen lines (whose exact location is shown in Figure 4.4

**FIGURE 4.4 LOCATIONS OF SCREENLINES AND CORDONS**




4.12 Overall for the three hour modelled period, the results were reasonably encouraging with overall demand levels for the three hours being quite accurate. However, when looking at the individual hour bands in more detail a number of issues emerged. The most important modelled hour is the arrival period between 08:00 and 09:00 as this is when the greater majority of trips occur. During this period there appears to be a heavy inbound bias (over 15% higher than observed), with the outbound traffic being under represented.

TABLE 4.4 INITIAL CALIBRATION SUMMARY

| Time Period | Direction | Observed Count | SATURN Flow | Percentage Difference |
|---|---|---|---|---|
| **07:00 to 08:00** | Inbound | 45,547 | 47,452 | 4% |
| | Outbound | 31,536 | 31,303 | -1% |
| | **Total** | **77,083** | **78,755** | **2%** |
| **08:00 to 09:00** | Inbound | 47,048 | 53,435 | 14% |
| | Outbound | 38,460 | 34,159 | -11% |
| | **Total** | **85,507** | **87,594** | **2%** |
| **09:00 to 10:00** | Inbound | 47,328 | 51,331 | 8% |
| | Outbound | 36,630 | 29,923 | -18% |
| | **Total** | **83,958** | **81,254** | **-3%** |
| **07:00 to 10:00** | Inbound | 139,923 | 152,218 | 9% |
| | Outbound | 106,626 | 95,386 | -11% |
| | **Total** | **246,549** | **247,603** | **0%** |

4.13 In addition the inbound journey times for this time period were running notably slower than those observed. However, the circular routes, particularly the M50 routes (21A and 21B) were running much faster (circa 22%), than the observed movements. This is shown in Figure 4.5 and Table 4.5 in more details.

FIGURE 4.5 INBOUND JOURNEY TIME COMPARISON - INITIAL CALIBRATION

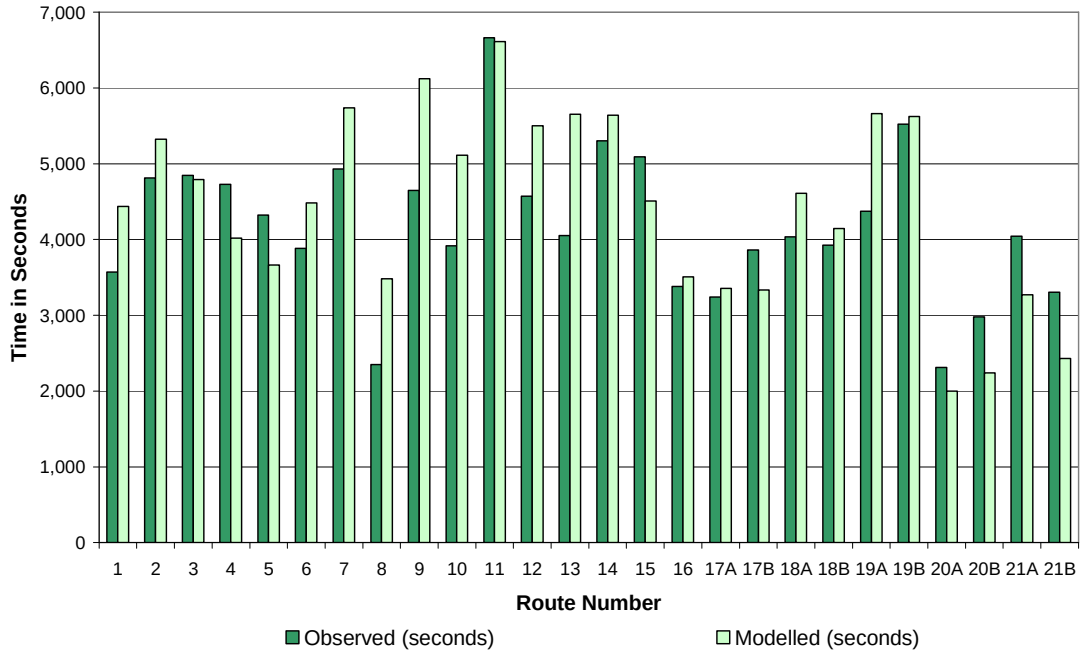


TABLE 4.5 INITIAL INBOUND JOURNEY TIME COMPARISON

| Route | Observed (seconds) | Modelled (seconds) | Difference (seconds) | % Diff |
|---|---|---|---|---|
| 1 | 3570 | 4440 | 870 | 20% |
| 2 | 4813 | 5325 | 512 | 10% |
| 3 | 4849 | 4791 | -58 | -1% |
| 4 | 4729 | 4019 | -710 | -18% |
| 5 | 4325 | 3665 | -660 | -18% |
| 6 | 3886 | 4483 | 597 | 13% |
| 7 | 4930 | 5737 | 807 | 14% |
| 8 | 2349 | 3480 | 1131 | 33% |
| 9 | 4647 | 6122 | 1475 | 24% |
| 10 | 3920 | 5112 | 1192 | 23% |
| 11 | 6664 | 6612 | -52 | -1% |
| 12 | 4572 | 5503 | 931 | 17% |
| 13 | 4054 | 5654 | 1600 | 28% |
| 14 | 5305 | 5641 | 336 | 6% |
| 15 | 5094 | 4509 | -585 | -13% |
| 16 | 3381 | 3510 | 129 | 4% |
| 17A | 3244 | 3355 | 111 | 3% |
| 17B | 3865 | 3334 | -531 | -16% |
| 18A | 4035 | 4612 | 577 | 13% |
| 18B | 3925 | 4145 | 220 | 5% |
| 19A | 4372 | 5664 | 1292 | 23% |
| 19B | 5523 | 5624 | 101 | 2% |
| 20A | 2314 | 1999 | -315 | -16% |
| 20B | 2979 | 2240 | -739 | -33% |
| 21A | 4045 | 3272 | -773 | -24% |
| 21B | 3305 | 2432 | -873 | -36% |
| **No of Routes within 15% of observed times** | | | **13 routes** | |
| **Percentage within 15% of observed times** | | | **50%** | |

### Highway: Initial Investigations

4.14 The results described above, while reasonably accurate, were not considered good enough to feed into the next iteration of the demand model. The combination of high flows and slow journey times in the inbound directions strongly suggested that there was a problem with the matrix rather than the network. However, further investigation was required before any adjustments could be made to the observed survey data, which is used to build the target matrices. In response to some of the problems identified and following discussions with DTO we undertook the following lines of investigation:

- Running tests to identify sensitivity to Value of Time (VoT) assumptions;
- Checking whether 'blocking back' at specific junctions was being adequately modelled;
- Checking whether delays at toll booths were being accurately modelled;
- High level capacity checks;
- Initial checking of modelled junction signals;
- Analysis of modelled demand around Stephen's Green employment area which straddles the canal cordon;
- Carrying out demand analysis by geographic sector; and
- Revisiting how the OD survey data was combined to produce the target matrices.

4.15 We describe these investigations and their outcome in further detail in the sections that follow.

***Passing Queues to the Following Time Period***

4.16 The initial model utilised the PASSQ function within SATURN, where traffic still queuing on the network at the end of the modelled period is passed onto the following period. Because of the highly congested nature of the Dublin network this resulted in large amounts of traffic being passed onto the 09:00-10:00 period resulting in unrealistic levels of delay.

4.17 The over representation of flows on the network when using the PASSQ function led to an investigation into the construction of the demand matrices. They were constructed using a variety of survey data that were based on people's arrival times at their destination. It was therefore concluded that the demand assigned to the network included some traffic from the previous time period and that the PASSQ function was therefore no longer appropriate, as this was already represented in the matrix. Some outputs from the final calibrated assignments are presented below in paragraph 4.56 towards the end of this chapter.

***Value of Time (VoT) Adjustments***

4.18 The high speeds on the M50 combined with over estimation of inbound flows within the M50 corridor led to concerns that traffic was unrealistically avoiding the motorway. It was considered whether the values of time were too low, causing traffic to avoid tolled sections of the M50, and thus pushing traffic onto congested city centre routes.

4.19 The values of time used in the model were based upon the historical 2002 values. However, it is usual for these values to grow in relation to changes in GDP or other economic measures. Thus some adjustments were made in order to increase the 2002 VoT to an equivalent 2006 levels using a growth assumption of 4% per annum. A higher value of time implies that road users are more time sensitive; in other words they are prepared to 'pay more' in order to save time. Unfortunately, these changes were not found to have had a significant impact on journey times or flow comparisons.

**TABLE 4.6 VALUE OF TIME CHANGE IN SATURN IN PENCE PER MINUTE (PPM)**

| Year | VoT in pence per minute |
|---|---|
| 2002 | 21.2 |
| 2006 | 24.8 |

*Initial Network Coding Checks*

4.20 We then carried out some checks on the network coding and in particular undertook analysis to identify whether delays were being over represented in the model, which formed a significant part of the main calibration task. At this initial stage we were simply looking for any obvious issues that may resolve some of the initial calibration problems that had been identified. The network tests carried out are described below.

4.21 There were a number of junctions where capacity was so constrained that traffic blocked back and caused delays at surrounding junctions. A number of checks were carried out on the coding to understand whether this blocking back was a network coding issue or not. In general terms, of particular concern was:

- Conservative stacking capacities (stacking capacity is the number of PCU's that can queue before it effects the junction upstream);
- Conservative saturation turning flows;
- Poor signal (traffic light) coding;
- Conservative link capacities; and
- Missing bus lanes causing delays on links with high bus flows.

*Junction and Link Capacities*

4.22 The network coding at the junction level was found to be generally of a good standard. There was some coding identified which would improve the accuracy of the model, but it was decided that they were not significant enough to change the headline calibration results.

4.23 It should be noted that the highway model contained both junction coding and link speed flow curves. In a number of cases there were large delays caused by conservative link capacities rather than constraints at the junction. In an urban area we would expect the majority of delay to be caused at the junction. We therefore carried out a test where the link coding was removed in the city centre.

4.24 The effect of this test was too make journey times far too fast. This suggested that delays were occurring at both the junction and link level. Therefore this approach was abandoned and the link capacities reinstated. The links identified with conservative capacities were addressed again during the detailed calibration stages.

*Toll Plazas and Blocking Back*

4.25 The coding at the toll road plaza on the M50 was investigated to understand whether the fast journey times were caused by the under representation of delay at these locations. The junction was coded as a signal junction to simulate the delays caused by cars having to stop to pay the tolls. After liaising with our in house toll road experts we were advised to recode the junction as a dummy node and put in a

fixed delay. This coding is line with best practice but unfortunately did not have a significant impact on the journey time calibration.

4.26 After further discussion of fast journey times on the M50 with the DTO, they identified junction 7 as a location where the southbound off slip road caused blocking back onto the M50. The slip road was recoded to better reflect the road layout and this improved the journey time in this location.

***Cordon Analysis including Stephen's Green***

4.27 There was some concern that the imbalance between inbound and outbound trips was caused by the way the cordons were defined. For example if trips crossed the cordon more than once there could be an element of double counting. Of particular concern was Stephen's Green a large employment site to the south of the city centre as its position means that it straddles the canal cordon. To address these concerns the cordons were further split into screenlines (as described in Table 4.1 above) representing different geographical areas. This demonstrated that the overall traffic levels were consistent across the city providing further evidence that the problems were at a matrix rather than network level.

4.28 As discussed in chapter 2, we identified a degree of over estimation in the matrix and thus used a set of factors to reduce these matrix totals for specific journey purposes.

### Updated Initial Calibration Results

4.29 The flat matrix factoring approach in combination with the network improvements already identified had little impact on the overall flow calibration. The table below shows the count comparisons of the updated model. A significant imbalance between inbound and outbound traffic remained.

**TABLE 4.7 2006 HIGHWAY CALIBRATION: MODELLED ACTUAL FLOW**

| Time Period | Direction | Observed Count | SATURN Actual Flow | Percentage Difference |
|---|---|---|---|---|
| **07:00 to 08:00** | Inbound | 45,686 | 46,474 | 2% |
| | Outbound | 31,373 | 31,112 | -1% |
| | **Total** | **77,060** | **77,586** | **1%** |
| **08:00 to 09:00** | Inbound | 47,278 | 53,338 | 13% |
| | Outbound | 38,393 | 33,092 | -14% |
| | **Total** | **85,671** | **86,431** | **1%** |
| **09:00 to 10:00** | Inbound | 46,960 | 50,958 | 9% |
| | Outbound | 37,104 | 29,871 | -19% |
| | **Total** | **84,064** | **80,828** | **-4%** |
| **07:00 to 10:00** | Inbound | 139,925 | 150,770 | 8% |
| | Outbound | 106,869 | 94,075 | -12% |
| | **Total** | **246,549** | **244,845** | **-1%** |

### Highway: Interim Calibrated Model

4.30 Having interrogated the existing model fully (as described above) we concluded that the model would not calibrate until the imbalance in sectoral movements was corrected. We therefore investigated directional bias at the screen line level. This analysis was undertaken through comparison of the actual and demand modelled flows on the screen lines defined, as described in chapter 2. A series of adjustments were then made to the demand matrices, in consultation with DTO. These changes resolved the directional imbalance and improved overall fit at the cordon and screen line level.

4.31 While the matrix and network matched the observed data well after these changes were implemented, the issue of high speeds on the M50 remained. This was now matched with too much traffic compared to the count data, which showed that this was a network error rather than a problem with the matrix. In order to fix this, capacities were reduced on the links along the whole of the M50. The revised calibration results are discussed in the section that follows.

### Highway: Revised Results

4.32 Following the specific changes made to junctions, speed-flow curves, capacities and demand matrices discussed above we reached a more acceptable level of calibration. The flow calibration for each period was acceptable whilst the overall matrix size had not changed significantly; and the distribution between inbound and outbound was much improved.

**TABLE 4.8 REVISED 2006 HIGHWAY CALIBRATION (POST ADJUSTMENT)**

| Time Period | Direction | Observed Count | SATURN Flow | Percentage Difference |
|---|---|---|---|---|
| 07:00 to 08:00 | Inbound | 45,686 | 47,198 | 3% |
| | Outbound | 31,373 | 30,846 | -2% |
| | **Total** | **77,060** | **78,044** | **1%** |
| 08:00 to 09:00 | Inbound | 47,278 | 50,312 | 6% |
| | Outbound | 38,393 | 38,082 | -1% |
| | **Total** | **85,671** | **88,394** | **3%** |
| 09:00 to 10:00 | Inbound | 46,960 | 50,618 | 8% |
| | Outbound | 37,104 | 35,807 | -3% |
| | **Total** | **84,064** | **86,424** | **3%** |
| 07:00 to 10:00 | Inbound | 139,925 | 148,128 | 6% |
| | Outbound | 106,869 | 104,734 | -2% |
| | **Total** | **246,794** | **252,863** | **2%** |

### *Journey Time Results*

4.33 Figure Table 4.9 provides a summary of the routes for the period 08:00 to 09:00 in the inbound direction[1]. The total journey times for the observed and modelled routes are given in seconds.

**TABLE 4.9 REVISED INBOUND JOURNEY TIME COMPARISON 08:00 TO 09:00**

| Route | Observed (seconds) | Modelled (seconds) | Difference (seconds) | % Diff |
|---|---|---|---|---|
| 1 | 3570 | 4054 | 484 | 12% |
| 2 | 4813 | 4613 | -200 | -4% |
| 3 | 4849 | 4397 | -452 | -10% |
| 4 | 4729 | 4340 | -389 | -9% |
| 5 | 4325 | 4595 | 270 | 6% |
| 6 | 3886 | 3349 | -537 | -16% |
| 7 | 4930 | 4675 | -255 | -5% |
| 8 | 2349 | 2842 | 493 | 17% |
| 9 | 4647 | 4654 | 7 | 0% |
| 10 | 3920 | 3734 | -186 | -5% |
| 11 | 6664 | 5461 | -1203 | -22% |
| 12 | 4572 | 4560 | -12 | 0% |
| 13 | 4054 | 4308 | 254 | 6% |
| 14 | 5305 | 5187 | -118 | -2% |
| 15 | 5094 | 4160 | -934 | -22% |
| 16 | 3381 | 3488 | 107 | 3% |
| 17A | 3244 | 3331 | 87 | 3% |
| 17B | 3865 | 2528 | -1337 | -53% |
| 18A | 4035 | 4244 | 209 | 5% |
| 18B | 3925 | 3498 | -427 | -12% |
| 19A | 4372 | 5453 | 1081 | 20% |
| 19B | 5523 | 5985 | 462 | 8% |
| 20A | 2314 | 1846 | -468 | -25% |
| 20B | 2979 | 1482 | -1497 | -101% |
| 21A | 4045 | 3903 | -142 | -4% |
| 21B | 3305 | 3666 | 361 | 10% |
| **No of Routes within 15% of observed times** | | | **18 routes** | |
| **Percentage within 15% of observed times** | | | **69%** | |

[1] Recall that observed journey times have only been collected during the AM peak for the hour 08:00 to 09:00.

4.34 The journey time results provided confidence that the costs passed onto Minnerva f6r use in the TAGM/TDM gave an accurate representation of the speeds that occurred on the road network. There was obviously room to improve the network and matrices but overall the model had a good fit to the observed conditions.

### Final Matrix Assignment

4.35 After receiving a new set of target matrices in March 2009 a similar process was carried out as described above. The matrices were assigned to the 'initial' calibrated model and further changes were made to the matrix and network to achieve the final calibrated AM peak model.

#### *Initial comparisons*

4.36 The first run of the model showed that while the overall demand matrix comparisons had improved since the first run of the model, there were still some significant imbalances between the assigned flows and observed counts, see Table 4.10 below. The pre peak period showed flows considerably under the observed counts. While the two following periods had reasonable overall traffic levels the directional flows were incorrect, with inbound traffic overrepresented and not enough outbound flows.

**TABLE 4.10 2006 HIGHWAY CALIBRATION: MODELLED ACTUAL**

| Time Period | Direction | Observed Count | SATURN Actual | Percentage Difference |
|---|---|---|---|---|
| **07:00 to 08:00** | Inbound | 45,574 | 41,746 | -8% |
| | Outbound | 31,646 | 24,071 | -24% |
| | **Total** | **77,220** | **65,817** | **-15%** |
| **08:00 to 09:00** | Inbound | 47,063 | 52,074 | 11% |
| | Outbound | 38,842 | 32,975 | -15% |
| | **Total** | **85,905** | **85,049** | **-1%** |
| **09:00 to 10:00** | Inbound | 45,738 | 50,491 | 10% |
| | Outbound | 35,390 | 32,268 | -9% |
| | **Total** | **81,128** | **82,759** | **2%** |
| **07:00 to 10:00** | Inbound | 138,376 | 144,311 | 4% |
| | Outbound | 105,878 | 89,314 | -16% |
| | **Total** | **244,254** | **233,625** | **-4%** |

#### *Further Demand Changes*

4.37 In order to achieve a good calibration a number of further adjustments were made to the demand matrices. First light vehicles such as cars were factored by direction to adjust for the imbalance between inbound and outbound flows. Then heavy goods vehicles (HGV's) were added to the demand matrices using matrix estimation. These processes of updating the light vehicles is described in full in chapter 2 and the matrix estimation on HGV's is described below in this chapter.

### *HGV Matrix Estimation (ME)*

4.38 The initial HGV matrix used in the study came directly from the 2002 DTO calibrated model. The matrix was first derived using a gravity model and then updated using matrix estimation. While this was a good starting point, it was important to understand how accurate the HGV matrix was. Table 4.11 below shows that there was a reasonable comparison for the 08:00-09:00 and 09:00-10:00 periods with some imbalances in the directional flows. The 07:00–08:00 period was significantly higher than the observed.

**TABLE 4.11 2006 HIGHWAY CALIBRATION: HGV ACTUAL – PRE ME**

| Time Period | Direction | Observed Count | SATURN Actual | Percentage Difference |
|---|---|---|---|---|
| **07:00 to 08:00** | Inbound | 5,287 | 7,471 | 41% |
| | Outbound | 4,911 | 6,659 | 36% |
| | **Total** | 10,198 | 14,130 | 39% |
| **08:00 to 09:00** | Inbound | 5,159 | 5,229 | 1% |
| | Outbound | 5,544 | 4,995 | -10% |
| | **Total** | 10,703 | 10,224 | -4% |
| **09:00 to 10:00** | Inbound | 6,617 | 6,822 | 3% |
| | Outbound | 6,105 | 5,727 | -6% |
| | **Total** | 12,722 | 12,550 | -1% |
| **07:00 to 10:00** | Inbound | 17,062 | 19,522 | 14% |
| | Outbound | 16,560 | 17,382 | 5% |
| | **Total** | 33,622 | 36,903 | 10% |

4.39 To achieve a better flow validation for HGV's matrix estimation on traffic counts was carried out for this user class only. Unlike the car matrix which has been derived from the demand model based on a comprehensive set of survey data, the HGV matrix is not underpinned by such detailed observations. Therefore matrix estimation is a suitable method to produce a matrix based on the observed data that exists.

4.40 Steps were taken to ensure that the prior matrix trip patterns were not distorted by:

- Using the standard recommend SATURN parameter XAMAX = 5.0 which limits the factor which can be applied to fix the flows to a count to no more than 5.
- Freezing HGV trips to and from residential zones, in order to prevent an unrealistic growth in HGV flows from these zones.

4.41 The results from the final assignment can be seen in Table 4.12 for HGV flows crossing the cordons.

4.42 The results indicate an excellent flow validation for HGV's across the cordons, with the 08:00-09:00 and 09:00-10:00 showing an error against of observed of within 3% in both directions. While the pre peak period still has an over prediction of traffic the flows are fairly small so the absolute differences in flows are insignificant.

**TABLE 4.12 2006 HIGHWAY CALIBRATION: HGV ACTUAL – POST ME**

| Time Period | Direction | Observed Count | SATURN Actual | Percentage Difference |
|---|---|---|---|---|
| 07:00 to 08:00 | Inbound | 5,287 | 5,694 | 8% |
| | Outbound | 4,911 | 5,731 | 17% |
| | **Total** | **10,198** | **11,425** | **12%** |
| 08:00 to 09:00 | Inbound | 5,159 | 5,242 | 2% |
| | Outbound | 5,544 | 5,700 | 3% |
| | **Total** | **10,703** | **10,942** | **2%** |
| 09:00 to 10:00 | Inbound | 6,617 | 6,801 | 3% |
| | Outbound | 6,105 | 6,227 | 2% |
| | **Total** | **12,722** | **13,027** | **2%** |
| 07:00 to 10:00 | Inbound | 17,062 | 17,736 | 4% |
| | Outbound | 16,560 | 17,658 | 7% |
| | **Total** | **33,622** | **35,395** | **5%** |

4.43 The graphs below in Figure 4.6 and Figure 4.7 compare observed and modelled flows for the 08:00-09:00 period before and after matrix estimation. The charts plots counts against flows for the individual count sites. Where a perfect match is represented a black line running diagonally across the chart can be observed.

4.44 It can be seen that the points are clustered much more closely along the diagonal after matrix estimation showing a good match of observed and modelled flows.

**FIGURE 4.6 HGV FLOW COUNT V ACTUAL - PRE MATRIX ESTIMATION**

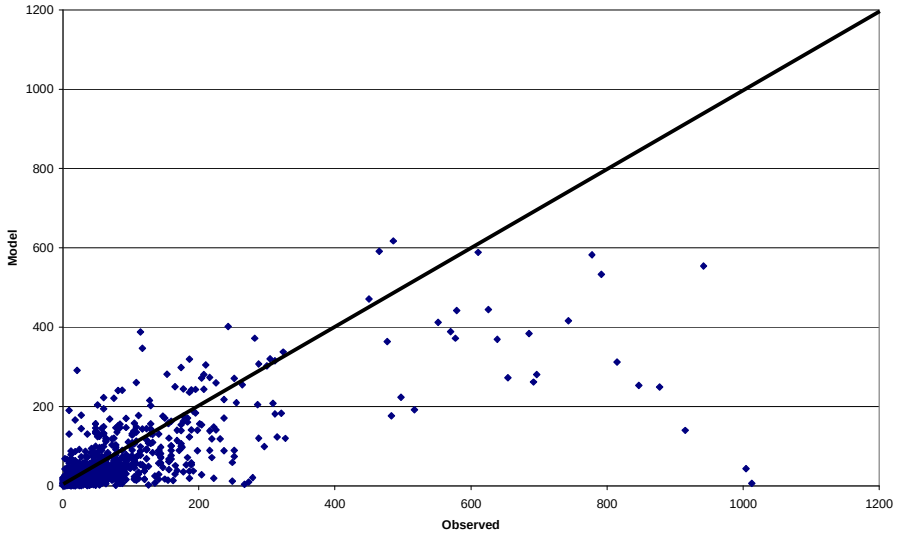
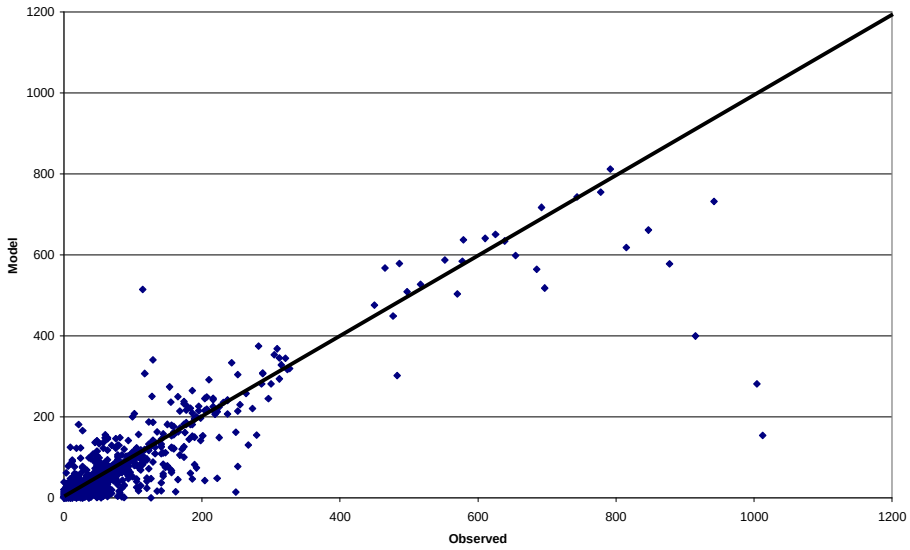


**FIGURE 4.7 HGV FLOW COUNT V ACTUAL - POST MATRIX ESTIMATION**




4.45 Because of the small size of the HGV matrix many of the statistical comparisons that are often used in validating transport models are not appropriate for the HGV flows. However the GEH statistics is a measure of goodness of fit which was developed to compare individual hourly traffic counts. It was developed to allow for a common measure of goodness of fit depending on the size of the count. For example a small count could have a large percentage difference but in absolute terms be a good match to the observed, with the opposite true of larger counts.

**GEH**: $$\sqrt{\frac{2(x_i - y_i)^2}{x_i + y_i}}$$ (Equation 1)

4.46 A GEH of less than 5 is considered to be an excellent match against the observed flows. The table below shows the differences in GEH in the HGV flows before and after matrix estimation on the inner and outer cordons combined. It can be seen that there is a considerable increase in the individual count validation after matrix estimation.

**TABLE 4.13 COMPARISON OF HGV GEH PRE AND POST MATRIX ESTIMATION**

| Time Period | Direction | Pre ME | Post ME |
|---|---|---|---|
| 0700-0800 | IB | 59% | 75% |
| | OB | 48% | 79% |
| | Total | 54% | 77% |
| 0800-0900 | IB | 73% | 75% |
| | OB | 59% | 82% |
| | Total | 66% | 79% |
| 0900-1000 | IB | 55% | 68% |
| | OB | 54% | 80% |
| | Total | 54% | 74% |

## Final Calibration Results

### *Overview*

4.47 The final flow calibration using adjusted matrices is presented below for flows crossing the cordons. The overall flows crossing the cordons provide a good match to the observed counts for the whole of the modelled period. In the 07:00 to 08:00 period, flows are still low in the outbound direction, but these flows are small and do not represent a significant element of overall demand. For the following periods the directional flows have a good match with observed. A detailed comparison of modelled and links flows can be seen in Appendix D.

**TABLE 4.14 2006 HIGHWAY CALIBRATION: FINAL CALIBRATION RESULTS**

| Time Period | Direction | Observed Count | SATURN Demand | Percentage Difference |
|---|---|---|---|---|
| **07:00 to 08:00** | Inbound | 45,574 | 43,945 | -4% |
| | Outbound | 31,646 | 27,718 | -12% |
| | **Total** | **77,220** | **71,663** | **-7%** |
| **08:00 to 09:00** | Inbound | 47,063 | 50,479 | 7% |
| | Outbound | 38,842 | 37,467 | -4% |
| | **Total** | **85,905** | **87,946** | **2%** |
| **09:00 to 10:00** | Inbound | 45,738 | 49,029 | 7% |
| | Outbound | 35,390 | 35,247 | 0% |
| | **Total** | **81,128** | **84,276** | **4%** |
| **07:00 to 10:00** | Inbound | 138,376 | 143,453 | 4% |
| | Outbound | 105,878 | 100,433 | -5% |
| | **Total** | **244,254** | **243,885** | **0%** |

4.48 In order to show the count validation on individual links Table 4.15 shows the results of the GEH analysis. A GEH of less than 5 is considered an excellent match against the observed counts, with less than 7.5 thought to be good and below 10 showing a reasonable correlation.

**TABLE 4.15 PROPORTIONS OF COUNTS MATCHING GEH CRITERIA ON THE CORDONS**

| | | Canal Cordon | | | Outer Cordon | | |
|---|---|---|---|---|---|---|---|
| | | GEH <5 | GEH <7.5 | GEH <10 | GEH <5 | GEH <7.5 | GEH <10 |
| **07:00-08:00** | IB | 46% | 75% | 86% | 30% | 59% | 89% |
| | OB | 46% | 64% | 75% | 50% | 64% | 79% |
| **08:00-09:00** | IB | 57% | 61% | 75% | 30% | 59% | 89% |
| | OB | 61% | 68% | 82% | 50% | 57% | 68% |
| **09:00-10:00** | IB | 46% | 61% | 68% | 30% | 59% | 89% |
| | OB | 43% | 71% | 79% | 52% | 67% | 81% |

4.49 The GEH proportions in the table above provide a satisfactory match for individual counts on the cordons. With the matrix representing arrival matrices the canal cordon should have the most reliable count comparisons in the AM peak. We can see the following results;

- GEH <5 for around 60% of links in the peak hour 08:00-09:00 on the canal cordon
- Over 60% under 7.5 GEH for all time periods on the canal
- For both canal and outer cordons high proportion of links <10

4.50 Since no matrix estimation has been carried with the input matrices, the level of calibration that has been achieved at an individual count level is considered to be acceptable. Also due to the limited number of repeat observations at the same count locations across a number of days, the individual count level calibration is liable to be affected by day to day variations in the count data.

4.51 From our own experience in developing such strategic models for Abu Dhabi, Liverpool and Central London the level of validation achieved at an individual count level for AM period of the DTO highway assignment model is comparable. There are also examples of other strategic models in the U.K. where individual count validation results are of similar levels as that achieved by the DTO model. Most relevant examples include Transport Model[2] for Scotland and PRISM – West Midlands[3]. In both cases the AM period validation at individual count level ranged from only 40% to 60% of all counts being within the acceptable (GEH<5) criteria.

***Independent Count Comparisons***

4.52 To assess the accuracy of the modelled flows, the counts other than the cordoned counts (used to factor the matrix) were compared to the modelled flows. Firstly the route mean squared normalized error (*RMSNE*) was used on counts across the network. RMSNE is a useful way of measuring the goodness of fit of a large number of observations and it heavily penalises large errors meaning that any significant problems are highlighted in the final number. We show the formulation for this metric below in equation 2.

**Route mean squared normalized error (*RMSNE*):** $$\sqrt{\frac{1}{N}\cdot\sum_{i=1}^{N}\left(\frac{x_i - y_i}{y_i}\right)^2} \qquad \text{(Equation 2)}$$

4.53 For RMNSE the nearer the value is to zero, the better the model fit, with values under 1 considered to indicate a reasonable level of fit. With the large number of observations (>700) and the effect of large errors being penalised the values in the table below indicate that the model has a good fit to the observed values.

[2] http://www.latis.org.uk/services/modelling/library/download_reports/TMfS05A_HCalValReport_05092008.pdf

[3] http://www.prism-wm.com/

**TABLE 4.16 ROOT MEAN SQUARED NORMALISED ERROR**

| Time Period | *RMNSE* |
|---|---|
| AM1 (07:00 – 08:00) | 0.63 |
| AM2 (08:00 – 09:00) | 0.67 |
| AM3 (09:00 – 10:00) | 0.59 |

4.54 In addition to the error value presented above, we have also plotted the observed counts against the flows for the three modelled periods. The diagonal line represents a perfect fit and it can be seen that the data points are clustered around the diagonal further indicating that the model replicated the observed conditions well.

**FIGURE 4.8 MODELLED FLOW 07:00-08:00: COUNT V ACTUAL**

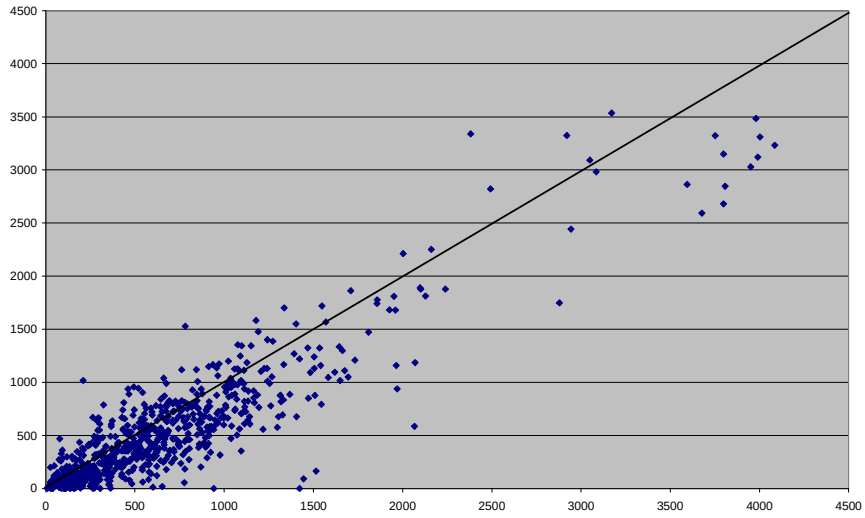


**FIGURE 4.9 MODELLED FLOW 08:00-09:00: COUNT V ACTUAL**

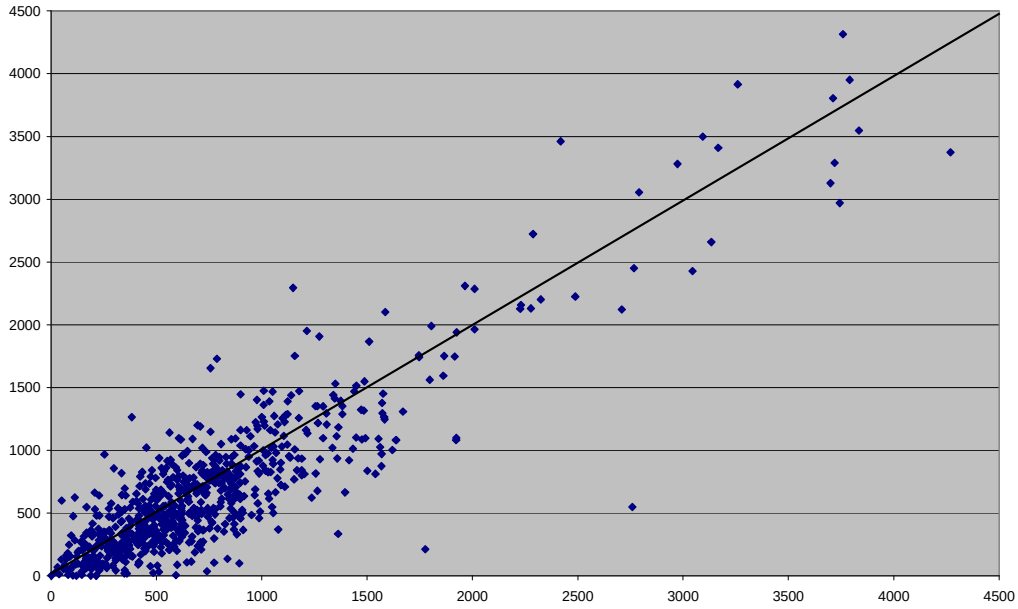
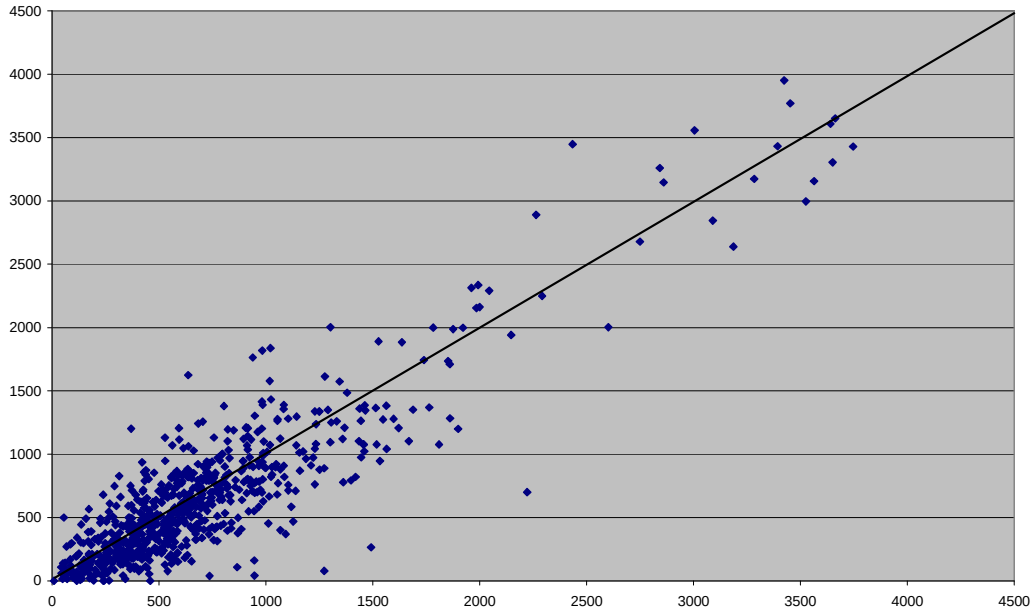



**FIGURE 4.10 MODELLED FLOW 09:00-10:00: COUNT V ACTUAL**




***Final Journey Time Analysis***

4.55 Presented below are the journey time comparisons for the final calibrated highway network. A total of 22 routes out of the 26 surveyed are within 15% of the observed journey times, meaning 85% of the routes are within the calibration criteria. The journey time comparisons are displayed in full in Appendix C which shows the intermediate times at junctions as well as the overall route comparison. This shows that the delays and times are replicated across the whole route including the M50 (route 21a and 21b).

**FIGURE 4.11 FINAL HIGHWAY JOURNEY TIME COMPARISONS**

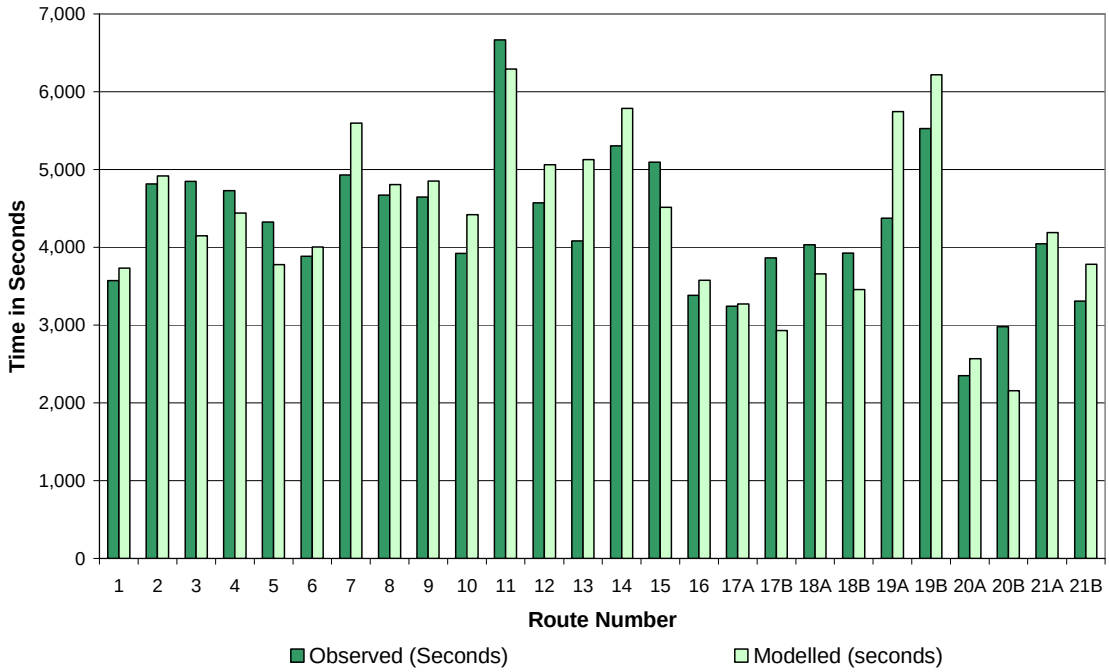



**TABLE 4.17 FINAL HIGHWAY JOURNEY TIME COMPARISON**

| Route | Observed (seconds) | Modelled (seconds) | Difference (seconds) | % Diff |
|---|---|---|---|---|
| 1 | 3570 | 3730 | 160 | 4% |
| 2 | 4813 | 4919 | 106 | 2% |
| 3 | 4849 | 4148 | -701 | -14% |
| 4 | 4729 | 4438 | -291 | -6% |
| 5 | 4325 | 3775 | -550 | -13% |
| 6 | 3885 | 4002 | 117 | 3% |
| 7 | 4930 | 5595 | 665 | 13% |
| 8 | 4672 | 4808 | 136 | 3% |
| 9 | 4647 | 4850 | 203 | 4% |
| 10 | 3920 | 4421 | 501 | 13% |
| 11 | 6664 | 6292 | -372 | -6% |
| 12 | 4572 | 5059 | 487 | 11% |
| 13 | 4081 | 5126 | 1045 | 26% |
| 14 | 5305 | 5785 | 480 | 9% |
| 15 | 5094 | 4516 | -578 | -11% |
| 16 | 3381 | 3577 | 196 | 6% |
| 17A | 3244 | 3270 | 26 | 1% |
| 17B | 3865 | 2928 | -937 | -24% |
| 18A | 4035 | 3657 | -378 | -9% |

| Route | Observed (seconds) | Modelled (seconds) | Difference (seconds) | % Diff |
|---|---|---|---|---|
| 18B | 3925 | 3454 | -471 | -12% |
| 19A | 4372 | 5744 | 1373 | 31% |
| 19B | 5523 | 6220 | 697 | 13% |
| 20A | 2349 | 2565 | 216 | 9% |
| 20B | 2979 | 2154 | -825 | -28% |
| 21A | 4045 | 4191 | 146 | 4% |
| 21B | 3305 | 3781 | 476 | 14% |
| **No of Routes within 15% of observed times** | | **22 routes** | | |
| **Percentage within 15% of observed times** | | **85%** | | |

### *Over Capacity Traffic Flows*

4.56 As mentioned previously in this report, the Dublin highway network suffers from high levels of congestion particularly in the peak hour (08:00-09:00). There is more demand on the network than the capacity to cope with it, resulting in traffic queuing into the following time periods. The way the matrix is constructed means that the full demand arriving at the destinations is assigned, therefore it is effectively modelling traffic queuing from the previous time period. Table 4.18 presents some assignment summary statistics showing a comparison of the modelled hour and the next time period. In our modelling framework this effectively represents traffic queuing from the previous period. The measures presented are: transient queues, over capacity queues, total network time, travel distance and link flows. Each of these metrics is defined below.

- *Transient Queues (PCU/hrs)* - Transient queues represent the queues caused at signal junctions or priority junctions, but where the movement is still operating within capacity for the modelled hour.
- Over Capacity Queues (PCU/hrs) - Over capacity queues represent the queues caused at junctions because the movement does not have enough capacity in the modelled hour.
- *Total Travel Time (PCU/hrs) - Total travel time represents the total travel time across the network.*
- *Travel Distance (PCU/kms)* - Travel distance represents the total distance travelled across the network.
- *Link Flows (PCU's) - Link flows represent the total flows on the network links.*

**TABLE 4.18 ASSIGMENT SUMMARY STATISTICS BY TIME PERIOD**

| AM1 (07:00-08:00) | | | | |
|---|---|---|---|---|
| | **Modelled Hour** | **Next time period** | **Total** | **Percent (next time period)** |
| **Transient Queues (PCU/HRs)** | 13,549 | 745 | 14,294 | 5% |
| **Over Capacity Queues (PCU/HRs)** | 2,689 | 409 | 3,098 | 13% |
| **Total Travel Time (PCU/HRs)** | 49,024 | 2,323 | 51,347 | 5% |
| **Travel Distance (PCU/KMs)** | 1,751,578 | 54,327 | 1,805,904 | 3% |
| **Link Flows (PCUs)** | 3,148,195 | 117,998 | 3,266,194 | 4% |
| **AM2 (08:00-09:00)** | | | | |
| | **Modelled Hour** | **Following time period** | **Total** | **Percent (next time period)** |
| **Transient Queues (PCU/HRS)** | 28,270 | 7,721 | 35,991 | 21% |
| **Over Capacity Queues (PCU/HRS)** | 19,346 | 7,496 | 26,843 | 28% |
| **Total Travel Time (PCU/HRS)** | 94,917 | 24,758 | 119,675 | 21% |
| **Travel Distance (PCU/KMs)** | 2,276,807 | 429,010 | 2,705,817 | 16% |
| **Link Flows (PCUs)** | 4,086,640 | 870,236 | 4,956,876 | 18% |
| **AM3 (09:00-10:00)** | | | | |
| | **Modelled Hour** | **Following time period** | **Total** | **Percent (next time period)** |
| **Transient Queues (PCU/HRS)** | 23,482 | 3,760 | 27,242 | 14% |
| **Over Capacity Queues (PCU/HRS)** | 9,706 | 2,746 | 12,452 | 22% |
| **Total Travel Time (PCU/HRS)** | 74,899 | 10,776 | 85,675 | 13% |
| **Travel Distance (PCU/KMs)** | 2,090,348 | 187,070 | 2,277,419 | 8% |
| **Link Flows (PCUs)** | 3,840,986 | 424,038 | 4,265,024 | 10% |

4.57 The statistics presented above are in line with what would be expected. The important comparison is the relative difference between the over capacity traffic between time periods. As mentioned earlier in the report the modelled demand is arrival traffic and therefore the traffic that cannot get through the network represents demand which begins its journey in the previous time period. The relatively small additional queuing in the 07:00-08:00 period is therefore consistent with this assumption, as the majority of traffic which arrives at their destination before 08:00 will not suffer from significant congestion.

4.58 The larger queues in the main peak hour are due to the high levels of congestion during this period. For significant amounts of traffic, to arrive during the peak hour, high levels of congestion on the road network will require drivers to leave their origin in the previous hour. The final period falls somewhere in the middle indicating the reducing congestion as the AM peak ends, but the higher levels of demand than in the pre peak.

## Conclusions

4.59 The results presented in this chapter demonstrate that the DTO recalibrated highway model is fit for purpose.

- The model matches the directional flows in and out of Dublin at a macro level;
- It has a good match against individual counts; and
- Accurately recreates network speeds and delays by matching the journey time surveys.

4.60 In addition this has been achieved by making only limited changes to the demand data provided by TAGM/TDM. This means that the trip distribution provided by the comprehensive survey data used in the matrix construction has been retained. It also results in a highway model that fits well within the full DTO model structure and can be reliably developed to test and appraise future year schemes and planning scenarios.

# 5. CONCLUSIONS AND RECOMMENDATIONS

5.1 The objective of this report was to summarise the update and calibration of the DTO transport model's AM period public transport (PT) and highway assignment models based on 2006 observed data. The processes used, assumptions taken and results obtained in each stage in this update exercise have been presented in detail in earlier sections of this report. Here we present the key conclusions of this exercise and recommendations for further enhancements of the model.

**Conclusions**

5.2 The AM period demand matrices developed for the 2006 updated version of the DTO model, both for PT and highway assignment models:

- Were directly based on the outputs from the TAGM/TDM stages of the model for the 07:00-10:00 period, which are in turn based on 2006 land use and demographic patterns in the Greater Dublin Area;
- Had to be adjusted at an individual hour (07:00-08:00, 08:00-09:00 and 09:00-10:00) to remove specific biases using factors derived from observed count data. However no automated matrix adjustments using counts have been carried out so as to retain a close link with the TAGM/TDM stages of the model; and
- Provide a good match with observed flow totals at cordon levels for both the highway and public transport model.

5.3 The update of the 2006 AM period PT assignment model has resulted in:

- Updates to the 2006 base year PT network information to accurately represent Dublin's PT system;
- Significant improvements to the representation of access to the PT network, especially in areas outside M50;
- More detailed representation of the Luas system with Luas specific fare curves and crowding curves; and
- Good calibration against total observed PT flows at a mode level arriving into Dublin city centre during the peak hour (08:00-09:00) which comprises of 50% of the total PT flow during the AM period.

5.4 The SATURN based highway assignment component of the DTO model has been updated and calibrated to accurately represent 2006 AM period road network conditions in the Greater Dublin Area. This update has provided:

- Accurate representation of the 2006 road network structure, capacity and junction details in Dublin for modelling purposes;
- Close matches between modelled and observed total flows crossing key cordons at the M50 and Dublin City Centre Canal;
- An acceptable level of calibration at an individual flow level considering the fact that no matrix estimation has been carried out; and
- Very good calibration against observed journey time on key routes, covering both arterial and circular and including minor roads and major roads, connecting different parts of the Greater Dublin Area.

5.5 In summary, the 2006 update and calibration exercise of DTO's PT and highway assignment models has delivered a significant improvement in representation of the supply side of Dublin's transport system. With close links maintained with the demand side of the DTO model, the assignment networks and associated demand information provide a robust starting point for testing future strategies and policies for Greater Dublin Area using the updated version of the DTO model.

## Recommendations for Future Enhancements

5.6 During the course of the DTO model update exercise we noted a number of areas for improvement and possible enhancements for different stages of the model. These were discussed in detail with DTO and many of these have been implemented and are discussed in earlier chapters. Some further recommendations for future enhancements are presented below.

### *Additional Data*

5.7 All strategic models are data hungry. DTO already has access to vast amount of recent and robust data sources for developing and updating its strategic models. However we have noticed a few gaps that could improve the model quality further but with a relatively small expansion of the data collection exercise. We would recommend collection of following data in the future to feed into the model calibration process:

*Journey time data*

5.8 To expand the travel time data collection task to cover inbound direction in the shoulder peaks (07:00-08:00, 09:00-10:00) and outbound direction across all periods.

*Additional freight data*

5.9 The HGV matrices are based on very old (1999) base information. Updating these matrices would be a valuable exercise and would require either Road Side Interviews (RSI's) or special site interviews for capturing freight movements.

*More repeat observations*

5.10 A number of counts used in this update exercise were: one day turn counts, bus occupancy counts, rail/Luas boarding and alighting counts. Calibration against individual counts is highly susceptible to biases introduced by a single day information which can be affected by numerous factors. In the UK, the guidance for data collection (Design Manual for Road and Bridges DMRB – Volume 12 Section 2 Part 1- Section 3.2.19) states that any counts that have their 95% confidence interval wider than ±15% should not be used in calibration and validation of models. In the case of the DTO model without repeat observations over a period of at least a week it is not possible to estimate the confidence interval of the counts hence their robustness for use in the model. Hence it would be advisable to carry out repeat observations at key locations covering:

- Traffic counts (including permanent ATC's around canal cordon)
- Station/stop boarding and alighting data
- Bus counts around the canal cordon

***Assignment Models***

5.11 In addition to the data collection exercise we have implemented a number of improvements to both the PT and highway assignment models. Further improvements to the model structure have been suggested to DTO, these have not been covered in this report. Some improvements which were identified are beyond the scope of the current update exercise, and are listed below.

*Restructuring the PT Model to allow representation of zero Luas fares.*

5.12 This particular improvement to the PT assignment model will allow representation of Luas passengers within the city centre who get complimentary travel on Luas as part of their rail tickets or passes.

*Network coverage in large zones outside of M50*

5.13 The zoning system and corresponding network details in the current model for areas outside M50 are too coarse in some cases where significant development has taken place. The model details in such areas warrant a finer zoning system and corresponding higher detail in the transport networks. We note that DTO adjust the zoning in these outer areas for the testing of specific schemes, however ensuring that the network coverage is also sufficient in these areas is a matter of great importance.

*Restructuring of interface between bus services and highway congestion*

5.14 The interface being used in the current model for updating bus speeds using highway network speeds and thereafter updating bus speeds to represent in the improvements due to QBC network implementation requires a thorough review and possibly updating. A key input requirement for updating this module would be observed bus speeds and highway speeds on both QBC and non-QBC routes.

# APPENDIX A

## PUBLIC TRANSPORT TESTS

# A1. PUBLIC TRANSPORT TEST SUMMARY

A1.1 For the calibration of PT model we carried out a series of test in which we altered various mode specific parameters to check if the mode specific penalties within the model were causing different public transport alternatives to be unattractive. The parameters were kept constant across the three hours.

A1.2 The tests involved alterations of PT model assignment parameters such as the boarding penalty, interchange penalty, adjustments to wait curve and crowding (multiplicative) curves being used. The original values of parameters are shown in the table below.

**APPENDIX: TABLE A1.1 PT ASSIGNMENT MODEL PARAMETER VALUES**

| Parameter | Mode | Initial Value |
|---|---|---|
| Boarding Penalty | Bus | 5 minutes |
| | Luas | 30 seconds |
| | Heavy Rail | 30 seconds |
| Interchange Penalty | Bus | 10 minutes |
| | Luas | 10 minutes |
| | Heavy Rail | 10 minutes |

A1.3 The tests which were carried out on the PT model are listed below.

- TEST 1 – Interchange Penalty =0, Value of time = 9.48
- TEST 2 – Interchange Penalty =0, Value of time = 9.48, Bus Boarding penalty = 2.5
- TEST 3 – Interchange Penalty =2, Value of time = 9.48, Bus Boarding penalty = 2.5, Wait Curve wait time reduced to half for up to 20 min headway.
- TEST 4 – Interchange Penalty =2, Value of time = 9.48, Bus Boarding penalty = 2.5, Wait Curve wait time reduced to half for up to 20 min headway, New network and new walk links.
- TEST 5 – Interchange Penalty =2, Value of time = 9.48, Bus Boarding penalty = 2.5, Bus and rail wait Curve wait time reduced to half for up to 20 min headway, New network.
- TEST 6 – Interchange Penalty =2, Value of time = 9.48, Bus Boarding penalty = 2.5, Wait Curve wait time reduced to half for up to 20 min headway, New network, and new walk links, New Luas wait curve with wait time reduced to 0ne-third up till 30 minutes headway.
- TEST 7 – Interchange Penalty =2, Value of time = 8.10, Bus Boarding penalty = 2.5, Wait Curve wait time reduced to half for up to 20 min headway, New network, and new walk links, Luas wait curve with original wait time values, New network, and new walk links, New Luas Multiplicative Curve.

A1.4 From TEST 6 and onwards, different parameter value crowding analysis was also carried out in parallel to the calibration analysis. The results for this analysis are also shown in this appendix.

# A2. PT TEST CALIBRATION RESULTS

A2.1 The calibration results for these tests are shown in the table below.

## Test 1 Results

**APPENDIX: TABLE A2.1 TEST 1 CALIBRATION RESULTS**

| Time Period | PT Mode | Observed | Modelled | % Difference |
|---|---|---|---|---|
| 07:00 to 08:00 | Bus | 31,631 | 38,861 | 23% |
| | Rail | 101,559 | 97,087 | -4% |
| | Luas | 46,964 | 43,016 | -8% |
| | **Total PT** | **180,154** | **178,964** | **-1%** |
| 08:00 to 09:00 | Bus | 51,285 | 57,631 | 12% |
| | Rail | 166,275 | 172,235 | 4% |
| | Luas | 86,383 | 81,515 | -6% |
| | **Total PT** | **303,943** | **311,380** | **2%** |
| 09:00 to 10:00 | Bus | 32,372 | 23,752 | -27% |
| | Rail | 60,298 | 90,113 | 49% |
| | Luas | 50,647 | 47,487 | -6% |
| | **Total PT** | **143,317** | **161,352** | **13%** |
| 07:00 to 10:00 | Bus | 115,288 | 120,245 | 4% |
| | Rail | 328,132 | 359,435 | 10% |
| | Luas | 183,994 | 172,017 | -7% |
| | **Total PT** | **627,414** | **651,697** | **4%** |

## Test 2 Results

**APPENDIX: TABLE A2.2 TEST 2 CALIBRATION RESULTS**

| Time Period | PT Mode | Observed | Modelled | % Difference |
|---|---|---|---|---|
| 07:00 to 08:00 | Bus | 31,631 | 39,618 | 25% |
| | Rail | 101,559 | 93,756 | -8% |
| | Luas | 46,964 | 40,421 | -14% |
| | **Total PT** | **180,154** | **173,795** | **-4%** |
| 08:00 to 09:00 | Bus | 51,285 | 58,287 | 14% |
| | Rail | 166,275 | 171,299 | 3% |
| | Luas | 86,383 | 76,313 | -12% |
| | **Total PT** | **303,943** | **305,900** | **1%** |
| 09:00 to 10:00 | Bus | 32,372 | 24,339 | -25% |
| | Rail | 60,298 | 88,261 | 46% |
| | Luas | 50,647 | 44,981 | -11% |
| | **Total PT** | **143,317** | **157,581** | **10%** |

| Time Period | PT Mode | Observed | Modelled | % Difference |
|---|---|---|---|---|
| 07:00 to 10:00 | Bus | 115,288 | 122,245 | 6% |
| | Rail | 328,132 | 353,316 | 8% |
| | Luas | 183,994 | 161,715 | -12% |
| | **Total PT** | **627,414** | **637,276** | **2%** |

## Test 3 Results

**APPENDIX: TABLE A2.3 TEST 3 CALIBRATION RESULTS**

| Time Period | PT Mode | Observed | Modelled | % Difference |
|---|---|---|---|---|
| 07:00 to 08:00 | Bus | 31,631 | 40,087 | 27% |
| | Rail | 101,559 | 92,431 | -9% |
| | Luas | 46,964 | 39,198 | -17% |
| | **Total PT** | **180,154** | **171,716** | **-5%** |
| 08:00 to 09:00 | Bus | 51,285 | 56,976 | 11% |
| | Rail | 166,275 | 178,294 | 7% |
| | Luas | 86,383 | 76,191 | -12% |
| | **Total PT** | **303,943** | **311,461** | **2%** |
| 09:00 to 10:00 | Bus | 32,372 | 24,426 | -25% |
| | Rail | 60,298 | 88,382 | 47% |
| | Luas | 50,647 | 44,874 | -11% |
| | **Total PT** | **143,317** | **157,682** | **10%** |
| 07:00 to 10:00 | Bus | 115,288 | 121,490 | 5% |
| | Rail | 328,132 | 359,106 | 9% |
| | Luas | 183,994 | 160,263 | -13% |
| | **Total PT** | **627,414** | **640,859** | **2%** |

## Test 4 Results

**APPENDIX: TABLE A2.4 TEST 4 CALIBRATION RESULTS**

| Time Period | PT Mode | Observed | Modelled | % Difference |
|---|---|---|---|---|
| 07:00 to 08:00 | Bus | 31,631 | 35,928 | 14% |
| | Rail | 101,559 | 99,570 | -2% |
| | Luas | 46,964 | 42,980 | -8% |
| | **Total PT** | **180,154** | **178,478** | **-1%** |
| 08:00 to 09:00 | Bus | 51,285 | 53,878 | 5% |
| | Rail | 166,275 | 174,844 | 5% |
| | Luas | 86,383 | 77,439 | -10% |
| | **Total PT** | **303,943** | **306,162** | **1%** |
| 09:00 to 10:00 | Bus | 32,372 | 21,723 | -33% |
| | Rail | 60,298 | 90,550 | 50% |

| Time Period | PT Mode | Observed | Modelled | % Difference |
|---|---|---|---|---|
| | Luas | 50,647 | 45,925 | -9% |
| | **Total PT** | **143,317** | **158,198** | **10%** |
| **07:00 to 10:00** | Bus | 115,288 | 111,530 | -3% |
| | Rail | 328,132 | 364,964 | 11% |
| | Luas | 183,994 | 166,345 | -10% |
| | **Total PT** | **627,414** | **642,838** | **2%** |

## Test 5 Results

**APPENDIX: TABLE A2.5 TEST 5 CALIBRATION RESULTS**

| Time Period | PT Mode | Observed | Modelled | % Difference |
|---|---|---|---|---|
| **07:00 to 08:00** | Bus | 31,631 | 40,158 | 27% |
| | Rail | 101,559 | 94,369 | -7% |
| | Luas | 46,964 | 38,058 | -19% |
| | **Total PT** | **180,154** | **172,585** | **-4%** |
| **08:00 to 09:00** | Bus | 51,285 | 58,570 | 14% |
| | Rail | 166,275 | 172,484 | 4% |
| | Luas | 86,383 | 75,951 | -12% |
| | **Total PT** | **303,943** | **307,004** | **1%** |
| **09:00 to 10:00** | Bus | 32,372 | 25,338 | -22% |
| | Rail | 60,298 | 85,604 | 42% |
| | Luas | 50,647 | 44,442 | -12% |
| | **Total PT** | **143,317** | **155,384** | **8%** |
| **07:00 to 10:00** | Bus | 115,288 | 124,066 | 8% |
| | Rail | 328,132 | 352,456 | 7% |
| | Luas | 183,994 | 158,451 | -14% |
| | **Total PT** | **627,414** | **634,974** | **1%** |

## Test 6 Results

**APPENDIX: TABLE A2.6 TEST 6 CALIBRATION RESULTS**

| Time Period | PT Mode | Observed | Modelled | % Difference |
|---|---|---|---|---|
| **07:00 to 08:00** | Bus | 31,631 | 42,729 | 35% |
| | Rail | 101,559 | 95,418 | -6% |
| | Luas | 46,981 | 40,946 | -13% |
| | **Total PT** | **180,171** | **179,094** | **-1%** |
| **08:00 to 09:00** | Bus | 51,285 | 63,025 | 23% |
| | Rail | 166,275 | 168,956 | 2% |
| | Luas | 86,411 | 73,476 | -15% |
| | **Total PT** | **303,971** | **305,457** | **0%** |

| Time Period | PT Mode | Observed | Modelled | % Difference |
|---|---|---|---|---|
| 09:00 to 10:00 | Bus | 32,372 | 28,414 | -12% |
| | Rail | 60,298 | 76,889 | 28% |
| | Luas | 50,647 | 33,180 | -34% |
| | **Total PT** | **143,317** | **138,483** | **-3%** |
| 07:00 to 10:00 | Bus | 115,288 | 134,168 | 16% |
| | Rail | 328,132 | 341,263 | 4% |
| | Luas | 184,039 | 147,602 | -20% |
| | **Total PT** | **627,459** | **623,034** | **-1%** |

## Test 7 Results

**APPENDIX: TABLE A2.7 TEST 7 CALIBRATION RESULTS**

| Time Period | PT Mode | Observed | Modelled | % Difference |
|---|---|---|---|---|
| 07:00 to 08:00 | Bus | 31,631 | 42,698 | 35% |
| | Rail | 101,559 | 95,402 | -6% |
| | Luas | 46,981 | 41,258 | -12% |
| | **Total PT** | **180,171** | **179,358** | **0%** |
| 08:00 to 09:00 | Bus | 51,285 | 62,725 | 22% |
| | Rail | 166,275 | 169,002 | 2% |
| | Luas | 86,411 | 76,414 | -12% |
| | **Total PT** | **303,971** | **308,140** | **1%** |
| 09:00 to 10:00 | Bus | 32,372 | 28,395 | -12% |
| | Rail | 60,298 | 76,898 | 28% |
| | Luas | 50,647 | 33,409 | -34% |
| | **Total PT** | **143,317** | **138,702** | **-3%** |
| 07:00 to 10:00 | Bus | 115,288 | 133,818 | 16% |
| | Rail | 328,132 | 341,302 | 4% |
| | Luas | 184,039 | 151,081 | -18% |
| | **Total PT** | **627,459** | **626,201** | **0%** |

# APPENDIX B

## DETAILED PT RESULTS BY MODE

# B1. LUAS GREEN ANALYSIS

| Time Period - 7:00 - 8:00 | | | | | |
|---|---|---|---|---|---|
| **Green IN** | **Node_No** | **Link** | **Observed Flow** | **Model Flow** | **Difference** |
| Stephens Gn | 7446 | 7446 | | | |
| Harcourt | 7444 | 74447446 | 1167 | 1,274 | 9% |
| Charlemont | 7442 | 74427444 | 1273 | 1,593 | 25% |
| Ranelagh | 7440 | 74407442 | 1378 | 1,890 | 37% |
| Beechwood | 7438 | 74387440 | 1367 | 1,936 | 42% |
| Cowper | 7436 | 74367438 | 1334 | 1,896 | 42% |
| Milltown | 7434 | 74347436 | 1326 | 1,815 | 37% |
| Windy Arbour | 7432 | 74327434 | 1196 | 1,656 | 38% |
| Dundrum | 7430 | 74307432 | 1076 | 1,508 | 40% |
| Balally | 7428 | 74287430 | 845 | 1,096 | 30% |
| Kilmacud | 7426 | 74267428 | 592 | 583 | -2% |
| Stillorgan | 7424 | 74247426 | 371 | 372 | 0% |
| Sandyford | 7422 | 74227424 | 222 | 322 | 45% |
| Total | | | **12,147** | **15,939** | |
| | | | | | |
| **Green OUT** | **Node_No** | **Link** | **Observed Flow** | **Model Flow** | **Difference** |
| Stephens Gn | 7446 | 74467444 | 762 | 196 | -74% |
| Harcourt | 7444 | 74447442 | 860 | 544 | -37% |
| Charlemont | 7442 | 74427440 | 993 | 626 | -37% |
| Ranelagh | 7440 | 74407438 | 1081 | 727 | -33% |
| Beechwood | 7438 | 74387436 | 1158 | 770 | -33% |
| Cowper | 7436 | 74367434 | 1168 | 806 | -31% |
| Milltown | 7434 | 74347432 | 1166 | 824 | -29% |
| Windy Arbour | 7432 | 74327430 | 1190 | 796 | -33% |
| Dundrum | 7430 | 74307428 | 1156 | 749 | -35% |
| Balally | 7428 | 74287426 | 1117 | 670 | -40% |
| Kilmacud | 7426 | 74267424 | 1077 | 638 | -41% |
| Stillorgan | 7424 | 74247422 | 734 | 585 | -20% |
| Sandyford | 7422 | 7422 | | | |
| Total | | | **12,462** | **7,931** | |

| Time Period - 8:00 - 9:00 | | | | | |
|---|---|---|---|---|---|
| **Green IN** | **Node_No** | **Link** | **Observed Flow** | **Model Flow** | **Difference** |
| Stephens Gn | 7446 | 7446 | | | |
| Harcourt | 7444 | 74447446 | 2159 | 2,751 | 27% |
| Charlemont | 7442 | 74427444 | 2584 | 3,342 | 29% |
| Ranelagh | 7440 | 74407442 | 3009 | 3,854 | 28% |
| Beechwood | 7438 | 74387440 | 3038 | 3,944 | 30% |
| Cowper | 7436 | 74367438 | 3022 | 3,850 | 27% |
| Milltown | 7434 | 74347436 | 2936 | 3,797 | 29% |
| Windy Arbour | 7432 | 74327434 | 2622 | 3,321 | 27% |
| Dundrum | 7430 | 74307432 | 2360 | 3,061 | 30% |
| Balally | 7428 | 74287430 | 1875 | 2,196 | 17% |
| Kilmacud | 7426 | 74267428 | 1280 | 1,179 | -8% |
| Stillorgan | 7424 | 74247426 | 871 | 782 | -10% |
| Sandyford | 7422 | 74227424 | 485 | 669 | 38% |
| Total | | | **26,241** | **32,744** | |

| Green OUT | Node_No | Link | Observed Flow | Model Flow | Difference |
|---|---|---|---|---|---|
| Stephens Gn | 7446 | 74467444 | 994 | 628 | -37% |
| Harcourt | 7444 | 74447442 | 1114 | 1,153 | 3% |
| Charlemont | 7442 | 74427440 | 1266 | 1,307 | 3% |
| Ranelagh | 7440 | 74407438 | 1390 | 1,516 | 9% |
| Beechwood | 7438 | 74387436 | 1514 | 1,598 | 6% |
| Cowper | 7436 | 74367434 | 1555 | 1,674 | 8% |
| Milltown | 7434 | 74347432 | 1606 | 1,701 | 6% |
| Windy Arbour | 7432 | 74327430 | 1631 | 1,564 | -4% |
| Dundrum | 7430 | 74307428 | 1604 | 1,480 | -8% |
| Balally | 7428 | 74287426 | 1556 | 1,353 | -13% |
| Kilmacud | 7426 | 74267424 | 1443 | 1,218 | -16% |
| Stillorgan | 7424 | 74247422 | 809 | 1,051 | 30% |
| Sandyford | 7422 | 7422 | | | |
| Total | | | **16,482** | **16,241** | |

| Time Period - 9:00 - 10:00 | | | | | |
|---|---|---|---|---|---|
| **Green IN** | **Node_No** | **Link** | **Observed Flow** | **Model Flow** | **Difference** |
| Stephens Gn | 7446 | 7446 | | | |
| Harcourt | 7444 | 74447446 | 1242 | 1121 | -10% |
| Charlemont | 7442 | 74427444 | 1608 | 1333 | -17% |
| Ranelagh | 7440 | 74407442 | 1827 | 1534 | -16% |
| Beechwood | 7438 | 74387440 | 1814 | 1558 | -14% |
| Cowper | 7436 | 74367438 | 1662 | 1519 | -9% |
| Milltown | 7434 | 74347436 | 1603 | 1489 | -7% |
| Windy Arbour | 7432 | 74327434 | 1302 | 1280 | -2% |
| Dundrum | 7430 | 74307432 | 1114 | 1169 | 5% |
| Balally | 7428 | 74287430 | 782 | 833 | 6% |
| Kilmacud | 7426 | 74267428 | 454 | 488 | 8% |
| Stillorgan | 7424 | 74247426 | 334 | 314 | -6% |
| Sandyford | 7422 | 74227424 | 145 | 271 | 87% |
| Total | | | **13,887** | **12,909** | |
| | | | | | |
| **Green OUT** | **Node_No** | **Link** | **Observed Flow** | **Model Flow** | **Difference** |
| Stephens Gn | 7446 | 74467444 | 510 | 201 | -61% |
| Harcourt | 7444 | 74447442 | 574 | 492 | -14% |
| Charlemont | 7442 | 74427440 | 616 | 557 | -10% |
| Ranelagh | 7440 | 74407438 | 641 | 635 | -1% |
| Beechwood | 7438 | 74387436 | 674 | 669 | -1% |
| Cowper | 7436 | 74367434 | 686 | 703 | 2% |
| Milltown | 7434 | 74347432 | 668 | 714 | 7% |
| Windy Arbour | 7432 | 74327430 | 667 | 654 | -2% |
| Dundrum | 7430 | 74307428 | 573 | 614 | 7% |
| Balally | 7428 | 74287426 | 509 | 542 | 7% |
| Kilmacud | 7426 | 74267424 | 481 | 481 | 0% |
| Stillorgan | 7424 | 74247422 | 300 | 438 | 46% |
| Sandyford | 7422 | 7422 | | | |
| Total | | | **6,899** | **6,701** | |

# B2. LUAS RED ANALYSIS

| Time Period - 7:00 - 8:00 | | | | | |
|---|---|---|---|---|---|
| **Red IN** | **Node_No** | **Link** | **Observed Flow** | **Model Flow** | **Difference** |
| Connolly | 7948 | 79467948 | 519 | 437 | -16% |
| Busaras | 7946 | 79427946 | 740 | 933 | 26% |
| Abbey | 7942 | 79407942 | 1107 | 1,724 | 56% |
| Jervis | 7940 | 79387940 | 1245 | 2,129 | 71% |
| Four Courts | 7938 | 79367938 | 1246 | 2,175 | 75% |
| Smithfield | 7936 | 79347936 | 1124 | 2,165 | 93% |
| Museum | 7934 | 79327934 | 1082 | 2,131 | 97% |
| Heuston | 7932 | 79307932 | 956 | 1,455 | 52% |
| James's | 7930 | 79287930 | 937 | 1,462 | 56% |
| Fatima | 7928 | 79267928 | 919 | 1,504 | 64% |
| Rialto | 7926 | 79247926 | 867 | 1,472 | 70% |
| Suir Road | 7924 | 79227924 | 865 | 1,435 | 66% |
| Goldenbridge | 7922 | 79207922 | 841 | 1,365 | 62% |
| Drimnagh | 7920 | 79187920 | 812 | 1,316 | 62% |
| Blackhorse | 7918 | 79167918 | 768 | 1,202 | 56% |
| Bluebell | 7916 | 79147916 | 743 | 1,161 | 56% |
| Kylemore | 7914 | 79127914 | 783 | 1,155 | 48% |
| Red Cow | 7912 | 79107912 | 583 | 871 | 49% |
| Kingswood | 7910 | 79087910 | 463 | 768 | 66% |
| Belgard | 7908 | 79067908 | 404 | 692 | 71% |
| Cookstown | 7906 | 79047906 | 353 | 642 | 82% |
| Hospital | 7904 | 79027904 | 291 | 199 | -31% |
| Tallaght | 7902 | 7902 | | | |
| Total | | | **17,648** | **28,395** | |
| | | | | | |
| **Red Out** | **Node_No** | **Link** | **Observed Flow** | **Model Flow** | **Difference** |
| Connolly | 7948 | 7948 | | | |
| Busaras | 7946 | 79487946 | 495 | 267 | -46% |
| Abbey | 7942 | 79467942 | 570 | 334 | -41% |
| Jervis | 7940 | 79427940 | 797 | 399 | -50% |
| Four Courts | 7938 | 79407938 | 858 | 356 | -58% |
| Smithfield | 7936 | 79387936 | 878 | 300 | -66% |
| Museum | 7934 | 79367934 | 902 | 280 | -69% |
| Heuston | 7932 | 79347932 | 969 | 332 | -66% |
| James's | 7930 | 79327930 | 933 | 407 | -56% |
| Fatima | 7928 | 79307928 | 886 | 382 | -57% |
| Rialto | 7926 | 79287926 | 885 | 366 | -59% |
| Suir Road | 7924 | 79267924 | 915 | 342 | -63% |
| Goldenbridge | 7922 | 79247922 | 931 | 337 | -64% |
| Drimnagh | 7920 | 79227920 | 938 | 337 | -64% |
| Blackhorse | 7918 | 79207918 | 934 | 340 | -64% |
| Bluebell | 7916 | 79187916 | 938 | 308 | -67% |
| Kylemore | 7914 | 79167914 | 904 | 247 | -73% |
| Red Cow | 7912 | 79147912 | 836 | 201 | -76% |
| Kingswood | 7910 | 79127910 | 819 | 179 | -78% |
| Belgard | 7908 | 79107908 | 805 | 165 | -80% |
| Cookstown | 7906 | 79087906 | 759 | 165 | -78% |
| Hospital | 7904 | 79067904 | 731 | 143 | -80% |
| Tallaght | 7902 | 79047902 | 672 | 93 | -86% |
| Total | | | **18,355** | **6,279** | |

| Time Period - 8:00 - 9:00 | | | | | |
|---|---|---|---|---|---|
| **Red IN** | **Node_No** | **Link** | **Observed Flow** | **Model Flow** | **Difference** |
| Connolly | 7948 | 79468148 | 561 | 817 | 46% |
| Busaras | 7946 | 79427946 | 1117 | 1,417 | 27% |
| Abbey | 7942 | 79407942 | 1876 | 2,678 | 43% |
| Jervis | 7940 | 79387940 | 2378 | 3,218 | 35% |
| Four Courts | 7938 | 79367938 | 2429 | 3,276 | 35% |
| Smithfield | 7936 | 79347936 | 2358 | 3,289 | 39% |
| Museum | 7934 | 82327934 | 2270 | 3,272 | 44% |
| Heuston | 7932 | 79308232 | 1432 | 2,369 | 65% |
| James's | 7930 | 79287930 | 1463 | 2,377 | 62% |
| Fatima | 7928 | 79267928 | 1458 | 2,427 | 66% |
| Rialto | 7926 | 79247926 | 1392 | 2,312 | 66% |
| Suir Road | 7924 | 79227924 | 1305 | 2,220 | 70% |
| Goldenbridge | 7922 | 79207922 | 1270 | 2,078 | 64% |
| Drimnagh | 7920 | 79187920 | 1207 | 1,998 | 66% |
| Blackhorse | 7918 | 79167918 | 1115 | 1,813 | 63% |
| Bluebell | 7916 | 79147916 | 1072 | 1,711 | 60% |
| Kylemore | 7914 | 79127914 | 1107 | 1,742 | 57% |
| Red Cow | 7912 | 79107912 | 928 | 1,477 | 59% |
| Kingswood | 7910 | 79087910 | 712 | 1,323 | 86% |
| Belgard | 7908 | 79067908 | 616 | 1,209 | 96% |
| Cookstown | 7906 | 79047906 | 542 | 1,110 | 105% |
| Hospital | 7904 | 79027904 | 467 | 447 | -4% |
| Tallaght | 7902 | | | | |
| Total | | | **29,075** | **44,580** | |
| | | | | | |
| **Red Out** | **Node_No** | **Link** | **Observed Flow** | **Model Flow** | **Difference** |
| Connolly | 7948 | | | | |
| Busaras | 7946 | 81487946 | 720 | 729 | 1% |
| Abbey | 7942 | 79467942 | 840 | 876 | 4% |
| Jervis | 7940 | 79427940 | 1135 | 1,091 | -4% |
| Four Courts | 7938 | 79407938 | 1146 | 985 | -14% |
| Smithfield | 7936 | 79387936 | 1089 | 907 | -17% |
| Museum | 7934 | 79367934 | 1056 | 883 | -16% |
| Heuston | 7932 | 79348232 | 1059 | 1,025 | -3% |
| James's | 7930 | 82327930 | 1028 | 1,216 | 18% |
| Fatima | 7928 | 79307928 | 875 | 1,179 | 35% |
| Rialto | 7926 | 79287926 | 890 | 1,145 | 29% |
| Suir Road | 7924 | 79267924 | 885 | 1,104 | 25% |
| Goldenbridge | 7922 | 79247922 | 911 | 1,100 | 21% |
| Drimnagh | 7920 | 79227920 | 916 | 1,098 | 20% |
| Blackhorse | 7918 | 79207918 | 921 | 1,102 | 20% |
| Bluebell | 7916 | 79187916 | 894 | 1,062 | 19% |
| Kylemore | 7914 | 79167914 | 826 | 929 | 12% |
| Red Cow | 7912 | 79147912 | 639 | 831 | 30% |
| Kingswood | 7910 | 79127910 | 521 | 701 | 35% |
| Belgard | 7908 | 79107908 | 519 | 633 | 22% |
| Cookstown | 7906 | 79087906 | 435 | 608 | 40% |
| Hospital | 7904 | 79067904 | 368 | 582 | 58% |
| Tallaght | 7902 | 79047902 | 301 | 323 | 7% |
| Total | | | **17,974** | **20,108** | |

| Time Period - 9:00 - 10:00 | | | | | |
|---|---|---|---|---|---|
| **Red IN** | **Node_No** | **Link** | **Observed Flow** | **Model Flow** | **Difference** |
| Connolly | 7948 | 79468148 | 134 | 354 | 164% |
| Busaras | 7946 | 79427946 | 733 | 648 | -12% |
| Abbey | 7942 | 79407942 | 1185 | 1,433 | 21% |
| Jervis | 7940 | 79387940 | 1306 | 1,781 | 36% |
| Four Courts | 7938 | 79367938 | 1281 | 1,824 | 42% |
| Smithfield | 7936 | 79347936 | 1255 | 1,837 | 46% |
| Museum | 7934 | 82327934 | 908 | 1,835 | 102% |
| Heuston | 7932 | 79308232 | 965 | 1,418 | 47% |
| James's | 7930 | 79287930 | 942 | 1,379 | 46% |
| Fatima | 7928 | 79267928 | 891 | 1,399 | 57% |
| Rialto | 7926 | 79247926 | 867 | 1,334 | 54% |
| Suir Road | 7924 | 79227924 | 852 | 1,291 | 52% |
| Goldenbridge | 7922 | 79207922 | 815 | 1,204 | 48% |
| Drimnagh | 7920 | 79187920 | 749 | 1,154 | 54% |
| Blackhorse | 7918 | 79167918 | 708 | 1,053 | 49% |
| Bluebell | 7916 | 79147916 | 691 | 1,002 | 45% |
| Kylemore | 7914 | 79127914 | 478 | 986 | 106% |
| Red Cow | 7912 | 79107912 | 363 | 771 | 112% |
| Kingswood | 7910 | 79087910 | 311 | 705 | 127% |
| Belgard | 7908 | 79067908 | 263 | 645 | 145% |
| Cookstown | 7906 | 79047906 | 226 | 600 | 165% |
| Hospital | 7904 | 79027904 | | 243 | |
| Tallaght | 7902 | | | | |
| Total | | | **15,923** | **24,896** | |
| | | | | | |
| **Red Out** | **Node_No** | **Link** | **Observed Flow** | **Model Flow** | **Difference** |
| Connolly | 7948 | | | | |
| Busaras | 7946 | 81487946 | 488 | 251 | -58% |
| Abbey | 7942 | 79467942 | 598 | 309 | -62% |
| Jervis | 7940 | 79427940 | 822 | 380 | -56% |
| Four Courts | 7938 | 79407938 | 857 | 351 | -52% |
| Smithfield | 7936 | 79387936 | 733 | 318 | -52% |
| Museum | 7934 | 79367934 | 669 | 306 | -54% |
| Heuston | 7932 | 79348232 | 661 | 340 | -46% |
| James's | 7930 | 82327930 | 633 | 389 | -21% |
| Fatima | 7928 | 79307928 | 494 | 374 | -20% |
| Rialto | 7926 | 79287926 | 470 | 361 | -21% |
| Suir Road | 7924 | 79267924 | 457 | 344 | -23% |
| Goldenbridge | 7922 | 79247922 | 445 | 342 | -23% |
| Drimnagh | 7920 | 79227920 | 444 | 343 | -25% |
| Blackhorse | 7918 | 79207918 | 457 | 344 | -20% |
| Bluebell | 7916 | 79187916 | 429 | 327 | -21% |
| Kylemore | 7914 | 79167914 | 414 | 268 | -20% |
| Red Cow | 7912 | 79147912 | 337 | 221 | -23% |
| Kingswood | 7910 | 79127910 | 287 | 205 | -28% |
| Belgard | 7908 | 79107908 | 284 | 185 | -29% |
| Cookstown | 7906 | 79087906 | 261 | 178 | -17% |
| Hospital | 7904 | 79067904 | 214 | 169 | 9% |
| Tallaght | 7902 | 79047902 | 155 | 100 | |
| Total | | | **10,609** | **6,403** | |

# B3. BUS ANALYSIS

| 07:00 - 08:00 | | | | | |
|---|---|---|---|---|---|
| CORDON | | | Link Volume | | |
| A_NODE | B_NODE | Location | Model | Observed | Difference |
| 2186 | 2184 | Barrow Street | 76 | 168 | -55% |
| 2961 | 2134 | Mount Street Bridge | 202 | 317 | -36% |
| 2951 | 2124 | Baggot Street Bridge | 169 | 119 | 42% |
| 2931 | 2112 | Leeson Street Bridge | 1,213 | 686 | 77% |
| 2911 | 2092 | Charlemount Street Bridge | 19 | 129 | -85% |
| 2711 | 2059 | Portobello Bridge | 422 | 993 | -58% |
| 2891 | 2890 | Harolds Cross Bridge | 953 | 638 | 49% |
| 2871 | 2447 | Clougher Road | 4 | 94 | -96% |
| 2861 | 2364 | Dolphins Barn | 741 | 648 | 14% |
| 2350 | 2354 | South Circular Road | 37 | 160 | -77% |
| 2338 | 2337 | Old Kilmainham | 402 | 778 | -48% |
| 2313 | 2306 | St Johns Road West | 1,370 | 481 | 185% |
| 1942 | 1941 | Conyngham Road | 1,379 | 943 | 46% |
| 1919 | 1471 | Blackhorse Ave. | 251 | 342 | -27% |
| 1917 | 1469 | Old Cabra Road | 1,654 | 506 | 227% |
| 1908 | 1431 | Cabra Road (St. Peter's Ch.) | 858 | 701 | 22% |
| 1469 | 1450 | Nth. Circular Road(Charleville) | 37 | 281 | -87% |
| 1429 | 1428 | Phibsborough Road North | 507 | 655 | -23% |
| 1799 | 1329 | Ballybough (Clarke's) Bridge | 61 | 184 | -67% |
| 1131 | 1319 | Newcomen Road Bridge | 2,019 | 1,744 | 16% |
| 1410 | 1394 | Binns Bridge | 2,945 | 1,834 | 61% |
| **TOTAL** | | | **15,319** | **12,401** | **24%** |

| OUTER - Inbound | | | Link Volume | | |
|---|---|---|---|---|---|
| A_NODE | B_NODE | Location | Model | Observed | Difference |
| 5131 | 2908 | Dundrum Rd. - Bird Avenue | 15 | 77 | -81% |
| 1638 | 1637 | Raheny Village | 281 | 247 | 14% |
| 1859 | 1858 | Swords Rd. - Collins Avenue | 1,150 | 859 | 34% |
| 4019 | 4017 | Firhouse Rd. - Ballycullen | 270 | 411 | -34% |
| 3483 | 3480 | Blanchardstown Village | 487 | 546 | -11% |
| 5161 | 2919 | Clonskeagh Hospital | 5 | 99 | -95% |
| 5095 | 5096 | Dun Laoghaire | 0 | 267 | -100% |
| 4181 | 4173 | Glenview Estate Tallaght Rd.- M50 | 154 | 185 | -17% |
| 3504 | 1668 | Coast Rd. Baldoyle Junction | 91 | 162 | -44% |
| 3730 | 3731 | St. Margarets Rd. | 48 | 46 | 4% |
| 2897 | 2718 | Terenure Rd. East | 363 | 755 | -52% |
| 2897 | 2900 | Terenure Rd. North | 507 | 314 | 61% |
| 1667 | 1665 | Grange Rd. | 43 | 67 | -35% |
| 5128 | 5149 | Rathfarnham - Tescos Garage | 0 | 132 | -100% |
| 1728 | 1727 | Ballymun Rd. NCT Centre | 343 | 50 | 585% |
| 3601 | 1703 | Old Swords Rd. RCSI Sports | 611 | 286 | 114% |
| 4395 | 4382 | Coldcut Rd. | 244 | 257 | -5% |
| 5123 | 5129 | Wyckham Way | 337 | 31 | 987% |
| 1682 | 1681 | Clarehall | 407 | 494 | -18% |
| 5024 | 5023 | Foxrock Church | 836 | 1,022 | -18% |
| 4286 | 4283 | Whitehall Rd. Wellington Lane | 111 | 277 | -60% |
| 3392 | 3421 | Navan Rd. | 2,157 | 1,456 | 48% |
| 2826 | 2820 | Ballyfermot Rd. - Kylemore Rd. | 143 | 332 | -57% |
| 4066 | 4065 | Ballyboden Rd. - Taylors Lane | 17 | 163 | -90% |
| 4442 | 4441 | Fox and Geese | 0 | 127 | -100% |
| 1764 | 1760 | Finglas Tescos | 870 | 497 | 75% |
| 5165 | 5164 | Goat Grill | 0 | 7 | -99% |
| 2866 | 2865 | Drimnagh Rd. - Walkinstown Cross | 388 | 527 | -26% |
| 4317 | 4311 | Kings Hospital | 2,341 | 992 | 136% |
| 3400 | 1796 | Ballycoolin Rd. - Cappagh Hospital | 162 | 146 | 11% |
| 4275 | 4274 | Greenhills Rd. - Cuckoo's Nest | 157 | 373 | -58% |
| 4161 | 2899 | Templeogue Rd. - Templeville RD. | 518 | 785 | -34% |

| | | | | | |
|---|---|---|---|---|---|
| 1724 | 1723 | Ballymun Rd. | 602 | 238 | 153% |
| 5043 | 5042 | Blackrock | 65 | 253 | -74% |
| **TOTAL** | | | **13,723** | **12,480** | **10%** |

| **OUTER - Outbound** | | | **Link Volume** | | |
|---|---|---|---|---|---|
| **A_NODE** | **B_NODE** | **Location** | **Model** | **Observed** | **Difference** |
| 2908 | 5131 | Dundrum Rd. - Bird Avenue | 78 | 163 | -52% |
| 1637 | 1638 | Raheny Village | 107 | 89 | 21% |
| 1858 | 1859 | Swords Rd. - Collins Avenue | 974 | 463 | 110% |
| 4017 | 4019 | Firhouse Rd. - Ballycullen | 108 | 72 | 50% |
| 3480 | 3483 | Blanchardstown Village | 344 | 355 | -3% |
| 2919 | 5161 | Clonskeagh Hospital | 134 | 148 | -9% |
| 5096 | 5095 | Dun Laoghaire | 290 | 154 | 88% |
| 4173 | 4181 | Glenview Estate Tallaght Rd.- M50 | 169 | 200 | -15% |
| 1668 | 3504 | Coast Rd. Baldoyle Junction | 96 | 59 | 62% |
| 3731 | 3730 | St. Margarets Rd. | 50 | 18 | 178% |
| 2718 | 2897 | Terenure Rd. East | 175 | 240 | -27% |
| 2900 | 2897 | Terenure Rd. North | 122 | 128 | -5% |
| 1665 | 1667 | Grange Rd. | 10 | 0 | 0% |
| 5149 | 5128 | Rathfarnham - Tescos Garage | 0 | 170 | -100% |
| 1727 | 1728 | Ballymun Rd. NCT Centre | 127 | 4 | 3063% |
| 1703 | 3601 | Old Swords Rd. RCSI Sports | 918 | 492 | 87% |
| 4382 | 4395 | Coldcut Rd. | 146 | 118 | 24% |
| 5129 | 5123 | Wyckham Way | 57 | 27 | 113% |
| 1681 | 1682 | Clarehall | 120 | 228 | -47% |
| 5023 | 5024 | Foxrock Church | 69 | 320 | -78% |
| 4283 | 4286 | Whitehall Rd. Wellington Lane | 38 | 49 | -22% |
| 3421 | 3392 | Navan Rd. | 412 | 558 | -26% |
| 2820 | 2826 | Ballyfermot Rd. - Kylemore Rd. | 122 | 243 | -50% |
| 4065 | 4066 | Ballyboden Rd. - Taylors Lane | 0 | 13 | -100% |
| 4441 | 4442 | Fox and Geese | 0 | 229 | -100% |
| 1760 | 1764 | Finglas Tescos | 222 | 167 | 33% |
| 5164 | 5165 | Goat Grill | 104 | 45 | 131% |
| 2865 | 2866 | Drimnagh Rd. - Walkinstown Cross | 548 | 425 | 29% |
| 4311 | 4317 | Kings Hospital | 464 | 200 | 132% |
| 1796 | 3400 | Ballycoolin Rd. - Cappagh Hospital | 275 | 397 | -31% |
| 4274 | 4275 | Greenhills Rd. - Cuckoo's Nest | 258 | 192 | 35% |
| 2899 | 4161 | Templeogue Rd. - Templeville RD. | 220 | 251 | -13% |
| 1723 | 1724 | Ballymun Rd. | 122 | 315 | -61% |
| 5042 | 5043 | Blackrock | 552 | 218 | 153% |
| **TOTAL** | | | **7,432** | **6,750** | **10%** |

| **08:00 - 09:00** | | | | | |
|---|---|---|---|---|---|
| **CORDON** | | | **Link Volume** | | |
| **A_NODE** | **B_NODE** | **Location** | **Model** | **Observed** | **Difference** |
| 2186 | 2184 | Barrow Street | 266 | 237 | 12% |
| 2961 | 2134 | Mount Street Bridge | 102 | 577 | -82% |
| 2951 | 2124 | Baggot Street Bridge | 174 | 372 | -53% |
| 2931 | 2112 | Leeson Street Bridge | 2,226 | 3,276 | -32% |
| 2911 | 2092 | Charlemount Street Bridge | 23 | 91 | -75% |
| 2711 | 2059 | Portobello Bridge | 889 | 1,290 | -31% |
| 2891 | 2890 | Harolds Cross Bridge | 1,518 | 1,227 | 24% |
| 2871 | 2447 | Clougher Road | 3 | 75 | -96% |
| 2861 | 2364 | Dolphins Barn | 1,447 | 1,456 | -1% |
| 2350 | 2354 | South Circular Road | 20 | 245 | -92% |
| 2338 | 2337 | Old Kilmainham | 797 | 660 | 21% |
| 2313 | 2306 | St Johns Road West | 2,823 | 2,224 | 27% |
| 1942 | 1941 | Conyngham Road | 1,333 | 843 | 58% |
| 1919 | 1471 | Blackhorse Ave. | 635 | 378 | 68% |

| | | | | | |
|---|---|---|---|---|---|
| 1917 | 1469 | Old Cabra Road | 1,704 | 1,216 | 40% |
| 1908 | 1431 | Cabra Road (St. Peter's Ch.) | 1,998 | 1,724 | 16% |
| 1469 | 1450 | Nth. Circular Road(Charleville) | 50 | 318 | -84% |
| 1429 | 1428 | Phibsborough Road North | 888 | 1,110 | -20% |
| 1799 | 1329 | Ballybough (Clarke's) Bridge | 65 | 364 | -82% |
| 1131 | 1319 | Newcomen Road Bridge | 2,969 | 3,653 | -19% |
| 1410 | 1394 | Binns Bridge | 6,501 | 3,614 | 80% |
| **TOTAL** | | | **26,430** | **24,950** | **6%** |

| **OUTER - Inbound** | | | **Link Volume** | | |
|---|---|---|---|---|---|
| **A_NODE** | **B_NODE** | **Location** | **Model** | **Observed** | **Difference** |
| 5131 | 2908 | Dundrum Rd. - Bird Avenue | 30 | 68 | -55% |
| 1638 | 1637 | Raheny Village | 532 | 356 | 50% |
| 1859 | 1858 | Swords Rd. - Collins Avenue | 3,916 | 1,165 | 236% |
| 4019 | 4017 | Firhouse Rd. - Ballycullen | 537 | 307 | 75% |
| 3483 | 3480 | Blanchardstown Village | 349 | 318 | 10% |
| 5161 | 2919 | Clonskeagh Hospital | 4 | 129 | -97% |
| 5095 | 5096 | Dun Laoghaire | 0 | 292 | -100% |
| 4181 | 4173 | Glenview Estate Tallaght Rd.- M50 | 307 | 405 | -24% |
| 3504 | 1668 | Coast Rd. Baldoyle Junction | 89 | 292 | -70% |
| 3730 | 3731 | St. Margarets Rd. | 113 | 31 | 263% |
| 2897 | 2718 | Terenure Rd. East | 891 | 1,119 | -20% |
| 2897 | 2900 | Terenure Rd. North | 755 | 725 | 4% |
| 1667 | 1665 | Grange Rd. | 87 | 119 | -27% |
| 5128 | 5149 | Rathfarnham - Tescos Garage | 0 | 339 | -100% |
| 1728 | 1727 | Ballymun Rd. NCT Centre | 387 | 47 | 724% |
| 3601 | 1703 | Old Swords Rd. RCSI Sports | 1,166 | 224 | 421% |
| 4395 | 4382 | Coldcut Rd. | 650 | 407 | 60% |
| 5123 | 5129 | Wyckham Way | 774 | 68 | 1038% |
| 1682 | 1681 | Clarehall | 494 | 422 | 17% |
| 5024 | 5023 | Foxrock Church | 1,152 | 1,741 | -34% |
| 4286 | 4283 | Whitehall Rd. Wellington Lane | 169 | 356 | -53% |
| 3392 | 3421 | Navan Rd. | 3,390 | 2,158 | 57% |
| 2826 | 2820 | Ballyfermot Rd. - Kylemore Rd. | 300 | 891 | -66% |
| 4066 | 4065 | Ballyboden Rd. - Taylors Lane | 26 | 63 | -59% |
| 4442 | 4441 | Fox and Geese | 0 | 247 | -100% |
| 1764 | 1760 | Finglas Tescos | 1,359 | 871 | 56% |
| 5165 | 5164 | Goat Grill | 0 | 33 | -100% |
| 2866 | 2865 | Drimnagh Rd. - Walkinstown Cross | 996 | 834 | 19% |
| 4317 | 4311 | Kings Hospital | 2,949 | 2,266 | 30% |
| 3400 | 1796 | Ballycoolin Rd. - Cappagh Hospital | 181 | 225 | -19% |
| 4275 | 4274 | Greenhills Rd. - Cuckoo's Nest | 589 | 356 | 65% |
| 4161 | 2899 | Templeogue Rd. - Templeville RD. | 1,248 | 1,016 | 23% |
| 1724 | 1723 | Ballymun Rd. | 1,042 | 831 | 25% |
| 5043 | 5042 | Blackrock | 12 | 237 | -95% |
| **TOTAL** | | | **24,493** | **18,958** | **29%** |

| **OUTER - Outbound** | | | **Link Volume** | | |
|---|---|---|---|---|---|
| **A_NODE** | **B_NODE** | **Location** | **Model** | **Observed** | **Difference** |
| 2908 | 5131 | Dundrum Rd. - Bird Avenue | 73 | 99 | -27% |
| 1637 | 1638 | Raheny Village | 207 | 170 | 22% |
| 1858 | 1859 | Swords Rd. - Collins Avenue | 1,314 | 525 | 150% |
| 4017 | 4019 | Firhouse Rd. - Ballycullen | 88 | 84 | 4% |
| 3480 | 3483 | Blanchardstown Village | 608 | 122 | 398% |
| 2919 | 5161 | Clonskeagh Hospital | 172 | 268 | -36% |
| 5096 | 5095 | Dun Laoghaire | 199 | 226 | -12% |
| 4173 | 4181 | Glenview Estate Tallaght Rd.- M50 | 180 | 92 | 96% |
| 1668 | 3504 | Coast Rd. Baldoyle Junction | 94 | 180 | -48% |
| 3731 | 3730 | St. Margarets Rd. | 71 | 17 | 320% |
| 2718 | 2897 | Terenure Rd. East | 223 | 161 | 38% |

| | | | | | |
|---|---|---|---|---|---|
| 2900 | 2897 | Terenure Rd. North | 163 | 168 | -3% |
| 1665 | 1667 | Grange Rd. | 27 | 0 | 0% |
| 5149 | 5128 | Rathfarnham - Tescos Garage | 0 | 198 | -100% |
| 1727 | 1728 | Ballymun Rd. NCT Centre | 242 | 14 | 1631% |
| 1703 | 3601 | Old Swords Rd. RCSI Sports | 688 | 422 | 63% |
| 4382 | 4395 | Coldcut Rd. | 282 | 115 | 145% |
| 5129 | 5123 | Wyckham Way | 114 | 53 | 115% |
| 1681 | 1682 | Clarehall | 178 | 163 | 9% |
| 5023 | 5024 | Foxrock Church | 210 | 829 | -75% |
| 4283 | 4286 | Whitehall Rd. Wellington Lane | 116 | 132 | -12% |
| 3421 | 3392 | Navan Rd. | 634 | 453 | 40% |
| 2820 | 2826 | Ballyfermot Rd. - Kylemore Rd. | 250 | 356 | -30% |
| 4065 | 4066 | Ballyboden Rd. - Taylors Lane | 8 | 9 | -9% |
| 4441 | 4442 | Fox and Geese | 0 | 89 | -100% |
| 1760 | 1764 | Finglas Tescos | 401 | 172 | 133% |
| 5164 | 5165 | Goat Grill | 45 | 34 | 32% |
| 2865 | 2866 | Drimnagh Rd. - Walkinstown Cross | 979 | 667 | 47% |
| 4311 | 4317 | Kings Hospital | 706 | 344 | 105% |
| 1796 | 3400 | Ballycoolin Rd. - Cappagh Hospital | 311 | 341 | -9% |
| 4274 | 4275 | Greenhills Rd. - Cuckoo's Nest | 481 | 138 | 248% |
| 2899 | 4161 | Templeogue Rd. - Templeville RD. | 225 | 159 | 41% |
| 1723 | 1724 | Ballymun Rd. | 226 | 391 | -42% |
| 5042 | 5043 | Blackrock | 367 | 186 | 98% |
| **TOTAL** | | | **9,881** | **7,377** | **34%** |

| **09:00 - 10:00** | | | | | |
|---|---|---|---|---|---|
| **CORDON** | | | **Link Volume** | | |
| **A_NODE** | **B_NODE** | **Location** | **Model** | **Observed** | **Difference** |
| 2186 | 2184 | Barrow Street | 75 | 343 | -78% |
| 2961 | 2134 | Mount Street Bridge | 40 | 452 | -91% |
| 2951 | 2124 | Baggot Street Bridge | 171 | 400 | -57% |
| 2931 | 2112 | Leeson Street Bridge | 881 | 1,791 | -51% |
| 2911 | 2092 | Charlemount Street Bridge | 20 | 97 | -79% |
| 2711 | 2059 | Portobello Bridge | 337 | 1,615 | -79% |
| 2891 | 2890 | Harolds Cross Bridge | 784 | 1,014 | -23% |
| 2871 | 2447 | Clougher Road | 1 | 134 | -99% |
| 2861 | 2364 | Dolphins Barn | 522 | 955 | -45% |
| 2350 | 2354 | South Circular Road | 3 | 258 | -99% |
| 2338 | 2337 | Old Kilmainham | 369 | 784 | -53% |
| 2313 | 2306 | St Johns Road West | 684 | 367 | 86% |
| 1942 | 1941 | Conyngham Road | 899 | 1,073 | -16% |
| 1919 | 1471 | Blackhorse Ave. | 350 | 269 | 30% |
| 1917 | 1469 | Old Cabra Road | 333 | 475 | -30% |
| 1908 | 1431 | Cabra Road (St. Peter's Ch.) | 816 | 599 | 36% |
| 1469 | 1450 | Nth. Circular Road(Charleville) | 29 | 145 | -80% |
| 1429 | 1428 | Phibsborough Road North | 353 | 718 | -51% |
| 1799 | 1329 | Ballybough (Clarke's) Bridge | 18 | 233 | -92% |
| 1131 | 1319 | Newcomen Road Bridge | 1,256 | 2,714 | -54% |
| 1410 | 1394 | Binns Bridge | 2,989 | 2,520 | 19% |
| **TOTAL** | | | **10,927** | **16,956** | **-36%** |

| **OUTER - Inbound** | | | **Link Volume** | | |
|---|---|---|---|---|---|
| **A_NODE** | **B_NODE** | **Location** | **Model** | **Observed** | **Difference** |
| 5131 | 2908 | Dundrum Rd. - Bird Avenue | 37 | 101 | -64% |
| 1638 | 1637 | Raheny Village | 237 | 354 | -33% |
| 1859 | 1858 | Swords Rd. - Collins Avenue | 1,661 | 626 | 165% |
| 4019 | 4017 | Firhouse Rd. - Ballycullen | 195 | 136 | 43% |
| 3483 | 3480 | Blanchardstown Village | 261 | 316 | -17% |
| 5161 | 2919 | Clonskeagh Hospital | 2 | 106 | -98% |

| | | | | | |
|---|---|---|---|---|---|
| 5095 | 5096 | Dun Laoghaire | 0 | 300 | -100% |
| 4181 | 4173 | Glenview Estate Tallaght Rd.- M50 | 165 | 60 | 175% |
| 3504 | 1668 | Coast Rd. Baldoyle Junction | 28 | 86 | -67% |
| 3730 | 3731 | St. Margarets Rd. | 47 | 21 | 125% |
| 2897 | 2718 | Terenure Rd. East | 345 | 626 | -45% |
| 2897 | 2900 | Terenure Rd. North | 428 | 363 | 18% |
| 1667 | 1665 | Grange Rd. | 40 | 10 | 298% |
| 5128 | 5149 | Rathfarnham - Tescos Garage | 0 | 254 | -100% |
| 1728 | 1727 | Ballymun Rd. NCT Centre | 184 | 21 | 774% |
| 3601 | 1703 | Old Swords Rd. RCSI Sports | 534 | 713 | -25% |
| 4395 | 4382 | Coldcut Rd. | 295 | 204 | 44% |
| 5123 | 5129 | Wyckham Way | 242 | 791 | -69% |
| 1682 | 1681 | Clarehall | 201 | 459 | -56% |
| 5024 | 5023 | Foxrock Church | 350 | 647 | -46% |
| 4286 | 4283 | Whitehall Rd. Wellington Lane | 108 | 197 | -45% |
| 3392 | 3421 | Navan Rd. | 1,097 | 1,013 | 8% |
| 2826 | 2820 | Ballyfermot Rd. - Kylemore Rd. | 122 | 386 | -68% |
| 4066 | 4065 | Ballyboden Rd. - Taylors Lane | 2 | 45 | -96% |
| 4442 | 4441 | Fox and Geese | 0 | 164 | -100% |
| 1764 | 1760 | Finglas Tescos | 662 | 278 | 138% |
| 5165 | 5164 | Goat Grill | 0 | 7 | -100% |
| 2866 | 2865 | Drimnagh Rd. - Walkinstown Cross | 308 | 686 | -55% |
| 4317 | 4311 | Kings Hospital | 1,172 | 799 | 47% |
| 3400 | 1796 | Ballycoolin Rd. - Cappagh Hospital | 219 | 63 | 248% |
| 4275 | 4274 | Greenhills Rd. - Cuckoo's Nest | 185 | 267 | -31% |
| 4161 | 2899 | Templeogue Rd. - Templeville RD. | 445 | 549 | -19% |
| 1724 | 1723 | Ballymun Rd. | 384 | 209 | 84% |
| 5043 | 5042 | Blackrock | 64 | 158 | -60% |
| **TOTAL** | | | **10,021** | **11,015** | **-9%** |

| **OUTER - Outbound** | | | **Link Volume** | | |
|---|---|---|---|---|---|
| **A_NODE** | **B_NODE** | **Location** | **Model** | **Observed** | **Difference** |
| 2908 | 5131 | Dundrum Rd. - Bird Avenue | 38 | 41 | -7% |
| 1637 | 1638 | Raheny Village | 101 | 62 | 63% |
| 1858 | 1859 | Swords Rd. - Collins Avenue | 865 | 309 | 180% |
| 4017 | 4019 | Firhouse Rd. - Ballycullen | 42 | 30 | 42% |
| 3480 | 3483 | Blanchardstown Village | 211 | 241 | -13% |
| 2919 | 5161 | Clonskeagh Hospital | 43 | 153 | -72% |
| 5096 | 5095 | Dun Laoghaire | 165 | 156 | 6% |
| 4173 | 4181 | Glenview Estate Tallaght Rd.- M50 | 156 | 24 | 551% |
| 1668 | 3504 | Coast Rd. Baldoyle Junction | 34 | 54 | -38% |
| 3731 | 3730 | St. Margarets Rd. | 37 | 14 | 165% |
| 2718 | 2897 | Terenure Rd. East | 130 | 71 | 83% |
| 2900 | 2897 | Terenure Rd. North | 70 | 90 | -22% |
| 1665 | 1667 | Grange Rd. | 9 | 0 | 0% |
| 5149 | 5128 | Rathfarnham - Tescos Garage | 0 | 154 | -100% |
| 1727 | 1728 | Ballymun Rd. NCT Centre | 85 | 1 | 8416% |
| 1703 | 3601 | Old Swords Rd. RCSI Sports | 466 | 290 | 61% |
| 4382 | 4395 | Coldcut Rd. | 126 | 142 | -11% |
| 5129 | 5123 | Wyckham Way | 60 | 40 | 50% |
| 1681 | 1682 | Clarehall | 105 | 148 | -29% |
| 5023 | 5024 | Foxrock Church | 118 | 368 | -68% |
| 4283 | 4286 | Whitehall Rd. Wellington Lane | 46 | 57 | -19% |
| 3421 | 3392 | Navan Rd. | 407 | 241 | 69% |
| 2820 | 2826 | Ballyfermot Rd. - Kylemore Rd. | 108 | 204 | -47% |
| 4065 | 4066 | Ballyboden Rd. - Taylors Lane | 2 | 8 | -72% |
| 4441 | 4442 | Fox and Geese | 0 | 58 | -100% |
| 1760 | 1764 | Finglas Tescos | 148 | 113 | 31% |
| 5164 | 5165 | Goat Grill | 13 | 16 | -17% |
| 2865 | 2866 | Drimnagh Rd. - Walkinstown Cross | 423 | 267 | 59% |

| | | | | | |
|---|---|---|---|---|---|
| 4311 | 4317 | Kings Hospital | 305 | 144 | 112% |
| 1796 | 3400 | Ballycoolin Rd. - Cappagh Hospital | 156 | 141 | 11% |
| 4274 | 4275 | Greenhills Rd. - Cuckoo's Nest | 217 | 132 | 65% |
| 2899 | 4161 | Templeogue Rd. - Templeville RD. | 149 | 91 | 64% |
| 1723 | 1724 | Ballymun Rd. | 92 | 354 | -74% |
| 5042 | 5043 | Blackrock | 335 | 187 | 79% |
| **TOTAL** | | | **5,264** | **4,401** | **20%** |

# B4. RAIL ANALYSIS

| Time Period - 7:00 - 8:00 | | | | | |
|---|---|---|---|---|---|
| **From** | **To** | **Link** | **Observed Volume** | **Model Volume** | **Difference** |
| Enfield | Kilcock | 80268028 | 333 | 83 | -75% |
| Kilcock | Maynooth | 80288030 | 237 | 152 | -36% |
| Maynooth | Leixlip Louisa Bridge | 80308032 | 977 | 175 | -82% |
| Leixlip Louisa Bridge | Leixlip Confey | 80328034 | 987 | 253 | -74% |
| Leixlip Confey | Clonsilla | 80348036 | 1174 | 264 | -78% |
| Clonsilla | Coolmine | 80368038 | 1550 | 301 | -81% |
| Coolmine | Castleknock | 80388040 | 2204 | 397 | -82% |
| Castleknock | Ashtown | 80408042 | 2357 | 418 | -82% |
| Ashtown | Broombridge | 80428044 | 1372 | 412 | -70% |
| Broombridge | Drumcondra | 80448046 | 1376 | 409 | -70% |
| Drumcondra | Connolly | 80468148 | 1299 | 305 | -77% |
| Mullingar | Enfield | 80248026 | 131 | 13 | -90% |
| Drogheda | Dundalk | 81168114 | 0 | 19 | - |
| Laytown | Drogheda | 81188116 | 0 | 59 | - |
| Gormanston | Laytown | 81228118 | 0 | 0 | - |
| Balbriggan | Gormanston | 81248122 | 9 | 59 | 551% |
| Skerries | Balbriggan | 81268124 | 6 | 116 | 1828% |
| Rush & Lusk | Skerries | 81288126 | 0 | 130 | - |
| Donabate | Rush & Lusk | 81308128 | 0 | 134 | - |
| Malahide | Donabate | 81328130 | 0 | 152 | - |
| Kilcoole | Greystones | 81868184 | 254 | 237 | -7% |
| Wicklow | Kilcoole | 81888186 | 238 | 243 | 2% |
| Rathdrum | Wicklow | 81908188 | 126 | 57 | -54% |
| Arklow | Rathdrum | 81928190 | 82 | 69 | -16% |
| Dundalk | Drogheda | 81148116 | 339 | 69 | -80% |
| Drogheda | Laytown | 81168118 | 759 | 513 | -32% |
| Laytown | Gormanston | 81188122 | 1115 | 0 | -100% |
| Gormanston | Balbriggan | 81228124 | 825 | 513 | -38% |
| Balbriggan | Skerries | 81248126 | 2246 | 1,149 | -49% |
| Skerries | Rush & Lusk | 81268128 | 2093 | 1,512 | -28% |
| Rush & Lusk | Donabate | 81288130 | 2371 | 1,742 | -27% |
| Donabate | Malahide | 81308132 | 3120 | 1,952 | -37% |
| Greystones | Kilcoole | 81848186 | 0 | 0 | - |
| Kilcoole | Wicklow | 81868188 | 0 | 0 | - |
| Wicklow | Rathdrum | 81888190 | 0 | 0 | - |
| Rathdrum | Arklow | 81908192 | 0 | 0 | - |
| Enfield | Mullingar | 80268024 | 0 | 0 | - |
| Kilcock | Enfield | 80288026 | 0 | 0 | - |
| Maynooth | Kilcock | 80308028 | 0 | 0 | - |
| Leixlip Louisa Bridge | Maynooth | 80328030 | 15 | 46 | 206% |
| Leixlip Confey | Leixlip Louisa Bridge | 80348032 | 94 | 87 | -8% |
| Clonsilla | Leixlip Confey | 80368034 | 95 | 91 | -4% |
| Coolmine | Clonsilla | 80388036 | 89 | 94 | 6% |
| Castleknock | Coolmine | 80408038 | 87 | 96 | 10% |
| Ashtown | Castleknock | 80428040 | 87 | 97 | 11% |
| Broombridge | Ashtown | 80448042 | 84 | 95 | 14% |
| Drumcondra | Broombridge | 80468044 | 82 | 105 | 28% |
| Connolly | Drumcondra | 81488046 | 110 | 68 | -39% |
| Tara Street | Connolly | 81508148 | 556 | 682 | 23% |
| Pearse | Tara Street | 81528150 | 630 | 1,383 | 120% |
| Grand Canal Dock | Pearse | 81548152 | 1415 | 1,724 | 22% |
| Lansdowne Road | Grand Canal Dock | 81568154 | 1507 | 1,881 | 25% |
| Sandymount | Lansdowne Road | 81588156 | 1652 | 1,952 | 18% |
| Sydney Parade | Sandymount | 81608158 | 1479 | 1,954 | 32% |
| Booterstown | Sydney Parade | 81628160 | 1525 | 1,906 | 25% |
| Blackrock | Booterstown | 81648162 | 1486 | 1,858 | 25% |
| Seapoint | Blackrock | 81668164 | 1388 | 1,696 | 22% |
| Salthill & Monkstown | Seapoint | 81688166 | 1314 | 1,681 | 28% |
| Dún Laoghaire | Salthill & Monkstown | 81708168 | 1949 | 1,524 | -22% |
| Sandycove & Glasthule | Dún Laoghaire | 81728170 | 1843 | 1,350 | -27% |
| Glenageary | Sandycove & Glasthule | 81748172 | 1724 | 1,229 | -29% |
| Dalkey | Glenageary | 81768174 | 0 | 1,157 | - |
| Killiney | Dalkey | 81788176 | 1741 | 1,026 | -41% |
| Shankill | Killiney | 81808178 | 1372 | 963 | -30% |
| Bray | Shankill | 81828180 | 1348 | 869 | -36% |
| Greystones | Bray | 81848182 | 836 | 586 | -30% |
| Portmarnock | Malahide | 81348132 | 44 | 214 | 387% |
| Howth Jct & Donaghmede | Portmarnock | 81368134 | 74 | 216 | 192% |
| Kilbarrack | Howth Jct & Donaghmede | 81388136 | 171 | 340 | 99% |
| Raheny | Kilbarrack | 81408138 | 234 | 347 | 48% |

| | | | | | |
|---|---|---|---|---|---|
| Harmonstown | Raheny | 81428140 | 246 | 363 | 48% |
| Killester | Harmonstown | 81448142 | 246 | 371 | 51% |
| Clontarf Road | Killester | 81468144 | 311 | 376 | 21% |
| Connolly | Clontarf Road | 81488146 | 543 | 399 | -26% |
| Sutton | Howth | 81338131 | 80 | 46 | -43% |
| Bayside | Sutton | 81358133 | 107 | 50 | -53% |
| Howth Jct & Donaghmede | Bayside | 81368135 | 192 | 125 | -35% |
| Howth | Sutton | 81318133 | 269 | 190 | -29% |
| Sutton | Bayside | 81338135 | 424 | 314 | -26% |
| Bayside | Howth Jct & Donaghmede | 81358136 | 713 | 564 | -21% |
| Connolly | Tara Street | 81488150 | 4316 | 3,999 | -7% |
| Tara Street | Pearse | 81508152 | 3674 | 1,864 | -49% |
| Pearse | Grand Canal Dock | 81528154 | 1710 | 1,041 | -39% |
| Grand Canal Dock | Lansdowne Road | 81548156 | 1467 | 837 | -43% |
| Lansdowne Road | Sandymount | 81568158 | 1179 | 635 | -46% |
| Sandymount | Sydney Parade | 81588160 | 1121 | 519 | -54% |
| Sydney Parade | Booterstown | 81608162 | 1079 | 473 | -56% |
| Booterstown | Blackrock | 81628164 | 892 | 432 | -52% |
| Blackrock | Seapoint | 81648166 | 596 | 325 | -46% |
| Seapoint | Salthill & Monkstown | 81668168 | 513 | 319 | -38% |
| Salthill & Monkstown | Dún Laoghaire | 81688170 | 521 | 298 | -43% |
| Dún Laoghaire | Sandycove & Glasthule | 81708172 | 400 | 135 | -66% |
| Sandycove & Glasthule | Glenageary | 81728174 | 260 | 121 | -53% |
| Glenageary | Dalkey | 81748176 | 231 | 108 | -53% |
| Dalkey | Killiney | 81768178 | 284 | 73 | -74% |
| Killiney | Shankill | 81788180 | 166 | 63 | -62% |
| Shankill | Bray | 81808182 | 140 | 59 | -58% |
| Bray | Greystones | 81828184 | 0 | 22 | - |
| Malahide | Portmarnock | 81328134 | 2226 | 2,431 | 9% |
| Portmarnock | Howth Jct & Donaghmede | 81348136 | 1516 | 2,457 | 62% |
| Howth Jct & Donaghmede | Kilbarrack | 81368138 | 2826 | 3,266 | 16% |
| Kilbarrack | Raheny | 81388140 | 2268 | 3,449 | 52% |
| Raheny | Harmonstown | 81408142 | 2743 | 3,771 | 37% |
| Harmonstown | Killester | 81428144 | 3049 | 3,962 | 30% |
| Killester | Clontarf Road | 81448146 | 3519 | 4,219 | 20% |
| Clontarf Road | Connolly | 81468148 | 1832 | 4,354 | 138% |
| Portarlington | Monasterevan | 82178219 | 509 | 358 | -30% |
| Athy | Kildare | 82188220 | 139 | 0 | -100% |
| Monasterevan | Carlow | 82198216 | 339 | 0 | -100% |
| Kildare | Newbridge | 82208222 | 1218 | 585 | -52% |
| Newbridge | Sallins & Naas | 82228224 | 802 | 764 | -5% |
| Sallins & Naas | Hazelhatch & Celbridge | 82248226 | 1594 | 897 | -44% |
| Hazelhatch & Celbridge | Clondalkin | 82268228 | 1351 | 956 | -29% |
| Clondalkin | Cherry Orchard/Parkwest | 82288230 | 534 | 952 | 78% |
| Cherry Orchard/Parkwest | Heuston | 82308232 | 503 | 969 | 93% |
| Carlow | Athy | 82168218 | 59 | 0 | -100% |
| Carlow | Monasterevan | 82168219 | 0 | 0 | - |
| Athy | Carlow | 82188216 | 0 | 0 | - |
| Monasterevan | Portarlington | 82198217 | 10 | 0 | -100% |
| Kildare | Athy | 82208218 | 0 | 0 | - |
| Newbridge | Kildare | 82228220 | 33 | 90 | 173% |
| Sallins & Naas | Newbridge | 82248222 | 7 | 147 | 2002% |
| Hazelhatch & Celbridge | Sallins & Naas | 82268224 | 26 | 106 | 307% |
| Clondalkin | Hazelhatch & Celbridge | 82288226 | 28 | 110 | 292% |
| Cherry Orchard/Parkwest | Clondalkin | 82308228 | 27 | 87 | 224% |
| Heuston | Cherry Orchard/Parkwest | 82328230 | 110 | 86 | -22% |
| | | | **101,559** | **87,359** | |

| **Time Period - 8:00- 9:00** | | | | | |
|---|---|---|---|---|---|
| **From** | **To** | **Link** | **Observed Volume** | **Model Volume** | **Difference** |
| Enfield | Kilcock | 80268028 | 157 | 438 | 179% |
| Kilcock | Maynooth | 80288030 | 209 | 464 | 122% |
| Maynooth | Leixlip Louisa Bridge | 80308032 | 371 | 847 | 128% |
| Leixlip Louisa Bridge | Leixlip Confey | 80328034 | 862 | 1,243 | 44% |
| Leixlip Confey | Clonsilla | 80348036 | 1044 | 1,292 | 24% |
| Clonsilla | Coolmine | 80368038 | 1806 | 1,987 | 10% |
| Coolmine | Castleknock | 80388040 | 2564 | 2,500 | -2% |
| Castleknock | Ashtown | 80408042 | 2462 | 2,715 | 10% |
| Ashtown | Broombridge | 80428044 | 3646 | 2,726 | -25% |
| Broombridge | Drumcondra | 80448046 | 3654 | 2,746 | -25% |
| Drumcondra | Connolly | 80468148 | 3378 | 2,126 | -37% |

| | | | | | |
|---|---|---|---|---|---|
| Mullingar | Enfield | 80248026 | 90 | 87 | -3% |
| Drogheda | Dundalk | 81168114 | 40 | 20 | -51% |
| Laytown | Drogheda | 81188116 | 44 | 68 | 55% |
| Gormanston | Laytown | 81228118 | 42 | 0 | -100% |
| Balbriggan | Gormanston | 81248122 | 42 | 73 | 73% |
| Skerries | Balbriggan | 81268124 | 57 | 202 | 254% |
| Rush & Lusk | Skerries | 81288126 | 76 | 240 | 216% |
| Donabate | Rush & Lusk | 81308128 | 80 | 249 | 212% |
| Malahide | Donabate | 81328130 | 106 | 270 | 154% |
| Kilcoole | Greystones | 81868184 | 0 | 439 | - |
| Wicklow | Kilcoole | 81888186 | 0 | 445 | - |
| Rathdrum | Wicklow | 81908188 | 0 | 203 | - |
| Arklow | Rathdrum | 81928190 | 0 | 231 | - |
| Dundalk | Drogheda | 81148116 | 0 | 0 | - |
| Drogheda | Laytown | 81168118 | 410 | 173 | -58% |
| Laytown | Gormanston | 81188122 | 436 | 0 | -100% |
| Gormanston | Balbriggan | 81228124 | 149 | 170 | 14% |
| Balbriggan | Skerries | 81248126 | 897 | 541 | -40% |
| Skerries | Rush & Lusk | 81268128 | 1938 | 1,302 | -33% |
| Rush & Lusk | Donabate | 81288130 | 2271 | 1,641 | -28% |
| Donabate | Malahide | 81308132 | 2409 | 2,003 | -17% |
| Greystones | Kilcoole | 81848186 | 29 | 0 | -100% |
| Kilcoole | Wicklow | 81868188 | 0 | 0 | - |
| Wicklow | Rathdrum | 81888190 | 19 | 0 | -100% |
| Rathdrum | Arklow | 81908192 | 15 | 0 | -100% |
| Enfield | Mullingar | 80268024 | 0 | 74 | - |
| Kilcock | Enfield | 80288026 | 0 | 74 | - |
| Maynooth | Kilcock | 80308028 | 13 | 74 | 472% |
| Leixlip Louisa Bridge | Maynooth | 80328030 | 143 | 487 | 241% |
| Leixlip Confey | Leixlip Louisa Bridge | 80348032 | 189 | 589 | 212% |
| Clonsilla | Leixlip Confey | 80368034 | 182 | 599 | 229% |
| Coolmine | Clonsilla | 80388036 | 250 | 605 | 142% |
| Castleknock | Coolmine | 80408038 | 232 | 613 | 164% |
| Ashtown | Castleknock | 80428040 | 210 | 699 | 233% |
| Broombridge | Ashtown | 80448042 | 204 | 702 | 244% |
| Drumcondra | Broombridge | 80468044 | 191 | 711 | 272% |
| Connolly | Drumcondra | 81488046 | 220 | 536 | 144% |
| Tara Street | Connolly | 81508148 | 1328 | 1,329 | 0% |
| Pearse | Tara Street | 81528150 | 2473 | 2,650 | 7% |
| Grand Canal Dock | Pearse | 81548152 | 3387 | 3,359 | -1% |
| Lansdowne Road | Grand Canal Dock | 81568154 | 4409 | 3,636 | -18% |
| Sandymount | Lansdowne Road | 81588156 | 4459 | 3,808 | -15% |
| Sydney Parade | Sandymount | 81608158 | 4442 | 3,853 | -13% |
| Booterstown | Sydney Parade | 81628160 | 4829 | 3,797 | -21% |
| Blackrock | Booterstown | 81648162 | 5598 | 4,112 | -27% |
| Seapoint | Blackrock | 81668164 | 5077 | 3,909 | -23% |
| Salthill & Monkstown | Seapoint | 81688166 | 5292 | 3,880 | -27% |
| Dún Laoghaire | Salthill & Monkstown | 81708168 | 4503 | 3,602 | -20% |
| Sandycove & Glasthule | Dún Laoghaire | 81728170 | 4020 | 3,479 | -13% |
| Glenageary | Sandycove & Glasthule | 81748172 | 3804 | 3,228 | -15% |
| Dalkey | Glenageary | 81768174 | 22 | 3,056 | 13791% |
| Killiney | Dalkey | 81788176 | 2573 | 2,868 | 11% |
| Shankill | Killiney | 81808178 | 2514 | 2,565 | 2% |
| Bray | Shankill | 81828180 | 2210 | 2,226 | 1% |
| Greystones | Bray | 81848182 | 620 | 1,504 | 143% |
| Portmarnock | Malahide | 81348132 | 180 | 404 | 125% |
| Howth Jct & Donaghmede | Portmarnock | 81368134 | 174 | 407 | 134% |
| Kilbarrack | Howth Jct & Donaghmede | 81388136 | 354 | 677 | 91% |
| Raheny | Kilbarrack | 81408138 | 398 | 696 | 75% |
| Harmonstown | Raheny | 81428140 | 275 | 727 | 164% |
| Killester | Harmonstown | 81448142 | 266 | 746 | 180% |
| Clontarf Road | Killester | 81468144 | 440 | 756 | 72% |
| Connolly | Clontarf Road | 81488146 | 866 | 789 | -9% |
| Sutton | Howth | 81338131 | 51 | 119 | 133% |
| Bayside | Sutton | 81358133 | 137 | 133 | -3% |
| Howth Jct & Donaghmede | Bayside | 81368135 | 192 | 274 | 43% |
| Howth | Sutton | 81318133 | 205 | 361 | 76% |
| Sutton | Bayside | 81338135 | 708 | 491 | -31% |
| Bayside | Howth Jct & Donaghmede | 81358136 | 1265 | 805 | -36% |
| Connolly | Tara Street | 81488150 | 9882 | 7,561 | -23% |
| Tara Street | Pearse | 81508152 | 7525 | 4,254 | -43% |
| Pearse | Grand Canal Dock | 81528154 | 4469 | 2,642 | -41% |

| | | | | | |
|---|---|---|---|---|---|
| Grand Canal Dock | Lansdowne Road | 81548156 | 3191 | 2,288 | -28% |
| Lansdowne Road | Sandymount | 81568158 | 2313 | 1,939 | -16% |
| Sandymount | Sydney Parade | 81588160 | 1283 | 1,682 | 31% |
| Sydney Parade | Booterstown | 81608162 | 1727 | 1,613 | -7% |
| Booterstown | Blackrock | 81628164 | 1182 | 1,401 | 19% |
| Blackrock | Seapoint | 81648166 | 1223 | 1,146 | -6% |
| Seapoint | Salthill & Monkstown | 81668168 | 836 | 1,127 | 35% |
| Salthill & Monkstown | Dún Laoghaire | 81688170 | 764 | 973 | 27% |
| Dún Laoghaire | Sandycove & Glasthule | 81708172 | 491 | 405 | -17% |
| Sandycove & Glasthule | Glenageary | 81728174 | 383 | 357 | -7% |
| Glenageary | Dalkey | 81748176 | 366 | 333 | -9% |
| Dalkey | Killiney | 81768178 | 348 | 245 | -30% |
| Killiney | Shankill | 81788180 | 261 | 226 | -13% |
| Shankill | Bray | 81808182 | 134 | 194 | 44% |
| Bray | Greystones | 81828184 | 47 | 0 | -100% |
| Malahide | Portmarnock | 81328134 | 1838 | 3,001 | 63% |
| Portmarnock | Howth Jct & Donaghmede | 81348136 | 1208 | 3,139 | 160% |
| Howth Jct & Donaghmede | Kilbarrack | 81368138 | 5079 | 4,461 | -12% |
| Kilbarrack | Raheny | 81388140 | 2871 | 4,725 | 65% |
| Raheny | Harmonstown | 81408142 | 3306 | 5,286 | 60% |
| Harmonstown | Killester | 81428144 | 3646 | 5,658 | 55% |
| Killester | Clontarf Road | 81448146 | 4864 | 6,303 | 30% |
| Clontarf Road | Connolly | 81468148 | 6083 | 6,574 | 8% |
| Portarlington | Monasterevan | 82178219 | 0 | 665 | - |
| Athy | Kildare | 82188220 | 117 | 0 | -100% |
| Monasterevan | Carlow | 82198216 | 112 | 0 | -100% |
| Kildare | Newbridge | 82208222 | 298 | 1,309 | 339% |
| Newbridge | Sallins & Naas | 82228224 | 778 | 1,435 | 84% |
| Sallins & Naas | Hazelhatch & Celbridge | 82248226 | 474 | 1,762 | 272% |
| Hazelhatch & Celbridge | Clondalkin | 82268228 | 882 | 1,938 | 120% |
| Clondalkin | Cherry Orchard/Parkwest | 82288230 | 0 | 1,829 | - |
| Cherry Orchard/Parkwest | Heuston | 82308232 | 0 | 1,840 | - |
| Carlow | Athy | 82168218 | 64 | 0 | -100% |
| Carlow | Monasterevan | 82168219 | 0 | 0 | - |
| Athy | Carlow | 82188216 | 45 | 0 | -100% |
| Monasterevan | Portarlington | 82198217 | 0 | 0 | - |
| Kildare | Athy | 82208218 | 34 | 0 | -100% |
| Newbridge | Kildare | 82228220 | 21 | 277 | 1219% |
| Sallins & Naas | Newbridge | 82248222 | 40 | 466 | 1064% |
| Hazelhatch & Celbridge | Sallins & Naas | 82268224 | 25 | 281 | 1026% |
| Clondalkin | Hazelhatch & Celbridge | 82288226 | 0 | 247 | - |
| Cherry Orchard/Parkwest | Clondalkin | 82308228 | 0 | 204 | - |
| Heuston | Cherry Orchard/Parkwest | 82328230 | 52 | 209 | 302% |
| | | | **166,470** | **177,445** | |

| **Time Period - 9:00 - 10:00** | | | | | |
|---|---|---|---|---|---|
| **From** | **To** | **Link** | **Observed Volume** | **Model Volume** | **Difference** |
| Enfield | Kilcock | 80268028 | 0 | 0 | - |
| Kilcock | Maynooth | 80288030 | 0 | 0 | - |
| Maynooth | Leixlip Louisa Bridge | 80308032 | 225 | 245 | 9% |
| Leixlip Louisa Bridge | Leixlip Confey | 80328034 | 205 | 539 | 163% |
| Leixlip Confey | Clonsilla | 80348036 | 281 | 562 | 100% |
| Clonsilla | Coolmine | 80368038 | 439 | 887 | 102% |
| Coolmine | Castleknock | 80388040 | 579 | 1,126 | 94% |
| Castleknock | Ashtown | 80408042 | 818 | 1,254 | 53% |
| Ashtown | Broombridge | 80428044 | 834 | 1,257 | 51% |
| Broombridge | Drumcondra | 80448046 | 842 | 1,250 | 48% |
| Drumcondra | Connolly | 80468148 | 727 | 1,009 | 39% |
| Mullingar | Enfield | 80248026 | 0 | 0 | - |
| Drogheda | Dundalk | 81168114 | 17 | 10 | -43% |
| Laytown | Drogheda | 81188116 | 13 | 33 | 157% |
| Gormanston | Laytown | 81228118 | 0 | 0 | - |
| Balbriggan | Gormanston | 81248122 | 12 | 33 | 179% |
| Skerries | Balbriggan | 81268124 | 36 | 80 | 122% |
| Rush & Lusk | Skerries | 81288126 | 38 | 100 | 164% |
| Donabate | Rush & Lusk | 81308128 | 50 | 105 | 111% |
| Malahide | Donabate | 81328130 | 67 | 113 | 68% |
| Kilcoole | Greystones | 81868184 | 0 | 295 | - |
| Wicklow | Kilcoole | 81888186 | 77 | 219 | 184% |
| Rathdrum | Wicklow | 81908188 | 55 | 59 | 8% |
| Arklow | Rathdrum | 81928190 | 38 | 103 | 171% |

| | | | | | |
|---|---|---|---|---|---|
| Dundalk | Drogheda | 81148116 | 53 | 0 | -100% |
| Drogheda | Laytown | 81168118 | 50 | 290 | 481% |
| Laytown | Gormanston | 81188122 | 78 | 0 | -100% |
| Gormanston | Balbriggan | 81228124 | 0 | 290 | - |
| Balbriggan | Skerries | 81248126 | 147 | 779 | 430% |
| Skerries | Rush & Lusk | 81268128 | 212 | 1,039 | 390% |
| Rush & Lusk | Donabate | 81288130 | 844 | 1,214 | 44% |
| Donabate | Malahide | 81308132 | 709 | 1,402 | 98% |
| Greystones | Kilcoole | 81848186 | 0 | 0 | - |
| Kilcoole | Wicklow | 81868188 | 0 | 0 | - |
| Wicklow | Rathdrum | 81888190 | 0 | 0 | - |
| Rathdrum | Arklow | 81908192 | 0 | 0 | - |
| Enfield | Mullingar | 80268024 | 0 | 83 | - |
| Kilcock | Enfield | 80288026 | 0 | 83 | - |
| Maynooth | Kilcock | 80308028 | 0 | 83 | - |
| Leixlip Louisa Bridge | Maynooth | 80328030 | 224 | 205 | -8% |
| Leixlip Confey | Leixlip Louisa Bridge | 80348032 | 244 | 249 | 2% |
| Clonsilla | Leixlip Confey | 80368034 | 230 | 254 | 10% |
| Coolmine | Clonsilla | 80388036 | 126 | 257 | 104% |
| Castleknock | Coolmine | 80408038 | 120 | 266 | 122% |
| Ashtown | Castleknock | 80428040 | 163 | 302 | 85% |
| Broombridge | Ashtown | 80448042 | 166 | 308 | 85% |
| Drumcondra | Broombridge | 80468044 | 167 | 317 | 90% |
| Connolly | Drumcondra | 81488046 | 162 | 181 | 11% |
| Tara Street | Connolly | 81508148 | 415 | 575 | 38% |
| Pearse | Tara Street | 81528150 | 1066 | 1,226 | 15% |
| Grand Canal Dock | Pearse | 81548152 | 2139 | 1,531 | -28% |
| Lansdowne Road | Grand Canal Dock | 81568154 | 2010 | 1,641 | -18% |
| Sandymount | Lansdowne Road | 81588156 | 1743 | 1,687 | -3% |
| Sydney Parade | Sandymount | 81608158 | 1723 | 1,694 | -2% |
| Booterstown | Sydney Parade | 81628160 | 1437 | 1,648 | 15% |
| Blackrock | Booterstown | 81648162 | 1331 | 1,739 | 31% |
| Seapoint | Blackrock | 81668164 | 1263 | 1,632 | 29% |
| Salthill & Monkstown | Seapoint | 81688166 | 1424 | 1,619 | 14% |
| Dún Laoghaire | Salthill & Monkstown | 81708168 | 1290 | 1,507 | 17% |
| Sandycove & Glasthule | Dún Laoghaire | 81728170 | 1256 | 1,436 | 14% |
| Glenageary | Sandycove & Glasthule | 81748172 | 1099 | 1,333 | 21% |
| Dalkey | Glenageary | 81768174 | 548 | 1,263 | 131% |
| Killiney | Dalkey | 81788176 | 793 | 1,183 | 49% |
| Shankill | Killiney | 81808178 | 714 | 1,047 | 47% |
| Bray | Shankill | 81828180 | 456 | 900 | 97% |
| Greystones | Bray | 81848182 | 182 | 656 | 260% |
| Portmarnock | Malahide | 81348132 | 101 | 170 | 68% |
| Howth Jct & Donaghmede | Portmarnock | 81368134 | 150 | 171 | 14% |
| Kilbarrack | Howth Jct & Donaghmede | 81388136 | 93 | 274 | 195% |
| Raheny | Kilbarrack | 81408138 | 152 | 282 | 86% |
| Harmonstown | Raheny | 81428140 | 157 | 296 | 89% |
| Killester | Harmonstown | 81448142 | 160 | 305 | 91% |
| Clontarf Road | Killester | 81468144 | 195 | 311 | 59% |
| Connolly | Clontarf Road | 81488146 | 343 | 332 | -3% |
| Sutton | Howth | 81338131 | 54 | 51 | -6% |
| Bayside | Sutton | 81358133 | 76 | 56 | -27% |
| Howth Jct & Donaghmede | Bayside | 81368135 | 192 | 110 | -43% |
| Howth | Sutton | 81318133 | 382 | 158 | -59% |
| Sutton | Bayside | 81338135 | 110 | 264 | 140% |
| Bayside | Howth Jct & Donaghmede | 81358136 | 216 | 458 | 112% |
| Connolly | Tara Street | 81488150 | 3315 | 3,542 | 7% |
| Tara Street | Pearse | 81508152 | 3003 | 1,632 | -46% |
| Pearse | Grand Canal Dock | 81528154 | 1671 | 867 | -48% |
| Grand Canal Dock | Lansdowne Road | 81548156 | 1210 | 753 | -38% |
| Lansdowne Road | Sandymount | 81568158 | 1180 | 609 | -48% |
| Sandymount | Sydney Parade | 81588160 | 809 | 532 | -34% |
| Sydney Parade | Booterstown | 81608162 | 1051 | 505 | -52% |
| Booterstown | Blackrock | 81628164 | 741 | 442 | -40% |
| Blackrock | Seapoint | 81648166 | 937 | 368 | -61% |
| Seapoint | Salthill & Monkstown | 81668168 | 549 | 365 | -34% |
| Salthill & Monkstown | Dún Laoghaire | 81688170 | 546 | 332 | -39% |
| Dún Laoghaire | Sandycove & Glasthule | 81708172 | 518 | 156 | -70% |
| Sandycove & Glasthule | Glenageary | 81728174 | 205 | 142 | -31% |
| Glenageary | Dalkey | 81748176 | 179 | 133 | -26% |
| Dalkey | Killiney | 81768178 | 172 | 100 | -42% |
| Killiney | Shankill | 81788180 | 130 | 92 | -29% |

| | | | | | |
|---|---|---|---|---|---|
| Shankill | Bray | 81808182 | 122 | 86 | -30% |
| Bray | Greystones | 81828184 | 96 | 20 | -79% |
| Malahide | Portmarnock | 81328134 | 829 | 1,804 | 118% |
| Portmarnock | Howth Jct & Donaghmede | 81348136 | 256 | 1,823 | 612% |
| Howth Jct & Donaghmede | Kilbarrack | 81368138 | 1205 | 2,428 | 102% |
| Kilbarrack | Raheny | 81388140 | 898 | 2,544 | 183% |
| Raheny | Harmonstown | 81408142 | 1516 | 2,763 | 82% |
| Harmonstown | Killester | 81428144 | 1722 | 2,909 | 69% |
| Killester | Clontarf Road | 81448146 | 1921 | 3,055 | 59% |
| Clontarf Road | Connolly | 81468148 | 2191 | 3,163 | 44% |
| Portarlington | Monasterevan | 82178219 | 119 | 265 | 123% |
| Athy | Kildare | 82188220 | 0 | 0 | - |
| Monasterevan | Carlow | 82198216 | 0 | 0 | - |
| Kildare | Newbridge | 82208222 | 34 | 533 | 1467% |
| Newbridge | Sallins & Naas | 82228224 | 215 | 687 | 220% |
| Sallins & Naas | Hazelhatch & Celbridge | 82248226 | 0 | 775 | - |
| Hazelhatch & Celbridge | Clondalkin | 82268228 | 208 | 841 | 304% |
| Clondalkin | Cherry Orchard/Parkwest | 82288230 | 207 | 798 | 286% |
| Cherry Orchard/Parkwest | Heuston | 82308232 | 195 | 807 | 314% |
| Carlow | Athy | 82168218 | 0 | 0 | - |
| Carlow | Monasterevan | 82168219 | 0 | 0 | - |
| Athy | Carlow | 82188216 | 0 | 0 | - |
| Monasterevan | Portarlington | 82198217 | 0 | 0 | - |
| Kildare | Athy | 82208218 | 29 | 0 | -100% |
| Newbridge | Kildare | 82228220 | 17 | 84 | 394% |
| Sallins & Naas | Newbridge | 82248222 | 0 | 114 | - |
| Hazelhatch & Celbridge | Sallins & Naas | 82268224 | 0 | 93 | - |
| Clondalkin | Hazelhatch & Celbridge | 82288226 | 0 | 79 | - |
| Cherry Orchard/Parkwest | Clondalkin | 82308228 | 0 | 79 | - |
| Heuston | Cherry Orchard/Parkwest | 82328230 | 63 | 79 | 26% |
| | | | **60,377** | **80,841** | |

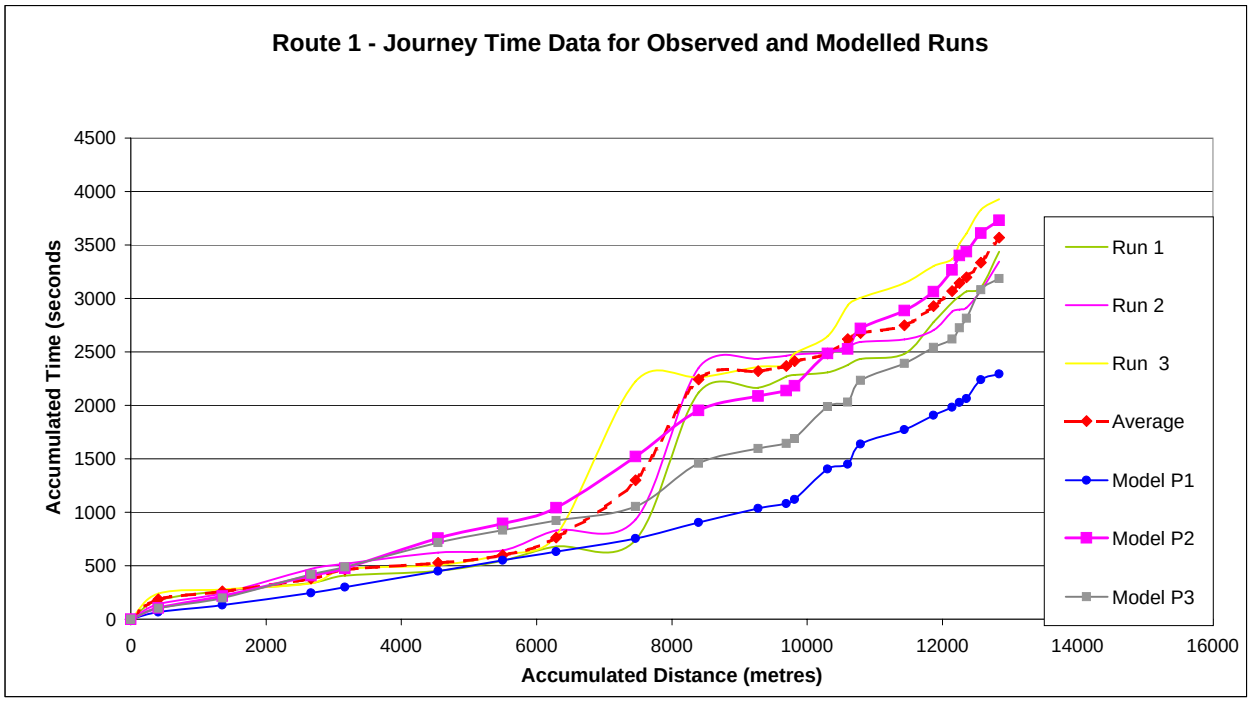
# APPENDIX C

## HIGHWAY CALIBRATION OF JOURNEY TIMES

# C1. HIGHWAY CALIBRATION: JOURNEY TIMES

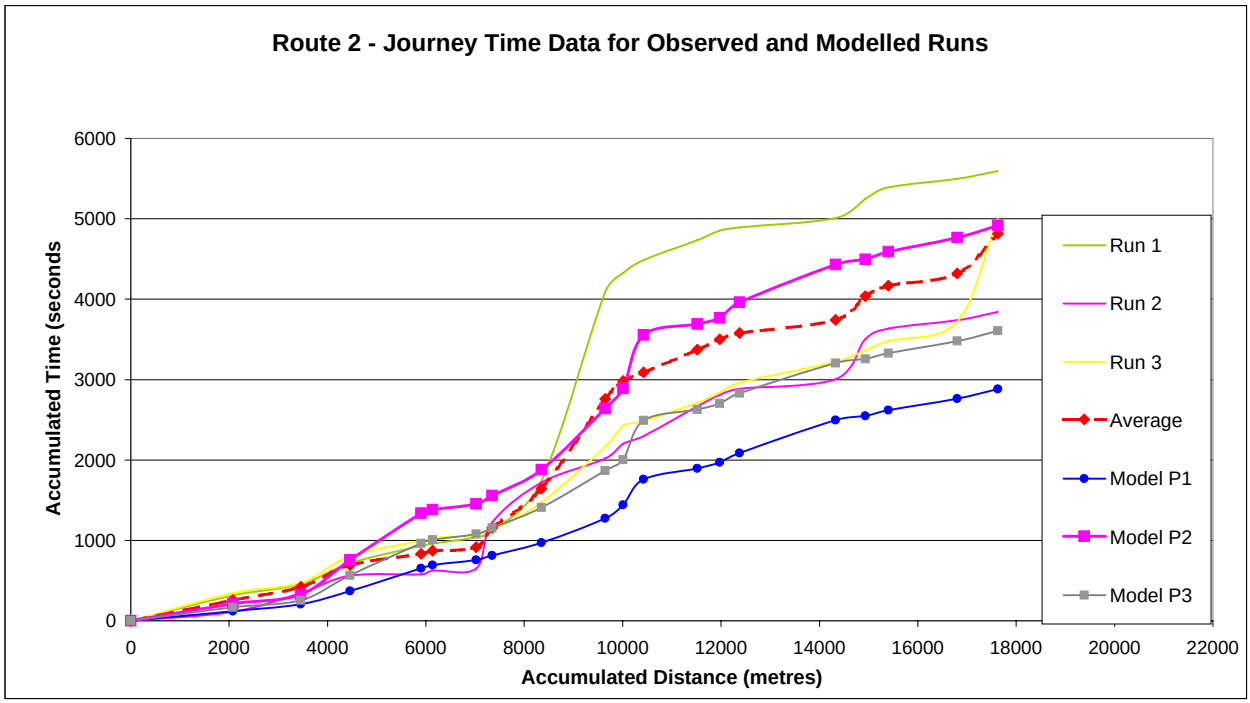
**Route 1**

| From | To | A Node | B Node | Dist (meters) | Observed | | | | Modelled Run Times | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Run 1 | Run 2 | Run 3 | Average | Model P1 | Model P2 | Model P3 |
| Approach Howth Road / Church Road | Approach Howth Road / Church Road | 3503 | 3503 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approach Howth Road / Church Road | Station Rd/ Greenfield Rd - Sutton Cross | 3503 | 3502 | 405 | 177 | 141 | 240 | 186 | 66 | 106 | 103 |
| Station Rd/ Greenfield Rd - Sutton Cross | Baldoyle Rd/ Dublin Rd | 3502 | 3501 | 1352 | 263 | 241 | 278 | 261 | 133 | 216 | 199 |
| Baldoyle Rd/ Dublin Rd | Kilbarack Rd/ Dublin Rd | 3501 | 1613 | 2663 | 337 | 470 | 336 | 381 | 245 | 407 | 418 |
| Kilbarack Rd/ Dublin Rd | Howth Rd/ James Larkin Rd | 1613 | 1612 | 3165 | 406 | 516 | 467 | 463 | 298 | 475 | 489 |
| Howth Rd/ James Larkin Rd | Watermill Rd/ James Larkin Rd | 1612 | 1611 | 4543 | 452 | 623 | 507 | 528 | 449 | 757 | 716 |
| Watermill Rd/ James Larkin Rd | Prospect Ave/ James Larkin Rd | 1611 | 1610 | 5497 | 547 | 642 | 607 | 599 | 552 | 894 | 832 |
| Prospect Ave/ James Larkin Rd | Clontarf Rd/ Bull Wall | 1610 | 1609 | 6290 | 681 | 830 | 782 | 765 | 633 | 1042 | 922 |
| Clontarf Rd/ Bull Wall | Clontarf Rd/ Vernon Ave | 1609 | 1608 | 7465 | 741 | 930 | 2223 | 1298 | 753 | 1520 | 1054 |
| Clontarf Rd/ Vernon Ave | Clontarf Rd/ St. Lawrence Rd | 1608 | 1607 | 8395 | 2120 | 2350 | 2259 | 2243 | 904 | 1951 | 1458 |
| Clontarf Rd/ St. Lawrence Rd | Clontarf Rd/ Alfie Byrne Rd | 1607 | 1605 | 9276 | 2166 | 2435 | 2359 | 2320 | 1036 | 2088 | 1595 |
| Clontarf Rd/ Alfie Byrne Rd | Fairview Rd/ Howth Rd | 1605 | 1604 | 9693 | 2270 | 2465 | 2373 | 2370 | 1080 | 2138 | 1645 |
| Fairview Rd/ Howth Rd | Fairview Rd/ Malahide Rd | 1604 | 1603 | 9816 | 2283 | 2475 | 2484 | 2414 | 1119 | 2184 | 1688 |
| Fairview Rd/ Malahide Rd | Fairview Strand / Fairview Ave | 1603 | 1601 | 10304 | 2309 | 2497 | 2646 | 2484 | 1405 | 2485 | 1988 |
| Fairview Strand / Fairview Ave | East Wall Rd/ Poplar Row | 1601 | 1133 | 10599 | 2377 | 2551 | 2933 | 2621 | 1448 | 2527 | 2030 |
| East Wall Rd/ Poplar Row | Ossory Rd/ North Strand Road | 1133 | 1132 | 10792 | 2433 | 2593 | 3006 | 2678 | 1639 | 2719 | 2235 |
| Ossory Rd/ North Strand Road | Portland Row/ Seville Place | 1132 | 1319 | 11438 | 2483 | 2615 | 3144 | 2748 | 1772 | 2886 | 2393 |
| Portland Row/ Seville Place | Talbot Street/ Amiens St | 1319 | 1316 | 11869 | 2778 | 2704 | 3301 | 2928 | 1907 | 3062 | 2543 |
| Talbot Street/ Amiens St | Memorial Rd/ Amiens St. | 1316 | 1314 | 12145 | 2961 | 2878 | 3367 | 3069 | 1982 | 3265 | 2621 |
| Memorial Rd/ Amiens St. | Memorial Rd/ Custom House Quay | 1314 | 1304 | 12251 | 3019 | 2894 | 3513 | 3142 | 2028 | 3402 | 2724 |
| Memorial Rd/ Custom House Quay | George's Quay/ Moss St. | 1304 | 2173 | 12355 | 3067 | 2914 | 3608 | 3197 | 2064 | 3437 | 2815 |
| George's Quay/ Moss St. | Burgh Quay/ Tara St. | 2173 | 2172 | 12568 | 3103 | 3072 | 3830 | 3335 | 2241 | 3612 | 3080 |
| Burgh Quay/ Tara St. | Finish turning onto O'Connell Bridge | 2172 | 2001 | 12839 | 3438 | 3343 | 3927 | 3570 | 2294 | 3730 | 3187 |



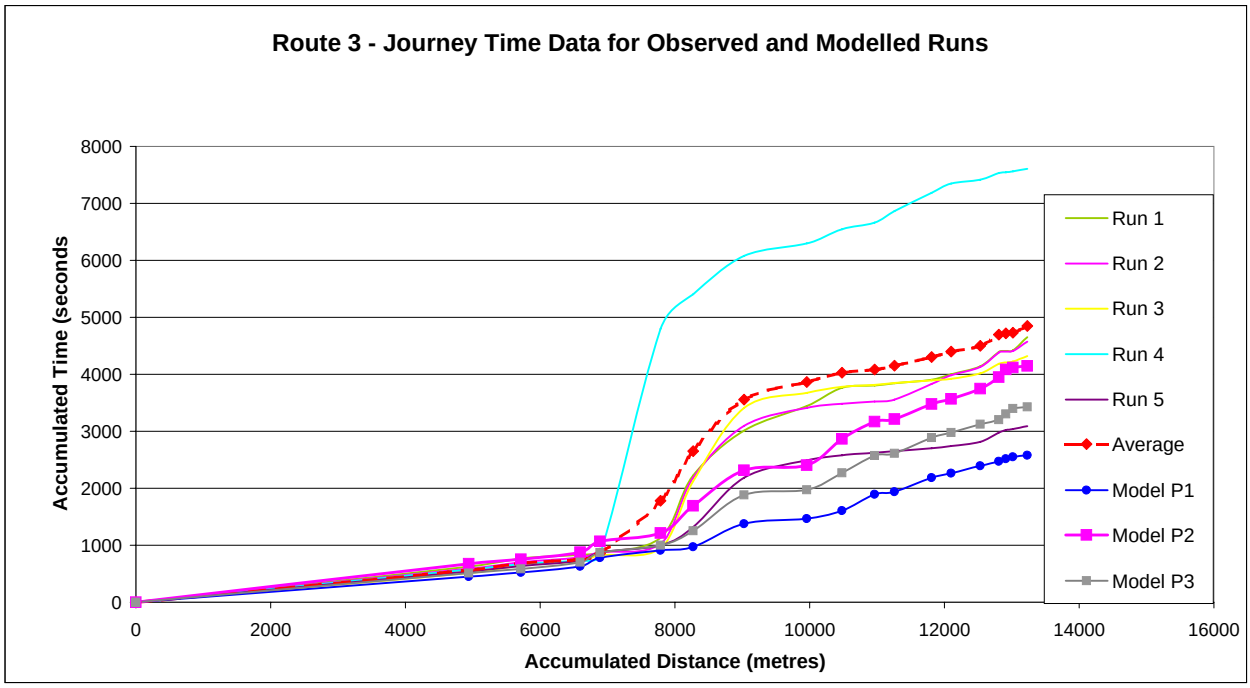
**Route 2**

| From | To | A Node | B Node | Dist (meters) | Observed Journey Time | | | | Modelled Run Times | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Run 1 | Run 2 | Run 3 | Average | Model P1 | Model P2 | Model P3 |
| Approach Strand Rd/ Station Rd | Approach Strand Rd/ Station Rd | 3507 | 3507 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approach Strand Rd/ Station Rd | Hole In The Wall Rd/ Balgriffin Rd | 3507 | 3511 | 2075 | 316 | 112 | 343 | 257 | 121 | 212 | 167 |
| Hole In The Wall Rd/ Balgriffin Rd | Grange Rd/ Hole in the Wall Rd | 3511 | 1667 | 3454 | 454 | 345 | 469 | 423 | 206 | 325 | 253 |
| Grange Rd/ Hole in the Wall Rd | Grange Rd/ Tonlegee | 1667 | 1665 | 4455 | 717 | 560 | 805 | 694 | 371 | 756 | 567 |
| Grange Rd/ Tonlegee | Station Rd/ Howth Rd | 1665 | 1638 | 5903 | 932 | 576 | 994 | 834 | 651 | 1339 | 964 |
| Station Rd/ Howth Rd | Watermill Rd/ Howth Rd | 1638 | 1637 | 6135 | 960 | 626 | 1032 | 873 | 693 | 1381 | 1008 |
| Watermill Rd/ Howth Rd | All Saint's Rd/ Howth Rd | 1637 | 1636 | 7018 | 1040 | 650 | 1062 | 917 | 756 | 1452 | 1077 |
| All Saint's Rd/ Howth Rd | Sybil Hill Rd/ Howth Rd | 1636 | 1635 | 7346 | 1118 | 1221 | 1128 | 1156 | 813 | 1557 | 1153 |
| Sybil Hill Rd/ Howth Rd | Collins Ave/ Howth Rd | 1635 | 1633 | 8347 | 1734 | 1721 | 1473 | 1643 | 970 | 1881 | 1410 |
| Collins Ave/ Howth Rd | Copeland Ave/ Howth Rd | 1633 | 1631 | 9643 | 4089 | 2018 | 2166 | 2758 | 1276 | 2638 | 1867 |
| Copeland Ave/ Howth Rd | Clontarf Rd/ Howth Rd | 1631 | 1604 | 10005 | 4322 | 2203 | 2423 | 2983 | 1443 | 2890 | 2004 |
| Clontarf Rd/ Howth Rd | Alfie Byrne/ Clontarf Rd | 1604 | 1605 | 10422 | 4489 | 2299 | 2483 | 3090 | 1759 | 3556 | 2492 |
| Alfie Byrne/ Clontarf Rd | Alfie Byrne/ East Wall Rd | 1605 | 1123 | 11517 | 4733 | 2667 | 2713 | 3371 | 1895 | 3692 | 2628 |
| Alfie Byrne/ East Wall Rd | East Wall Rd/ East Rd | 1123 | 1121 | 11974 | 4852 | 2811 | 2838 | 3500 | 1970 | 3766 | 2705 |
| East Wall Rd/ East Rd | East Wall Rd/ Tolka Quay | 1121 | 1105 | 12378 | 4892 | 2887 | 2963 | 3581 | 2086 | 3962 | 2829 |
| East Wall Rd/ Tolka Quay | South Bank Rd / Sean Moore Rd | 1105 | 2213 | 14328 | 5008 | 3005 | 3220 | 3744 | 2497 | 4433 | 3207 |
| South Bank Rd / Sean Moore Rd | Bath St/ Beach Rd/ Sean Moore Rd | 2213 | 2205 | 14932 | 5247 | 3503 | 3366 | 4039 | 2547 | 4496 | 3257 |
| Bath St/ Beach Rd/ Sean Moore Rd | Beach Rd/ Marine Dr. | 2205 | 2206 | 15403 | 5390 | 3634 | 3481 | 4168 | 2619 | 4589 | 3329 |
| Beach Rd/ Marine Dr. | Strand Rd/ St Johns Rd | 2206 | 2992 | 16802 | 5499 | 3740 | 3719 | 4319 | 2762 | 4764 | 3478 |
| Strand Rd/ St Johns Rd | Strand Rd/ Merrion Rd | 2992 | 2970 | 17629 | 5595 | 3844 | 4999 | 4813 | 2882 | 4919 | 3608 |



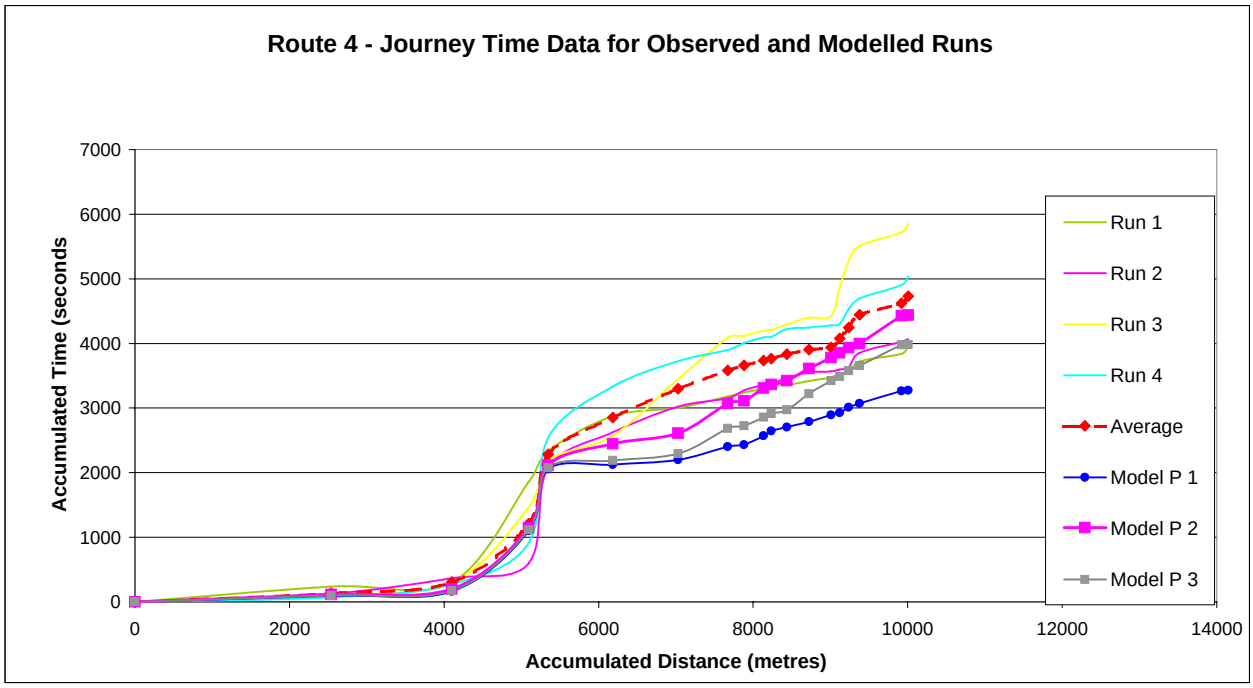
**Route 3**

| From | To | A Node | B Node | Dist (meters) | Observed Journey Time | | | | | | Modelled Run Times | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Run 1 | Run 2 | Run 3 | Run 4 | Run 5 | Average | Model P1 | Model P2 | Model P3 |
| Start on approach to Swords Rd. / Dublin Rc | Start on approach to Swords Rd. / Dublin Rc | 3517 | 3517 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start on approach to Swords Rd. / Dublin Rd. | Malahide Rd/ N32 | 3517 | 1682 | 4942 | 622 | 592 | 514 | 572 | 538 | 568 | 449 | 674 | 510 |
| Malahide Rd/ N32 | Malahide Rd/ Blunden Dr. | 1682 | 1680 | 5717 | 772 | 701 | 649 | 671 | 633 | 685 | 521 | 751 | 586 |
| Malahide Rd/ Blunden Dr. | Malahide Rd/ Greencastle Dr. | 1680 | 1679 | 6596 | 832 | 785 | 719 | 734 | 730 | 760 | 629 | 875 | 702 |
| Malahide Rd/ Greencastle Dr. | Malahide Rd/ Oscar Traynor Rd | 1679 | 1678 | 6887 | 865 | 879 | 827 | 832 | 874 | 855 | 779 | 1067 | 872 |
| Malahide Rd/ Oscar Traynor Rd | Malahide Rd/ Ardlea Rd Roundabout | 1678 | 1676 | 7784 | 1132 | 1026 | 948 | 4799 | 1001 | 1781 | 912 | 1211 | 999 |
| Malahide Rd/ Ardlea Rd Roundabout | Malahide Rd/ Kilmore Rd | 1676 | 1675 | 8270 | 2222 | 2187 | 2121 | 5405 | 1322 | 2651 | 972 | 1690 | 1255 |
| Malahide Rd/ Kilmore Rd | Malahide Rd/ Collins Ave | 1675 | 1673 | 9024 | 3012 | 3097 | 3412 | 6081 | 2184 | 3557 | 1377 | 2312 | 1881 |
| Malahide Rd/ Collins Ave | Malahide Rd/ Griffith Ave | 1673 | 1672 | 9958 | 3445 | 3410 | 3674 | 6300 | 2486 | 3863 | 1467 | 2404 | 1973 |
| Malahide Rd/ Griffith Ave | Malahide Rd/ Fairview Rd | 1672 | 1603 | 10478 | 3764 | 3482 | 3783 | 6544 | 2576 | 4030 | 1608 | 2867 | 2271 |
| Malahide Rd/ Fairview Rd | Fairview Strand / Fairview Ave | 1603 | 1601 | 10966 | 3802 | 3520 | 3816 | 6663 | 2626 | 4085 | 1895 | 3169 | 2571 |
| Fairview Strand / Fairview Ave | North Strand Rd/ Poplar Row | 1601 | 1133 | 11261 | 3842 | 3554 | 3848 | 6867 | 2654 | 4153 | 1937 | 3211 | 2612 |
| North Strand Rd/ Poplar Row | North Strand Rd/ Ossory Rd | 1133 | 1131 | 11809 | 3907 | 3829 | 3896 | 7183 | 2702 | 4303 | 2188 | 3475 | 2886 |
| North Strand Rd/ Ossory Rd | Amien St./ Portland Row | 1131 | 1319 | 12100 | 4001 | 3983 | 3922 | 7348 | 2742 | 4399 | 2262 | 3569 | 2975 |
| Amien St./ Portland Row | Amien St./ Talbot St. | 1319 | 1316 | 12531 | 4139 | 4127 | 4017 | 7414 | 2815 | 4502 | 2396 | 3746 | 3126 |
| Amien St./ Talbot St. | Amien St./ Memorial Row | 1316 | 1314 | 12807 | 4396 | 4382 | 4183 | 7531 | 2978 | 4694 | 2471 | 3948 | 3204 |
| Amien St./ Memorial Row | Memorial Row/ Custom house Quay | 1314 | 1304 | 12913 | 4412 | 4400 | 4207 | 7547 | 3024 | 4718 | 2517 | 4086 | 3306 |
| Memorial Row/ Custom house Quay | George Quay/ Moss St | 1304 | 2173 | 13017 | 4422 | 4412 | 4225 | 7561 | 3038 | 4732 | 2553 | 4120 | 3398 |
| George Quay/ Moss St | Burgh Quay/ Tara St. | 2173 | 2172 | 13230 | 4653 | 4574 | 4322 | 7605 | 3089 | 4849 | 2581 | 4148 | 3426 |



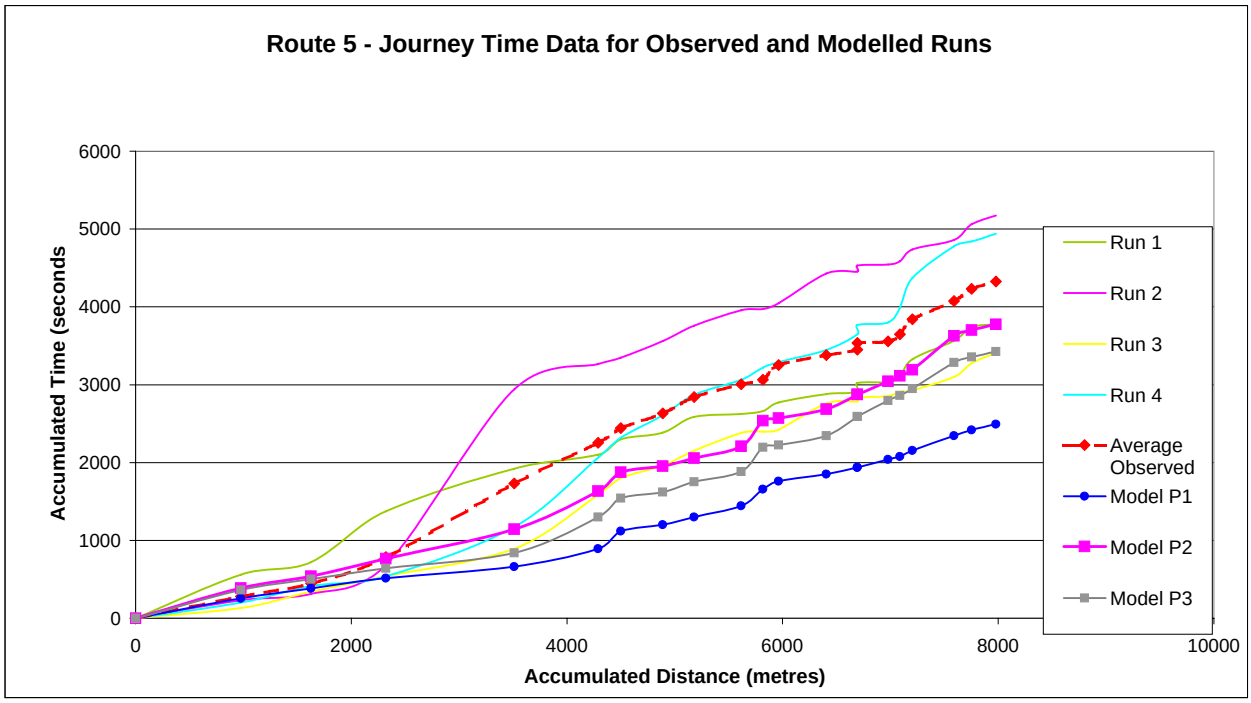
**Route 3**

| From | To | A Node | B Node | Dist (meters) | Observed Journey Times | | | | | Modelled Run Times | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Run 1 | Run 2 | Run 3 | Run 4 | Average | Model P 1 | Model P 2 | Model P 3 |
| Airport Roundabout | Airport Roundabout | 3555 | 3555 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Airport Roundabout | M1/ M50/ N32 | 3555 | 3531 | 2538 | 240 | 127 | 108 | 67 | 135 | 96 | 112 | 100 |
| M1/ M50/ N32 | Coolock Lane/ M1 | 3531 | 1871 | 4100 | 300 | 367 | 295 | 270 | 308 | 164 | 196 | 172 |
| Coolock Lane/ M1 | Swords Rd/ Collins Ave West | 1871 | 1861 | 5096 | 1860 | 595 | 1466 | 912 | 1208 | 1102 | 1145 | 1113 |
| Swords Rd/ Collins Ave West | Drumcondra Rd Upr./ Griffith Ave | 1861 | 1858 | 5349 | 2340 | 2077 | 2184 | 2540 | 2285 | 2057 | 2114 | 2074 |
| Drumcondra Rd Upr./ Griffith Ave | Drumcondra Rd Upr./ Richmond Rd | 1858 | 1857 | 6185 | 2880 | 2628 | 2573 | 3334 | 2854 | 2125 | 2448 | 2188 |
| Drumcondra Rd Upr./ Richmond Rd | Drumcondra Rd Upr./ Clonliffe Rd | 1857 | 1855 | 7030 | 3000 | 3022 | 3450 | 3725 | 3299 | 2200 | 2609 | 2295 |
| Drumcondra Rd Upr./ Clonliffe Rd | Drumcondra Rd/ Portland Place | 1855 | 1852 | 7671 | 3180 | 3151 | 4087 | 3900 | 3580 | 2402 | 3072 | 2687 |
| Drumcondra Rd/ Portland Place | Upper Dorset St./ North Circular Rd | 1852 | 1851 | 7883 | 3240 | 3273 | 4115 | 4009 | 3659 | 2434 | 3110 | 2723 |
| Upper Dorset St./ North Circular Rd | Upper Dorset St./ Gardiner Street Upper | 1851 | 1394 | 8134 | 3300 | 3360 | 4198 | 4090 | 3737 | 2573 | 3307 | 2856 |
| Upper Dorset St./ Gardiner Street Upper | Dorset Street / Eccles Street | 1394 | 1393 | 8234 | 3360 | 3377 | 4211 | 4104 | 3763 | 2645 | 3363 | 2911 |
| Dorset Street / Eccles Street | Temple Street / Hill Street | 1393 | 1392 | 8437 | 3360 | 3470 | 4293 | 4221 | 3836 | 2704 | 3422 | 2971 |
| Temple Street / Hill Street | Hill Street / Parnell Street | 1392 | 1359 | 8725 | 3420 | 3550 | 4401 | 4247 | 3905 | 2791 | 3612 | 3219 |
| Hill Street / Parnell Street | Parnell St. / Marlborough St. | 1359 | 1358 | 9009 | 3480 | 3566 | 4424 | 4281 | 3938 | 2895 | 3782 | 3424 |
| Parnell St. / Marlborough St. | Marlborough St. / Cathal Brugha Street | 1358 | 1356 | 9119 | 3540 | 3598 | 4871 | 4307 | 4079 | 2930 | 3852 | 3489 |
| Marlborough St. / Cathal Brugha Street | O'Connell St. / Cathal Brugha St. | 1356 | 1355 | 9236 | 3540 | 3627 | 5274 | 4535 | 4244 | 3010 | 3931 | 3577 |
| O'Connell St. / Cathal Brugha St. | O'Connell St. / Earl St. North | 1355 | 1365 | 9379 | 3720 | 3854 | 5510 | 4698 | 4446 | 3070 | 3999 | 3656 |
| O'Connell St. / Earl St. North | O'Connell St. / Abbey St. | 1365 | 1351 | 9919 | 3840 | 4027 | 5720 | 4906 | 4623 | 3265 | 4429 | 3977 |
| O'Connell St. / Abbey St. | Finish Turning onto O'Connell St. | 1351 | 1302 | 10007 | 3960 | 4068 | 5850 | 5037 | 4729 | 3273 | 4438 | 3985 |



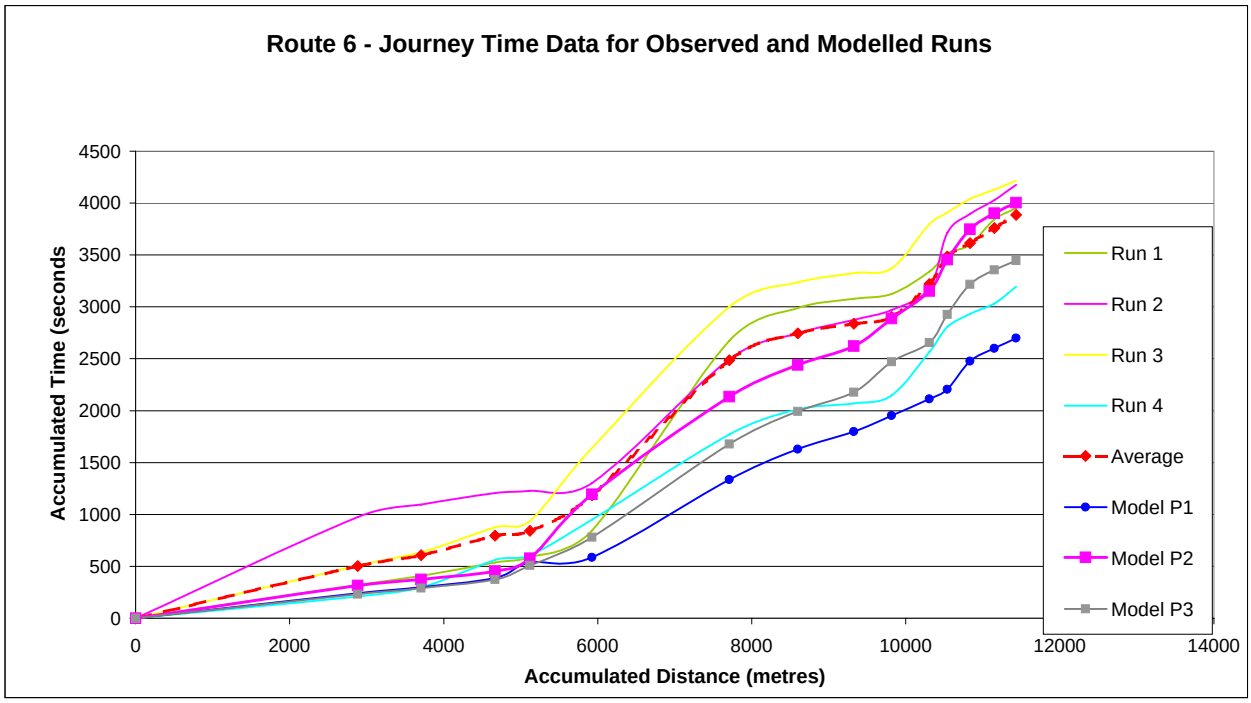
**Route 5**

| From | To | A Node | B Node | Dist (meters) | Observed Journey Time Run 1 | Run 2 | Run 3 | Run 4 | Average | Modelled Run Times Model P1 | Model P2 | Model P3 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start on approach to Ballymun Junction of M | Start on approach to Ballymun Junction of M | 3648 | 3648 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start on approach to Ballymun Junction of M50 | Ballymun Rd/ St. Margaret's Rd | 3648 | 1728 | 978 | 559 | 229 | 133 | 201 | 280 | 255 | 386 | 362 |
| Ballymun Rd/ St. Margaret's Rd | Ballymun Rd/ Shangan Rd Roundabout | 1728 | 1727 | 1627 | 720 | 314 | 342 | 415 | 448 | 384 | 538 | 503 |
| Ballymun Rd/ Shangan Rd Roundabout | Ballymun Rd/ Collins Ave Extension | 1727 | 1725 | 2320 | 1375 | 684 | 539 | 538 | 784 | 515 | 764 | 640 |
| Ballymun Rd/ Collins Ave Extension | St. Mobhi/ Griffith Ave | 1725 | 1721 | 3511 | 1919 | 2940 | 892 | 1174 | 1731 | 664 | 1143 | 839 |
| St. Mobhi/ Griffith Ave | St. Mobhi/ Botanic Ave | 1721 | 1717 | 4290 | 2102 | 3265 | 1589 | 2066 | 2256 | 894 | 1634 | 1300 |
| St. Mobhi/ Botanic Ave | Botanic Rd/ Glasnevin Hill Rd | 1717 | 1716 | 4499 | 2299 | 3346 | 1800 | 2319 | 2441 | 1119 | 1876 | 1541 |
| Botanic Rd/ Glasnevin Hill Rd | Botanic Rd/ Prospect Way | 1716 | 1714 | 4889 | 2387 | 3561 | 1963 | 2609 | 2630 | 1199 | 1955 | 1621 |
| Botanic Rd/ Prospect Way | Prospect Rd/ Whitworth Rd | 1714 | 1711 | 5179 | 2587 | 3758 | 2150 | 2869 | 2841 | 1301 | 2058 | 1752 |
| Prospect Rd/ Whitworth Rd | North Circular Rd/ Phibsborough - Doyles Corne | 1711 | 1428 | 5616 | 2623 | 3956 | 2380 | 3065 | 3006 | 1442 | 2209 | 1882 |
| North Circular Rd/ Phibsborough - Doyles Corne | Berkley Rd/ NCR | 1428 | 1415 | 5818 | 2662 | 3974 | 2396 | 3220 | 3063 | 1658 | 2538 | 2196 |
| Berkley Rd/ NCR | Berkely Rd / Eccles St. | 1415 | 1408 | 5962 | 2771 | 4048 | 2422 | 3290 | 3253 | 1760 | 2572 | 2226 |
| Berkely Rd / Eccles St. | Eccles St. / Dorset St. | 1408 | 1392 | 6405 | 2880 | 4431 | 2761 | 3448 | 3380 | 1849 | 2684 | 2343 |
| Eccles St. / Dorset St. | Temple St. / Hill St. | 1392 | 1359 | 6693 | 2906 | 4455 | 2785 | 3648 | 3449 | 1936 | 2873 | 2591 |
| Temple St. / Hill St. | Hill St. / Parnell St. | 1359 | 1359 | 6693 | 3021 | 4530 | 2835 | 3766 | 3538 | 1936 | 2873 | 2591 |
| Hill St. / Parnell St. | Parnell St. / Marlborough St. | 1356 | 1358 | 6977 | 3035 | 4544 | 2852 | 3799 | 3558 | 2040 | 3044 | 2796 |
| Parnell St. / Marlborough St. | Marlborough St. / Cathal Brugha St. | 1358 | 1356 | 7087 | 3109 | 4585 | 2906 | 3990 | 3648 | 2075 | 3114 | 2861 |
| Marlborough St. / Cathal Brugha St. | O'Connell St. / Cathal Brugha St. | 1356 | 1355 | 7204 | 3327 | 4738 | 2930 | 4370 | 3841 | 2154 | 3193 | 2949 |
| O'Connell St. / Cathal Brugha St. | O'Connell St. / Earl St. North | 1355 | 1363 | 7589 | 3566 | 4861 | 3101 | 4778 | 4077 | 2346 | 3628 | 3285 |
| O'Connell St. / Earl St. North | O'Connell St. / Abbey Street | 1365 | 1361 | 7753 | 3740 | 5061 | 3277 | 4841 | 4230 | 2419 | 3702 | 3355 |
| O'Connell St. / Abbey Street | Finish turning onto O'Connell St. | 1361 | 1302 | 7979 | 3774 | 5175 | 3411 | 4939 | 4325 | 2494 | 3775 | 3426 |



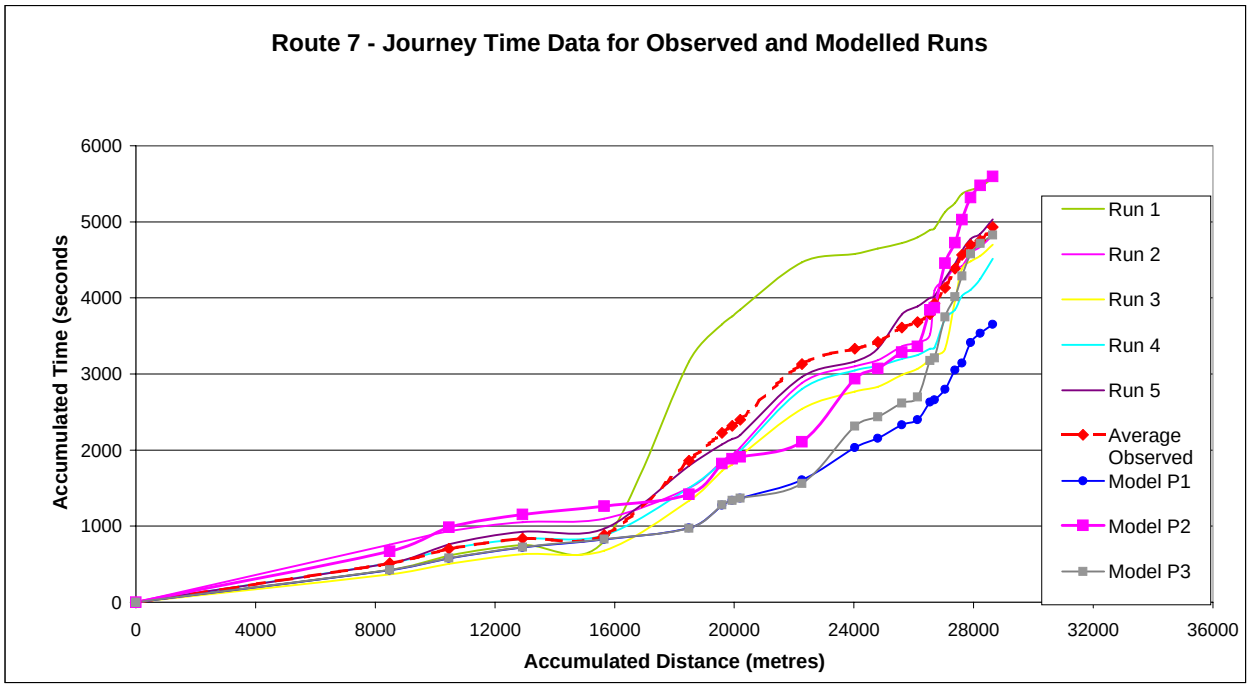
**Route 6**

| From | To | A Node | B Node | Dist (meters) | Observed Journey Time | | | | | Modelled Run Times | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Run 1 | Run 2 | Run 3 | Run 4 | Average | Model P1 | Model P2 | Model P3 |
| Kilshane Cross | Kilshane Cross | 3793 | 3793 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kilshane Cross | M50 | 3793 | 3751 | 2884 | 322 | 975 | 507 | 210 | 503 | 240 | 315 | 231 |
| M50 | North RD/ St. Margaret's Rd | 3751 | 1776 | 3707 | 409 | 1094 | 636 | 297 | 609 | 298 | 373 | 290 |
| North RD/ St. Margaret's Rd | Finglas Bypass / Ballygall Rd | 1776 | 1771 | 4668 | 536 | 1206 | 877 | 561 | 795 | 388 | 454 | 372 |
| Finglas Bypass / Ballygall Rd | Finglas Rd/ Finglas Place | 1771 | 1764 | 5118 | 589 | 1229 | 938 | 607 | 841 | 536 | 578 | 509 |
| Finglas Rd/ Finglas Place | Finglas Rd/ Tolka Valley Rd | 1764 | 1763 | 5925 | 845 | 1301 | 1640 | 950 | 1184 | 586 | 1194 | 781 |
| Finglas Rd/ Tolka Valley Rd | Finglas Rd/ Prospect Road | 1763 | 1715 | 7707 | 2676 | 2496 | 3000 | 1769 | 2485 | 1335 | 2134 | 1679 |
| Finglas Rd/ Prospect Road | Phibsborough Rd/ North Circular Rd - Doyles Corner | 1715 | 1428 | 8597 | 2989 | 2744 | 3236 | 2011 | 2745 | 1629 | 2440 | 1991 |
| Phibsborough Rd/ North Circular Rd - Doyles Corner | Phibsborough Rd/ Western Way | 1428 | 1426 | 9325 | 3080 | 2875 | 3325 | 2071 | 2838 | 1799 | 2621 | 2178 |
| Phibsborough Rd/ Western Way | Church St./ King St Nth | 1426 | 1424 | 9814 | 3126 | 2969 | 3372 | 2146 | 2903 | 1953 | 2887 | 2471 |
| Church St./ King St Nth | Church St./ Arran Quay | 1424 | 1421 | 10306 | 3342 | 3181 | 3797 | 2566 | 3221 | 2114 | 3152 | 2656 |
| Church St./ Arran Quay | Chancery Place/ Ormond Quay | 1421 | 1401 | 10538 | 3514 | 3715 | 3909 | 2806 | 3486 | 2206 | 3455 | 2926 |
| Chancery Place/ Ormond Quay | Capel St./ Ormond Quay | 1401 | 1382 | 10832 | 3599 | 3894 | 4040 | 2932 | 3616 | 2477 | 3746 | 3216 |
| Capel St./ Ormond Quay | Liffey St./ Bachelors Walk | 1382 | 1373 | 11151 | 3845 | 4029 | 4130 | 3033 | 3759 | 2600 | 3903 | 3355 |
| Liffey St./ Bachelors Walk | Finish turning onto O'Connell Bridge | 1373 | 1301 | 11433 | 3953 | 4176 | 4217 | 3196 | 3885 | 2699 | 4002 | 3446 |



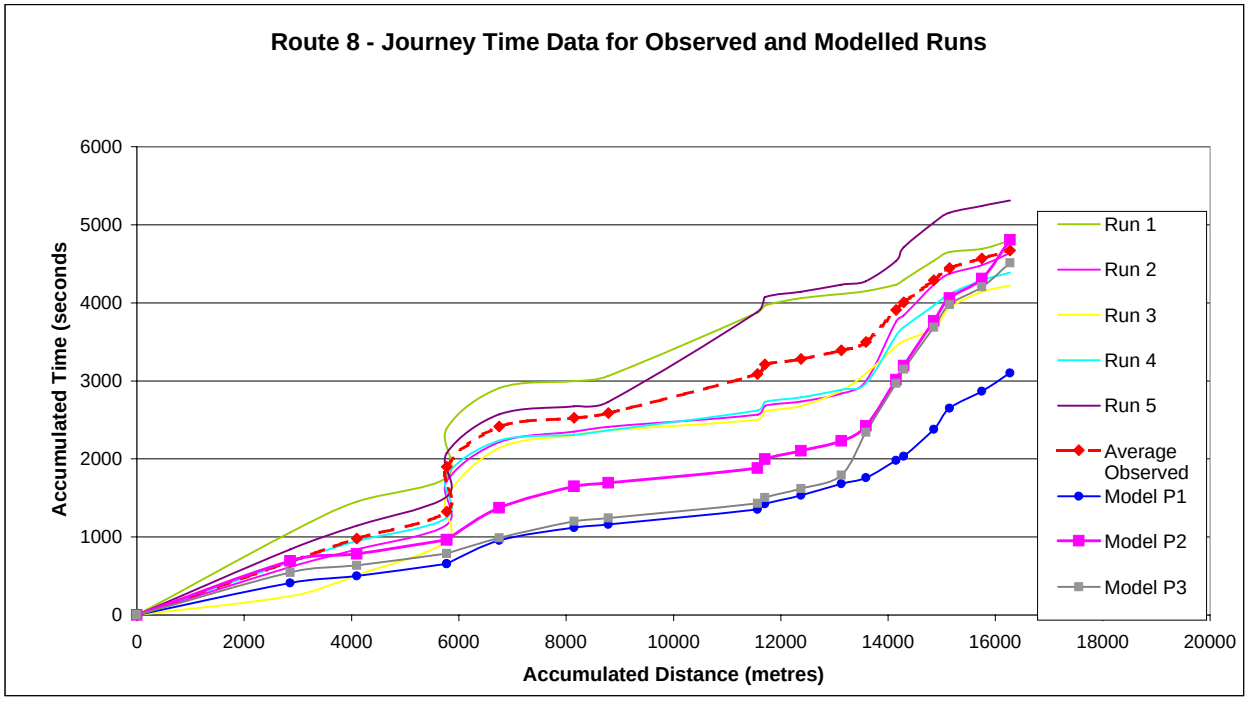
**Route 7**

| From | To | A Node | B Node | Dist (meters) | Observed Journey Time | | | | | | Modelled Run Times | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Run 1 | Run 2 | Run 3 | Run 4 | Run 5 | Average O | Model P1 | Model P2 | Model P3 |
| N3 / R154 | N3 / R154 | 6134 | 6134 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| N3 / R154 | N3 / R155 | 6134 | 6133 | 8487 | 424 | 759 | 364 | 513 | 511 | 514 | 420 | 669 | 425 |
| N3 / R155 | N3 / R157 | 6133 | 6132 | 10464 | 613 | 936 | 505 | 702 | 762 | 704 | 575 | 984 | 579 |
| N3 / R157 | N3 / R156 - Clonee Bypass first bridge | 6132 | 3466 | 12922 | 753 | 1053 | 632 | 833 | 924 | 839 | 720 | 1151 | 722 |
| N3 / R156 - Clonee Bypass first bridge | Clonee Bypass second bridge (Littlepace) | 3466 | 3461 | 15648 | 802 | 1097 | 676 | 879 | 969 | 885 | 823 | 1262 | 827 |
| Clonee Bypass second bridge (Littlepace) | N3 / Snugborough Road Slip lane | 3461 | 3441 | 18486 | 3162 | 1503 | 1335 | 1504 | 1791 | 1859 | 976 | 1419 | 974 |
| N3 / Snugborough Road Slip lane | Blanchardstown Bypass/ River Rd | 3441 | 3433 | 19585 | 3651 | 1856 | 1724 | 1834 | 2073 | 2228 | 1276 | 1823 | 1281 |
| Blanchardstown Bypass/ River Rd | Blanchardstown Bypass/ M50 R'about | 3433 | 3438 | 19936 | 3759 | 1939 | 1810 | 1939 | 2145 | 2318 | 1336 | 1886 | 1340 |
| Blanchardstown Bypass/ M50 R'about | Blanchardstown Bypass/ Dunsink Lane | 3438 | 3394 | 20199 | 3844 | 2033 | 1923 | 1991 | 2195 | 2397 | 1366 | 1912 | 1369 |
| Blanchardstown Bypass/ Dunsink Lane | Navan Rd/ Kinvara Ave | 3394 | 3421 | 22267 | 4470 | 2883 | 2542 | 2804 | 2963 | 3132 | 1606 | 2107 | 1563 |
| Navan Rd/ Kinvara Ave | Navan Rd/ Nephin Rd | 3421 | 1915 | 24033 | 4577 | 3102 | 2767 | 3045 | 3166 | 3331 | 2033 | 2938 | 2315 |
| Navan Rd/ Nephin Rd | Navan Rd/ Cabra Rd | 1915 | 1914 | 24798 | 4651 | 3181 | 2830 | 3106 | 3337 | 3421 | 2153 | 3070 | 2438 |
| Navan Rd/ Cabra Rd | Old Cabra Rd/ North Circular Rd | 1914 | 1469 | 25600 | 4722 | 3363 | 2989 | 3198 | 3784 | 3611 | 2329 | 3285 | 2616 |
| Old Cabra Rd/ North Circular Rd | Prussia Rd/ Manor St./ Aughrim | 1469 | 1468 | 26127 | 4797 | 3413 | 3068 | 3249 | 3887 | 3683 | 2397 | 3363 | 2695 |
| Prussia Rd/ Manor St./ Aughrim | Blackhall Place/ King St. | 1468 | 1465 | 26544 | 4893 | 3522 | 3192 | 3331 | 4001 | 3788 | 2628 | 3840 | 3178 |
| Blackhall Place/ King St. | Queen St / King St. | 1465 | 1455 | 26691 | 4913 | 4097 | 3246 | 3347 | 4021 | 3925 | 2661 | 3871 | 3211 |
| Queen St / King St. | Queen St./ Arran Quay | 1455 | 1451 | 27050 | 5129 | 4233 | 3327 | 3718 | 4255 | 4132 | 2799 | 4454 | 3748 |
| Queen St./ Arran Quay | Inns Quay / Church St. | 1451 | 1421 | 27378 | 5247 | 4404 | 3964 | 3847 | 4449 | 4382 | 3050 | 4726 | 4016 |
| Inns Quay / Church St. | Chancery Place/ Ormond Quay | 1421 | 1401 | 27610 | 5370 | 4416 | 4384 | 4028 | 4622 | 4564 | 3142 | 5029 | 4286 |
| Chancery Place/ Ormond Quay | Capel St./ Ormond Quay | 1401 | 1382 | 27904 | 5418 | 4590 | 4479 | 4106 | 4777 | 4695 | 3413 | 5320 | 4576 |
| Capel St./ Ormond Quay | Liffey St./ Bachelors Walk | 1382 | 1373 | 28223 | 5462 | 4672 | 4554 | 4248 | 4845 | 4756 | 3536 | 5477 | 4715 |
| Liffey St./ Bachelors Walk | Finish turning onto O'Connell Bridge | 1373 | 1302 | 28640 | 5577 | 4824 | 4701 | 4516 | 5032 | 4930 | 3652 | 5595 | 4828 |



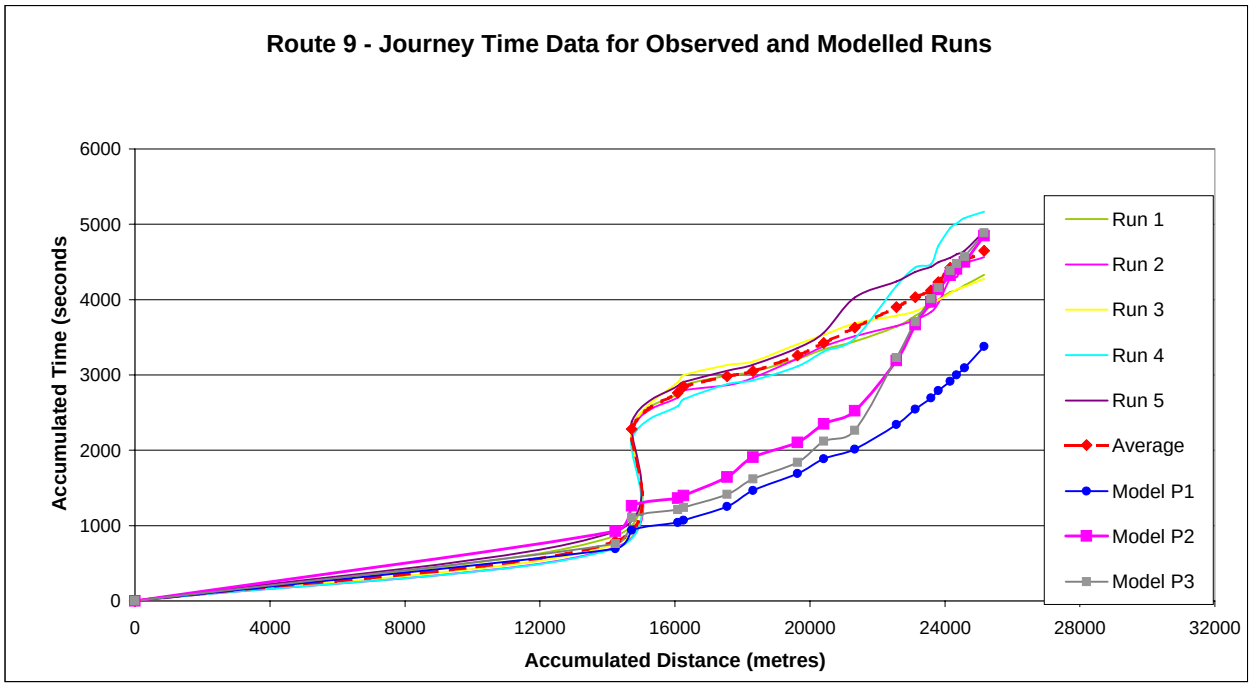
**Route 8**

| From | To | A Node | B Node | Dist (meters) | Observed Journey Time | | | | | | Modelled Run Times | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Run 1 | Run 2 | Run 3 | Run 4 | Run 5 | Average O | Model P1 | Model P2 | Model P3 |
| Start on approach from Leixlip to R148 / R403 | Start on approach from Leixlip to R148 / R403 | 4376 | 4376 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Adamstown Rd / Newcastle Rd | N4 / Esker Lane | 4351 | 4303 | 2859 | 1060 | 615 | 242 | 675 | 842 | 687 | 412 | 694 | 545 |
| N4 / Esker Lane | N4 / Ballyowen Rd | 4303 | 4342 | 4097 | 1450 | 842 | 512 | 946 | 1143 | 979 | 501 | 785 | 634 |
| N4 / Ballyowen Rd | Lucan Rd / Fonthill Rd. | 4342 | 4331 | 5774 | 1762 | 1158 | 946 | 1247 | 1519 | 1326 | 657 | 963 | 788 |
| Lucan Rd / Fonthill Rd. | Lucan Rd/ M50 R'about | 4331 | 4331 | 5774 | 2391 | 1718 | 1518 | 1798 | 2074 | 1900 | 657 | 963 | 788 |
| Lucan Rd/ M50 R'about | Lucan Rd/ Kennelsfort Rd | 4328 | 4328 | 6752 | 2908 | 2213 | 2142 | 2237 | 2570 | 2414 | 955 | 1375 | 989 |
| N4 / The Oval | N4 / Lucan Road Slip | 4331 | 2814 | 8149 | 2998 | 2348 | 2303 | 2308 | 2672 | 2526 | 1120 | 1650 | 1201 |
| N4 / Lucan Road Slip | Chapelizod Bypass/ Kylemore Rd - Over bridge | 2814 | 2813 | 8786 | 3065 | 2411 | 2365 | 2367 | 2731 | 2588 | 1162 | 1692 | 1242 |
| Chapelizod Bypass/ Kylemore Rd - Over bridge | Chapelizod Bypass / Con Colbert Road | 2813 | 2812 | 11564 | 3877 | 2566 | 2503 | 2620 | 3882 | 3090 | 1352 | 1884 | 1431 |
| Chapelizod Bypass / Con Colbert Road | Con Colbert Rd/ Inchicore Rd T-Junction | 2812 | 2811 | 11700 | 3964 | 2684 | 2610 | 2731 | 4071 | 3212 | 1422 | 1999 | 1507 |
| Con Colbert Rd/ Inchicore Rd T-Junction | Con Colbert Rd/ South Circular Rd | 2811 | 2317 | 12375 | 4060 | 2735 | 2679 | 2788 | 4141 | 3281 | 1533 | 2105 | 1618 |
| Con Colbert Rd/ South Circular Rd | St. Johns Rd West/ Military Rd | 2317 | 2306 | 13130 | 4115 | 2840 | 2874 | 2889 | 4234 | 3390 | 1680 | 2229 | 1791 |
| St. Johns Rd West/ Military Rd | St Johns Rd West/ Wolfe Tone Quay | 2306 | 1479 | 13589 | 4151 | 2997 | 3097 | 2968 | 4276 | 3498 | 1759 | 2424 | 2340 |
| St Johns Rd West/ Wolfe Tone Quay | Ellis Quay/ Blackhall Place | 1479 | 1461 | 14146 | 4231 | 3759 | 3442 | 3581 | 4534 | 3909 | 1982 | 3016 | 2971 |
| Ellis Quay/ Blackhall Place | Aran Quay/ Queen St | 1461 | 1451 | 14292 | 4295 | 3839 | 3509 | 3686 | 4712 | 4008 | 2036 | 3194 | 3149 |
| Aran Quay/ Queen St | Chancery Place/ Ormond Quay | 1451 | 1401 | 14852 | 4540 | 4233 | 3676 | 3966 | 5028 | 4289 | 2378 | 3769 | 3687 |
| Chancery Place/ Ormond Quay | Capel St./ Ormond Quay | 1401 | 1382 | 15146 | 4649 | 4372 | 3938 | 4114 | 5157 | 4446 | 2649 | 4060 | 3977 |
| Capel St./ Ormond Quay | Liffey St./ Bachelors Walk | 1382 | 1301 | 15747 | 4693 | 4483 | 4143 | 4291 | 5243 | 4571 | 2867 | 4312 | 4205 |
| Liffey St./ Bachelors Walk | Finish turning onto O'Connell Bridge | 1301 | 1304 | 16271 | 4800 | 4640 | 4220 | 4390 | 5312 | 4672 | 3099 | 4808 | 4512 |



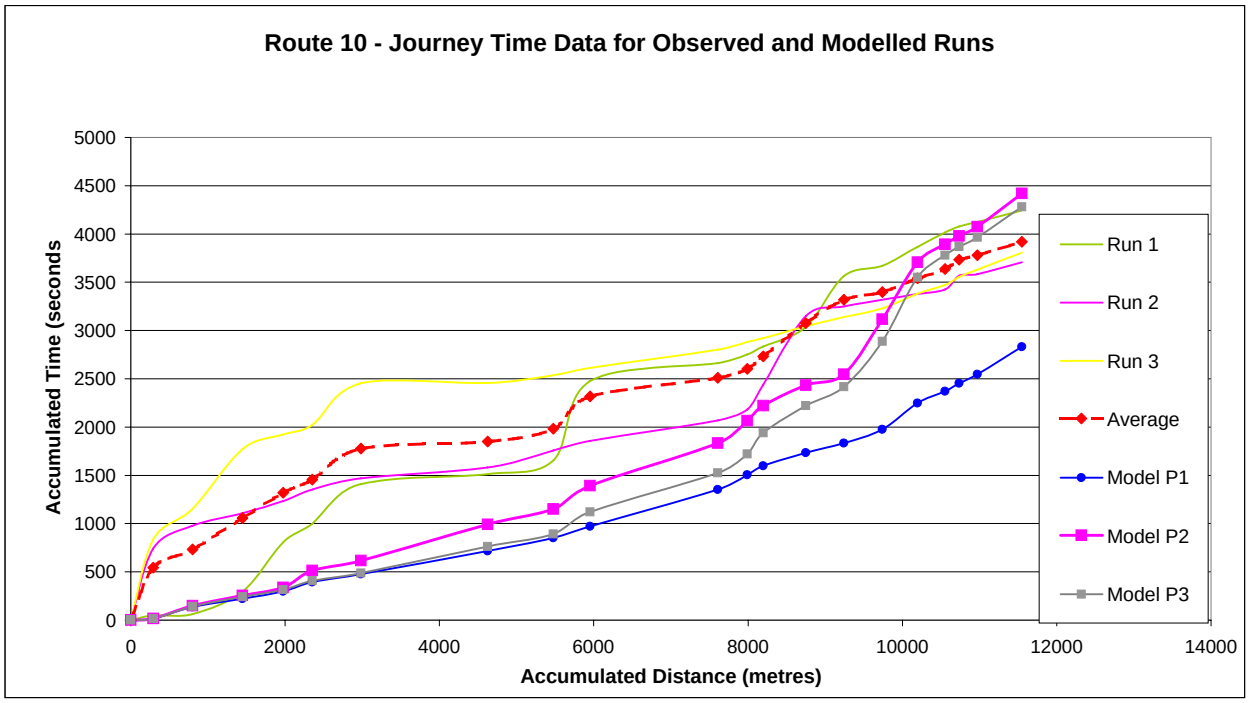
**Route 9**

| From | To | A Node | B Node | Dist (meters) | Observed Journey Time | | | | | | Modelled Run Times | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Run 1 | Run 2 | Run 3 | Run 4 | Run 5 | Average | Model P1 | Model P2 | Model P3 |
| Approach along N7 at Kill | Approach along N7 at Kill | 6211 | 6211 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approach along N7 at Kill | Naas Rd/ Boot Rd | 6211 | 4234 | 14240 | 862 | 709 | 758 | 697 | 923 | 790 | 694 | 925 | 761 |
| Naas Rd/ Boot Rd | Naas Rd/ Belgard Rd - Newlands Cross | 4234 | 4233 | 14722 | 2314 | 2270 | 2285 | 2153 | 2379 | 2280 | 937 | 1261 | 1108 |
| Naas Rd/ Belgard Rd - Newlands Cross | Naas Rd/ Monastery Rd | 4233 | 4231 | 16086 | 2750 | 2704 | 2902 | 2587 | 2857 | 2760 | 1041 | 1366 | 1213 |
| Naas Rd/ Monastery Rd | Naas Rd/ M50 | 4231 | 4227 | 16260 | 2862 | 2797 | 2995 | 2679 | 2905 | 2848 | 1071 | 1398 | 1240 |
| Naas Rd/ M50 | Naas Rd/ Long Mile Rd | 4227 | 5501 | 17546 | 2992 | 2863 | 3131 | 2877 | 3056 | 2984 | 1252 | 1645 | 1416 |
| Naas Rd/ Long Mile Rd | Naas Rd/ Kylemore Rd | 5501 | 2845 | 18311 | 3041 | 2960 | 3180 | 2927 | 3137 | 3049 | 1468 | 1908 | 1620 |
| Naas Rd/ Kylemore Rd | Naas Rd/ Tyrconnell Rd | 2845 | 2843 | 19628 | 3211 | 3217 | 3406 | 3116 | 3356 | 3261 | 1692 | 2103 | 1839 |
| Naas Rd/ Tyrconnell Rd | Tyrconnell Rd/ Grattan Crescent | 2843 | 2842 | 20410 | 3340 | 3378 | 3533 | 3310 | 3562 | 3425 | 1885 | 2348 | 2121 |
| Tyrconnell Rd/ Grattan Crescent | Emmet Rd/ SCR | 2842 | 2338 | 21331 | 3445 | 3513 | 3683 | 3483 | 4028 | 3630 | 2015 | 2522 | 2263 |
| Emmet Rd/ SCR | Steven's Lane/ James's St | 2338 | 2334 | 22565 | 3642 | 3650 | 3784 | 4180 | 4242 | 3900 | 2341 | 3192 | 3229 |
| Steven's Lane/ James's St | Thomas St. West/ Bridgefoot St. | 2334 | 2331 | 23127 | 3787 | 3732 | 3847 | 4429 | 4369 | 4033 | 2546 | 3667 | 3705 |
| Thomas St. West/ Bridgefoot St. | Cornmarket / Francis St. | 2331 | 2412 | 23584 | 3910 | 3839 | 3948 | 4471 | 4437 | 4121 | 2696 | 3969 | 4010 |
| Cornmarket / Francis St. | Winetavern / High St/ Nicholas St | 2412 | 2411 | 23804 | 4003 | 3958 | 3994 | 4712 | 4497 | 4233 | 2793 | 4136 | 4158 |
| Winetavern / High St/ Nicholas St | Dame St / Parliment St | 2411 | 2018 | 24161 | 4101 | 4282 | 4084 | 4952 | 4557 | 4424 | 2916 | 4321 | 4386 |
| Dame St / Parliment St | Dame St / St. George's St | 2018 | 2016 | 24344 | 4124 | 4300 | 4136 | 5008 | 4601 | 4434 | 2999 | 4408 | 4477 |
| Dame St / St. George's St | Dame St / Suffolk St. | 2016 | 2014 | 24582 | 4189 | 4469 | 4171 | 5081 | 4649 | 4512 | 3093 | 4502 | 4574 |
| Dame St / Suffolk St. | Finish turning onto O'Connell Bridge | 2014 | 1302 | 25159 | 4328 | 4563 | 4275 | 5166 | 4903 | 4647 | 3377 | 4850 | 4888 |



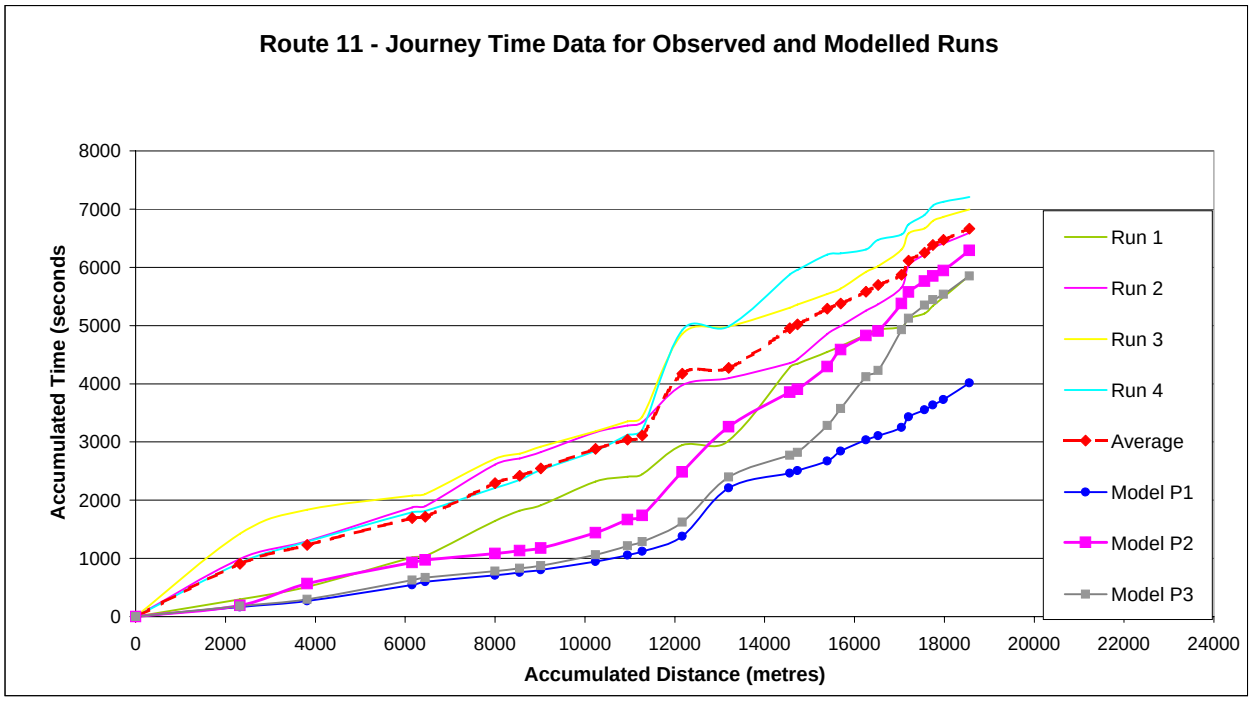
**Route 10**

| From | To | A Node | B Node | Dist (meters) | Observed Journey Time | | | | Modelled Run Times | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Run 1 | Run 2 | Run 3 | Average | Model P1 | Model P2 | Model P3 |
| Approach N81 Tallaght / Belgard Rd. | Approach N81 Tallaght / Belgard Rd. | 4185 | 4185 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approach N81 Tallaght / Belgard Rd. | N81 Tallaght / Old Bawn Road | 4185 | 4184 | 290 | 50 | 744 | 836 | 543 | 17 | 17 | 17 |
| N81 Tallaght / Old Bawn Road | Greenhills Rd/ Tallaght Main St. | 4184 | 4126 | 799 | 63 | 978 | 1155 | 732 | 135 | 148 | 142 |
| Greenhills Rd/ Tallaght Main St. | Greenhills Rd/ Airton Rd | 4126 | 4125 | 1447 | 294 | 1106 | 1771 | 1057 | 223 | 256 | 243 |
| Greenhills Rd/ Airton Rd | Greenhills Rd/ Mayberry Rd | 4125 | 4124 | 1973 | 807 | 1232 | 1924 | 1321 | 298 | 338 | 316 |
| Greenhills Rd/ Mayberry Rd | Greenhills Rd/ Tymon Rd | 4124 | 4123 | 2351 | 998 | 1351 | 2022 | 1457 | 393 | 514 | 408 |
| Greenhills Rd/ Tymon Rd | Greenhills Rd/Ballymount Rd Upper | 4123 | 4275 | 2984 | 1410 | 1470 | 2452 | 1777 | 476 | 616 | 488 |
| Greenhills Rd/Ballymount Rd Upper | Greenhills Rd/ Walkinstown Ave - Walkinstown | 4275 | 2877 | 4626 | 1511 | 1583 | 2458 | 1851 | 717 | 993 | 762 |
| Greenhills Rd/ Walkinstown Ave - Walkinstown | Walkinston Ave/ Drimnagh | 2877 | 2866 | 5477 | 1654 | 1756 | 2536 | 1982 | 853 | 1150 | 893 |
| Walkinston Ave/ Drimnagh | Drimnagh Rd/ Crumlin Rd @ Hospital | 2866 | 2865 | 5954 | 2478 | 1858 | 2613 | 2316 | 970 | 1393 | 1120 |
| Drimnagh Rd/ Crumlin Rd @ Hospital | Crumlin Rd/ Sundrive Rd | 2865 | 2862 | 7608 | 2661 | 2070 | 2802 | 2511 | 1353 | 1835 | 1525 |
| Crumlin Rd/ Sundrive Rd | Crumlin Rd/ Dolphin Rd/ Grand Canal | 2862 | 2861 | 7989 | 2752 | 2180 | 2880 | 2604 | 1506 | 2064 | 1721 |
| Crumlin Rd/ Dolphin Rd/ Grand Canal | Dolphins Barn/ SCR | 2861 | 2363 | 8198 | 2835 | 2440 | 2920 | 2732 | 1599 | 2223 | 1939 |
| Dolphins Barn/ SCR | Dolphins Barn/ Marrowbone/ Donore | 2363 | 2361 | 8749 | 3036 | 3150 | 3045 | 3077 | 1733 | 2434 | 2223 |
| Dolphins Barn/ Marrowbone/ Donore | Cork St./ Ardee St. | 2361 | 2429 | 9242 | 3564 | 3250 | 3141 | 3318 | 1832 | 2548 | 2416 |
| Cork St./ Ardee St. | Dean St./ Patrick St. | 2429 | 2424 | 9740 | 3669 | 3320 | 3228 | 3397 | 1977 | 3116 | 2887 |
| Dean St./ Patrick St. | Winetavern / High St/ Nicholas St | 2424 | 2411 | 10195 | 3865 | 3380 | 3382 | 3542 | 2247 | 3707 | 3551 |
| Winetavern / High St/ Nicholas St | Dame St / Parliment St | 2411 | 2018 | 10552 | 4016 | 3425 | 3471 | 3637 | 2370 | 3892 | 3779 |
| Dame St / Parliment St | Dame St / St. George's St | 2018 | 2016 | 10735 | 4078 | 3568 | 3555 | 3734 | 2453 | 3979 | 3870 |
| Dame St / St. George's St | Dame St / Suffolk St. St. | 2016 | 2014 | 10973 | 4125 | 3585 | 3630 | 3780 | 2547 | 4074 | 3966 |
| Dame St / Suffolk St. St. | Finish turning onto O'Connell Bridge | 2014 | 1302 | 11550 | 4245 | 3707 | 3807 | 3920 | 2831 | 4421 | 4280 |



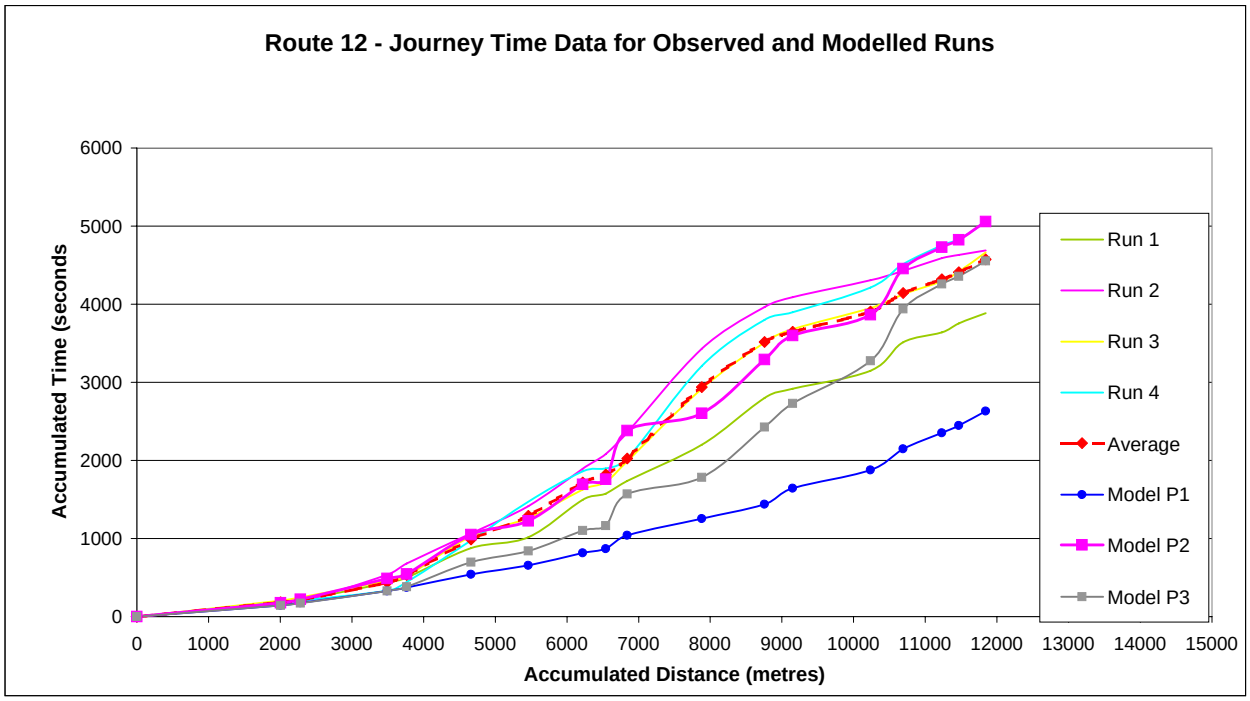
**Route 11**

| From | To | A Node | B Node | Dist (meters) | Observed Journey Time | | | | | Modelled Run Times | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Run 1 | Run 2 | Run 3 | Run 4 | Average | Model P1 | Model P2 | Model P3 |
| Approach Saggart Village crossroads from F | Approach Saggart Village crossroads from F | 4119 | 4119 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approach Saggart Village crossroads from Rath | Blessington Rd. / N82 | 4119 | 4192 | 2322 | 296 | 990 | 1424 | 925 | 909 | 165 | 195 | 181 |
| Blessington Rd. / N82 | Blessington Road / Fortunestown Road | 4192 | 4191 | 3819 | 514 | 1297 | 1837 | 1287 | 1234 | 271 | 569 | 298 |
| Blessington Road / Fortunestown Road | N81 Tallaght / Belgard | 4191 | 4185 | 6155 | 1017 | 1875 | 2080 | 1795 | 1692 | 547 | 928 | 625 |
| N81 Tallaght / Belgard | N81 Tallaght / Oldbawn Rd | 4185 | 4184 | 6445 | 1039 | 1899 | 2106 | 1817 | 1715 | 597 | 973 | 671 |
| N81 Tallaght / Oldbawn Rd | Tallaght Bypass/ Tallaght Rd - Roundabout | 4184 | 4181 | 8000 | 1647 | 2614 | 2708 | 2213 | 2295 | 709 | 1083 | 782 |
| Tallaght Bypass/ Tallaght Rd - Roundabout | Tallaght Rd/ M50 Western Parkway | 4181 | 4177 | 8546 | 1821 | 2717 | 2798 | 2348 | 2421 | 758 | 1132 | 831 |
| Tallaght Rd/ M50 Western Parkway | Tallaght Rd/ Wellington Lane - Spawell Rounda | 4177 | 4171 | 9022 | 1915 | 2828 | 2920 | 2516 | 2545 | 804 | 1174 | 874 |
| Tallaght Rd/ Wellington Lane - Spawell Rounda | Tallaght Rd/ Cypress Grove Rd - Templeogue E | 4171 | 4162 | 10234 | 2320 | 3167 | 3185 | 2848 | 2880 | 944 | 1439 | 1060 |
| Tallaght Rd/ Cypress Grove Rd - Templeogue E | Templeogue Rd/ Templeville Rd | 4162 | 4161 | 10947 | 2404 | 3282 | 3353 | 3124 | 3041 | 1057 | 1667 | 1216 |
| Templeogue Rd/ Templeville Rd | Templeogue Rd/ Fortfield Rd | 4161 | 2899 | 11274 | 2449 | 3340 | 3439 | 3211 | 3110 | 1124 | 1739 | 1285 |
| Templeogue Rd/ Fortfield Rd | Templeogue Rd/ Terenure Rd - Terenure Cross | 2899 | 2889 | 12170 | 2947 | 3977 | 4856 | 4920 | 4175 | 1379 | 2487 | 1620 |
| Templeogue Rd/ Terenure Rd - Terenure Cross | Terenure Rd East/ Rathgar Ave/ Orwell Road | 2889 | 2717 | 13202 | 3024 | 4096 | 4983 | 4986 | 4272 | 2211 | 3261 | 2395 |
| Terenure Rd East/ Rathgar Ave/ Orwell Road | Rathmines Rd/ Castlewood Ave - Swan Centre | 2717 | 2713 | 14559 | 4284 | 4356 | 5305 | 5877 | 4955 | 2461 | 3853 | 2769 |
| Rathmines Rd/ Castlewood Ave - Swan Centre | Rathmines Rd/ Leinster Rd | 2713 | 2712 | 14733 | 4345 | 4421 | 5363 | 5954 | 5021 | 2505 | 3906 | 2819 |
| Rathmines Rd/ Leinster Rd | Rathmines Rd/ Canal Rd | 2712 | 2711 | 15398 | 4548 | 4853 | 5543 | 6218 | 5290 | 2670 | 4292 | 3284 |
| Rathmines Rd/ Canal Rd | Richmond St./ Adelaide Rd/ Harrington St | 2711 | 2057 | 15694 | 4646 | 4990 | 5635 | 6242 | 5378 | 2845 | 4584 | 3573 |
| Richmond St./ Adelaide Rd/ Harrington St | Wexford St./ Cuffe St | 2057 | 2048 | 16260 | 4843 | 5254 | 5922 | 6306 | 5581 | 3036 | 4826 | 4117 |
| Wexford St./ Cuffe St | Kevin Street Lower / Bride Street | 2048 | 2023 | 16525 | 4932 | 5367 | 6020 | 6470 | 5697 | 3105 | 4904 | 4229 |
| Kevin Street Lower / Bride Street | Kevin St/ Patrick Street | 2023 | 2421 | 17045 | 4974 | 5652 | 6304 | 6567 | 5874 | 3247 | 5379 | 4925 |
| Kevin St/ Patrick Street | Winetavern / High St/ Nicholas St | 2421 | 2411 | 17202 | 5119 | 6028 | 6582 | 6736 | 6116 | 3429 | 5578 | 5122 |
| Winetavern / High St/ Nicholas St | Dame St / Parliment St | 2411 | 2018 | 17559 | 5206 | 6224 | 6669 | 6903 | 6250 | 3551 | 5763 | 5350 |
| Dame St / Parliment St | Dame St / St. George's St | 2018 | 2016 | 17742 | 5337 | 6337 | 6796 | 7058 | 6382 | 3634 | 5850 | 5441 |
| Dame St / St. George's St | Dame St / Suffolk St. | 2016 | 2014 | 17980 | 5486 | 6411 | 6868 | 7126 | 6473 | 3728 | 5944 | 5537 |
| Dame St / Suffolk St. | Finish turning onto O'Connell Bridge | 2014 | 1302 | 18557 | 5861 | 6595 | 6995 | 7206 | 6664 | 4013 | 6292 | 5852 |



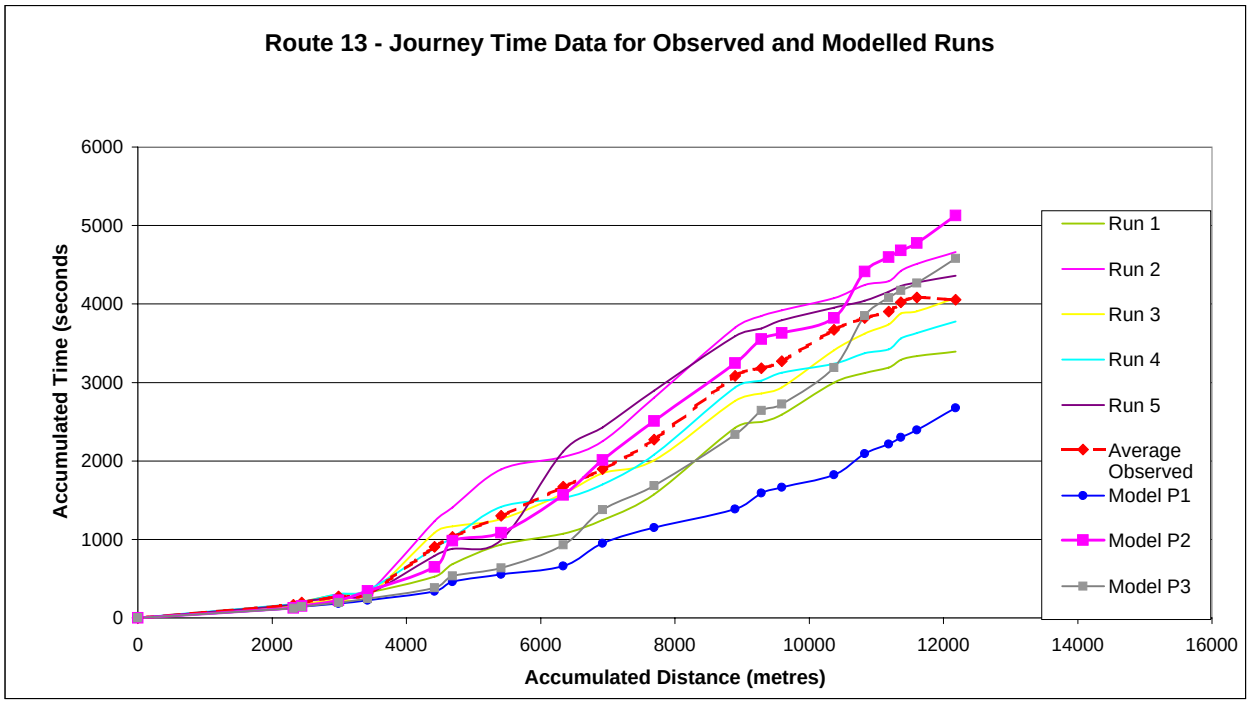
**Route 12**

| From | To | A Node | B Node | Dist (meters) | Observed Journey Times | | | | | Modelled Run Times | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Run 1 | Run 2 | Run 3 | Run 4 | Average | Model P1 | Model P2 | Model P3 |
| Bohernabreena Rd/ Firhouse Rd - Brigid Bu | Bohernabreena Rd/ Firhouse Rd - Brigid Bu | 4021 | 4021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bohernabreena Rd/ Firhouse Rd - Brigid Burkes Roundabout | Firhouse Rd / Ballycullen Rd | 4021 | 4019 | 2007 | 187 | 169 | 205 | 182 | 186 | 144 | 175 | 143 |
| Firhouse Rd / Ballycullen Rd | Firhouse Rd / Delaford Ave | 4019 | 4017 | 2283 | 209 | 189 | 247 | 204 | 212 | 177 | 221 | 174 |
| Firhouse Rd / Delaford Ave | Firhouse Rd / Knocklyon Rd | 4017 | 4015 | 3492 | 434 | 537 | 457 | 332 | 440 | 326 | 489 | 329 |
| Firhouse Rd / Knocklyon Rd | Firhouse Rd / Butterfield Ave/ Ballyroan Rd - Blue Haven | 4015 | 4014 | 3764 | 499 | 682 | 516 | 441 | 535 | 374 | 545 | 381 |
| Firhouse Rd / Butterfield Ave/ Ballyroan Rd - Blue Haven | Butterfield Ave/ Fairways | 4014 | 4012 | 4664 | 879 | 1066 | 1029 | 974 | 987 | 543 | 1050 | 697 |
| Butterfield Ave/ Fairways | Butterfield Ave/ Rathfarnam Rd | 4012 | 4062 | 5460 | 1018 | 1414 | 1264 | 1471 | 1292 | 657 | 1224 | 839 |
| Butterfield Ave/ Rathfarnam Rd | Rathfarnam Rd/ Dodder Park Rd | 4062 | 4061 | 6219 | 1494 | 1895 | 1625 | 1860 | 1719 | 816 | 1693 | 1101 |
| Rathfarnam Rd/ Dodder Park Rd | Rathfarnam Rd/ Bushy Park Rd | 4061 | 2721 | 6542 | 1574 | 2080 | 1720 | 1898 | 1818 | 869 | 1757 | 1163 |
| Rathfarnam Rd/ Bushy Park Rd | Terenure Rd North/ Terenure Rd East - Terenure Cross | 2721 | 2897 | 6843 | 1738 | 2356 | 1989 | 2019 | 2026 | 1043 | 2383 | 1570 |
| Terenure Rd North/ Terenure Rd East - Terenure Cross | Harolds Cross Rd/ Rathgar Ave/ Kennilworth - Five Roads | 2897 | 2896 | 7882 | 2202 | 3431 | 2917 | 3209 | 2940 | 1256 | 2603 | 1782 |
| Harolds Cross Rd/ Rathgar Ave/ Kennilworth - Five Roads | Harolds Cross Rd/ Lower Harolds Cross Rd - Harolds Cross | 2896 | 2892 | 8758 | 2799 | 3965 | 3507 | 3798 | 3517 | 1440 | 3292 | 2425 |
| Harolds Cross Rd/ Lower Harolds Cross Rd - Harolds Cross | Harolds Cross Rd/ Grove Rd @ Canal | 2892 | 2891 | 9149 | 2918 | 4089 | 3680 | 3897 | 3646 | 1644 | 3598 | 2731 |
| Harolds Cross Rd/ Grove Rd @ Canal | Dean St. / Patrick St. | 2891 | 2424 | 10235 | 3146 | 4308 | 3950 | 4213 | 3904 | 1878 | 3865 | 3276 |
| Dean St. / Patrick St. | High St. / Nicholas St | 2424 | 2411 | 10690 | 3512 | 4427 | 4125 | 4511 | 4144 | 2148 | 4456 | 3940 |
| High St. / Nicholas St | Dame St / St. George's St | 2411 | 2016 | 11230 | 3639 | 4589 | 4295 | 4753 | 4319 | 2354 | 4728 | 4259 |
| Dame St / St. George's St | Dame St / Suffolk St. | 2016 | 2014 | 11468 | 3753 | 4631 | 4420 | 4832 | 4409 | 2448 | 4823 | 4355 |
| Dame St / Suffolk St. | Finish turning onto O'Connell Bridge | 2014 | 2001 | 11845 | 3884 | 4690 | 4663 | 5051 | 4572 | 2633 | 5059 | 4555 |



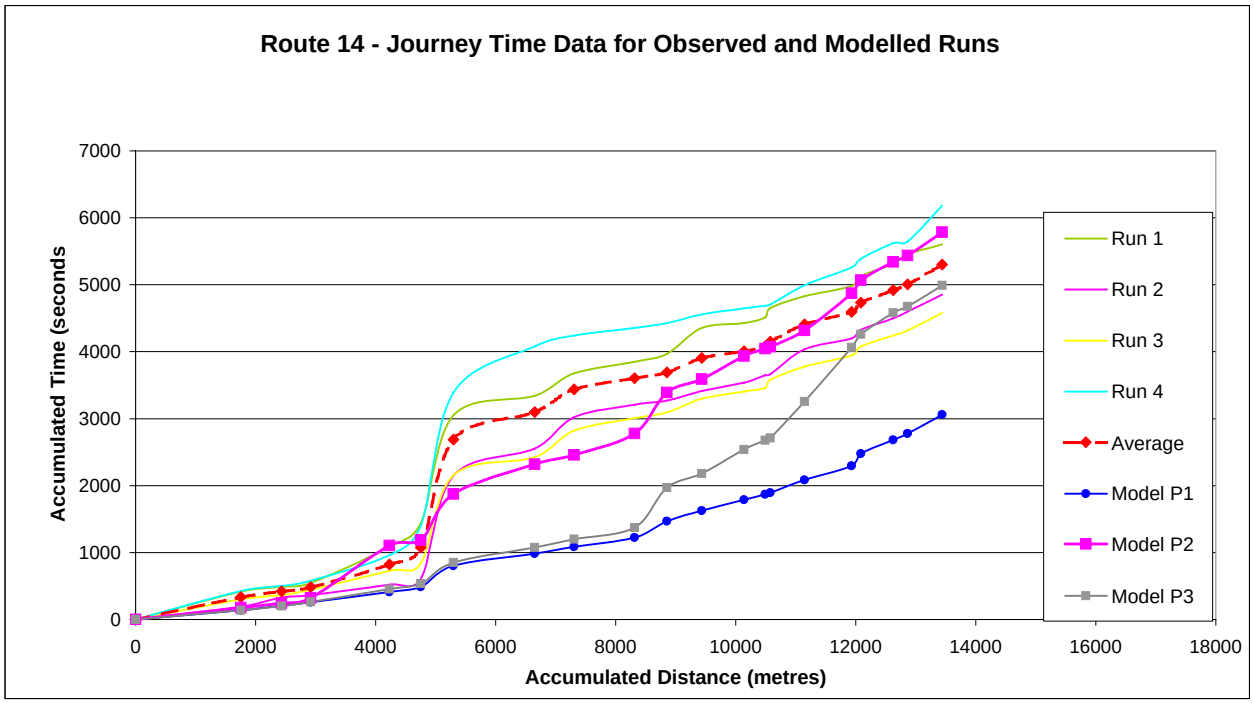
**Route 13**

| From | To | A Node | B Node | Dist (meters) | Observed Journey Time | | | | | | Modelled Run Times | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Run 1 | Run 2 | Run 3 | Run 4 | Run 5 | Average | Model P1 | Model P2 | Model P3 |
| Approach Tibradden rd. / Edmonstown Junc | Approach Tibradden rd. / Edmonstown Junc | 4068 | 4068 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approach Tibradden rd. / Edmonstown Junction | Edmondstown Rd / Scholarstown Rd | 4068 | 4067 | 2319 | 167 | 168 | 157 | 175 | 169 | 167 | 124 | 126 | 124 |
| Edmondstown Rd / Scholarstown Rd | Taylors Lane / Ballyboden Rd Roundabout | 4067 | 4066 | 2443 | 204 | 203 | 181 | 195 | 203 | 197 | 142 | 150 | 144 |
| Taylors Lane / Ballyboden Rd Roundabout | Ballyroan Rd/ Ballyboden Rd | 4066 | 4065 | 2988 | 296 | 267 | 232 | 304 | 269 | 274 | 184 | 225 | 194 |
| Ballyroan Rd/ Ballyboden Rd | Ballyroan Rd/ Marian Rd | 4065 | 4031 | 3424 | 323 | 313 | 272 | 349 | 303 | 312 | 224 | 341 | 246 |
| Ballyroan Rd/ Marian Rd | Ballyrowan Rd/ Butterfield Ave - Blue Haven | 4031 | 4014 | 4419 | 526 | 1230 | 1083 | 889 | 791 | 904 | 340 | 647 | 382 |
| Ballyrowan Rd/ Butterfield Ave - Blue Haven | Old Bridge Rd/ Templeogue Rd - N81 | 4014 | 4162 | 4686 | 685 | 1409 | 1167 | 1022 | 882 | 1033 | 459 | 981 | 536 |
| Old Bridge Rd/ Templeogue Rd - N81 | Templeville Rd/ Wainsfort Rd Roundabout | 4162 | 4284 | 5412 | 936 | 1892 | 1260 | 1415 | 993 | 1299 | 556 | 1084 | 637 |
| Templeville Rd/ Wainsfort Rd Roundabout | Wainsfort Rd / Fortfield Rd | 4284 | 2888 | 6338 | 1071 | 2050 | 1584 | 1529 | 2120 | 1671 | 662 | 1565 | 930 |
| Wainsfort Rd / Fortfield Rd | Kimmage Rd / Terenure Rd @ KCR | 2888 | 2886 | 6921 | 1250 | 2253 | 1845 | 1702 | 2426 | 1895 | 952 | 2011 | 1379 |
| Kimmage Rd / Terenure Rd @ KCR | Kimmage Rd Lower/ Larkfield park/ Sundrive | 2886 | 2885 | 7688 | 1575 | 2806 | 2008 | 2081 | 2898 | 2274 | 1150 | 2510 | 1684 |
| Kimmage Rd Lower/ Larkfield park/ Sundrive | Harolds Cross Rd/ Lower Harolds Cross Rd - Ha | 2885 | 2892 | 8894 | 2424 | 3700 | 2765 | 2938 | 3590 | 3083 | 1385 | 3247 | 2338 |
| Harolds Cross Rd/ Lower Harolds Cross Rd - Ha | Harolds Cross Rd/ Grove Rd @ Canal | 2892 | 2891 | 9285 | 2496 | 3848 | 2860 | 3022 | 3689 | 3183 | 1589 | 3554 | 2643 |
| Harolds Cross Rd/ Grove Rd @ Canal | Clanbrassil St/ SCR | 2891 | 2443 | 9593 | 2590 | 3918 | 2937 | 3125 | 3795 | 3273 | 1664 | 3630 | 2725 |
| Clanbrassil St/ SCR | Patrick St/ Dean St. | 2443 | 2424 | 10371 | 2998 | 4076 | 3408 | 3238 | 3954 | 3669 | 1823 | 3820 | 3188 |
| Patrick St/ Dean St. | High Street / Nicholas St | 2424 | 2411 | 10826 | 3121 | 4241 | 3623 | 3373 | 4043 | 3820 | 2093 | 4412 | 3852 |
| High Street / Nicholas St | Dame St / Parliment St | 2411 | 2018 | 11183 | 3189 | 4289 | 3739 | 3423 | 4158 | 3902 | 2216 | 4597 | 4080 |
| Dame St / Parliment St | Dame St / St. George's St | 2018 | 2016 | 11366 | 3287 | 4422 | 3880 | 3562 | 4229 | 4023 | 2299 | 4684 | 4171 |
| Dame St / St. George's St | Dame St / Suffolk St. | 2016 | 2014 | 11604 | 3335 | 4513 | 3906 | 3632 | 4273 | 4081 | 2393 | 4778 | 4267 |
| Dame St / Suffolk St. | Finish turning onto O'Connell Bridge | 2014 | 1302 | 12181 | 3395 | 4663 | 4075 | 3777 | 4362 | 4054 | 2677 | 5126 | 4582 |



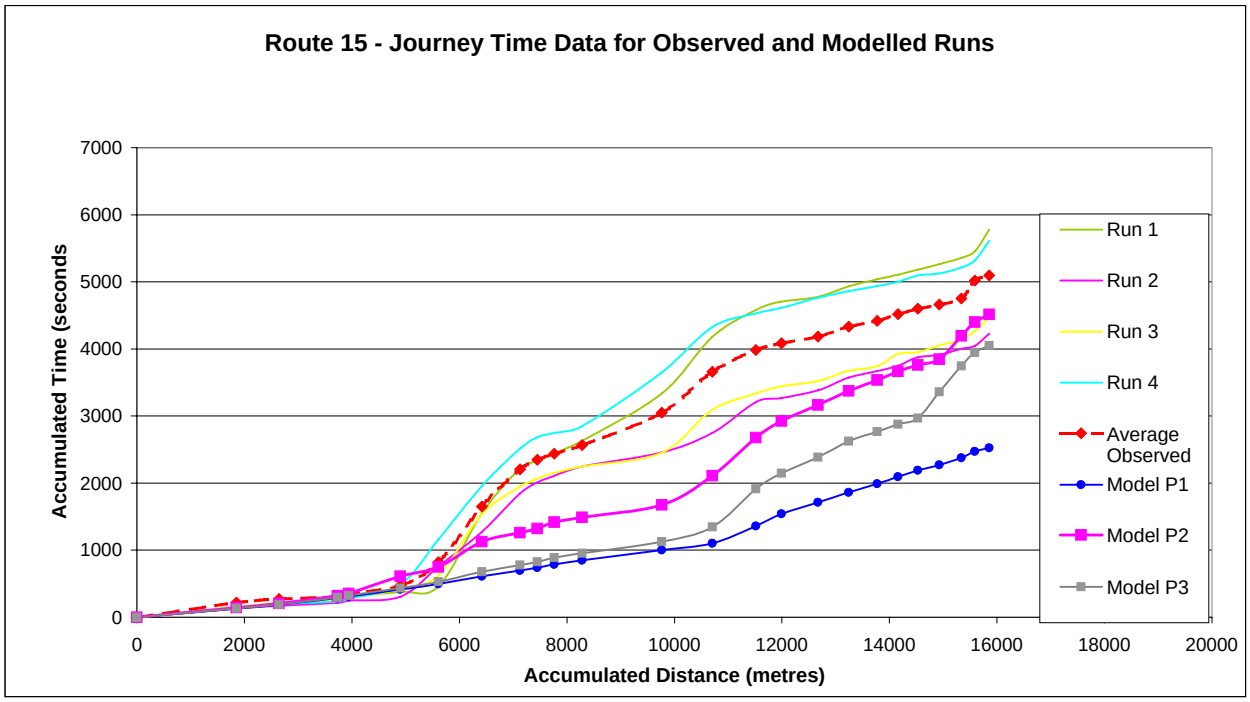
**Route 14**

| From | To | A Node | B Node | Dist (meters) | Observed Journey Time | | | | | Modelled Run Times | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Run 1 | Run 2 | Run 3 | Run 4 | Average | Model P1 | Model P2 | Model P3 |
| Eniskerry Rd / Burrow Rd | Eniskerry Rd / Burrow Rd | 5139 | 5139 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eniskerry Rd / Burrow Rd | Blackglen rd / Hillcrest Rd | 5139 | 5138 | 1754 | 416 | 190 | 302 | 426 | 333 | 140 | 177 | 139 |
| Blackglen rd / Hillcrest Rd | Sandyford Rd/ Kilgobbin Rd - Sandyford Villag | 5138 | 5137 | 2431 | 488 | 331 | 365 | 500 | 421 | 204 | 244 | 202 |
| Sandyford Rd/ Kilgobbin Rd - Sandyford Villag | Sandyford Rd/ Blackthorn Drive - Sandyford Ind | 5137 | 5136 | 2917 | 543 | 361 | 444 | 578 | 481 | 260 | 319 | 261 |
| Sandyford Rd/ Blackthorn Drive - Sandyford Ind | Sandyford Rd/ Wyckham | 5136 | 5127 | 4227 | 1084 | 522 | 727 | 963 | 824 | 409 | 1105 | 456 |
| Sandyford Rd/ Wyckham | Main St./ Ballinteer rd/ Upper Kilmacud Rd | 5127 | 5134 | 4754 | 1444 | 608 | 843 | 1401 | 1074 | 488 | 1185 | 535 |
| Main St./ Ballinteer rd/ Upper Kilmacud Rd | Dundrum Rd/ Churchtown Rd Upr @ Taney Cro | 5134 | 5132 | 5295 | 3049 | 2151 | 2155 | 3388 | 2686 | 805 | 1876 | 852 |
| Dundrum Rd/ Churchtown Rd Upr @ Taney Cro | Dundrum Rd/ Bird Ave | 5132 | 5131 | 6650 | 3340 | 2551 | 2423 | 4078 | 3098 | 984 | 2317 | 1074 |
| Dundrum Rd/ Bird Ave | Dundrum Rd/ Milltown Rd | 5131 | 2908 | 7304 | 3676 | 3023 | 2819 | 4239 | 3439 | 1084 | 2459 | 1202 |
| Dundrum Rd/ Milltown Rd | Milltown Rd/ Sandford Rd | 2908 | 2919 | 8313 | 3851 | 3208 | 3008 | 4354 | 3605 | 1225 | 2779 | 1374 |
| Milltown Rd/ Sandford Rd | Sandford Rd / Marlborough Rd | 2919 | 2917 | 8851 | 3967 | 3270 | 3092 | 4428 | 3689 | 1469 | 3390 | 1971 |
| Sandford Rd / Marlborough Rd | Ranelagh/ Charleston rd | 2917 | 2913 | 9437 | 4356 | 3413 | 3301 | 4559 | 3907 | 1624 | 3591 | 2179 |
| Ranelagh/ Charleston rd | Ranelagh/ Canal Rd | 2913 | 2911 | 10136 | 4427 | 3538 | 3406 | 4649 | 4005 | 1788 | 3935 | 2537 |
| Ranelagh/ Canal Rd | Charlemont St/ Harcourt Rd | 2911 | 2055 | 10489 | 4514 | 3650 | 3464 | 4686 | 4078 | 1870 | 4045 | 2676 |
| Charlemont St/ Harcourt Rd | Harrington St/ Richmond St | 2055 | 2057 | 10578 | 4654 | 3664 | 3582 | 4704 | 4151 | 1894 | 4076 | 2712 |
| Harrington St/ Richmond St | Aungier St/ Cuffe St | 2057 | 2048 | 11144 | 4830 | 4037 | 3775 | 4993 | 4409 | 2085 | 4318 | 3255 |
| Aungier St/ Cuffe St | Kevin Street / Patrick St | 2048 | 2421 | 11929 | 4984 | 4196 | 3946 | 5262 | 4597 | 2296 | 4872 | 4063 |
| Kevin Street / Patrick St | Nicholas St / High St | 2421 | 2411 | 12086 | 5131 | 4326 | 4079 | 5391 | 4732 | 2477 | 5070 | 4261 |
| Nicholas St / High St | Dame St / St. George's St | 2411 | 2016 | 12626 | 5314 | 4501 | 4242 | 5622 | 4920 | 2683 | 5342 | 4580 |
| Dame St / St. George's St | Dame St / Suffolk St. | 2016 | 2014 | 12864 | 5457 | 4602 | 4316 | 5648 | 5006 | 2776 | 5437 | 4676 |
| Dame St / Suffolk St. | Finish turning onto O'Connell Bridge | 2014 | 1302 | 13441 | 5605 | 4851 | 4581 | 6183 | 5305 | 3061 | 5785 | 4991 |



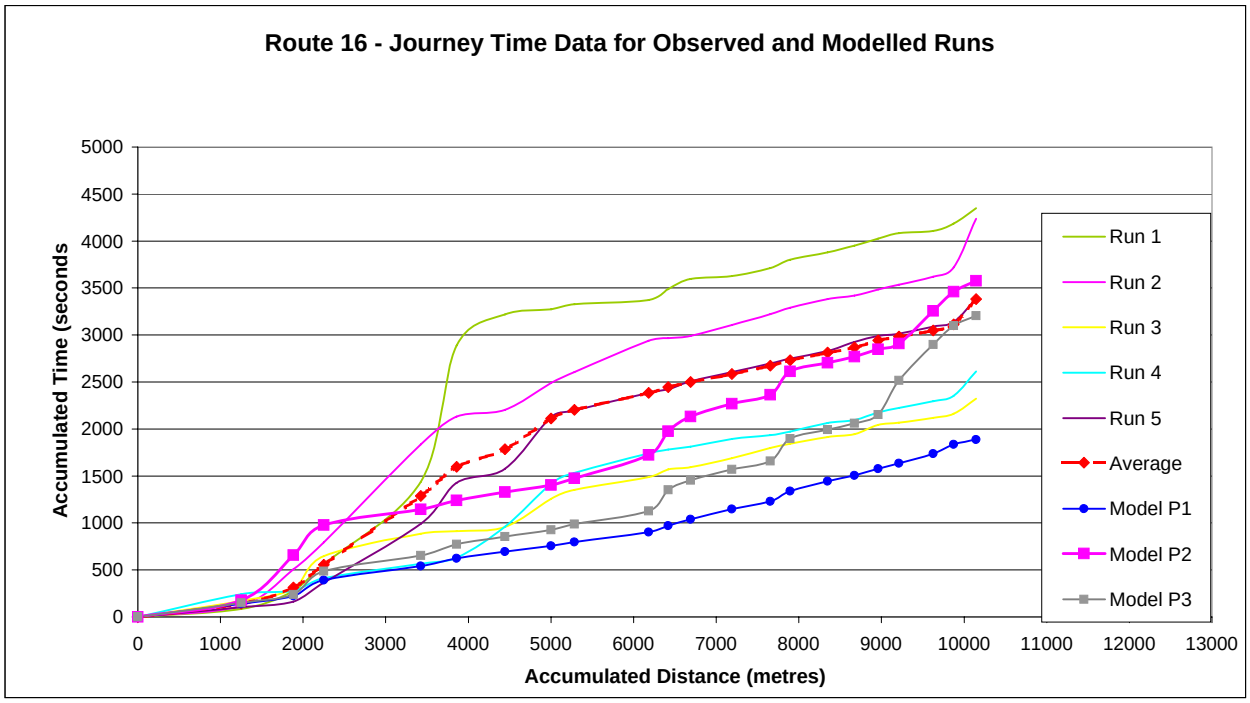
**Route 15**

| From | To | A Node | B Node | Dist (meters) | Observed Journey Time | | | | | Modelled Run Times | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Run 1 | Run 2 | Run 3 | Run 4 | Average ( | Model P1 | Model P2 | Model P3 |
| N11 / Wyatville Rd | N11 / Wyatville Rd | 5028 | 5028 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| N11 / Wyatville Rd | N11 / Johnstown Rd | 5028 | 5027 | 1852 | 146 | 131 | 159 | 139 | 217 | 128 | 141 | 132 |
| N11 / Johnstown Rd | N11 / Clonkeen Rd | 5027 | 5026 | 2641 | 203 | 173 | 214 | 195 | 270 | 186 | 205 | 192 |
| N11 / Clonkeen Rd | N11 / Mart Lane | 5026 | 5024 | 3733 | 247 | 216 | 254 | 235 | 312 | 286 | 322 | 295 |
| N11 / Mart Lane | N11 / Kill Lane | 5024 | 5023 | 3941 | 309 | 248 | 278 | 275 | 357 | 312 | 355 | 324 |
| N11 / Kill Lane | Stillorgan Rd/ Leopardstown Rd - Whites Cross | 5023 | 5022 | 4899 | 379 | 306 | 427 | 485 | 473 | 416 | 610 | 435 |
| Stillorgan Rd/ Leopardstown Rd - Whites Cross | Stillorgan Rd/ Brewery Rd | 5022 | 5021 | 5610 | 456 | 756 | 625 | 1158 | 822 | 495 | 749 | 530 |
| Stillorgan Rd/ Brewery Rd | Stillorgan Rd/ Lower Kilmacud Rd | 5021 | 5019 | 6416 | 1551 | 1274 | 1537 | 1956 | 1653 | 609 | 1127 | 676 |
| Stillorgan Rd/ Lower Kilmacud Rd | Stillorgan Rd/ Lower Trees Rd | 5019 | 5018 | 7126 | 2219 | 1848 | 1947 | 2516 | 2206 | 697 | 1259 | 777 |
| Stillorgan Rd/ Lower Trees Rd | Stillorgan Rd/ Mount Merrion Ave | 5018 | 5017 | 7451 | 2330 | 2007 | 2067 | 2683 | 2345 | 741 | 1320 | 827 |
| Stillorgan Rd/ Mount Merrion Ave | Stillorgan Rd/ Booterstown Ave | 5017 | 5016 | 7765 | 2442 | 2111 | 2151 | 2749 | 2437 | 786 | 1415 | 888 |
| Stillorgan Rd/ Booterstown Ave | Stillorgan Rd/ Fosters Ave | 5016 | 5015 | 8280 | 2631 | 2246 | 2246 | 2848 | 2566 | 848 | 1490 | 955 |
| Stillorgan Rd/ Fosters Ave | Stillorgan Rd/ Nutley lane | 5015 | 2944 | 9767 | 3335 | 2458 | 2452 | 3652 | 3048 | 1000 | 1674 | 1125 |
| Stillorgan Rd/ Nutley lane | Stillorgan Rd/ Eglinton Road | 2944 | 2942 | 10704 | 4181 | 2747 | 3091 | 4327 | 3660 | 1104 | 2108 | 1345 |
| Stillorgan Rd/ Eglinton Road | Donnybrook Rd/ Marlborough Rd | 2942 | 2940 | 11516 | 4581 | 3207 | 3334 | 4527 | 3986 | 1360 | 2676 | 1914 |
| Donnybrook Rd/ Marlborough Rd | Leeson St Upr./ Appian Way | 2940 | 2938 | 11993 | 4706 | 3269 | 3445 | 4616 | 4083 | 1539 | 2926 | 2146 |
| Leeson St Upr./ Appian Way | Leeson St Lwr/ Mespil Rd. | 2938 | 2931 | 12673 | 4776 | 3383 | 3523 | 4760 | 4184 | 1712 | 3162 | 2384 |
| Leeson St Lwr/ Mespil Rd. | Leeson St Lwr/ St. Stephens Green East | 2931 | 2106 | 13241 | 4933 | 3574 | 3672 | 4862 | 4334 | 1863 | 3373 | 2623 |
| Leeson St Lwr/ St. Stephens Green East | St. Stephens Green North/Dawson Street | 2106 | 2085 | 13774 | 5039 | 3668 | 3742 | 4937 | 4420 | 1990 | 3535 | 2768 |
| St. Stephens Green North/Dawson Street | Dawson Street / Nassau Street | 2085 | 2082 | 14161 | 5108 | 3749 | 3927 | 5001 | 4520 | 2094 | 3664 | 2879 |
| Dawson Street / Nassau Street | Lincoln Place / Westland Row | 2082 | 2131 | 14528 | 5184 | 3873 | 3952 | 5095 | 4600 | 2189 | 3759 | 2967 |
| Lincoln Place / Westland Row | Westland Row / Pearse Street | 2131 | 2154 | 14925 | 5263 | 3915 | 4052 | 5125 | 4662 | 2273 | 3847 | 3361 |
| Westland Row / Pearse Street | Pearse Street / Tara Street | 2154 | 2152 | 15339 | 5359 | 4004 | 4139 | 5216 | 4753 | 2374 | 4195 | 3745 |
| Pearse Street / Tara Street | Tara Street / Burgh Quay | 2152 | 2172 | 15586 | 5454 | 4046 | 4266 | 5319 | 5019 | 2473 | 4398 | 3945 |
| Tara Street / Burgh Quay | Burgh Quay / O'Connell Bridge | 2172 | 2001 | 15857 | 5778 | 4227 | 4466 | 5610 | 5094 | 2526 | 4516 | 4052 |



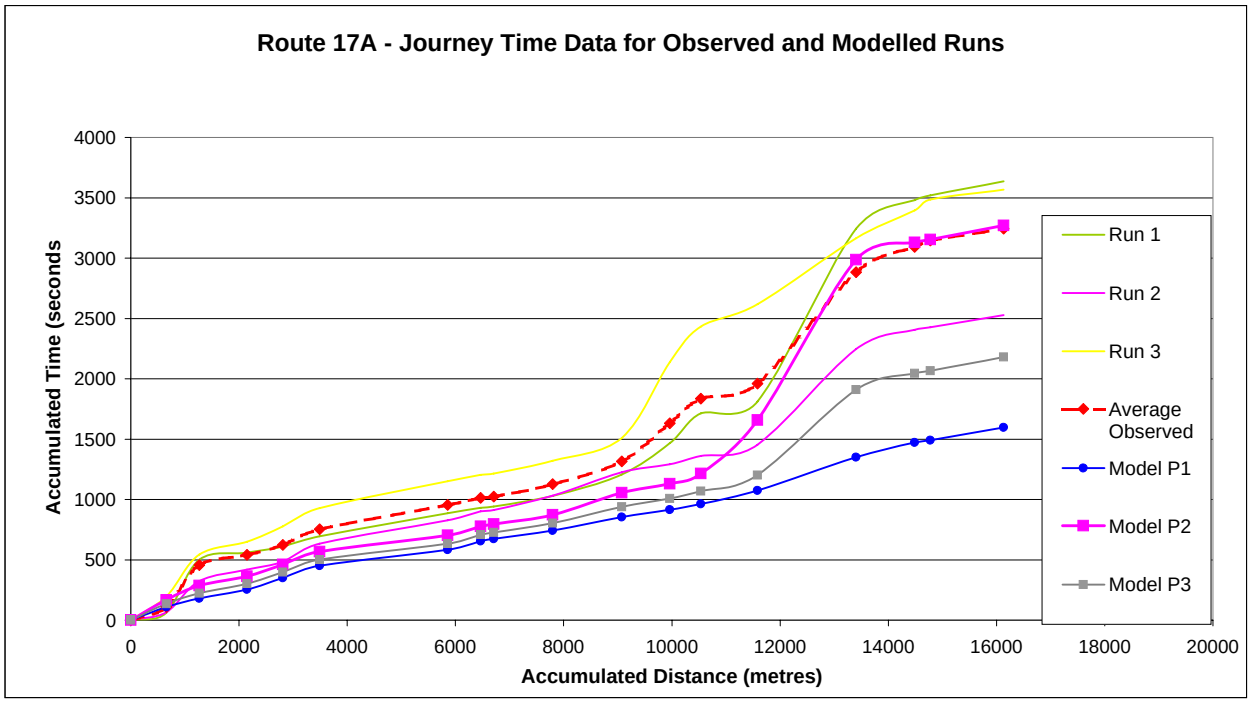
**Route 16**

| From | To | A Node | B Node | Dist (meters) | Observed Journey Time | | | | | | Modelled Run Times | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Run 1 | Run 2 | Run 3 | Run 4 | Run 5 | Average | Model P1 | Model P2 | Model P3 |
| Approach Monkstown Crescent / Carrick Br | Approach Monkstown Crescent / Carrick Br | 5081 | 5081 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approach Monkstown Crescent / Carrick Brenn | Monkstown Rd/ Temple Hill/ Stradbrook | 5081 | 5047 | 1252 | 86 | 118 | 171 | 243 | 103 | 144 | 140 | 177 | 151 |
| Monkstown Rd/ Temple Hill/ Stradbrook | Frascati Rd / Carysfort Rd | 5047 | 5045 | 1882 | 281 | 506 | 303 | 275 | 165 | 312 | 226 | 656 | 239 |
| Frascati Rd / Carysfort Rd | Rock Rd/ Mt. Merrion Ave | 5045 | 5043 | 2249 | 563 | 793 | 647 | 411 | 363 | 555 | 391 | 978 | 488 |
| Rock Rd/ Mt. Merrion Ave | Rock Rd/ Booterstown Ave | 5043 | 5042 | 3424 | 1438 | 1836 | 885 | 565 | 991 | 1288 | 543 | 1146 | 653 |
| Rock Rd/ Booterstown Ave | Rock Rd/ Trimelston Rd | 5042 | 5041 | 3859 | 2888 | 2131 | 914 | 630 | 1427 | 1598 | 622 | 1241 | 772 |
| Rock Rd/ Trimelston Rd | Rock Rd/Strand Rd - Merrion Gate | 5041 | 2970 | 4443 | 3220 | 2202 | 958 | 960 | 1578 | 1784 | 696 | 1327 | 855 |
| Rock Rd/Strand Rd - Merrion Gate | Merrion Rd/ Nutley Lane | 2970 | 2969 | 4999 | 3274 | 2490 | 1257 | 1416 | 2124 | 2112 | 755 | 1403 | 928 |
| Merrion Rd/ Nutley Lane | Merrion Rd/ Ailesbury Rd | 2969 | 2968 | 5282 | 3327 | 2606 | 1351 | 1533 | 2197 | 2203 | 797 | 1474 | 989 |
| Merrion Rd/ Ailesbury Rd | Merrion Rd/ Sandymount Ave/ Simmonscourt | 2968 | 2967 | 6183 | 3373 | 2940 | 1490 | 1740 | 2383 | 2385 | 903 | 1725 | 1126 |
| Merrion Rd/ Sandymount Ave/ Simmonscourt | Merrion Rd/ Serpentine Ave | 2967 | 2966 | 6418 | 3487 | 2965 | 1571 | 1780 | 2420 | 2445 | 971 | 1977 | 1352 |
| Merrion Rd/ Serpentine Ave | Merrion Rd/ Angelsea Rd | 2966 | 2965 | 6690 | 3597 | 2991 | 1595 | 1813 | 2506 | 2500 | 1040 | 2133 | 1453 |
| Merrion Rd/ Angelsea Rd | Northumberland Rd / Pembroke Rd | 2965 | 2962 | 7188 | 3627 | 3107 | 1688 | 1895 | 2605 | 2584 | 1147 | 2267 | 1571 |
| Northumberland Rd / Pembroke Rd | Northumberland Rd / Haddington Rd | 2962 | 2961 | 7655 | 3712 | 3222 | 1798 | 1934 | 2696 | 2672 | 1231 | 2364 | 1659 |
| Northumberland Rd / Haddington Rd | Mount St/ Warrington Place | 2961 | 2134 | 7894 | 3802 | 3289 | 1844 | 1972 | 2750 | 2731 | 1340 | 2612 | 1897 |
| Mount St/ Warrington Place | Mount St./ Holles St. | 2134 | 2133 | 8346 | 3880 | 3383 | 1913 | 2064 | 2830 | 2814 | 1444 | 2706 | 1992 |
| Mount St./ Holles St. | Merrion Sq/ Clare St | 2133 | 2132 | 8674 | 3952 | 3418 | 1944 | 2095 | 2925 | 2867 | 1505 | 2769 | 2060 |
| Merrion Sq/ Clare St | Lincoln Place / Westland Row | 2132 | 2141 | 8959 | 4027 | 3486 | 2044 | 2175 | 2989 | 2944 | 1576 | 2847 | 2152 |
| Lincoln Place / Westland Row | Westland Row / Pearse St. | 2141 | 2154 | 9212 | 4085 | 3536 | 2066 | 2223 | 3015 | 2985 | 1635 | 2908 | 2516 |
| Westland Row / Pearse St. | Pearse St / Tara St. | 2154 | 2152 | 9626 | 4109 | 3621 | 2119 | 2297 | 3090 | 3047 | 1736 | 3256 | 2900 |
| Pearse St / Tara St. | Burgh Quay/ Tara St. | 2152 | 2172 | 9873 | 4186 | 3718 | 2163 | 2352 | 3142 | 3112 | 1835 | 3459 | 3099 |
| Burgh Quay/ Tara St. | Finish turning onto O'Connell Bridge | 2172 | 2001 | 10144 | 4349 | 4236 | 2323 | 2612 | 3387 | 3381 | 1888 | 3577 | 3206 |



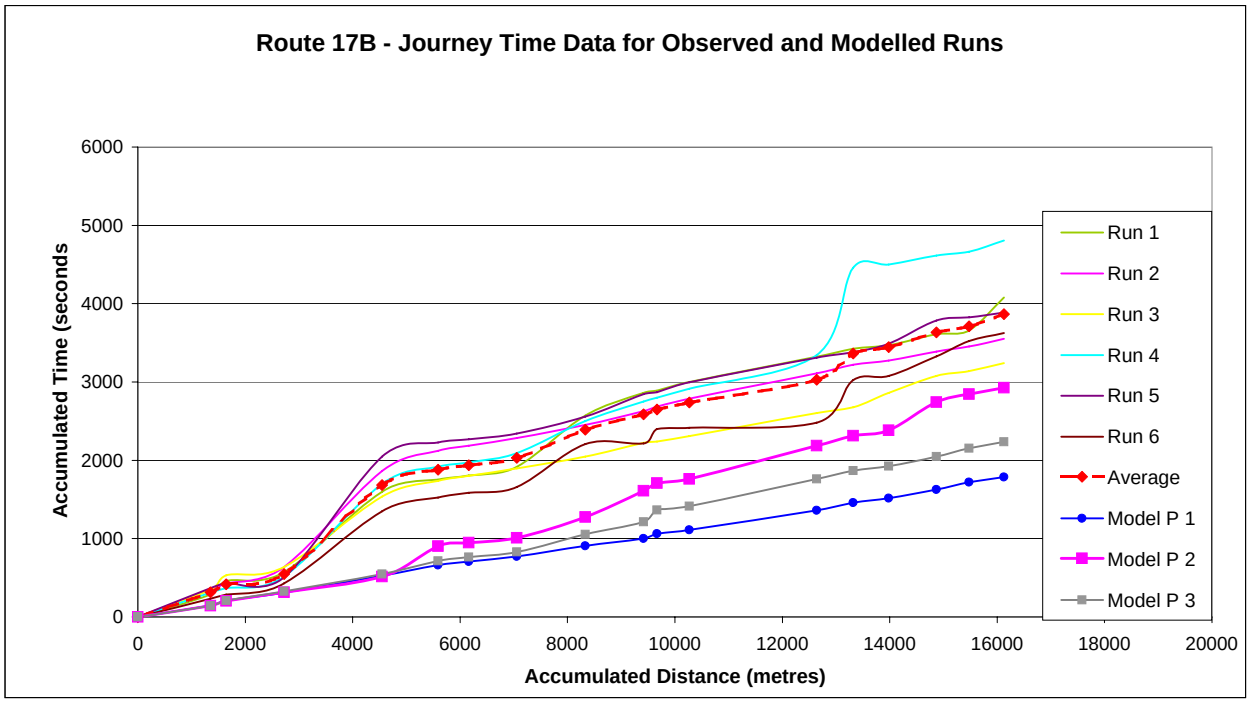
**Route 17A**

| From | To | A Node | B Node | Dist (meters) | Observed Journey Time Run 1 | Run 2 | Run 3 | Average | Modelled Run Times Model P1 | Model P2 | Model P3 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Start approaching Newtown Park Avenue / N | Start approaching Newtown Park Avenue / N | 5022 | 5022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start approaching Newtown Park Avenue / N11 | Leopardstown Rd/ Torquay Rd | 5022 | 5001 | 655 | 62 | 65 | 197 | 108 | 109 | 167 | 134 |
| Leopardstown Rd/ Torquay Rd | Leopardstown Rd/ Brewery Rd Roundabout | 5001 | 5186 | 1263 | 500 | 323 | 543 | 455 | 180 | 286 | 224 |
| Leopardstown Rd/ Brewery Rd Roundabout | Leopardstown Rd/ Murphystown Rd | 5186 | 9568 | 2149 | 559 | 418 | 650 | 542 | 255 | 363 | 303 |
| Leopardstown Rd/ Murphystown Rd | Hillcrest / Kilgobbin Rd | 9568 | 5415 | 2811 | 609 | 482 | 777 | 623 | 349 | 462 | 399 |
| Hillcrest / Kilgobbin Rd | Sandyford Rd / Blackglen Rd/ Enniskerry | 5415 | 5138 | 3488 | 694 | 635 | 928 | 752 | 452 | 568 | 502 |
| Sandyford Rd / Blackglen Rd/ Enniskerry | Harolds Grange Rd / Grange Rd | 5138 | 5109 | 5859 | 885 | 828 | 1151 | 955 | 584 | 702 | 635 |
| Harolds Grange Rd / Grange Rd | Grange Rd / Brehon Field Road | 5109 | 5108 | 6465 | 931 | 901 | 1204 | 1012 | 655 | 777 | 708 |
| Grange Rd / Brehon Field Road | Grange Rd / Stonemasons Way | 5108 | 5107 | 6711 | 942 | 913 | 1214 | 1023 | 674 | 797 | 728 |
| Grange Rd / Stonemasons Way | Grange Rd / Taylors lane | 5107 | 4083 | 7797 | 1028 | 1032 | 1321 | 1127 | 743 | 874 | 803 |
| Grange Rd / Taylors lane | Taylors Lane / Ballyboden Rd | 4083 | 4066 | 9075 | 1207 | 1226 | 1510 | 1314 | 853 | 1056 | 940 |
| Taylors Lane / Ballyboden Rd | Scholarstown R'about | 4066 | 4035 | 9964 | 1466 | 1292 | 2138 | 1632 | 916 | 1131 | 1008 |
| Scholarstown R'about | Scholarstown Rd / Knocklyon Rd | 4035 | 4034 | 10537 | 1713 | 1362 | 2432 | 1836 | 964 | 1215 | 1069 |
| Scholarstown Rd / Knocklyon Rd | Scholarstown Link Rd / Ballycullen Rd | 4034 | 4042 | 11584 | 1812 | 1453 | 2617 | 1961 | 1074 | 1658 | 1201 |
| Scholarstown Link Rd / Ballycullen Rd | Oldbawn Rd / Firhouse Rd | 4042 | 4002 | 13407 | 3244 | 2246 | 3163 | 2884 | 1349 | 2987 | 1911 |
| Oldbawn Rd / Firhouse Rd | Oldbawn Rd / N81 Tallaght Bypass | 4002 | 4184 | 14484 | 3479 | 2406 | 3394 | 3093 | 1471 | 3130 | 2046 |
| Oldbawn Rd / N81 Tallaght Bypass | Belgard Rd / N81 Tallaght Bypass | 4184 | 4185 | 14774 | 3521 | 2428 | 3486 | 3145 | 1491 | 3153 | 2067 |
| Belgard Rd / N81 Tallaght Bypass | Finish at The Square (N81 / Whitestown Way) | 4185 | 4188 | 16129 | 3637 | 2527 | 3567 | 3244 | 1597 | 3270 | 2180 |



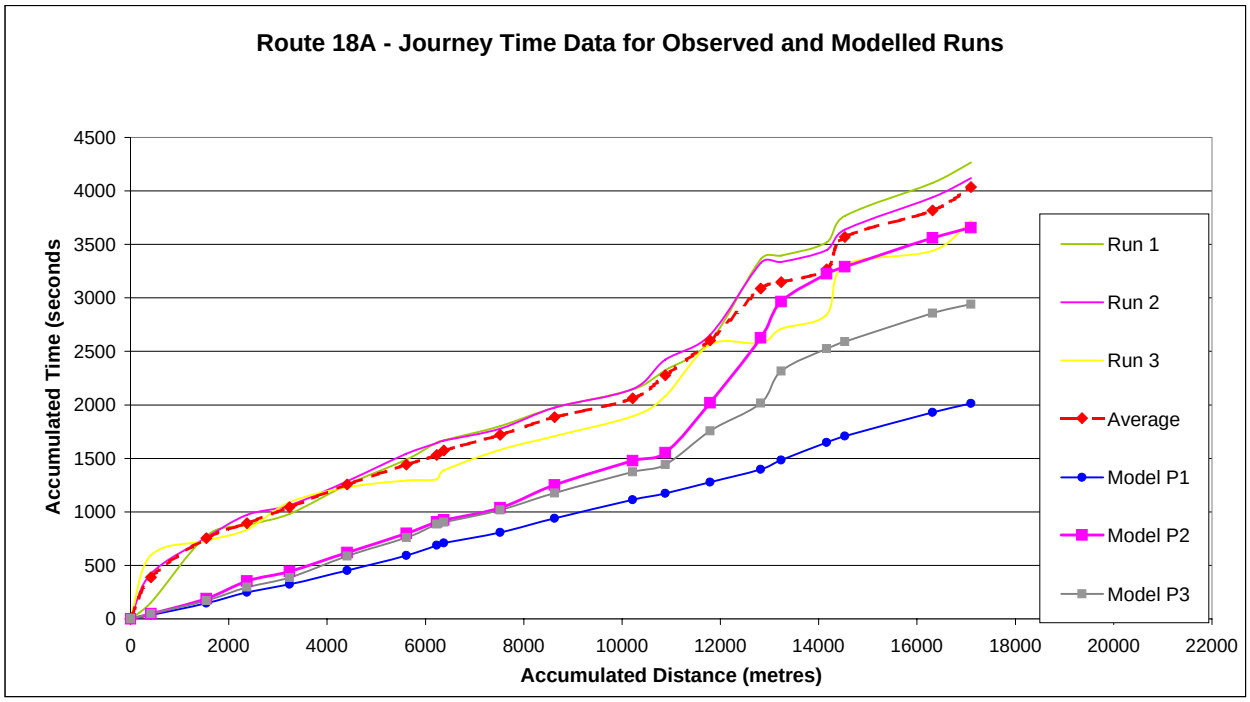
**Route 17B**

| From | To | A Node | B Node | Dist (meters) | Observed Journey Time | | | | | | | Modelled Run Times | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Run 1 | Run 2 | Run 3 | Run 4 | Run 5 | Run 6 | Average | Model P 1 | Model P 2 | Model P 3 |
| N81 / Whitestown Way | N81 / Whitestown Way | 4188 | 4188 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| N81 / Whitestown Way | Belgard Rd / N81 Tallaght Bypass | 4188 | 4185 | 1355 | 285 | 349 | 346 | 312 | 369 | 234 | 316 | 148 | 142 | 145 |
| Belgard Rd / N81 Tallaght Bypass | Oldbawn Rd / N81Tallaght Bypass | 4185 | 4184 | 1645 | 458 | 424 | 533 | 368 | 429 | 286 | 416 | 207 | 203 | 207 |
| Oldbawn Rd / N81Tallaght Bypass | Oldbawn Rd / Firhouse Rd | 4184 | 4002 | 2722 | 571 | 637 | 636 | 515 | 506 | 429 | 549 | 311 | 316 | 329 |
| Oldbawn Rd / Firhouse Rd | Scholarstown Link Rd. / Ballycullen Rd. | 4002 | 4042 | 4545 | 1600 | 1864 | 1537 | 1701 | 2046 | 1349 | 1683 | 526 | 513 | 548 |
| Scholarstown Link Rd. / Ballycullen Rd. | Scholarstown Rd / Knocklyon Rd | 4042 | 4034 | 5592 | 1755 | 2122 | 1739 | 1917 | 2229 | 1525 | 1881 | 661 | 903 | 715 |
| Scholarstown Rd / Knocklyon Rd | Scholarstown R'about | 4034 | 4035 | 6165 | 1805 | 2185 | 1801 | 1973 | 2270 | 1584 | 1936 | 708 | 947 | 763 |
| Scholarstown R'about | Taylors Lane / Ballyboden Rd | 4035 | 4066 | 7054 | 1918 | 2284 | 1895 | 2094 | 2344 | 1661 | 2033 | 773 | 1010 | 830 |
| Taylors Lane / Ballyboden Rd | Grange Rd / Taylors lane | 4066 | 4083 | 8332 | 2571 | 2452 | 2046 | 2502 | 2558 | 2209 | 2390 | 907 | 1277 | 1054 |
| Grange Rd / Taylors lane | Grange Rd / Stonemasons Way | 4083 | 5107 | 9418 | 2863 | 2627 | 2225 | 2749 | 2846 | 2215 | 2588 | 1001 | 1610 | 1214 |
| Grange Rd / Stonemasons Way | Grange Rd / Brehon Field Rd. | 5107 | 5108 | 9664 | 2891 | 2686 | 2241 | 2800 | 2868 | 2399 | 2648 | 1063 | 1709 | 1364 |
| Grange Rd / Brehon Field Rd. | Harolds Grange Rd / Grange Rd | 5108 | 5109 | 10270 | 3000 | 2788 | 2310 | 2915 | 2995 | 2415 | 2737 | 1112 | 1762 | 1416 |
| Harolds Grange Rd / Grange Rd | Sandyford Rd / Blackglen Rd | 5109 | 5138 | 12641 | 3324 | 3112 | 2602 | 3343 | 3309 | 2480 | 3028 | 1359 | 2187 | 1763 |
| Sandyford Rd / Blackglen Rd | Hillcrest / Kilgobbin Rd | 5138 | 5415 | 13318 | 3424 | 3219 | 2676 | 4458 | 3381 | 3024 | 3364 | 1459 | 2313 | 1869 |
| Hillcrest / Kilgobbin Rd | Leopardstown Rd/ Murphystown Rd | 5415 | 9568 | 13980 | 3472 | 3275 | 2861 | 4498 | 3490 | 3079 | 3446 | 1515 | 2381 | 1926 |
| Leopardstown Rd/ Murphystown Rd | Leopardstown Rd/ Brewery Rd | 9568 | 5186 | 14866 | 3611 | 3390 | 3077 | 4614 | 3786 | 3326 | 3634 | 1627 | 2743 | 2048 |
| Leopardstown Rd/ Brewery Rd | Leopardstown Rd/ Torquay Rd | 5186 | 5001 | 15474 | 3659 | 3454 | 3138 | 4663 | 3825 | 3523 | 3710 | 1722 | 2846 | 2155 |
| Leopardstown Rd/ Torquay Rd | New Town Park Ave/ Stillorgan Rd | 5001 | 5022 | 16129 | 4081 | 3552 | 3241 | 4805 | 3885 | 3624 | 3865 | 1788 | 2928 | 2235 |



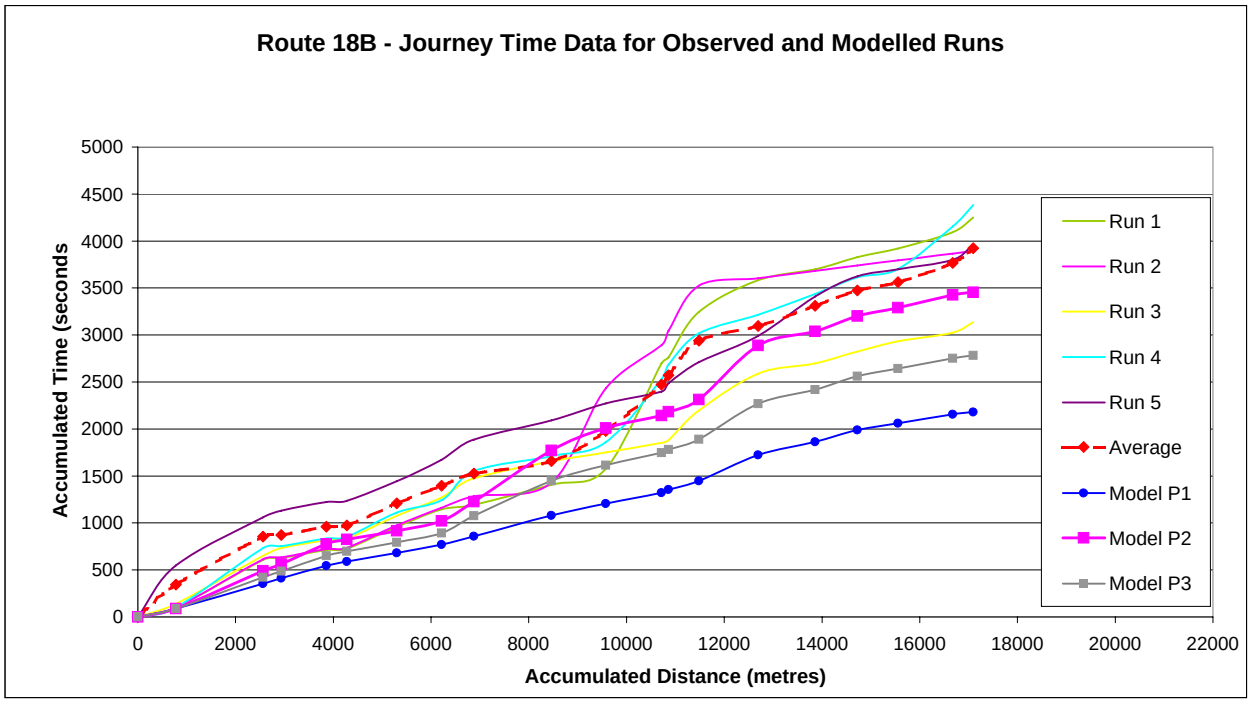
**Route 18A**

| From | To | A Node | B Node | Dist (meters) | Observed Journey Time | | | | Modelled Run Times | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Run 1 | Run 2 | Run 3 | Average | Model P1 | Model P2 | Model P3 |
| Approach from Blackrock to Mount Merrion / | Approach from Blackrock to Mount Merrion | 5043 | 5043 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approach from Blackrock to Mount Merrion Av | Mount Merrion Ave / Cross Ave | 5043 | 5032 | 419 | 151 | 423 | 594 | 389 | 37 | 49 | 48 |
| Mount Merrion Ave / Cross Ave | Mount Merrion Ave / Stillorgan Rd | 5032 | 5017 | 1543 | 775 | 759 | 731 | 755 | 148 | 189 | 170 |
| Mount Merrion Ave / Stillorgan Rd | Stillorgan Rd / Fosters Ave | 5017 | 5015 | 2372 | 877 | 971 | 835 | 894 | 249 | 352 | 297 |
| Stillorgan Rd / Fosters Ave | Fosters Ave / Roebuck Rd | 5015 | 5172 | 3234 | 982 | 1062 | 1088 | 1044 | 322 | 443 | 387 |
| Fosters Ave / Roebuck Rd | Mount Anville Rd / Goatstown Rd @ The Goat | 5172 | 5165 | 4405 | 1253 | 1287 | 1230 | 1257 | 453 | 619 | 586 |
| Mount Anville Rd / Goatstown Rd @ The Goat | Churchtown Rd Upper / Dundrum Rd @ Taney ( | 5165 | 5132 | 5611 | 1491 | 1545 | 1293 | 1443 | 591 | 800 | 760 |
| Churchtown Rd Upper / Dundrum Rd @ Taney ( | Churchtown Rd Upper / Churchtown Rd Lwr | 5132 | 5112 | 6233 | 1648 | 1642 | 1305 | 1532 | 689 | 908 | 885 |
| Churchtown Rd Upper / Churchtown Rd Lwr | Churchtown Rd Upper / Beaumount Ave | 5112 | 5113 | 6377 | 1668 | 1668 | 1387 | 1574 | 708 | 926 | 904 |
| Churchtown Rd Upper / Beaumount Ave | Braemor Rd / Braemor Park | 5113 | 5102 | 7521 | 1800 | 1776 | 1581 | 1719 | 807 | 1038 | 1016 |
| Braemor Rd / Braemor Park | Dodder Park Rd (N81) / Rathfarnham Rd | 5102 | 4061 | 8630 | 1975 | 1975 | 1708 | 1886 | 939 | 1252 | 1176 |
| Dodder Park Rd (N81) / Rathfarnham Rd | Templeville Rd / Templeogue Rd | 4061 | 4161 | 10218 | 2145 | 2147 | 1895 | 2062 | 1112 | 1478 | 1373 |
| Templeville Rd / Templeogue Rd | Templeville Rd / Wainsfort Rd - Roundabout | 4161 | 4284 | 10881 | 2324 | 2424 | 2081 | 2276 | 1173 | 1552 | 1442 |
| Templeville Rd / Wainsfort Rd - Roundabout | Templeville Rd / Whitehall Rd | 4284 | 4283 | 11794 | 2595 | 2653 | 2563 | 2604 | 1279 | 2019 | 1755 |
| Templeville Rd / Whitehall Rd | St. Peter's Rd / Greenhills Rd | 4283 | 4281 | 12819 | 3362 | 3327 | 2575 | 3088 | 1398 | 2627 | 2018 |
| St. Peter's Rd / Greenhills Rd | Walkinstown Roundabout | 4282 | 2877 | 13236 | 3396 | 3335 | 2711 | 3147 | 1484 | 2965 | 2315 |
| Walkinstown Roundabout | Walkinstown Ave / Long Mile Rd | 2877 | 2867 | 14159 | 3518 | 3446 | 2842 | 3269 | 1648 | 3226 | 2526 |
| Walkinstown Ave / Long Mile Rd | Kylemore Rd / Naas Rd | 2867 | 2845 | 14532 | 3767 | 3639 | 3305 | 3570 | 1707 | 3290 | 2591 |
| Kylemore Rd / Naas Rd | Kylemore Rd / Ballyfermot Rd | 2845 | 2826 | 16317 | 4074 | 3941 | 3442 | 3819 | 1929 | 3562 | 2857 |
| Kylemore Rd / Ballyfermot Rd | Finish at Kylemore Rd/ Lucan Rd @ T-Junction | 2826 | 2816 | 17095 | 4265 | 4121 | 3719 | 4035 | 2013 | 3657 | 2941 |



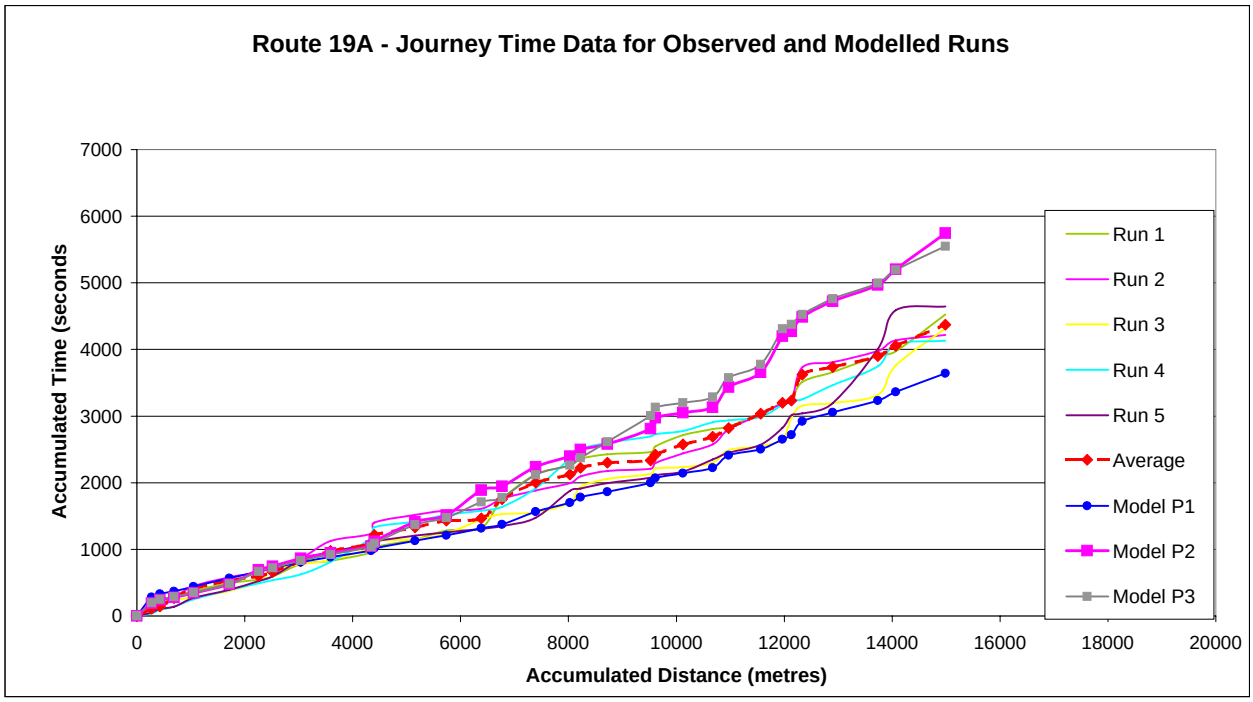
**Route 18B**

| From | To | A Node | B Node | Dist (meters) | Observed Journey Time | | | | | | Modelled Run Times | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Run 1 | Run 2 | Run 3 | Run 4 | Run 5 | Average | Model P1 | Model P2 | Model P3 |
| Kylemore Rd/ Lucan Rd @ T-Junction | Kylemore Rd/ Lucan Rd @ T-Junction | 2816 | 2816 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kylemore Rd/ Lucan Rd @ T-Junction | Kylemore Rd / Ballyfermot Rd | 2816 | 2826 | 778 | 100 | 100 | 140 | 100 | 548 | 344 | 88 | 89 | 88 |
| Kylemore Rd / Ballyfermot Rd | Kylemore Rd / Naas Rd | 2826 | 2845 | 2563 | 607 | 615 | 650 | 731 | 1058 | 854 | 353 | 492 | 423 |
| Kylemore Rd / Naas Rd | Walkinstown Ave / Long Mile Rd | 2845 | 2867 | 2936 | 626 | 633 | 733 | 754 | 1130 | 872 | 413 | 562 | 488 |
| Walkinstown Ave / Long Mile Rd | Walkinstown Roundabout | 2867 | 2877 | 3859 | 712 | 721 | 819 | 836 | 1222 | 959 | 544 | 777 | 651 |
| Walkinstown Roundabout | St. Peter's Rd / Greenhills Rd | 2877 | 4281 | 4276 | 727 | 736 | 833 | 852 | 1238 | 974 | 588 | 825 | 699 |
| St. Peter's Rd / Greenhills Rd | Templeville Rd / Whitehall Rd | 4282 | 4283 | 5301 | 961 | 973 | 1076 | 1109 | 1443 | 1209 | 681 | 917 | 795 |
| Templeville Rd / Whitehall Rd | Templeville Rd / Wainsfort Rd - Roundabout | 4283 | 4284 | 6214 | 1146 | 1161 | 1271 | 1243 | 1672 | 1395 | 769 | 1021 | 894 |
| Templeville Rd / Wainsfort Rd - Roundabout | Templeville Rd / Templeogue Rd | 4284 | 4161 | 6877 | 1192 | 1285 | 1476 | 1554 | 1886 | 1527 | 859 | 1225 | 1076 |
| Templeville Rd / Templeogue Rd | Dodder Park Road/ Rathfarnham Rd | 4161 | 4061 | 8465 | 1408 | 1427 | 1656 | 1711 | 2092 | 1659 | 1081 | 1772 | 1447 |
| Dodder Park Road/ Rathfarnham Rd | Braemor Rd / Braemor Park | 4061 | 5102 | 9574 | 1576 | 2433 | 1752 | 1858 | 2271 | 1978 | 1207 | 2008 | 1615 |
| Braemor Rd / Braemor Park | Churchtown Rd Upper / Beaumount Ave | 5102 | 5113 | 10718 | 2696 | 2890 | 1853 | 2531 | 2397 | 2473 | 1321 | 2142 | 1747 |
| Churchtown Rd Upper / Beaumount Ave | Churchtown Rd Upper / Churchtown Rd Lwr | 5113 | 5112 | 10862 | 2761 | 3046 | 1879 | 2683 | 2487 | 2571 | 1354 | 2184 | 1780 |
| Churchtown Rd Upper / Churchtown Rd Lwr | Churchtown Rd Upper / Dundrum Rd @' Taney | 5112 | 5132 | 11484 | 3246 | 3526 | 2197 | 3019 | 2710 | 2940 | 1446 | 2312 | 1890 |
| Churchtown Rd Upper / Dundrum Rd @' Taney | Mount Anville Rd / Goatstown Rd @ The Goat | 5132 | 5165 | 12690 | 3584 | 3605 | 2589 | 3216 | 2989 | 3095 | 1723 | 2888 | 2269 |
| Mount Anville Rd / Goatstown Rd @ The Goat | Fosters Ave / Roebuck Rd | 5165 | 5172 | 13861 | 3699 | 3682 | 2697 | 3435 | 3410 | 3310 | 1863 | 3037 | 2417 |
| Fosters Ave / Roebuck Rd | Stillorgan Rd / Fosters Ave | 5172 | 5015 | 14723 | 3829 | 3738 | 2823 | 3613 | 3625 | 3473 | 1989 | 3201 | 2562 |
| Stillorgan Rd / Fosters Ave | Mount Merrion Ave / Stillorgan Rd | 5015 | 5017 | 15552 | 3920 | 3793 | 2934 | 3703 | 3699 | 3564 | 2061 | 3291 | 2644 |
| Mount Merrion Ave / Stillorgan Rd | Mount Merrion Ave / Cross Ave | 5017 | 5032 | 16676 | 4093 | 3867 | 3024 | 4155 | 3801 | 3768 | 2155 | 3426 | 2753 |
| Mount Merrion Ave / Cross Ave | Junction of mount Merrion Ave & Rock Rd | 5032 | 5043 | 17095 | 4250 | 3894 | 3136 | 4384 | 3960 | 3925 | 2180 | 3454 | 2783 |



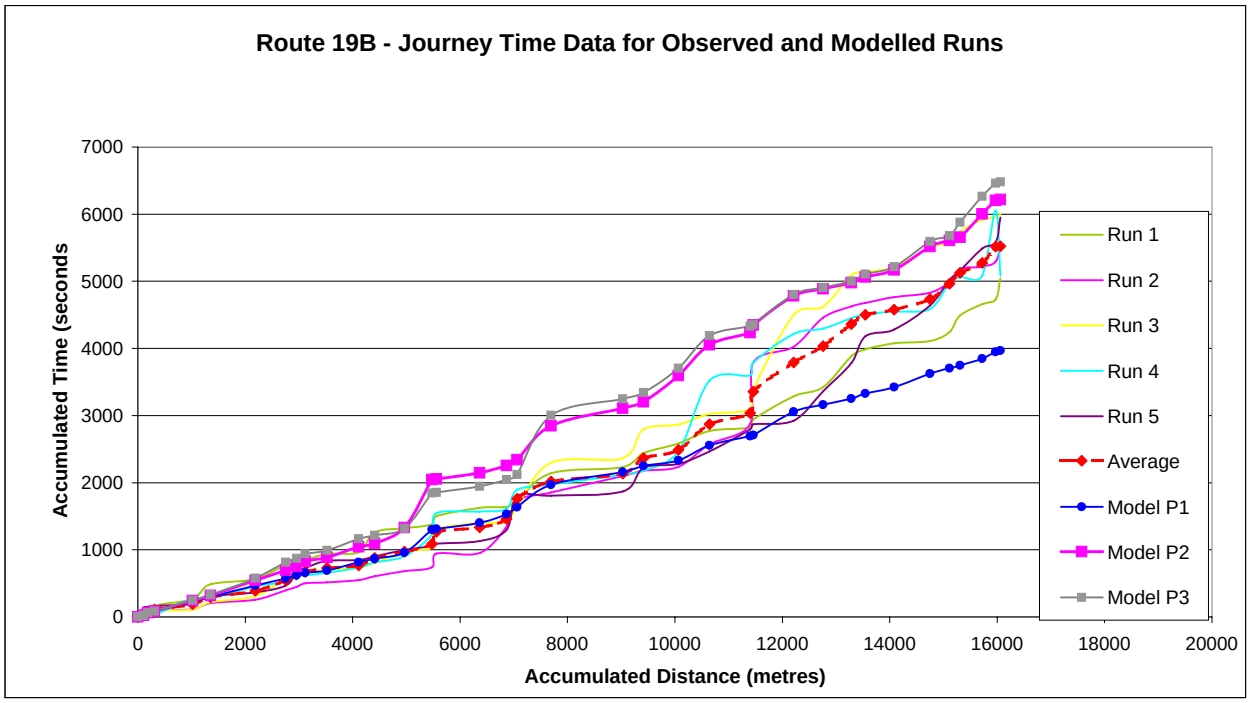
**Route 19A**

| From | To | A Node | B Node | Dist (meters) | Observed Journey Time | | | | | | Modelled Run Times | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Run 1 | Run 2 | Run 3 | Run 4 | Run 5 | Average | Model P1 | Model P2 | Model P3 |
| Approach City Quay / Moss St from bridge | Approach City Quay / Moss St from bridge | 2173 | 2173 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approach City Quay / Moss St from bridge | City Quay/ Lombard St | 2173 | 2174 | 274 | 120 | 98 | 138 | 40 | 53 | 109 | 282 | 190 | 196 |
| City Quay/ Lombard St | Townsend St / Lombard St | 2174 | 2166 | 427 | 170 | 117 | 190 | 90 | 109 | 144 | 332 | 243 | 249 |
| Townsend St / Lombard St | Sandwith/ Pearse | 2166 | 2155 | 687 | 269 | 270 | 240 | 141 | 139 | 269 | 372 | 281 | 287 |
| Sandwith/ Pearse | Pearse St / Macken St | 2155 | 2157 | 1053 | 380 | 445 | 284 | 248 | 270 | 413 | 441 | 346 | 350 |
| Pearse St / Macken St | Ringsend St / South Lotts Rd | 2157 | 2158 | 1716 | 488 | 580 | 377 | 390 | 395 | 534 | 565 | 476 | 480 |
| Ringsend St / South Lotts Rd | Haddington Rd / Shelbourne Rd | 2158 | 2981 | 2253 | 548 | 652 | 521 | 491 | 524 | 600 | 669 | 691 | 666 |
| Haddington Rd / Shelbourne Rd | Haddington Rd / Northumberland Rd | 2981 | 2961 | 2515 | 593 | 729 | 694 | 536 | 598 | 661 | 719 | 747 | 720 |
| Haddington Rd / Northumberland Rd | Mespil Rd / Baggot Street Upper | 2961 | 2951 | 3038 | 777 | 864 | 780 | 624 | 835 | 821 | 809 | 864 | 833 |
| Mespil Rd / Baggot Street Upper | Lesson Street / Grand Parade | 2951 | 2931 | 3589 | 826 | 1126 | 842 | 812 | 962 | 976 | 882 | 946 | 922 |
| Lesson Street / Grand Parade | Ranelagh/ Canal Rd | 2931 | 2901 | 4342 | 950 | 1233 | 1021 | 1166 | 1079 | 1092 | 978 | 1048 | 1037 |
| Ranelagh/ Canal Rd | Rathmines Rd Lower / Canal Rd | 2901 | 2711 | 4400 | 1031 | 1404 | 1124 | 1333 | 1119 | 1218 | 1012 | 1118 | 1091 |
| Rathmines Rd Lower / Canal Rd | Harold's Cross Rd / Grove Rd | 2711 | 2891 | 5157 | 1147 | 1518 | 1155 | 1416 | 1204 | 1333 | 1131 | 1411 | 1370 |
| Harold's Cross Rd / Grove Rd | Harold's Cross Rd / Clogher Rd | 2891 | 2871 | 5736 | 1285 | 1579 | 1239 | 1518 | 1255 | 1432 | 1213 | 1513 | 1475 |
| Harold's Cross Rd / Clogher Rd | Crumlin Rd / Dolphin Rd | 2871 | 2861 | 6383 | 1320 | 1609 | 1448 | 1583 | 1307 | 1465 | 1316 | 1887 | 1711 |
| Crumlin Rd / Dolphin Rd | Dolphin Rd / Herberton Rd | 2861 | 2851 | 6770 | 1751 | 1758 | 1527 | 1639 | 1348 | 1755 | 1373 | 1948 | 1778 |
| Dolphin Rd / Herberton Rd | Dolphin Rd / Suir Rd/ Davitt Rd | 2851 | 2353 | 7391 | 2123 | 1882 | 1558 | 1917 | 1473 | 2003 | 1567 | 2241 | 2118 |
| Dolphin Rd / Suir Rd/ Davitt Rd | Emmet Rd / South Circular Rd | 2353 | 2326 | 8028 | 2256 | 1992 | 1701 | 2364 | 1880 | 2124 | 1700 | 2397 | 2261 |
| Emmet Rd / South Circular Rd | South Circular Rd / Con Colbert Rd | 2326 | 2316 | 8224 | 2357 | 2093 | 1934 | 2501 | 1912 | 2225 | 1781 | 2500 | 2371 |
| South Circular Rd / Con Colbert Rd | South Circular Rd / Conyngham Rd | 2316 | 1942 | 8722 | 2424 | 2174 | 2057 | 2600 | 1996 | 2299 | 1862 | 2582 | 2614 |
| South Circular Rd / Conyngham Rd | Main Rd/ Parkgate St @ Phoenix Park Gates | 1942 | 1941 | 9524 | 2460 | 2212 | 2133 | 2697 | 2077 | 2336 | 1997 | 2809 | 3006 |
| Main Rd/ Parkgate St @ Phoenix Park Gates | Parkgate St / Infirmary Rd | 1941 | 1484 | 9610 | 2544 | 2297 | 2216 | 2727 | 2115 | 2421 | 2070 | 2972 | 3133 |
| Parkgate St / Infirmary Rd | Infirmary Rd / NCR | 1484 | 1486 | 10122 | 2714 | 2440 | 2232 | 2776 | 2167 | 2577 | 2143 | 3049 | 3202 |
| Infirmary Rd / NCR | Blackhorse Ave / NCR | 1486 | 1471 | 10675 | 2806 | 2577 | 2302 | 2905 | 2349 | 2692 | 2223 | 3132 | 3286 |
| Blackhorse Ave / NCR | Old Cabra Rd / Prussia St/ NCR | 1471 | 1469 | 10972 | 2842 | 2799 | 2487 | 2935 | 2448 | 2821 | 2412 | 3436 | 3574 |
| Old Cabra Rd / Prussia St/ NCR | NCR / Rathdown Rd | 1469 | 1459 | 11564 | 3043 | 3025 | 2546 | 2990 | 2569 | 3034 | 2504 | 3655 | 3778 |
| NCR / Rathdown Rd | NCR / Dalymount | 1459 | 1431 | 11968 | 3201 | 3197 | 2655 | 3169 | 2826 | 3199 | 2651 | 4200 | 4308 |
| NCR / Dalymount | NCR / Phibsborough | 1431 | 1428 | 12132 | 3243 | 3227 | 2980 | 3232 | 3010 | 3235 | 2720 | 4270 | 4378 |
| NCR / Phibsborough | NCR / Berkely Road | 1428 | 1415 | 12334 | 3510 | 3731 | 3158 | 3254 | 3043 | 3621 | 2920 | 4489 | 4527 |
| NCR / Berkely Road | NCR / Dorset St. Lwr | 1415 | 1394 | 12900 | 3663 | 3812 | 3193 | 3466 | 3194 | 3738 | 3056 | 4724 | 4759 |
| NCR / Dorset St. Lwr | NCR Summerhill Parade | 1394 | 1329 | 13735 | 3901 | 3979 | 3318 | 3748 | 4005 | 3901 | 3234 | 4970 | 4998 |
| NCR Summerhill Parade | Portland Row / Amiens St | 1329 | 1319 | 14068 | 3975 | 4136 | 3762 | 4081 | 4588 | 4056 | 3362 | 5204 | 5195 |
| Portland Row / Amiens St | Finish at City Quay / Moss St | 1319 | 2173 | 14985 | 4524 | 4219 | 4318 | 4131 | 4644 | 4372 | 3640 | 5744 | 5549 |



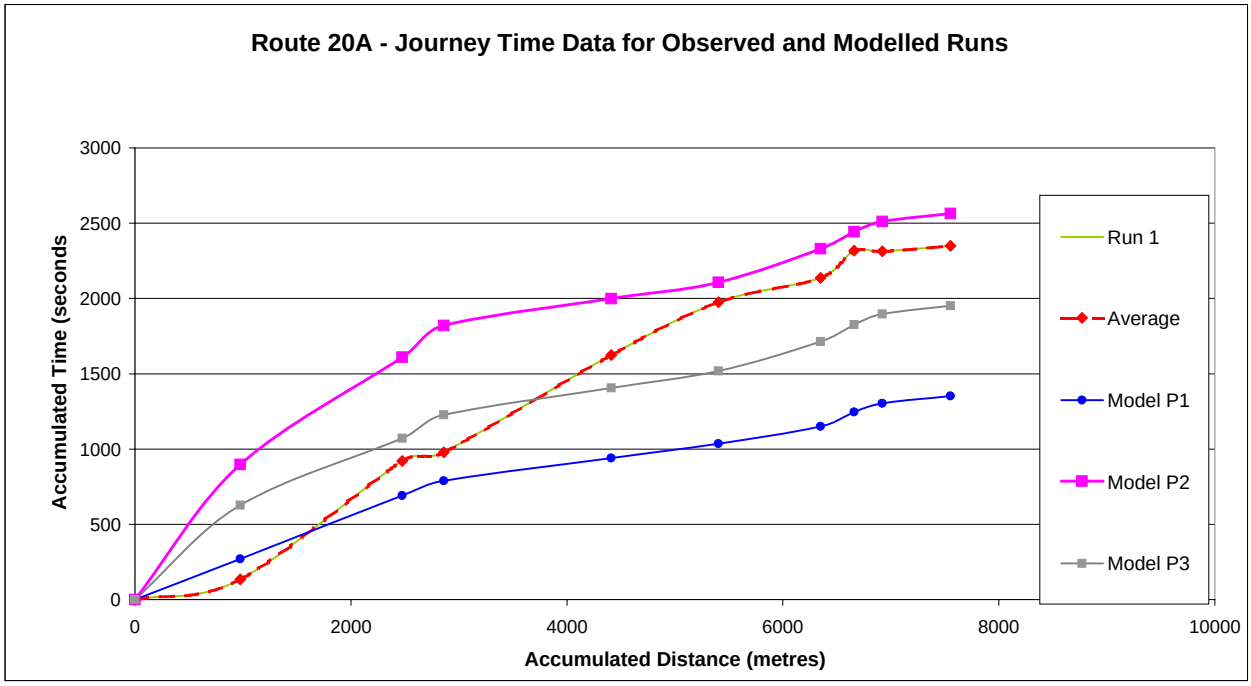
**Route 19B**

| From | To | A Node | B Node | Dist (meters) | Observed Journey Time | | | | | | Modelled Run Times | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Run 1 | Run 2 | Run 3 | Run 4 | Run 5 | Average | Model P1 | Model P2 | Model P3 |
| Approach Eden Quay / Beresford Place from | Approach Eden Quay / Beresford Place from | 1303 | 1303 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approach Eden Quay / Beresford Place from Bu | Beresford Place/ Abbey St | 1303 | 1311 | 110 | 16 | 16 | 20 | 12 | 140 | 41 | 23 | 24 | 25 |
| Beresford Place/ Abbey St | Beresford Place/ Gardiner St | 1311 | 1312 | 185 | 32 | 22 | 30 | 22 | 148 | 51 | 59 | 61 | 63 |
| Beresford Place/ Gardiner St | Beresford Place/ Amiens St | 1312 | 1314 | 312 | 165 | 99 | 97 | 32 | 160 | 111 | 81 | 85 | 85 |
| Beresford Place/ Amiens St | Amiens St/ Portland Row @ Five Lamps | 1314 | 1319 | 1019 | 265 | 113 | 109 | 271 | 196 | 191 | 231 | 242 | 249 |
| Amiens St/ Portland Row @ Five Lamps | NCR / Summerhill Parade | 1319 | 1329 | 1352 | 486 | 205 | 217 | 275 | 303 | 297 | 298 | 321 | 329 |
| NCR / Summerhill Parade | NCR / Lwr Dorset St | 1329 | 1394 | 2187 | 563 | 256 | 308 | 454 | 368 | 390 | 468 | 545 | 578 |
| NCR / Lwr Dorset St | NCR / Berkeley Rd | 1394 | 1415 | 2753 | 775 | 394 | 574 | 524 | 467 | 547 | 571 | 697 | 816 |
| NCR / Berkeley Rd | NCR / Phibsborough | 1415 | 1428 | 2955 | 795 | 449 | 653 | 610 | 669 | 635 | 621 | 752 | 874 |
| NCR / Phibsborough | NCR / Dalymount | 1428 | 1431 | 3119 | 838 | 499 | 681 | 622 | 731 | 674 | 657 | 830 | 941 |
| NCR / Dalymount | NCR / Rathdown Rd | 1431 | 1459 | 3523 | 940 | 515 | 701 | 656 | 834 | 729 | 693 | 887 | 991 |
| NCR / Rathdown Rd | Old Cabra Rd / Prussia St | 1459 | 1469 | 4115 | 964 | 550 | 739 | 733 | 850 | 767 | 815 | 1046 | 1162 |
| Old Cabra Rd / Prussia St | Blackhorse Ave / NCR | 1469 | 1471 | 4412 | 1258 | 604 | 806 | 811 | 903 | 876 | 866 | 1097 | 1217 |
| Blackhorse Ave / NCR | Infirmary Rd / NCR | 1471 | 1486 | 4965 | 1320 | 680 | 970 | 904 | 996 | 974 | 959 | 1328 | 1320 |
| Infirmary Rd / NCR | Parkgate St / Infirmary Rd | 1486 | 1484 | 5477 | 1380 | 737 | 1034 | 1225 | 1058 | 1087 | 1303 | 2047 | 1844 |
| Parkgate St / Infirmary Rd | Parkgate St @ phoenix park gates | 1484 | 1941 | 5563 | 1500 | 942 | 1301 | 1545 | 1090 | 1269 | 1313 | 2057 | 1854 |
| Parkgate St @ phoenix park gates | South Circular Rd / Conyngham Rd | 1941 | 1942 | 6365 | 1627 | 956 | 1400 | 1571 | 1130 | 1337 | 1403 | 2147 | 1945 |
| South Circular Rd / Conyngham Rd | South Circular Rd / Con Colbert Rd | 1942 | 2316 | 6863 | 1639 | 1346 | 1410 | 1612 | 1295 | 1460 | 1533 | 2255 | 2045 |
| South Circular Rd / Con Colbert Rd | Emmet Rd / South Circular Rd | 2316 | 2326 | 7059 | 1731 | 1732 | 1647 | 1894 | 1798 | 1760 | 1634 | 2340 | 2124 |
| Emmet Rd / South Circular Rd | Dolphin Rd / Suir Rd | 2326 | 2353 | 7696 | 2143 | 1857 | 2296 | 1973 | 1808 | 2015 | 1969 | 2847 | 3004 |
| Dolphin Rd / Suir Rd | Dolphin Rd / Herberton Rd | 2353 | 2851 | 9030 | 2231 | 2100 | 2365 | 2117 | 1871 | 2137 | 2159 | 3111 | 3246 |
| Dolphin Rd / Herberton Rd | Crumlin Rd / Dolphin Rd | 2851 | 2861 | 9417 | 2440 | 2180 | 2794 | 2180 | 2224 | 2364 | 2250 | 3202 | 3342 |
| Crumlin Rd / Dolphin Rd | Harold's Cross Rd / Clogher Rd | 2861 | 2871 | 10064 | 2586 | 2237 | 2867 | 2465 | 2280 | 2487 | 2332 | 3597 | 3706 |
| Harold's Cross Rd / Clogher Rd | Harold's Cross Rd / Grove Rd | 2871 | 2891 | 10643 | 2769 | 2572 | 3023 | 3519 | 2467 | 2870 | 2556 | 4055 | 4191 |
| Harold's Cross Rd / Grove Rd | Rathmines Rd Lower / Canal Rd | 2891 | 2711 | 11400 | 2823 | 2877 | 3088 | 3599 | 2792 | 3036 | 2692 | 4232 | 4329 |
| Rathmines Rd Lower / Canal Rd | Ranelagh Rd / Canal Rd | 2711 | 2901 | 11458 | 2941 | 3789 | 3389 | 3793 | 2870 | 3356 | 2709 | 4347 | 4357 |
| Ranelagh Rd / Canal Rd | Lesson Street / Grand Parade | 2901 | 2931 | 12211 | 3286 | 4026 | 4502 | 4214 | 2925 | 3791 | 3057 | 4784 | 4800 |
| Lesson Street / Grand Parade | Mespil Rd / Baggot Street Upper | 2931 | 2951 | 12762 | 3425 | 4459 | 4619 | 4294 | 3362 | 4032 | 3161 | 4888 | 4908 |
| Mespil Rd / Baggot Street Upper | Haddington Rd / Northumberland Rd | 2951 | 2961 | 13285 | 3880 | 4626 | 5087 | 4449 | 3782 | 4365 | 3251 | 4978 | 5001 |
| Haddington Rd / Northumberland Rd | Haddington Rd / Shelbourne Rd | 2961 | 2981 | 13547 | 3988 | 4679 | 5139 | 4509 | 4183 | 4500 | 3326 | 5065 | 5107 |
| Haddington Rd / Shelbourne Rd | Ringsend St / South Lotts Rd | 2981 | 2158 | 14084 | 4079 | 4765 | 5210 | 4549 | 4281 | 4577 | 3423 | 5167 | 5216 |
| Ringsend St / South Lotts Rd | Pearse St / Macken St | 2158 | 2157 | 14747 | 4111 | 4830 | 5497 | 4585 | 4641 | 4733 | 3622 | 5515 | 5594 |
| Pearse St / Macken St | Pearse St / Sandwith St | 2157 | 2155 | 15113 | 4245 | 4990 | 5586 | 4985 | 5021 | 4965 | 3703 | 5607 | 5679 |
| Pearse St / Sandwith St | Pearse St / Lombard St | 2155 | 2154 | 15308 | 4491 | 5183 | 5739 | 5066 | 5158 | 5127 | 3748 | 5655 | 5881 |
| Pearse St / Lombard St | Pearse St / Tara St | 2154 | 2152 | 15722 | 4661 | 5217 | 5918 | 5082 | 5488 | 5273 | 3848 | 6003 | 6265 |
| Pearse St / Tara St | Tara St/ Burgh Quay | 2152 | 2172 | 15969 | 4728 | 5291 | 5947 | 6052 | 5577 | 5519 | 3950 | 6204 | 6463 |
| Tara St/ Burgh Quay | Finish @ Eden Quay / Beresford Place | 2172 | 1303 | 16059 | 5045 | 5531 | 6003 | 5085 | 5953 | 5523 | 3966 | 6220 | 6480 |



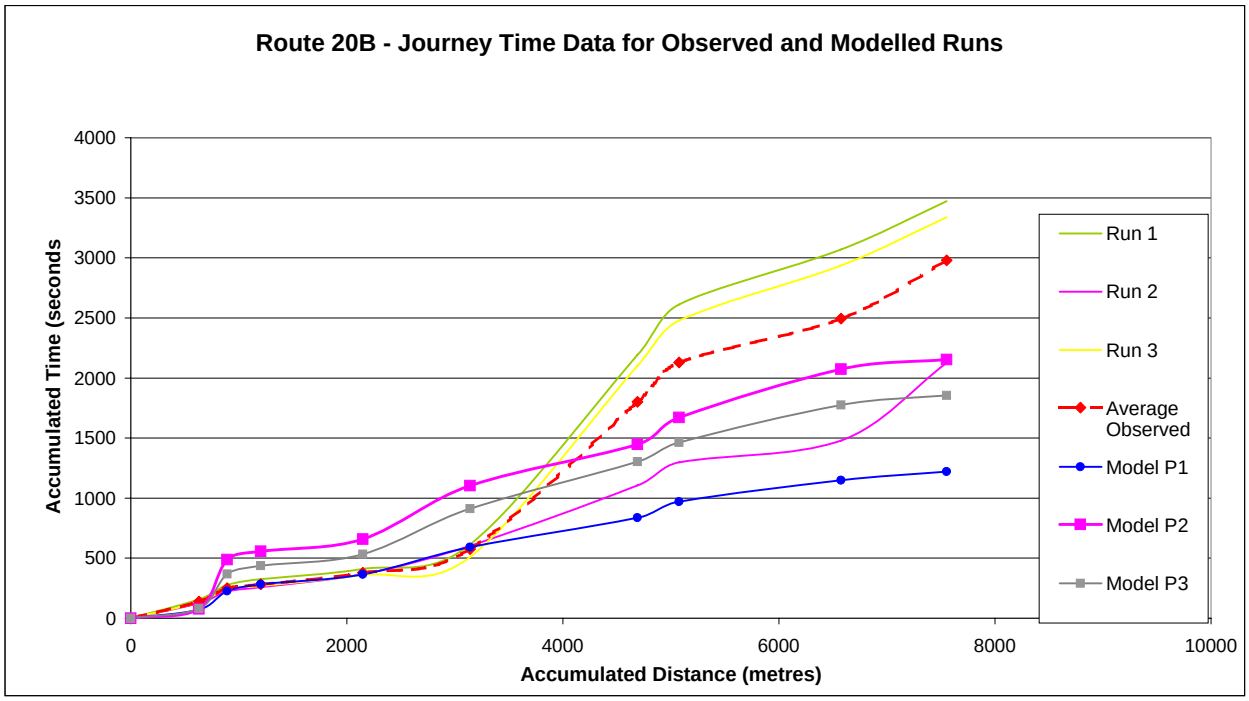
**Route 20A**

| From | To | A Node | B Node | Dist (meters) | Observed | | Modelled Run Times | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | Run 1 | Average | Model P1 | Model P2 | Model P3 |
| Howth Rd/ Collins Ave | Howth Rd/ Collins Ave | 1633 | 1633 | 0 | 0 | 0 | 0 | 0 | 0 |
| Howth Rd/ Collins Ave | Malahide Rd / Collins Ave | 1633 | 1673 | 976 | 133 | 133 | 271 | 898 | 628 |
| Malahide Rd / Collins Ave | Grace Park Rd / Collins Ave | 1673 | 1813 | 2476 | 921 | 921 | 692 | 1610 | 1071 |
| Grace Park Rd / Collins Ave | Swords Rd / Collins Ave | 1813 | 1858 | 2861 | 979 | 979 | 789 | 1821 | 1226 |
| Swords Rd / Collins Ave | Ballymun Rd / Collins Ave | 1858 | 1725 | 4411 | 1625 | 1625 | 940 | 1999 | 1406 |
| Ballymun Rd / Collins Ave | Beneavan Drive / Glasnevin Ave - Roundabout | 1725 | 1744 | 5403 | 1975 | 1975 | 1035 | 2106 | 1519 |
| Beneavan Drive / Glasnevin Ave - Roundabout | Ballygall Rd West / Clune Rd/ Glasanaon | 1744 | 1743 | 6348 | 2138 | 2138 | 1150 | 2330 | 1714 |
| Ballygall Rd West / Clune Rd/ Glasanaon | Seamus Ennis Rd / McKee Avenue | 1743 | 1742 | 6659 | 2319 | 2319 | 1245 | 2443 | 1826 |
| Seamus Ennis Rd / McKee Avenue | Seamus Ennis Rd / N2 | 1742 | 1772 | 6922 | 2314 | 2314 | 1304 | 2512 | 1897 |
| Seamus Ennis Rd / N2 | Finish at the Junction of Mellows Rd and Cappa | 1772 | 1788 | 7552 | 2349 | 2349 | 1353 | 2565 | 1951 |



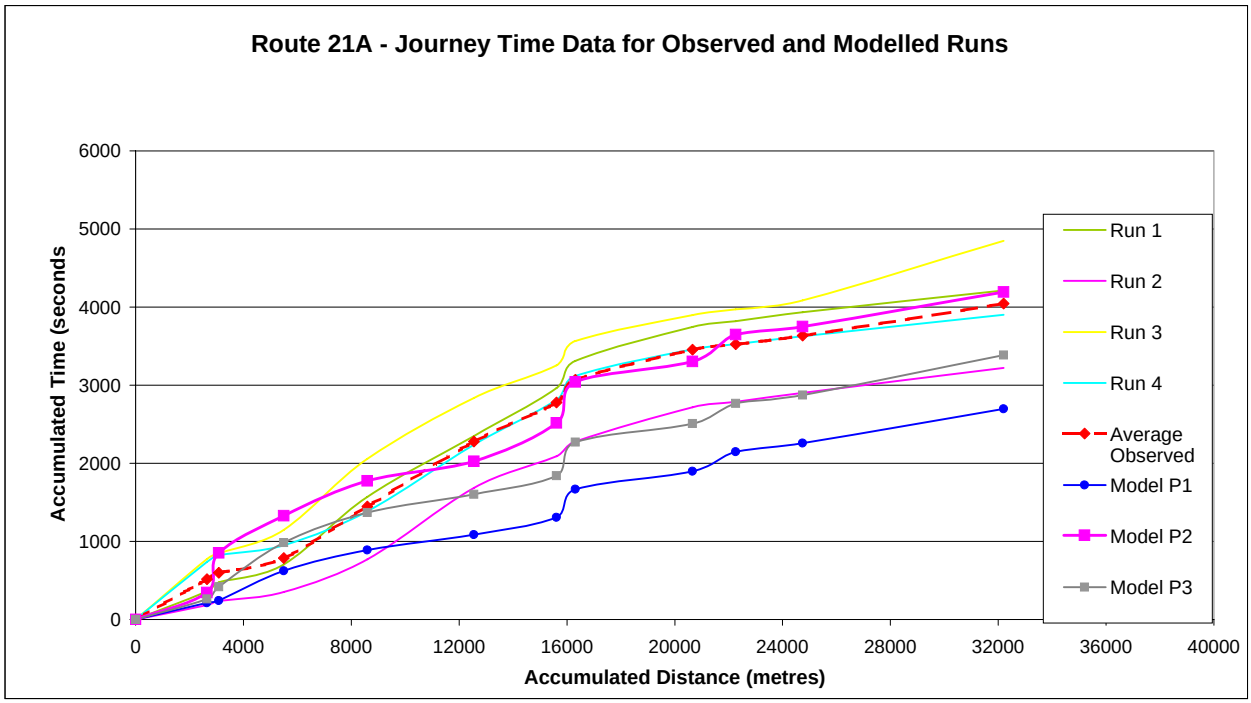
**Route 20B**

| From | To | A Node | B Node | Dist (meters) | Observed Journey Time | | | | Modelled Run Times | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Run 1 | Run 2 | Run 3 | Average | Model P1 | Model P2 | Model P3 |
| Approach junction of Mellowes Rd / Cappag | Approach junction of Mellowes Rd / Cappag | 1788 | 1788 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approach junction of Mellowes Rd / Cappagh Rd | Mellowes Rd / North Road N2 | 1788 | 1772 | 630 | 158 | 124 | 133 | 138 | 71 | 78 | 79 |
| Mellowes Rd / North Road N2 | Seamus Ennis Rd / McKee Avenue | 1772 | 1742 | 893 | 277 | 224 | 248 | 250 | 226 | 487 | 369 |
| Seamus Ennis Rd / McKee Avenue | Ballygall Rd West / Clune Rd | 1742 | 1743 | 1204 | 325 | 258 | 268 | 284 | 282 | 557 | 438 |
| Ballygall Rd West / Clune Rd | Beneavin Drive / Glasnevin Ave | 1743 | 1744 | 2149 | 410 | 367 | 361 | 379 | 364 | 658 | 533 |
| Beneavin Drive / Glasnevin Ave | Ballymun Rd / Collins Ave | 1744 | 1725 | 3141 | 612 | 602 | 510 | 575 | 591 | 1103 | 912 |
| Ballymun Rd / Collins Ave | Swords Rd / Collins Ave | 1725 | 1858 | 4691 | 2192 | 1107 | 2102 | 1800 | 837 | 1447 | 1303 |
| Swords Rd / Collins Ave | Grace Park Rd / Collins Ave | 1858 | 1813 | 5076 | 2612 | 1297 | 2478 | 2129 | 970 | 1670 | 1462 |
| Grace Park Rd / Collins Ave | Malahide Rd / Collins Ave | 1813 | 1673 | 6576 | 3070 | 1480 | 2936 | 2495 | 1149 | 2072 | 1774 |
| Malahide Rd / Collins Ave | The Howth Rd and Collins Ave. | 1673 | 1633 | 7552 | 3473 | 2126 | 3339 | 2979 | 1221 | 2154 | 1855 |



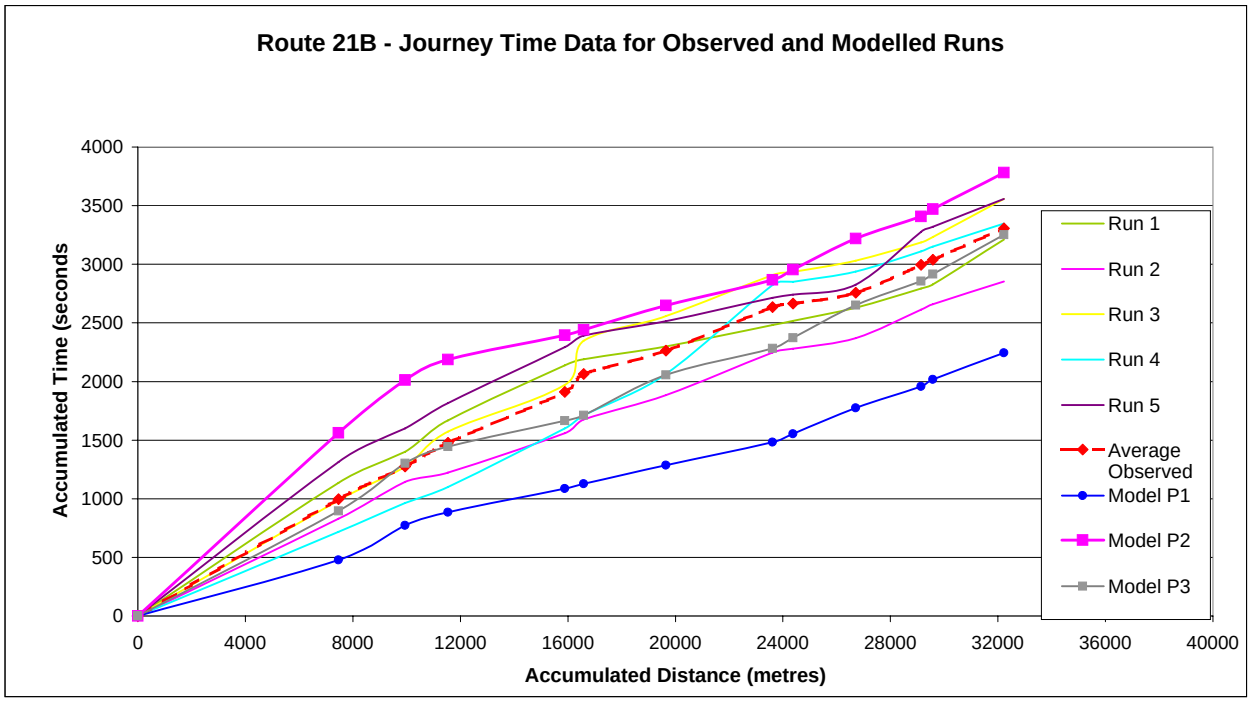
**Route 21A**

| From | To | A Node | B Node | Dist (meters) | Observed Journey Time | | | | | Modelled Run Times | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Run 1 | Run 2 | Run 3 | Run 4 | Average ( | Model P1 | Model P2 | Model P3 |
| Approach N32 / Malahide Rd | Approach N32 / Malahide Rd | 1682 | 1682 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approach N32 / Malahide Rd | N32 / Clonshaugh Rd | 1682 | 1847 | 2651 | 363 | 185 | 775 | 739 | 515 | 215 | 343 | 262 |
| N32 / Clonshaugh Rd | M50 / M1 | 1847 | 3537 | 3091 | 474 | 238 | 850 | 824 | 596 | 242 | 851 | 419 |
| M50 / M1 | M50 / R108 | 3537 | 3644 | 5493 | 704 | 353 | 1147 | 951 | 789 | 625 | 1328 | 984 |
| M50 / St. Margaret's Road | M50 / N2 | 3644 | 3754 | 8591 | 1570 | 772 | 2057 | 1386 | 1446 | 889 | 1774 | 1368 |
| M50 / N2 | M50 / N3 | 3754 | 3434 | 12548 | 2349 | 1683 | 2838 | 2238 | 2277 | 1085 | 2025 | 1601 |
| M50 / N3 | M50 / Toll Bridge | 3434 | 3360 | 15616 | 2964 | 2089 | 3253 | 2810 | 2779 | 1306 | 2516 | 1840 |
| M50 / Toll Bridge | M50 / N4 | 3360 | 4324 | 16316 | 3311 | 2280 | 3564 | 3120 | 3069 | 1670 | 3040 | 2269 |
| M50 / N4 | M50 / Naas Rd | 4324 | 4224 | 20661 | 3745 | 2716 | 3897 | 3461 | 3455 | 1898 | 3303 | 2508 |
| M50 / Naas Rd | M50 / Ballymount Interchange | 4224 | 4291 | 22256 | 3818 | 2787 | 3970 | 3524 | 3525 | 2148 | 3646 | 2766 |
| M50 / Ballymount Interchange | M50 / N81 Tallaght Rd | 4291 | 4174 | 24738 | 3936 | 2901 | 4087 | 3625 | 3637 | 2258 | 3751 | 2875 |
| M50 / N81 Tallaght Rd | End of M50 @ Ballinteer Road | 4174 | 4097 | 32202 | 4212 | 3221 | 4848 | 3901 | 4045 | 2698 | 4191 | 3384 |



**Route 21B**

| From | To | A Node | B Node | Dist (meters) | Observed Journey Time | | | | | | Modelled Run Times | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Run 1 | Run 2 | Run 3 | Run 4 | Run 5 | Average O | Model P1 | Model P2 | Model P3 |
| Approach Start of M50 from Ballinteer Rd | Approach Start of M50 from Ballinteer Rd | 4097 | 4097 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approach Start of M50 from Ballinteer Rd | M50 / N81 Tallaght Rd | 4097 | 4174 | 7464 | 1136 | 831 | 985 | 719 | 1313 | 997 | 477 | 1563 | 896 |
| M50 / N81 Tallaght Rd | M50 / Ballymount Interchange | 4174 | 4291 | 9946 | 1401 | 1144 | 1273 | 963 | 1599 | 1276 | 774 | 2011 | 1303 |
| M50 / Ballymount Interchange | M50 / Naas Rd | 4291 | 4224 | 11541 | 1669 | 1223 | 1574 | 1100 | 1815 | 1476 | 885 | 2187 | 1445 |
| M50 / Naas Rd | M50 / N4 | 4224 | 4324 | 15886 | 2139 | 1558 | 1972 | 1599 | 2294 | 1912 | 1086 | 2395 | 1665 |
| M50 / N4 | M50 / Toll Bridge | 4324 | 3360 | 16586 | 2191 | 1677 | 2349 | 1712 | 2391 | 2064 | 1127 | 2440 | 1713 |
| M50 / Toll Bridge | M50 / N3 | 3360 | 3434 | 19654 | 2300 | 1884 | 2559 | 2064 | 2515 | 2264 | 1286 | 2648 | 2056 |
| M50 / N3 | M50 / N2 | 3434 | 3754 | 23611 | 2481 | 2247 | 2907 | 2822 | 2714 | 2634 | 1483 | 2867 | 2282 |
| M50 / N2 | M50 / St. Margaret's Rd | 3754 | 3727 | 24372 | 2518 | 2279 | 2935 | 2850 | 2742 | 2665 | 1554 | 2953 | 2373 |
| M50 / St. Margaret's Rd | M50 / R 108 | 3723 | 3644 | 26709 | 2628 | 2371 | 3030 | 2938 | 2827 | 2759 | 1774 | 3219 | 2652 |
| M50 / R 108 | M50 / M1 | 3644 | 3537 | 29136 | 2793 | 2612 | 3187 | 3111 | 3277 | 2996 | 1958 | 3407 | 2856 |
| M50 / M1 | Clonshaugh Rd / N32 | 3537 | 1847 | 29576 | 2829 | 2659 | 3232 | 3152 | 3319 | 3038 | 2019 | 3471 | 2917 |
| Clonshaugh Rd / N32 | N32 / Malahide Rd | 1847 | 1682 | 32227 | 3210 | 2854 | 3558 | 3347 | 3558 | 3305 | 2244 | 3781 | 3253 |



# APPENDIX D

## HIGHWAY CALIBRATION OF COUNT DATA

# D1. HIGHWAY CALIBRATION: COUNTS

**City Centre Cordon - All Counts**

**Summary Table**

| | | Count | Flow | Diff | per | GEH |
|---|---|---|---|---|---|---|
| 0700-0800 | IB | 20097 | 19330 | -767 | -4% | 5.5 |
| | OB | 13078 | 11290 | -1788 | -14% | 16.2 |
| | Total | 33175 | 30620 | -2555 | -8% | 14.3 |
| 0800-0900 | IB | 20168 | 21594 | 1426 | 7% | 9.9 |
| | OB | 13994 | 13757 | -237 | -2% | 2.0 |
| | Total | 34162 | 35351 | 1189 | 3% | 6.4 |
| 0900-1000 | IB | 19934 | 22187 | 2253 | 11% | 15.5 |
| | OB | 12875 | 13825 | 950 | 7% | 8.2 |
| | Total | 32809 | 36012 | 3203 | 10% | 17.3 |

**City Centre Cordon - All Counts**

**AM Peak (0700-0800) - Inbound direction**

| | | | | | | Light Vehicles | | | | Heavey Goods Vehicles | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A Node | Bnode | Year | Date | Location | Dir | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH |
| 1102 | 1110 | 2006 | 18/05 | North Wall Quay (West of E Wall Rd) | WB | 198 | 97 | -51% | 8.3 | 282 | 270 | -4% | 0.8 | 480 | 366 | -24% | 5.5 |
| 1104 | 1108 | 2006 | 18/05 | Upper Sherrif St (West of E Wall Rd) | WB | 73 | 21 | -71% | 7.6 | 21 | 105 | 399% | 10.6 | 94 | 126 | 34% | 3.0 |
| 1111 | 1103 | 2006 | Nov | East Road (North of Upper Sherrif St) | SB | 755 | 727 | -4% | 1.0 | 86 | 273 | 219% | 14.0 | 840 | 1000 | 19% | 5.3 |
| 1131 | 1319 | 2006 | Nov | Newcomen Br | SB | 1026 | 733 | -29% | 9.9 | 35 | 87 | 154% | 6.8 | 1060 | 820 | -23% | 7.8 |
| 1799 | 1329 | 2006 | Nov | Clarkes Br | SB | 1358 | 1540 | 13% | 4.8 | 80 | 63 | -21% | 2.0 | 1437 | 1603 | 12% | 4.2 |
| 1801 | 1333 | 2006 | Nov | Russell Street Bridge | SB | 445 | 492 | 11% | 2.2 | 47 | 43 | -8% | 0.6 | 491 | 535 | 9% | 1.9 |
| 1410 | 1334 | 2005 | 07/11 | Belvidere Rd | SB | 430 | 380 | -12% | 2.5 | 99 | 60 | -39% | 4.4 | 529 | 440 | -17% | 4.1 |
| 1410 | 1394 | 2005 | 07/11 | Dorset Steet Lower (North of North Circular) | SB | 1266 | 1074 | -15% | 5.6 | 153 | 220 | 44% | 4.9 | 1419 | 1294 | -9% | 3.4 |
| 1429 | 1428 | 2007 | 19/04 | Prospect Rd (North of North Circular) | SB | 993 | 1253 | 26% | 7.8 | 86 | 73 | -14% | 1.4 | 1079 | 1327 | 23% | 7.2 |
| 1908 | 1431 | 2006 | Nov | New Cabra Rd (West of North Circular) | EB | 538 | 595 | 11% | 2.4 | 92 | 48 | -47% | 5.2 | 629 | 643 | 2% | 0.6 |
| 1917 | 1469 | 2006 | Nov | Old Cabra Rd (North of North Circular) | SB | 489 | 307 | -37% | 9.1 | 77 | 50 | -35% | 3.4 | 565 | 357 | -37% | 9.7 |
| 1919 | 1471 | 2006 | Nov | Blackhorse Avenue (West of North Circular) | EB | 860 | 751 | -13% | 3.8 | 27 | 41 | 52% | 2.4 | 887 | 792 | -11% | 3.3 |
| 1931 | 1486 | 2006 | Nov | Fountain Rd | EB | 388 | 37 | -90% | 24.0 | 9 | 3 | -67% | 2.5 | 397 | 40 | -90% | 24.1 |
| 1931 | 1941 | 2006 | Nov | Chesterfield Ave (West of Conyngham Rd) | EB | 474 | 504 | 7% | 1.4 | 8 | 12 | 61% | 1.5 | 481 | 516 | 7% | 1.6 |
| 1941 | 1942 | 2006 | Nov | Conyngham Rd (West of Chesterfiled Ave) | EB | 647 | 454 | -30% | 8.2 | 68 | 83 | 23% | 1.8 | 715 | 537 | -25% | 7.1 |
| 2313 | 2306 | 2006 | Nov | St. Johns Road (East of South Circular Rd) | EB | 1033 | 1370 | 33% | 9.7 | 305 | 313 | 3% | 0.5 | 1337 | 1683 | 26% | 8.9 |
| 2326 | 2329 | 2006 | Nov | Kilmainham Lane (East of South Circular Rd) | EB | 147 | 446 | 204% | 17.4 | 0 | 25 | #DIV/0! | 7.0 | 147 | 471 | 221% | 18.4 |
| 2338 | 2337 | 2006 | Nov | Prospect Terrace (East of South Circular) | EB | 700 | 605 | -14% | 3.7 | 89 | 25 | -72% | 8.5 | 789 | 630 | -20% | 6.0 |
| 2354 | 2350 | 2006 | Nov | South Circular Rd (East of Suir Rd) | EB | 347 | 199 | -43% | 9.0 | 20 | 45 | 130% | 4.5 | 367 | 244 | -33% | 7.0 |
| 2851 | 2352 | 2006 | Nov | Herberton Rd Br | NB | 591 | 551 | -7% | 1.7 | 63 | 164 | 160% | 9.5 | 654 | 716 | 9% | 2.4 |
| 2861 | 2364 | 2006 | Nov | Dolphins Barn Br | NB | 792 | 326 | -59% | 19.7 | 216 | 169 | -22% | 3.4 | 1008 | 495 | -51% | 18.7 |
| 2871 | 2447 | 2006 | Nov | Clogher Rd Br / Sallys Bridge | NB | 717 | 633 | -12% | 3.2 | 29 | 41 | 42% | 2.0 | 745 | 673 | -10% | 2.7 |
| 2891 | 2890 | 2006 | Nov | Harolds Cross Br | NB | 1076 | 839 | -22% | 7.7 | 77 | 75 | -2% | 0.2 | 1153 | 914 | -21% | 7.4 |
| 2711 | 2059 | 2006 | Nov | Portobello Br (Richmond St) | NB | 673 | 605 | -10% | 2.7 | 38 | 38 | 1% | 0.1 | 710 | 643 | -9% | 2.6 |
| 2911 | 2092 | 2006 | Nov | Charlemont St Br | NB | 397 | 387 | -2% | 0.5 | 29 | 13 | -56% | 3.5 | 426 | 400 | -6% | 1.3 |
| 2112 | 2931 | 2006 | Nov | Leeson St Br | NB | 468 | 312 | -33% | 7.9 | 47 | 46 | -1% | 0.1 | 515 | 358 | -30% | 7.5 |
| 2951 | 2124 | 2006 | Nov | Baggott St Br | NB | 531 | 1024 | 93% | 17.7 | 47 | 34 | -28% | 2.0 | 578 | 1057 | 83% | 16.8 |
| 2961 | 2134 | 2006 | Nov | Mount St Br | NB | 543 | 618 | 14% | 3.1 | 27 | 33 | 23% | 1.1 | 570 | 651 | 14% | 3.3 |
| | | | | | Total | 17949 | 16881 | -6% | 8 | 2148 | 2449 | 14% | 6 | 20097 | 19330 | -4% | 5 |

## City Centre Cordon - All Counts

**AM Peak (0700-0800) - Outbound direction**

| | | | | | | Light Vehicles | | | | Heavey Goods Vehicles | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A Node | Bnode | Year | Date | Location | Dir | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH |
| 1110 | 1102 | 2006 | 18/05 | North Wall Quay (West of E Wall Rd) | EB | 475 | 343 | -28% | 6.5 | 201 | 215 | 7% | 1.0 | 676 | 558 | -17% | 4.7 |
| 1108 | 1104 | 2006 | 18/05 | Upper Sherrif St (West of E Wall Rd) | EB | 84 | 61 | -27% | 2.7 | 120 | 209 | 74% | 6.9 | 204 | 270 | 32% | 4.3 |
| 1103 | 1111 | 2006 | Nov | East Road (North of Upper Sherrif St) | NB | 167 | 94 | -43% | 6.3 | 65 | 65 | 0% | 0.0 | 231 | 159 | -31% | 5.1 |
| 1319 | 1131 | 2006 | Nov | Newcomen Br | NB | 504 | 245 | -51% | 13.3 | 44 | 89 | 106% | 5.6 | 547 | 335 | -39% | 10.1 |
| 1329 | 1799 | 2006 | Nov | Clarkes Br | NB | 324 | 323 | 0% | 0.0 | 27 | 64 | 136% | 5.4 | 351 | 387 | 10% | 1.9 |
| 1333 | 1801 | 2006 | Nov | Russell Street Bridge | NB | 131 | 82 | -37% | 4.7 | 32 | 31 | -1% | 0.0 | 162 | 113 | -30% | 4.1 |
| 1334 | 1410 | 2005 | 07/11/05 | Belvidere Rd | NB | 125 | 142 | 14% | 1.5 | 84 | 35 | -58% | 6.4 | 209 | 177 | -15% | 2.3 |
| 1394 | 1410 | 2005 | 07/11 | Dorset Steet Lower (North of North Circular) | NB | 787 | 519 | -34% | 10.5 | 171 | 183 | 7% | 0.9 | 958 | 702 | -27% | 8.9 |
| 1428 | 1429 | 2007 | 19/04 | Prospect Rd (North of North Circular) | NB | 616 | 451 | -27% | 7.2 | 69 | 112 | 62% | 4.5 | 685 | 563 | -18% | 4.9 |
| 1431 | 1908 | 2006 | Nov | New Cabra Rd (West of North Circular) | WB | 298 | 241 | -19% | 3.4 | 119 | 122 | 3% | 0.3 | 416 | 363 | -13% | 2.7 |
| 1469 | 1917 | 2006 | Nov | Old Cabra Rd (North of North Circular) | NB | 241 | 84 | -65% | 12.2 | 78 | 42 | -47% | 4.7 | 319 | 126 | -60% | 12.9 |
| 1471 | 1919 | 2006 | Nov | Blackhorse Avenue (West of North Circular) | WB | 133 | 282 | 112% | 10.3 | 8 | 63 | 742% | 9.4 | 141 | 345 | 145% | 13.1 |
| 1486 | 1931 | 2006 | Nov | Fountain Rd | WB | 121 | 328 | 171% | 13.8 | 5 | 4 | -19% | 0.4 | 126 | 332 | 164% | 13.6 |
| 1941 | 1931 | 2006 | Nov | Chesterfield Ave (West of Conyngham Rd) | WB | 218 | 58 | -73% | 13.6 | 8 | 8 | 11% | 0.3 | 226 | 67 | -70% | 13.1 |
| 1942 | 1941 | 2006 | Nov | Conyngham Rd (West of Chesterfiled Ave) | WB | 828 | 634 | -23% | 7.2 | 119 | 137 | 16% | 1.7 | 947 | 772 | -18% | 6.0 |
| 2306 | 2313 | 2006 | Nov | St. Johns Road (East of South Circular Rd) | WB | 728 | 662 | -9% | 2.5 | 449 | 501 | 12% | 2.4 | 1177 | 1163 | -1% | 0.4 |
| 2329 | 2326 | 2006 | Nov | Kilmainham Lane (East of South Circular Rd) | WB | 62 | 74 | 20% | 1.5 | 2 | 5 | 215% | 1.8 | 63 | 79 | 25% | 1.9 |
| 2337 | 2338 | 2006 | Nov | Prospect Terrace (East of South Circular) | WB | 320 | 52 | -84% | 19.6 | 32 | 34 | 8% | 0.4 | 351 | 86 | -75% | 17.9 |
| 2350 | 2354 | 2006 | Nov | South Circular Rd (East of Suir Rd) | WB | 583 | 543 | -7% | 1.7 | 15 | 30 | 101% | 3.2 | 598 | 573 | -4% | 1.0 |
| 2352 | 2851 | 2006 | Nov | Herberton Rd Br | SB | 258 | 309 | 20% | 3.1 | 24 | 99 | 313% | 9.6 | 282 | 408 | 45% | 6.8 |
| 2364 | 2861 | 2006 | Nov | Dolphins Barn Br | SB | 403 | 373 | -8% | 1.5 | 152 | 159 | 5% | 0.6 | 555 | 532 | -4% | 1.0 |
| 2447 | 2871 | 2006 | Nov | Clogher Rd Br / Sallys Bridge | SB | 148 | 140 | -5% | 0.7 | 21 | 19 | -9% | 0.4 | 169 | 159 | -6% | 0.8 |
| 2890 | 2891 | 2006 | Nov | Harolds Cross Br | SB | 498 | 276 | -45% | 11.3 | 30 | 34 | 12% | 0.6 | 528 | 310 | -41% | 10.7 |
| 2059 | 2711 | 2006 | Nov | Portobello Br (Richmond St) | SB | 242 | 367 | 52% | 7.2 | 21 | 33 | 57% | 2.3 | 263 | 400 | 52% | 7.6 |
| 2092 | 2911 | 2006 | Nov | Charlemont St Br | SB | 554 | 419 | -24% | 6.1 | 59 | 26 | -55% | 5.0 | 613 | 446 | -27% | 7.3 |
| 2931 | 2112 | 2006 | Nov | Leeson St Br | SB | 1252 | 1053 | -16% | 5.9 | 48 | 40 | -17% | 1.3 | 1300 | 1093 | -16% | 6.0 |
| 2124 | 2951 | 2006 | Nov | Baggott St Br | SB | 393 | 323 | -18% | 3.7 | 57 | 88 | 54% | 3.6 | 450 | 411 | -9% | 1.9 |
| 2134 | 2961 | 2006 | Nov | Mount St Br | SB | 505 | 311 | -38% | 9.6 | 32 | 52 | 66% | 3.2 | 537 | 364 | -32% | 8.1 |
| | | | | | Total | 10993 | 8792 | -20% | 22 | 2085 | 2499 | 20% | 9 | 13078 | 11290 | -14% | 16 |

## City Centre Cordon - All Counts

**AM Peak (0800-0900) - Inbound direction**

| | | | | | | Light Vehicles | | | | Heavey Goods Vehicles | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A Node | Bnode | Year | Date | Location | Dir | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH |
| 1102 | 1110 | 2006 | 18/05 | North Wall Quay (West of E Wall Rd) | WB | 266 | 150 | -44% | 8.0 | 282 | 161 | -43% | 8.1 | 548 | 311 | -43% | 11.4 |
| 1104 | 1108 | 2006 | 18/05 | Upper Sherrif St (West of E Wall Rd) | WB | 110 | 41 | -63% | 8.0 | 42 | 80 | 91% | 4.9 | 152 | 121 | -21% | 2.7 |
| 1111 | 1103 | 2006 | Nov | East Road (North of Upper Sherrif St) | SB | 699 | 833 | 19% | 4.8 | 147 | 217 | 47% | 5.2 | 846 | 1049 | 24% | 6.6 |
| 1131 | 1319 | 2006 | Nov | Newcomen Br | SB | 1013 | 1055 | 4% | 1.3 | 42 | 78 | 86% | 4.7 | 1055 | 1133 | 7% | 2.4 |
| 1799 | 1329 | 2006 | Nov | Clarkes Br | SB | 1240 | 1517 | 22% | 7.5 | 60 | 74 | 23% | 1.7 | 1300 | 1590 | 22% | 7.7 |
| 1801 | 1333 | 2006 | Nov | Russell Street Bridge | SB | 435 | 655 | 51% | 9.4 | 41 | 17 | -58% | 4.4 | 475 | 672 | 41% | 8.2 |
| 1410 | 1334 | 2005 | 07/11 | Belvidere Rd | SB | 420 | 366 | -13% | 2.7 | 39 | 30 | -23% | 1.5 | 459 | 396 | -14% | 3.0 |
| 1410 | 1394 | 2005 | 07/11 | Dorset Steet Lower (North of North Circular) | SB | 1340 | 1343 | 0% | 0.1 | 114 | 113 | -1% | 0.1 | 1454 | 1455 | 0% | 0.0 |
| 1429 | 1428 | 2007 | 19/04 | Prospect Rd (North of North Circular) | SB | 925 | 1253 | 35% | 9.9 | 101 | 111 | 11% | 1.1 | 1026 | 1364 | 33% | 9.8 |
| 1908 | 1431 | 2006 | Nov | New Cabra Rd (West of North Circular) | EB | 413 | 722 | 75% | 13.0 | 86 | 77 | -10% | 1.0 | 499 | 799 | 60% | 11.8 |
| 1917 | 1469 | 2006 | Nov | Old Cabra Rd (North of North Circular) | SB | 413 | 339 | -18% | 3.8 | 48 | 45 | -7% | 0.5 | 461 | 384 | -17% | 3.8 |
| 1919 | 1471 | 2006 | Nov | Blackhorse Avenue (West of North Circular) | EB | 840 | 902 | 7% | 2.1 | 14 | 43 | 218% | 5.5 | 854 | 944 | 11% | 3.0 |
| 1931 | 1486 | 2006 | Nov | Fountain Rd | EB | 566 | 117 | -79% | 24.3 | 3 | 4 | 21% | 0.3 | 569 | 120 | -79% | 24.2 |
| 1931 | 1941 | 2006 | Nov | Chesterfield Ave (West of Conyngham Rd) | EB | 410 | 754 | 84% | 14.3 | 2 | 9 | 487% | 3.2 | 411 | 763 | 86% | 14.5 |
| 1941 | 1942 | 2006 | Nov | Conyngham Rd (West of Chesterfiled Ave) | EB | 577 | 454 | -21% | 5.4 | 62 | 97 | 57% | 4.0 | 638 | 551 | -14% | 3.6 |
| 2313 | 2306 | 2006 | Nov | St. Johns Road (East of South Circular Rd) | EB | 872 | 1373 | 58% | 15.0 | 290 | 266 | -8% | 1.4 | 1161 | 1639 | 41% | 12.8 |
| 2326 | 2329 | 2006 | Nov | Kilmainham Lane (East of South Circular Rd) | EB | 149 | 241 | 62% | 6.6 | 5 | 28 | 529% | 5.9 | 154 | 269 | 76% | 8.0 |
| 2338 | 2337 | 2006 | Nov | Prospect Terrace (East of South Circular) | EB | 570 | 708 | 24% | 5.5 | 60 | 27 | -55% | 5.0 | 630 | 735 | 17% | 4.0 |
| 2354 | 2350 | 2006 | Nov | South Circular Rd (East of Suir Rd) | EB | 459 | 343 | -25% | 5.8 | 35 | 55 | 60% | 3.1 | 494 | 398 | -19% | 4.5 |
| 2851 | 2352 | 2006 | Nov | Herberton Rd Br | NB | 773 | 763 | -1% | 0.3 | 60 | 88 | 46% | 3.2 | 833 | 851 | 2% | 0.6 |
| 2861 | 2364 | 2006 | Nov | Dolphins Barn Br | NB | 914 | 599 | -34% | 11.5 | 138 | 34 | -76% | 11.3 | 1052 | 632 | -40% | 14.5 |
| 2871 | 2447 | 2006 | Nov | Clogher Rd Br / Sallys Bridge | NB | 763 | 686 | -10% | 2.8 | 20 | 39 | 98% | 3.5 | 783 | 725 | -7% | 2.1 |
| 2891 | 2890 | 2006 | Nov | Harolds Cross Br | NB | 948 | 908 | -4% | 1.3 | 38 | 45 | 21% | 1.2 | 986 | 953 | -3% | 1.0 |
| 2711 | 2059 | 2006 | Nov | Portobello Br (Richmond St) | NB | 675 | 671 | -1% | 0.1 | 36 | 38 | 5% | 0.3 | 711 | 709 | 0% | 0.1 |
| 2911 | 2092 | 2006 | Nov | Charlemont St Br | NB | 559 | 551 | -1% | 0.3 | 26 | 24 | -6% | 0.3 | 585 | 575 | -2% | 0.4 |
| 2112 | 2931 | 2006 | Nov | Leeson St Br | NB | 446 | 390 | -13% | 2.7 | 30 | 28 | -8% | 0.4 | 476 | 417 | -12% | 2.8 |
| 2951 | 2124 | 2006 | Nov | Baggott St Br | NB | 862 | 1276 | 48% | 12.6 | 35 | 26 | -26% | 1.6 | 897 | 1301 | 45% | 12.2 |
| 2961 | 2134 | 2006 | Nov | Mount St Br | NB | 647 | 704 | 9% | 2.2 | 20 | 32 | 62% | 2.4 | 666 | 735 | 10% | 2.6 |
| | | | | | Total | 18299 | 19712 | 8% | 10 | 1869 | 1882 | 1% | 0 | 20168 | 21594 | 7% | 10 |

## City Centre Cordon - All Counts

**AM Peak (0800-0900) - Outbound direction**

| | | | | | | Light Vehicles | | | | Heavey Goods Vehicles | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A Node | Bnode | Year | Date | Location | Dir | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH |
| 1110 | 1102 | 2006 | 18/05 | North Wall Quay (West of E Wall Rd) | EB | 384 | 489 | 27% | 5.0 | 159 | 112 | -29% | 4.0 | 543 | 601 | 11% | 2.4 |
| 1108 | 1104 | 2006 | 18/05 | Upper Sherrif St (West of E Wall Rd) | EB | 82 | 60 | -27% | 2.6 | 123 | 111 | -9% | 1.1 | 205 | 171 | -16% | 2.4 |
| 1103 | 1111 | 2006 | Nov | East Road (North of Upper Sherrif St) | NB | 238 | 252 | 6% | 0.9 | 38 | 41 | 10% | 0.6 | 275 | 294 | 7% | 1.1 |
| 1319 | 1131 | 2006 | Nov | Newcomen Br | NB | 531 | 287 | -46% | 12.1 | 41 | 76 | 88% | 4.7 | 572 | 363 | -37% | 9.7 |
| 1329 | 1799 | 2006 | Nov | Clarkes Br | NB | 412 | 433 | 5% | 1.0 | 41 | 33 | -17% | 1.2 | 453 | 467 | 3% | 0.7 |
| 1333 | 1801 | 2006 | Nov | Russell Street Bridge | NB | 159 | 224 | 41% | 4.7 | 39 | 56 | 43% | 2.5 | 198 | 280 | 42% | 5.3 |
| 1334 | 1410 | 2005 | 07/11/05 | Belvidere Rd | NB | 203 | 104 | -49% | 8.0 | 105 | 80 | -24% | 2.6 | 308 | 184 | -40% | 7.9 |
| 1394 | 1410 | 2005 | 07/11 | Dorset Steet Lower (North of North Circular) | NB | 857 | 588 | -31% | 10.0 | 174 | 149 | -14% | 2.0 | 1031 | 737 | -29% | 9.9 |
| 1428 | 1429 | 2007 | 19/04 | Prospect Rd (North of North Circular) | NB | 649 | 561 | -14% | 3.6 | 57 | 156 | 174% | 9.6 | 706 | 717 | 2% | 0.4 |
| 1431 | 1908 | 2006 | Nov | New Cabra Rd (West of North Circular) | WB | 308 | 53 | -83% | 19.0 | 114 | 23 | -80% | 11.0 | 422 | 76 | -82% | 21.9 |
| 1469 | 1917 | 2006 | Nov | Old Cabra Rd (North of North Circular) | NB | 239 | 175 | -27% | 4.4 | 63 | 64 | 2% | 0.1 | 302 | 239 | -21% | 3.8 |
| 1471 | 1919 | 2006 | Nov | Blackhorse Avenue (West of North Circular) | WB | 216 | 388 | 80% | 9.9 | 18 | 63 | 252% | 7.1 | 234 | 451 | 93% | 11.8 |
| 1486 | 1931 | 2006 | Nov | Fountain Rd | WB | 147 | 467 | 219% | 18.3 | 6 | 20 | 228% | 3.8 | 153 | 487 | 219% | 18.7 |
| 1941 | 1931 | 2006 | Nov | Chesterfield Ave (West of Conyngham Rd) | WB | 241 | 54 | -77% | 15.3 | 11 | 8 | -26% | 0.9 | 252 | 62 | -75% | 15.1 |
| 1942 | 1941 | 2006 | Nov | Conyngham Rd (West of Chesterfiled Ave) | WB | 732 | 740 | 1% | 0.3 | 92 | 195 | 113% | 8.7 | 823 | 936 | 14% | 3.8 |
| 2306 | 2313 | 2006 | Nov | St. Johns Road (East of South Circular Rd) | WB | 660 | 863 | 31% | 7.3 | 522 | 478 | -8% | 2.0 | 1182 | 1341 | 13% | 4.5 |
| 2329 | 2326 | 2006 | Nov | Kilmainham Lane (East of South Circular Rd) | WB | 56 | 149 | 168% | 9.2 | 0 | 6 | #DIV/0! | 3.5 | 56 | 155 | 180% | 9.7 |
| 2337 | 2338 | 2006 | Nov | Prospect Terrace (East of South Circular) | WB | 331 | 146 | -56% | 12.0 | 57 | 59 | 3% | 0.2 | 388 | 205 | -47% | 10.6 |
| 2350 | 2354 | 2006 | Nov | South Circular Rd (East of Suir Rd) | WB | 532 | 677 | 27% | 5.9 | 15 | 21 | 37% | 1.3 | 547 | 698 | 28% | 6.1 |
| 2352 | 2851 | 2006 | Nov | Herberton Rd Br | SB | 415 | 478 | 15% | 3.0 | 56 | 59 | 7% | 0.5 | 470 | 537 | 14% | 3.0 |
| 2364 | 2861 | 2006 | Nov | Dolphins Barn Br | SB | 493 | 488 | -1% | 0.2 | 155 | 113 | -27% | 3.6 | 648 | 601 | -7% | 1.9 |
| 2447 | 2871 | 2006 | Nov | Clogher Rd Br / Sallys Bridge | SB | 272 | 296 | 9% | 1.4 | 39 | 41 | 5% | 0.3 | 311 | 337 | 8% | 1.5 |
| 2890 | 2891 | 2006 | Nov | Harolds Cross Br | SB | 514 | 415 | -19% | 4.6 | 42 | 44 | 4% | 0.2 | 556 | 459 | -17% | 4.3 |
| 2059 | 2711 | 2006 | Nov | Portobello Br (Richmond St) | SB | 320 | 369 | 15% | 2.6 | 21 | 21 | -2% | 0.1 | 341 | 390 | 14% | 2.5 |
| 2092 | 2911 | 2006 | Nov | Charlemont St Br | SB | 545 | 507 | -7% | 1.7 | 26 | 33 | 30% | 1.4 | 571 | 540 | -5% | 1.3 |
| 2931 | 2112 | 2006 | Nov | Leeson St Br | SB | 1374 | 1386 | 1% | 0.3 | 29 | 107 | 277% | 9.6 | 1402 | 1493 | 7% | 2.4 |
| 2124 | 2951 | 2006 | Nov | Baggott St Br | SB | 469 | 461 | -2% | 0.3 | 69 | 68 | -2% | 0.1 | 538 | 529 | -2% | 0.4 |
| 2134 | 2961 | 2006 | Nov | Mount St Br | SB | 495 | 356 | -28% | 6.7 | 20 | 53 | 171% | 5.5 | 514 | 409 | -20% | 4.9 |
| | | | | | Total | 11867 | 11466 | -3% | 4 | 2127 | 2291 | 8% | 3 | 13994 | 13757 | -2% | 2 |

## City Centre Cordon - All Counts

**AM Peak (0900-1000) - Inbound direction**

| | | | | | | Light Vehicles | | | | Heavey Goods Vehicles | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A Node | Bnode | Year | Date | Location | Dir | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH |
| 1102 | 1110 | 2006 | 18/05 | North Wall Quay (West of E Wall Rd) | WB | 216 | 135 | -38% | 6.1 | 300 | 243 | -19% | 3.5 | 516 | 378 | -27% | 6.5 |
| 1104 | 1108 | 2006 | 18/05 | Upper Sherrif St (West of E Wall Rd) | WB | 139 | 37 | -73% | 10.9 | 51 | 80 | 56% | 3.6 | 190 | 117 | -39% | 5.9 |
| 1111 | 1103 | 2006 | Nov | East Road (North of Upper Sherrif St) | SB | 511 | 779 | 52% | 10.6 | 138 | 239 | 73% | 7.4 | 649 | 1018 | 57% | 12.8 |
| 1131 | 1319 | 2006 | Nov | Newcomen Br | SB | 977 | 992 | 2% | 0.5 | 45 | 101 | 125% | 6.6 | 1022 | 1093 | 7% | 2.2 |
| 1799 | 1329 | 2006 | Nov | Clarkes Br | SB | 1362 | 1555 | 14% | 5.1 | 71 | 65 | -8% | 0.7 | 1432 | 1620 | 13% | 4.8 |
| 1801 | 1333 | 2006 | Nov | Russell Street Bridge | SB | 435 | 653 | 50% | 9.3 | 36 | 40 | 12% | 0.7 | 471 | 693 | 47% | 9.2 |
| 1410 | 1334 | 2005 | 07/11 | Belvidere Rd | SB | 384 | 328 | -15% | 3.0 | 111 | 62 | -44% | 5.3 | 495 | 390 | -21% | 5.0 |
| 1410 | 1394 | 2005 | 07/11 | Dorset Steet Lower (North of North Circular) | SB | 1177 | 1246 | 6% | 2.0 | 192 | 191 | -1% | 0.1 | 1369 | 1437 | 5% | 1.8 |
| 1429 | 1428 | 2007 | 19/04 | Prospect Rd (North of North Circular) | SB | 857 | 1194 | 39% | 10.5 | 101 | 99 | -1% | 0.1 | 957 | 1294 | 35% | 10.0 |
| 1908 | 1431 | 2006 | Nov | New Cabra Rd (West of North Circular) | EB | 432 | 812 | 88% | 15.2 | 81 | 36 | -55% | 5.8 | 513 | 848 | 65% | 12.9 |
| 1917 | 1469 | 2006 | Nov | Old Cabra Rd (North of North Circular) | SB | 509 | 402 | -21% | 5.0 | 113 | 53 | -53% | 6.5 | 622 | 455 | -27% | 7.2 |
| 1919 | 1471 | 2006 | Nov | Blackhorse Avenue (West of North Circular) | EB | 677 | 852 | 26% | 6.4 | 32 | 75 | 137% | 5.9 | 708 | 927 | 31% | 7.7 |
| 1931 | 1486 | 2006 | Nov | Fountain Rd | EB | 489 | 163 | -67% | 18.0 | 18 | 2 | -91% | 5.3 | 507 | 165 | -68% | 18.7 |
| 1931 | 1941 | 2006 | Nov | Chesterfield Ave (West of Conyngham Rd) | EB | 435 | 734 | 69% | 12.4 | 8 | 13 | 73% | 1.7 | 442 | 747 | 69% | 12.5 |
| 1941 | 1942 | 2006 | Nov | Conyngham Rd (West of Chesterfiled Ave) | EB | 452 | 409 | -9% | 2.0 | 114 | 126 | 10% | 1.1 | 566 | 535 | -5% | 1.3 |
| 2313 | 2306 | 2006 | Nov | St. Johns Road (East of South Circular Rd) | EB | 973 | 1409 | 45% | 12.7 | 351 | 401 | 14% | 2.6 | 1324 | 1810 | 37% | 12.3 |
| 2326 | 2329 | 2006 | Nov | Kilmainham Lane (East of South Circular Rd) | EB | 138 | 283 | 106% | 10.0 | 3 | 23 | 675% | 5.6 | 141 | 306 | 118% | 11.1 |
| 2338 | 2337 | 2006 | Nov | Prospect Terrace (East of South Circular) | EB | 576 | 596 | 4% | 0.9 | 72 | 49 | -32% | 2.9 | 648 | 645 | 0% | 0.1 |
| 2354 | 2350 | 2006 | Nov | South Circular Rd (East of Suir Rd) | EB | 397 | 372 | -6% | 1.3 | 38 | 84 | 123% | 5.9 | 435 | 455 | 5% | 1.0 |
| 2851 | 2352 | 2006 | Nov | Herberton Rd Br | NB | 757 | 811 | 7% | 2.0 | 117 | 190 | 62% | 5.9 | 874 | 1001 | 15% | 4.2 |
| 2861 | 2364 | 2006 | Nov | Dolphins Barn Br | NB | 867 | 566 | -35% | 11.2 | 192 | 99 | -49% | 7.7 | 1059 | 664 | -37% | 13.4 |
| 2871 | 2447 | 2006 | Nov | Clogher Rd Br / Sallys Bridge | NB | 672 | 700 | 4% | 1.1 | 20 | 25 | 29% | 1.2 | 691 | 725 | 5% | 1.3 |
| 2891 | 2890 | 2006 | Nov | Harolds Cross Br | NB | 949 | 960 | 1% | 0.4 | 69 | 71 | 4% | 0.3 | 1018 | 1031 | 1% | 0.4 |
| 2711 | 2059 | 2006 | Nov | Portobello Br (Richmond St) | NB | 735 | 691 | -6% | 1.6 | 32 | 27 | -14% | 0.8 | 766 | 719 | -6% | 1.7 |
| 2911 | 2092 | 2006 | Nov | Charlemont St Br | NB | 556 | 632 | 14% | 3.1 | 30 | 15 | -50% | 3.2 | 586 | 647 | 11% | 2.5 |
| 2112 | 2931 | 2006 | Nov | Leeson St Br | NB | 404 | 388 | -4% | 0.8 | 32 | 27 | -15% | 0.9 | 435 | 415 | -5% | 1.0 |
| 2951 | 2124 | 2006 | Nov | Baggott St Br | NB | 769 | 1273 | 66% | 15.8 | 51 | 41 | -20% | 1.5 | 820 | 1314 | 60% | 15.1 |
| 2961 | 2134 | 2006 | Nov | Mount St Br | NB | 660 | 695 | 5% | 1.4 | 24 | 42 | 74% | 3.1 | 684 | 737 | 8% | 2.0 |
| | | | | | Total | 17497 | 19668 | 12% | 16 | 2438 | 2519 | 3% | 2 | 19934 | 22187 | 11% | 16 |

## City Centre Cordon - All Counts

**AM Peak (0900-1000) - Outbound direction**

| | | | | | | Light Vehicles | | | | Heavey Goods Vehicles | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A Node | Bnode | Year | Date | Location | Dir | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH |
| 1110 | 1102 | 2006 | 18/05 | North Wall Quay (West of E Wall Rd) | EB | 255 | 192 | -25% | 4.2 | 225 | 257 | 14% | 2.0 | 480 | 449 | -7% | 1.5 |
| 1108 | 1104 | 2006 | 18/05 | Upper Sherrif St (West of E Wall Rd) | EB | 69 | 31 | -55% | 5.4 | 90 | 202 | 124% | 9.2 | 159 | 232 | 46% | 5.2 |
| 1103 | 1111 | 2006 | Nov | East Road (North of Upper Sherrif St) | NB | 219 | 320 | 46% | 6.1 | 66 | 75 | 14% | 1.1 | 285 | 395 | 38% | 5.9 |
| 1319 | 1131 | 2006 | Nov | Newcomen Br | NB | 492 | 306 | -38% | 9.3 | 63 | 89 | 41% | 3.0 | 555 | 395 | -29% | 7.3 |
| 1329 | 1799 | 2006 | Nov | Clarkes Br | NB | 319 | 445 | 40% | 6.5 | 44 | 36 | -17% | 1.2 | 363 | 482 | 33% | 5.8 |
| 1333 | 1801 | 2006 | Nov | Russell Street Bridge | NB | 168 | 216 | 29% | 3.5 | 47 | 61 | 32% | 2.0 | 215 | 278 | 29% | 4.0 |
| 1334 | 1410 | 2005 | 07/11/05 | Belvidere Rd | NB | 192 | 124 | -36% | 5.4 | 132 | 65 | -51% | 6.7 | 324 | 189 | -42% | 8.5 |
| 1394 | 1410 | 2005 | 07/11 | Dorset Steet Lower (North of North Circular) | NB | 747 | 626 | -16% | 4.6 | 138 | 149 | 8% | 1.0 | 885 | 775 | -12% | 3.8 |
| 1428 | 1429 | 2007 | 19/04 | Prospect Rd (North of North Circular) | NB | 539 | 579 | 7% | 1.7 | 69 | 108 | 56% | 4.1 | 608 | 687 | 13% | 3.1 |
| 1431 | 1908 | 2006 | Nov | New Cabra Rd (West of North Circular) | WB | 308 | 139 | -55% | 11.3 | 83 | 44 | -47% | 4.9 | 390 | 182 | -53% | 12.3 |
| 1469 | 1917 | 2006 | Nov | Old Cabra Rd (North of North Circular) | NB | 226 | 122 | -46% | 7.9 | 98 | 93 | -5% | 0.5 | 324 | 215 | -34% | 6.6 |
| 1471 | 1919 | 2006 | Nov | Blackhorse Avenue (West of North Circular) | WB | 165 | 325 | 97% | 10.2 | 27 | 71 | 164% | 6.3 | 192 | 396 | 106% | 11.9 |
| 1486 | 1931 | 2006 | Nov | Fountain Rd | WB | 137 | 603 | 342% | 24.2 | 12 | 24 | 100% | 2.8 | 149 | 627 | 322% | 24.3 |
| 1941 | 1931 | 2006 | Nov | Chesterfield Ave (West of Conyngham Rd) | WB | 203 | 42 | -79% | 14.6 | 12 | 20 | 63% | 1.9 | 215 | 61 | -71% | 13.1 |
| 1942 | 1941 | 2006 | Nov | Conyngham Rd (West of Chesterfiled Ave) | WB | 647 | 843 | 30% | 7.2 | 147 | 184 | 25% | 2.9 | 794 | 1028 | 30% | 7.8 |
| 2306 | 2313 | 2006 | Nov | St. Johns Road (East of South Circular Rd) | WB | 567 | 775 | 37% | 8.0 | 486 | 454 | -7% | 1.5 | 1053 | 1229 | 17% | 5.2 |
| 2329 | 2326 | 2006 | Nov | Kilmainham Lane (East of South Circular Rd) | WB | 47 | 143 | 203% | 9.8 | 0 | 19 | #DIV/0! | 6.1 | 47 | 161 | 243% | 11.2 |
| 2337 | 2338 | 2006 | Nov | Prospect Terrace (East of South Circular) | WB | 292 | 108 | -63% | 13.0 | 50 | 49 | 0% | 0.0 | 342 | 158 | -54% | 11.6 |
| 2350 | 2354 | 2006 | Nov | South Circular Rd (East of Suir Rd) | WB | 543 | 570 | 5% | 1.2 | 23 | 23 | 4% | 0.2 | 566 | 594 | 5% | 1.2 |
| 2352 | 2851 | 2006 | Nov | Herberton Rd Br | SB | 400 | 454 | 13% | 2.6 | 74 | 71 | -3% | 0.3 | 474 | 525 | 11% | 2.3 |
| 2364 | 2861 | 2006 | Nov | Dolphins Barn Br | SB | 424 | 426 | 1% | 0.1 | 159 | 160 | 1% | 0.1 | 583 | 586 | 1% | 0.1 |
| 2447 | 2871 | 2006 | Nov | Clogher Rd Br / Sallys Bridge | SB | 277 | 285 | 3% | 0.5 | 20 | 20 | 3% | 0.1 | 296 | 305 | 3% | 0.5 |
| 2890 | 2891 | 2006 | Nov | Harolds Cross Br | SB | 481 | 353 | -27% | 6.3 | 53 | 59 | 12% | 0.8 | 533 | 412 | -23% | 5.6 |
| 2059 | 2711 | 2006 | Nov | Portobello Br (Richmond St) | SB | 288 | 364 | 26% | 4.2 | 27 | 25 | -8% | 0.4 | 315 | 389 | 23% | 3.9 |
| 2092 | 2911 | 2006 | Nov | Charlemont St Br | SB | 488 | 503 | 3% | 0.7 | 42 | 26 | -38% | 2.8 | 530 | 529 | 0% | 0.0 |
| 2931 | 2112 | 2006 | Nov | Leeson St Br | SB | 1299 | 1551 | 19% | 6.7 | 35 | 40 | 16% | 0.9 | 1333 | 1591 | 19% | 6.8 |
| 2124 | 2951 | 2006 | Nov | Baggott St Br | SB | 432 | 431 | 0% | 0.1 | 33 | 86 | 161% | 6.9 | 465 | 517 | 11% | 2.4 |
| 2134 | 2961 | 2006 | Nov | Mount St Br | SB | 372 | 396 | 7% | 1.2 | 33 | 44 | 34% | 1.8 | 405 | 440 | 9% | 1.7 |
| | | | | | Total | 10592 | 11271 | 6% | 6 | 2283 | 2554 | 12% | 6 | 12875 | 13825 | 7% | 8 |

**City Centre Cordon - Canal South**

**Summary Table**

| | | Count | Flow | Diff | per | GEH |
|---|---|---|---|---|---|---|
| 0700-0800 | IB | 8996 | 8934 | -61 | -1% | 0.6 |
| | OB | 7830 | 6794 | -1036 | -13% | 12.1 |
| | Total | 16825 | 15728 | -1097 | -7% | 8.6 |
| 0800-0900 | IB | 9423 | 9939 | 516 | 5% | 5.2 |
| | OB | 8343 | 8629 | 286 | 3% | 3.1 |
| | Total | 17766 | 18569 | 803 | 5% | 6.0 |
| 0900-1000 | IB | 9423 | 9939 | 516 | 5% | 5.2 |
| | OB | 7733 | 8463 | 730 | 9% | 8.1 |
| | Total | 17156 | 18402 | 1246 | 7% | 9.3 |

## City Centre Cordon - Canal South

### AM Peak (0700-0800) - Inbound direction

| | | | | | | Light Vehicles | | | | Heavey Goods Vehicles | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A Node | Bnode | Year | Date | Location | Dir | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH |
| 2313 | 2306 | 2006 | Nov | St. Johns Road (East of South Circular Rd) | EB | 1033 | 1370 | 33% | 9.7 | 305 | 313 | 3% | 0.5 | 1337 | 1683 | 26% | 8.9 |
| 2326 | 2329 | 2006 | Nov | Kilmainham Lane (East of South Circular Rd) | EB | 147 | 446 | 204% | 17.4 | 0 | 25 | #DIV/0! | 7.0 | 147 | 471 | 221% | 18.4 |
| 2338 | 2337 | 2006 | Nov | Prospect Terrace (East of South Circular) | EB | 700 | 605 | -14% | 3.7 | 89 | 25 | -72% | 8.5 | 789 | 630 | -20% | 6.0 |
| 2354 | 2350 | 2006 | Nov | South Circular Rd (East of Suir Rd) | EB | 347 | 199 | -43% | 9.0 | 20 | 45 | 130% | 4.5 | 367 | 244 | -33% | 7.0 |
| 2851 | 2352 | 2006 | Nov | Herberton Rd Br | NB | 591 | 551 | -7% | 1.7 | 63 | 164 | 160% | 9.5 | 654 | 716 | 9% | 2.4 |
| 2861 | 2364 | 2006 | Nov | Dolphins Barn Br | NB | 792 | 326 | -59% | 19.7 | 216 | 169 | -22% | 3.4 | 1008 | 495 | -51% | 18.7 |
| 2871 | 2447 | 2006 | Nov | Clogher Rd Br / Sallys Bridge | NB | 717 | 633 | -12% | 3.2 | 29 | 41 | 42% | 2.0 | 745 | 673 | -10% | 2.7 |
| 2891 | 2890 | 2006 | Nov | Harolds Cross Br | NB | 1076 | 839 | -22% | 7.7 | 77 | 75 | -2% | 0.2 | 1153 | 914 | -21% | 7.4 |
| 2711 | 2059 | 2006 | Nov | Portobello Br (Richmond St) | NB | 673 | 605 | -10% | 2.7 | 38 | 38 | 1% | 0.1 | 710 | 643 | -9% | 2.6 |
| 2911 | 2092 | 2006 | Nov | Charlemont St Br | NB | 397 | 387 | -2% | 0.5 | 29 | 13 | -56% | 3.5 | 426 | 400 | -6% | 1.3 |
| 2112 | 2931 | 2006 | Nov | Leeson St Br | NB | 468 | 312 | -33% | 7.9 | 47 | 46 | -1% | 0.1 | 515 | 358 | -30% | 7.5 |
| 2951 | 2124 | 2006 | Nov | Baggott St Br | NB | 531 | 1024 | 93% | 17.7 | 47 | 34 | -28% | 2.0 | 578 | 1057 | 83% | 16.8 |
| 2961 | 2134 | 2006 | Nov | Mount St Br | NB | 543 | 618 | 14% | 3.1 | 27 | 33 | 23% | 1.1 | 570 | 651 | 14% | 3.3 |
| | | | | | Total | 8013 | 7916 | -1% | 1 | 983 | 1018 | 4% | 1 | 8996 | 8934 | -1% | 1 |

### AM Peak (0700-0800) - Outbound direction

| | | | | | | Light Vehicles | | | | Heavey Goods Vehicles | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A Node | Bnode | Year | Date | Location | Dir | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH |
| 1942 | 1941 | 2006 | Nov | Conyngham Rd (West of Chesterfiled Ave) | WB | 828 | 634 | -23% | 7.2 | 119 | 137 | 16% | 1.7 | 947 | 772 | -18% | 6.0 |
| 2306 | 2313 | 2006 | Nov | St. Johns Road (East of South Circular Rd) | WB | 728 | 662 | -9% | 2.5 | 449 | 501 | 12% | 2.4 | 1177 | 1163 | -1% | 0.4 |
| 2329 | 2326 | 2006 | Nov | Kilmainham Lane (East of South Circular Rd) | WB | 62 | 74 | 20% | 1.5 | 2 | 5 | 215% | 1.8 | 63 | 79 | 25% | 1.9 |
| 2337 | 2338 | 2006 | Nov | Prospect Terrace (East of South Circular) | WB | 320 | 52 | -84% | 19.6 | 32 | 34 | 8% | 0.4 | 351 | 86 | -75% | 17.9 |
| 2350 | 2354 | 2006 | Nov | South Circular Rd (East of Suir Rd) | WB | 583 | 543 | -7% | 1.7 | 15 | 30 | 101% | 3.2 | 598 | 573 | -4% | 1.0 |
| 2352 | 2851 | 2006 | Nov | Herberton Rd Br | SB | 258 | 309 | 20% | 3.1 | 24 | 99 | 313% | 9.6 | 282 | 408 | 45% | 6.8 |
| 2364 | 2861 | 2006 | Nov | Dolphins Barn Br | SB | 403 | 373 | -8% | 1.5 | 152 | 159 | 5% | 0.6 | 555 | 532 | -4% | 1.0 |
| 2447 | 2871 | 2006 | Nov | Clogher Rd Br / Sallys Bridge | SB | 148 | 140 | -5% | 0.7 | 21 | 19 | -9% | 0.4 | 169 | 159 | -6% | 0.8 |
| 2890 | 2891 | 2006 | Nov | Harolds Cross Br | SB | 498 | 276 | -45% | 11.3 | 30 | 34 | 12% | 0.6 | 528 | 310 | -41% | 10.7 |
| 2059 | 2711 | 2006 | Nov | Portobello Br (Richmond St) | SB | 242 | 367 | 52% | 7.2 | 21 | 33 | 57% | 2.3 | 263 | 400 | 52% | 7.6 |
| 2092 | 2911 | 2006 | Nov | Charlemont St Br | SB | 554 | 419 | -24% | 6.1 | 59 | 26 | -55% | 5.0 | 613 | 446 | -27% | 7.3 |
| 2931 | 2112 | 2006 | Nov | Leeson St Br | SB | 1252 | 1053 | -16% | 5.9 | 48 | 40 | -17% | 1.3 | 1300 | 1093 | -16% | 6.0 |
| 2124 | 2951 | 2006 | Nov | Baggott St Br | SB | 393 | 323 | -18% | 3.7 | 57 | 88 | 54% | 3.6 | 450 | 411 | -9% | 1.9 |
| 2134 | 2961 | 2006 | Nov | Mount St Br | SB | 505 | 311 | -38% | 9.6 | 32 | 52 | 66% | 3.2 | 537 | 364 | -32% | 8.1 |
| | | | | | Total | 6772 | 5537 | -18% | 16 | 1058 | 1257 | 19% | 6 | 7830 | 6794 | -13% | 12 |

## City Centre Cordon - Canal South

### AM Peak (0800-0900) - Inbound direction

| | | | | | | Light Vehicles | | | | Heavey Goods Vehicles | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A Node | Bnode | Year | Date | Location | Dir | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH |
| 2313 | 2306 | 2006 | Nov | St. Johns Road (East of South Circular Rd) | EB | 872 | 1373 | 58% | 15.0 | 290 | 266 | -8% | 1.4 | 1161 | 1639 | 41% | 12.8 |
| 2326 | 2329 | 2006 | Nov | Kilmainham Lane (East of South Circular Rd) | EB | 149 | 241 | 62% | 6.6 | 5 | 28 | 529% | 5.9 | 154 | 269 | 76% | 8.0 |
| 2338 | 2337 | 2006 | Nov | Prospect Terrace (East of South Circular) | EB | 570 | 708 | 24% | 5.5 | 60 | 27 | -55% | 5.0 | 630 | 735 | 17% | 4.0 |
| 2354 | 2350 | 2006 | Nov | South Circular Rd (East of Suir Rd) | EB | 459 | 343 | -25% | 5.8 | 35 | 55 | 60% | 3.1 | 494 | 398 | -19% | 4.5 |
| 2851 | 2352 | 2006 | Nov | Herberton Rd Br | NB | 773 | 763 | -1% | 0.3 | 60 | 88 | 46% | 3.2 | 833 | 851 | 2% | 0.6 |
| 2861 | 2364 | 2006 | Nov | Dolphins Barn Br | NB | 914 | 599 | -34% | 11.5 | 138 | 34 | -76% | 11.3 | 1052 | 632 | -40% | 14.5 |
| 2871 | 2447 | 2006 | Nov | Clogher Rd Br / Sallys Bridge | NB | 763 | 686 | -10% | 2.8 | 20 | 39 | 98% | 3.5 | 783 | 725 | -7% | 2.1 |
| 2891 | 2890 | 2006 | Nov | Harolds Cross Br | NB | 948 | 908 | -4% | 1.3 | 38 | 45 | 21% | 1.2 | 986 | 953 | -3% | 1.0 |
| 2711 | 2059 | 2006 | Nov | Portobello Br (Richmond St) | NB | 675 | 671 | -1% | 0.1 | 36 | 38 | 5% | 0.3 | 711 | 709 | 0% | 0.1 |
| 2911 | 2092 | 2006 | Nov | Charlemont St Br | NB | 559 | 551 | -1% | 0.3 | 26 | 24 | -6% | 0.3 | 585 | 575 | -2% | 0.4 |
| 2112 | 2931 | 2006 | Nov | Leeson St Br | NB | 446 | 390 | -13% | 2.7 | 30 | 28 | -8% | 0.4 | 476 | 417 | -12% | 2.8 |
| 2951 | 2124 | 2006 | Nov | Baggott St Br | NB | 862 | 1276 | 48% | 12.6 | 35 | 26 | -26% | 1.6 | 897 | 1301 | 45% | 12.2 |
| 2961 | 2134 | 2006 | Nov | Mount St Br | NB | 647 | 704 | 9% | 2.2 | 20 | 32 | 62% | 2.4 | 666 | 735 | 10% | 2.6 |
| | | | | | Total | 8634 | 9212 | 7% | 6 | 789 | 727 | -8% | 2 | 9423 | 9939 | 5% | 5 |

### AM Peak (0800-0900) - Outbound direction

| | | | | | | Light Vehicles | | | | Heavey Goods Vehicles | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A Node | Bnode | Year | Date | Location | Dir | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH |
| 1942 | 1941 | 2006 | Nov | Conyngham Rd (West of Chesterfiled Ave) | WB | 732 | 740 | 1% | 0.3 | 92 | 195 | 113% | 8.7 | 823 | 936 | 14% | 3.8 |
| 2306 | 2313 | 2006 | Nov | St. Johns Road (East of South Circular Rd) | WB | 660 | 863 | 31% | 7.3 | 522 | 478 | -8% | 2.0 | 1182 | 1341 | 13% | 4.5 |
| 2329 | 2326 | 2006 | Nov | Kilmainham Lane (East of South Circular Rd) | WB | 56 | 149 | 168% | 9.2 | 0 | 6 | #DIV/0! | 3.5 | 56 | 155 | 180% | 9.7 |
| 2337 | 2338 | 2006 | Nov | Prospect Terrace (East of South Circular) | WB | 331 | 146 | -56% | 12.0 | 57 | 59 | 3% | 0.2 | 388 | 205 | -47% | 10.6 |
| 2350 | 2354 | 2006 | Nov | South Circular Rd (East of Suir Rd) | WB | 532 | 677 | 27% | 5.9 | 15 | 21 | 37% | 1.3 | 547 | 698 | 28% | 6.1 |
| 2352 | 2851 | 2006 | Nov | Herberton Rd Br | SB | 415 | 478 | 15% | 3.0 | 56 | 59 | 7% | 0.5 | 470 | 537 | 14% | 3.0 |
| 2364 | 2861 | 2006 | Nov | Dolphins Barn Br | SB | 493 | 488 | -1% | 0.2 | 155 | 113 | -27% | 3.6 | 648 | 601 | -7% | 1.9 |
| 2447 | 2871 | 2006 | Nov | Clogher Rd Br / Sallys Bridge | SB | 272 | 296 | 9% | 1.4 | 39 | 41 | 5% | 0.3 | 311 | 337 | 8% | 1.5 |
| 2890 | 2891 | 2006 | Nov | Harolds Cross Br | SB | 514 | 415 | -19% | 4.6 | 42 | 44 | 4% | 0.2 | 556 | 459 | -17% | 4.3 |
| 2059 | 2711 | 2006 | Nov | Portobello Br (Richmond St) | SB | 320 | 369 | 15% | 2.6 | 21 | 21 | -2% | 0.1 | 341 | 390 | 14% | 2.5 |
| 2092 | 2911 | 2006 | Nov | Charlemont St Br | SB | 545 | 507 | -7% | 1.7 | 26 | 33 | 30% | 1.4 | 571 | 540 | -5% | 1.3 |
| 2931 | 2112 | 2006 | Nov | Leeson St Br | SB | 1374 | 1386 | 1% | 0.3 | 29 | 107 | 277% | 9.6 | 1402 | 1493 | 7% | 2.4 |
| 2124 | 2951 | 2006 | Nov | Baggott St Br | SB | 469 | 461 | -2% | 0.3 | 69 | 68 | -2% | 0.1 | 538 | 529 | -2% | 0.4 |
| 2134 | 2961 | 2006 | Nov | Mount St Br | SB | 495 | 356 | -28% | 6.7 | 20 | 53 | 171% | 5.5 | 514 | 409 | -20% | 4.9 |
| | | | | | Total | 7203 | 7332 | 2% | 2 | 1140 | 1298 | 14% | 5 | 8343 | 8629 | 3% | 3 |

## City Centre Cordon - Canal South

### AM Peak (0900-1000) - Inbound direction

| | | | | | | Light Vehicles | | | | Heavey Goods Vehicles | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A Node | Bnode | Year | Date | Location | Dir | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH |
| 2313 | 2306 | 2006 | Nov | St. Johns Road (East of South Circular Rd) | EB | 872 | 1373 | 58% | 15.0 | 290 | 266 | -8% | 1.4 | 1161 | 1639 | 41% | 12.8 |
| 2326 | 2329 | 2006 | Nov | Kilmainham Lane (East of South Circular Rd) | EB | 149 | 241 | 62% | 6.6 | 5 | 28 | 529% | 5.9 | 154 | 269 | 76% | 8.0 |
| 2338 | 2337 | 2006 | Nov | Prospect Terrace (East of South Circular) | EB | 570 | 708 | 24% | 5.5 | 60 | 27 | -55% | 5.0 | 630 | 735 | 17% | 4.0 |
| 2354 | 2350 | 2006 | Nov | South Circular Rd (East of Suir Rd) | EB | 459 | 343 | -25% | 5.8 | 35 | 55 | 60% | 3.1 | 494 | 398 | -19% | 4.5 |
| 2851 | 2352 | 2006 | Nov | Herberton Rd Br | NB | 773 | 763 | -1% | 0.3 | 60 | 88 | 46% | 3.2 | 833 | 851 | 2% | 0.6 |
| 2861 | 2364 | 2006 | Nov | Dolphins Barn Br | NB | 914 | 599 | -34% | 11.5 | 138 | 34 | -76% | 11.3 | 1052 | 632 | -40% | 14.5 |
| 2871 | 2447 | 2006 | Nov | Clogher Rd Br / Sallys Bridge | NB | 763 | 686 | -10% | 2.8 | 20 | 39 | 98% | 3.5 | 783 | 725 | -7% | 2.1 |
| 2891 | 2890 | 2006 | Nov | Harolds Cross Br | NB | 948 | 908 | -4% | 1.3 | 38 | 45 | 21% | 1.2 | 986 | 953 | -3% | 1.0 |
| 2711 | 2059 | 2006 | Nov | Portobello Br (Richmond St) | NB | 675 | 671 | -1% | 0.1 | 36 | 38 | 5% | 0.3 | 711 | 709 | 0% | 0.1 |
| 2911 | 2092 | 2006 | Nov | Charlemont St Br | NB | 559 | 551 | -1% | 0.3 | 26 | 24 | -6% | 0.3 | 585 | 575 | -2% | 0.4 |
| 2112 | 2931 | 2006 | Nov | Leeson St Br | NB | 446 | 390 | -13% | 2.7 | 30 | 28 | -8% | 0.4 | 476 | 417 | -12% | 2.8 |
| 2951 | 2124 | 2006 | Nov | Baggott St Br | NB | 862 | 1276 | 48% | 12.6 | 35 | 26 | -26% | 1.6 | 897 | 1301 | 45% | 12.2 |
| 2961 | 2134 | 2006 | Nov | Mount St Br | NB | 647 | 704 | 9% | 2.2 | 20 | 32 | 62% | 2.4 | 666 | 735 | 10% | 2.6 |
| | | | | | Total | 8634 | 9212 | 7% | 6 | 789 | 727 | -8% | 2 | 9423 | 9939 | 5% | 5 |

### AM Peak (0900-1000) - Outbound direction

| | | | | | | Light Vehicles | | | | Heavey Goods Vehicles | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A Node | Bnode | Year | Date | Location | Dir | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH |
| 1942 | 1941 | 2006 | Nov | Conyngham Rd (West of Chesterfiled Ave) | WB | 647 | 843 | 30% | 7.2 | 147 | 184 | 25% | 2.9 | 794 | 1028 | 30% | 7.8 |
| 2306 | 2313 | 2006 | Nov | St. Johns Road (East of South Circular Rd) | WB | 567 | 775 | 37% | 8.0 | 486 | 454 | -7% | 1.5 | 1053 | 1229 | 17% | 5.2 |
| 2329 | 2326 | 2006 | Nov | Kilmainham Lane (East of South Circular Rd) | WB | 47 | 143 | 203% | 9.8 | 0 | 19 | #DIV/0! | 6.1 | 47 | 161 | 243% | 11.2 |
| 2337 | 2338 | 2006 | Nov | Prospect Terrace (East of South Circular) | WB | 292 | 108 | -63% | 13.0 | 50 | 49 | 0% | 0.0 | 342 | 158 | -54% | 11.6 |
| 2350 | 2354 | 2006 | Nov | South Circular Rd (East of Suir Rd) | WB | 543 | 570 | 5% | 1.2 | 23 | 23 | 4% | 0.2 | 566 | 594 | 5% | 1.2 |
| 2352 | 2851 | 2006 | Nov | Herberton Rd Br | SB | 400 | 454 | 13% | 2.6 | 74 | 71 | -3% | 0.3 | 474 | 525 | 11% | 2.3 |
| 2364 | 2861 | 2006 | Nov | Dolphins Barn Br | SB | 424 | 426 | 1% | 0.1 | 159 | 160 | 1% | 0.1 | 583 | 586 | 1% | 0.1 |
| 2447 | 2871 | 2006 | Nov | Clogher Rd Br / Sallys Bridge | SB | 277 | 285 | 3% | 0.5 | 20 | 20 | 3% | 0.1 | 296 | 305 | 3% | 0.5 |
| 2890 | 2891 | 2006 | Nov | Harolds Cross Br | SB | 481 | 353 | -27% | 6.3 | 53 | 59 | 12% | 0.8 | 533 | 412 | -23% | 5.6 |
| 2059 | 2711 | 2006 | Nov | Portobello Br (Richmond St) | SB | 288 | 364 | 26% | 4.2 | 27 | 25 | -8% | 0.4 | 315 | 389 | 23% | 3.9 |
| 2092 | 2911 | 2006 | Nov | Charlemont St Br | SB | 488 | 503 | 3% | 0.7 | 42 | 26 | -38% | 2.8 | 530 | 529 | 0% | 0.0 |
| 2931 | 2112 | 2006 | Nov | Leeson St Br | SB | 1299 | 1551 | 19% | 6.7 | 35 | 40 | 16% | 0.9 | 1333 | 1591 | 19% | 6.8 |
| 2124 | 2951 | 2006 | Nov | Baggott St Br | SB | 432 | 431 | 0% | 0.1 | 33 | 86 | 161% | 6.9 | 465 | 517 | 11% | 2.4 |
| 2134 | 2961 | 2006 | Nov | Mount St Br | SB | 372 | 396 | 7% | 1.2 | 33 | 44 | 34% | 1.8 | 405 | 440 | 9% | 1.7 |
| | | | | | Total | 6554 | 7202 | 10% | 8 | 1179 | 1261 | 7% | 2 | 7733 | 8463 | 9% | 8 |

## Inner Cordon - Canal North

### City Centre Cordon

| | | Count | Flow | Diff | per | GEH |
|---|---|---|---|---|---|---|
| 0700-0800 | IB | 11102 | 10396 | -705 | -6% | 6.8 |
| | OB | 5249 | 4496 | -752 | -14% | 10.8 |
| | Total | 16350 | 14892 | -1458 | -9% | 11.7 |
| 0800-0900 | IB | 10745 | 11655 | 910 | 8% | 8.6 |
| | OB | 5651 | 5128 | -523 | -9% | 7.1 |
| | Total | 16396 | 16783 | 387 | 2% | 3.0 |
| 0900-1000 | IB | 10745 | 11655 | 910 | 8% | 8.6 |
| | OB | 5142 | 5362 | 220 | 4% | 3.0 |
| | Total | 15887 | 17017 | 1130 | 7% | 8.8 |

## Inner Cordon - Canal North

### AM Peak (0700-0800) - Inbound direction

| | | | | | | Light Vehicles | | | | Heavey Goods Vehicles | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A Node | Bnode | Year | Date | Location | Dir | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH |
| 1102 | 1110 | 2006 | 18/05 | North Wall Quay (West of E Wall Rd) | WB | 198 | 97 | -51% | 8.3 | 282 | 270 | -4% | 0.8 | 480 | 366 | -24% | 5.5 |
| 1104 | 1108 | 2006 | 18/05 | Upper Sherrif St (West of E Wall Rd) | WB | 73 | 21 | -71% | 7.6 | 21 | 105 | 399% | 10.6 | 94 | 126 | 34% | 3.0 |
| 1111 | 1103 | 2006 | Nov | East Road (North of Upper Sherrif St) | SB | 755 | 727 | -4% | 1.0 | 86 | 273 | 219% | 14.0 | 840 | 1000 | 19% | 5.3 |
| 1131 | 1319 | 2006 | Nov | Newcomen Br | SB | 1026 | 733 | -29% | 9.9 | 35 | 87 | 154% | 6.8 | 1060 | 820 | -23% | 7.8 |
| 1799 | 1329 | 2006 | Nov | Clarkes Br | SB | 1358 | 1540 | 13% | 4.8 | 80 | 63 | -21% | 2.0 | 1437 | 1603 | 12% | 4.2 |
| 1801 | 1333 | 2006 | Nov | Russell Street Bridge | SB | 445 | 492 | 11% | 2.2 | 47 | 43 | -8% | 0.6 | 491 | 535 | 9% | 1.9 |
| 1410 | 1334 | 2005 | 07/11 | Belvidere Rd | SB | 430 | 380 | -12% | 2.5 | 99 | 60 | -39% | 4.4 | 529 | 440 | -17% | 4.1 |
| 1410 | 1394 | 2005 | 07/11 | Dorset Steet Lower (North of North Circular) | SB | 1266 | 1074 | -15% | 5.6 | 153 | 220 | 44% | 4.9 | 1419 | 1294 | -9% | 3.4 |
| 1429 | 1428 | 2007 | 19/04 | Prospect Rd (North of North Circular) | SB | 993 | 1253 | 26% | 7.8 | 86 | 73 | -14% | 1.4 | 1079 | 1327 | 23% | 7.2 |
| 1908 | 1431 | 2006 | Nov | New Cabra Rd (West of North Circular) | EB | 538 | 595 | 11% | 2.4 | 92 | 48 | -47% | 5.2 | 629 | 643 | 2% | 0.6 |
| 1917 | 1469 | 2006 | Nov | Old Cabra Rd (North of North Circular) | SB | 489 | 307 | -37% | 9.1 | 77 | 50 | -35% | 3.4 | 565 | 357 | -37% | 9.7 |
| 1919 | 1471 | 2006 | Nov | Blackhorse Avenue (West of North Circular) | EB | 860 | 751 | -13% | 3.8 | 27 | 41 | 52% | 2.4 | 887 | 792 | -11% | 3.3 |
| 1931 | 1486 | 2006 | Nov | Fountain Rd | EB | 388 | 37 | -90% | 24.0 | 9 | 3 | -67% | 2.5 | 397 | 40 | -90% | 24.1 |
| 1931 | 1941 | 2006 | Nov | Chesterfield Ave (West of Conyngham Rd) | EB | 474 | 504 | 7% | 1.4 | 8 | 12 | 61% | 1.5 | 481 | 516 | 7% | 1.6 |
| 1941 | 1942 | 2006 | Nov | Conyngham Rd (West of Chesterfiled Ave) | EB | 647 | 454 | -30% | 8.2 | 68 | 83 | 23% | 1.8 | 715 | 537 | -25% | 7.1 |
| | | | | | Total | 9665 | 8847 | -8% | 8 | 863 | 1057 | 23% | 6 | 10528 | 9904 | -6% | 6 |

### AM Peak (0700-0800) - Outbound direction

| | | | | | | Light Vehicles | | | | Heavey Goods Vehicles | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A Node | Bnode | Year | Date | Location | Dir | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH |
| 1110 | 1102 | 2006 | 18/05 | North Wall Quay (West of E Wall Rd) | EB | 475 | 343 | -28% | 6.5 | 201 | 215 | 7% | 1.0 | 676 | 558 | -17% | 4.7 |
| 1108 | 1104 | 2006 | 18/05 | Upper Sherrif St (West of E Wall Rd) | EB | 84 | 61 | -27% | 2.7 | 120 | 209 | 74% | 6.9 | 204 | 270 | 32% | 4.3 |
| 1103 | 1111 | 2006 | Nov | East Road (North of Upper Sherrif St) | NB | 167 | 94 | -43% | 6.3 | 65 | 65 | 0% | 0.0 | 231 | 159 | -31% | 5.1 |
| 1319 | 1131 | 2006 | Nov | Newcomen Br | NB | 504 | 245 | -51% | 13.3 | 44 | 89 | 106% | 5.6 | 547 | 335 | -39% | 10.1 |
| 1329 | 1799 | 2006 | Nov | Clarkes Br | NB | 324 | 323 | 0% | 0.0 | 27 | 64 | 136% | 5.4 | 351 | 387 | 10% | 1.9 |
| 1333 | 1801 | 2006 | Nov | Russell Street Bridge | NB | 131 | 82 | -37% | 4.7 | 32 | 31 | -1% | 0.0 | 162 | 113 | -30% | 4.1 |
| 1334 | 1410 | 2005 | 07/11/05 | Belvidere Rd | NB | 125 | 142 | 14% | 1.5 | 84 | 35 | -58% | 6.4 | 209 | 177 | -15% | 2.3 |
| 1394 | 1410 | 2005 | 07/11 | Dorset Steet Lower (North of North Circular) | NB | 787 | 519 | -34% | 10.5 | 171 | 183 | 7% | 0.9 | 958 | 702 | -27% | 8.9 |
| 1428 | 1429 | 2007 | 19/04 | Prospect Rd (North of North Circular) | NB | 616 | 451 | -27% | 7.2 | 69 | 112 | 62% | 4.5 | 685 | 563 | -18% | 4.9 |
| 1431 | 1908 | 2006 | Nov | New Cabra Rd (West of North Circular) | WB | 298 | 241 | -19% | 3.4 | 119 | 122 | 3% | 0.3 | 416 | 363 | -13% | 2.7 |
| 1469 | 1917 | 2006 | Nov | Old Cabra Rd (North of North Circular) | NB | 241 | 84 | -65% | 12.2 | 78 | 42 | -47% | 4.7 | 319 | 126 | -60% | 12.9 |
| 1471 | 1919 | 2006 | Nov | Blackhorse Avenue (West of North Circular) | WB | 133 | 282 | 112% | 10.3 | 8 | 63 | 742% | 9.4 | 141 | 345 | 145% | 13.1 |
| 1486 | 1931 | 2006 | Nov | Fountain Rd | WB | 121 | 328 | 171% | 13.8 | 5 | 4 | -19% | 0.4 | 126 | 332 | 164% | 13.6 |
| 1941 | 1931 | 2006 | Nov | Chesterfield Ave (West of Conyngham Rd) | WB | 218 | 58 | -73% | 13.6 | 8 | 8 | 11% | 0.3 | 226 | 67 | -70% | 13.1 |
| | | | | | Total | 3746 | 2912 | -22% | 14 | 827 | 1026 | 24% | 7 | 4573 | 3938 | -14% | 10 |

## Inner Cordon - Canal North

**AM Peak (0800-0900) - Inbound direction**

| | | | | | | Light Vehicles | | | | Heavey Goods Vehicles | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A Node | Bnode | Year | Date | Location | Dir | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH |
| 1102 | 1110 | 2006 | 18/05 | North Wall Quay (West of E Wall Rd) | WB | 266 | 150 | -44% | 8.0 | 282 | 161 | -43% | 8.1 | 548 | 311 | -43% | 11.4 |
| 1104 | 1108 | 2006 | 18/05 | Upper Sherrif St (West of E Wall Rd) | WB | 110 | 41 | -63% | 8.0 | 42 | 80 | 91% | 4.9 | 152 | 121 | -21% | 2.7 |
| 1111 | 1103 | 2006 | Nov | East Road (North of Upper Sherrif St) | SB | 699 | 833 | 19% | 4.8 | 147 | 217 | 47% | 5.2 | 846 | 1049 | 24% | 6.6 |
| 1131 | 1319 | 2006 | Nov | Newcomen Br | SB | 1013 | 1055 | 4% | 1.3 | 42 | 78 | 86% | 4.7 | 1055 | 1133 | 7% | 2.4 |
| 1799 | 1329 | 2006 | Nov | Clarkes Br | SB | 1240 | 1517 | 22% | 7.5 | 60 | 74 | 23% | 1.7 | 1300 | 1590 | 22% | 7.7 |
| 1801 | 1333 | 2006 | Nov | Russell Street Bridge | SB | 435 | 655 | 51% | 9.4 | 41 | 17 | -58% | 4.4 | 475 | 672 | 41% | 8.2 |
| 1410 | 1334 | 2005 | 07/11 | Belvidere Rd | SB | 420 | 366 | -13% | 2.7 | 39 | 30 | -23% | 1.5 | 459 | 396 | -14% | 3.0 |
| 1410 | 1394 | 2005 | 07/11 | Dorset Steet Lower (North of North Circular) | SB | 1340 | 1343 | 0% | 0.1 | 114 | 113 | -1% | 0.1 | 1454 | 1455 | 0% | 0.0 |
| 1429 | 1428 | 2007 | 19/04 | Prospect Rd (North of North Circular) | SB | 925 | 1253 | 35% | 9.9 | 101 | 111 | 11% | 1.1 | 1026 | 1364 | 33% | 9.8 |
| 1908 | 1431 | 2006 | Nov | New Cabra Rd (West of North Circular) | EB | 413 | 722 | 75% | 13.0 | 86 | 77 | -10% | 1.0 | 499 | 799 | 60% | 11.8 |
| 1917 | 1469 | 2006 | Nov | Old Cabra Rd (North of North Circular) | SB | 413 | 339 | -18% | 3.8 | 48 | 45 | -7% | 0.5 | 461 | 384 | -17% | 3.8 |
| 1919 | 1471 | 2006 | Nov | Blackhorse Avenue (West of North Circular) | EB | 840 | 902 | 7% | 2.1 | 14 | 43 | 218% | 5.5 | 854 | 944 | 11% | 3.0 |
| 1931 | 1486 | 2006 | Nov | Fountain Rd | EB | 566 | 117 | -79% | 24.3 | 3 | 4 | 21% | 0.3 | 569 | 120 | -79% | 24.2 |
| 1931 | 1941 | 2006 | Nov | Chesterfield Ave (West of Conyngham Rd) | EB | 410 | 754 | 84% | 14.3 | 2 | 9 | 487% | 3.2 | 411 | 763 | 86% | 14.5 |
| 1941 | 1942 | 2006 | Nov | Conyngham Rd (West of Chesterfiled Ave) | EB | 577 | 454 | -21% | 5.4 | 62 | 97 | 57% | 4.0 | 638 | 551 | -14% | 3.6 |
| | | | | | Total | 9289 | 10310 | 11% | 10 | 756 | 913 | 21% | 5 | 10045 | 11223 | 12% | 11 |

**AM Peak (0800-0900) - Outbound direction**

| | | | | | | Light Vehicles | | | | Heavey Goods Vehicles | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A Node | Bnode | Year | Date | Location | Dir | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH |
| 1110 | 1102 | 2006 | 18/05 | North Wall Quay (West of E Wall Rd) | EB | 384 | 489 | 27% | 5.0 | 159 | 112 | -29% | 4.0 | 543 | 601 | 11% | 2.4 |
| 1108 | 1104 | 2006 | 18/05 | Upper Sherrif St (West of E Wall Rd) | EB | 82 | 60 | -27% | 2.6 | 123 | 111 | -9% | 1.1 | 205 | 171 | -16% | 2.4 |
| 1103 | 1111 | 2006 | Nov | East Road (North of Upper Sherrif St) | NB | 238 | 252 | 6% | 0.9 | 38 | 41 | 10% | 0.6 | 275 | 294 | 7% | 1.1 |
| 1319 | 1131 | 2006 | Nov | Newcomen Br | NB | 531 | 287 | -46% | 12.1 | 41 | 76 | 88% | 4.7 | 572 | 363 | -37% | 9.7 |
| 1329 | 1799 | 2006 | Nov | Clarkes Br | NB | 412 | 433 | 5% | 1.0 | 41 | 33 | -17% | 1.2 | 453 | 467 | 3% | 0.7 |
| 1333 | 1801 | 2006 | Nov | Russell Street Bridge | NB | 159 | 224 | 41% | 4.7 | 39 | 56 | 43% | 2.5 | 198 | 280 | 42% | 5.3 |
| 1334 | 1410 | 2005 | 07/11/05 | Belvidere Rd | NB | 203 | 104 | -49% | 8.0 | 105 | 80 | -24% | 2.6 | 308 | 184 | -40% | 7.9 |
| 1394 | 1410 | 2005 | 07/11 | Dorset Steet Lower (North of North Circular) | NB | 857 | 588 | -31% | 10.0 | 174 | 149 | -14% | 2.0 | 1031 | 737 | -29% | 9.9 |
| 1428 | 1429 | 2007 | 19/04 | Prospect Rd (North of North Circular) | NB | 649 | 561 | -14% | 3.6 | 57 | 156 | 174% | 9.6 | 706 | 717 | 2% | 0.4 |
| 1431 | 1908 | 2006 | Nov | New Cabra Rd (West of North Circular) | WB | 308 | 53 | -83% | 19.0 | 114 | 23 | -80% | 11.0 | 422 | 76 | -82% | 21.9 |
| 1469 | 1917 | 2006 | Nov | Old Cabra Rd (North of North Circular) | NB | 239 | 175 | -27% | 4.4 | 63 | 64 | 2% | 0.1 | 302 | 239 | -21% | 3.8 |
| 1471 | 1919 | 2006 | Nov | Blackhorse Avenue (West of North Circular) | WB | 216 | 388 | 80% | 9.9 | 18 | 63 | 252% | 7.1 | 234 | 451 | 93% | 11.8 |
| 1486 | 1931 | 2006 | Nov | Fountain Rd | WB | 147 | 467 | 219% | 18.3 | 6 | 20 | 228% | 3.8 | 153 | 487 | 219% | 18.7 |
| 1941 | 1931 | 2006 | Nov | Chesterfield Ave (West of Conyngham Rd) | WB | 241 | 54 | -77% | 15.3 | 11 | 8 | -26% | 0.9 | 252 | 62 | -75% | 15.1 |
| | | | | | Total | 4280 | 3646 | -15% | 10 | 828 | 881 | 6% | 2 | 5108 | 4527 | -11% | 8 |

## Inner Cordon - Canal North

### AM Peak (0900-1000) - Inbound direction

| | | | | | | Light Vehicles | | | | Heavey Goods Vehicles | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A Node | Bnode | Year | Date | Location | Dir | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH |
| 1102 | 1110 | 2006 | 18/05 | North Wall Quay (West of E Wall Rd) | WB | 266 | 150 | -44% | 8.0 | 282 | 161 | -43% | 8.1 | 548 | 311 | -43% | 11.4 |
| 1104 | 1108 | 2006 | 18/05 | Upper Sherrif St (West of E Wall Rd) | WB | 110 | 41 | -63% | 8.0 | 42 | 80 | 91% | 4.9 | 152 | 121 | -21% | 2.7 |
| 1111 | 1103 | 2006 | Nov | East Road (North of Upper Sherrif St) | SB | 699 | 833 | 19% | 4.8 | 147 | 217 | 47% | 5.2 | 846 | 1049 | 24% | 6.6 |
| 1131 | 1319 | 2006 | Nov | Newcomen Br | SB | 1013 | 1055 | 4% | 1.3 | 42 | 78 | 86% | 4.7 | 1055 | 1133 | 7% | 2.4 |
| 1799 | 1329 | 2006 | Nov | Clarkes Br | SB | 1240 | 1517 | 22% | 7.5 | 60 | 74 | 23% | 1.7 | 1300 | 1590 | 22% | 7.7 |
| 1801 | 1333 | 2006 | Nov | Russell Street Bridge | SB | 435 | 655 | 51% | 9.4 | 41 | 17 | -58% | 4.4 | 475 | 672 | 41% | 8.2 |
| 1410 | 1334 | 2005 | 07/11 | Belvidere Rd | SB | 420 | 366 | -13% | 2.7 | 39 | 30 | -23% | 1.5 | 459 | 396 | -14% | 3.0 |
| 1410 | 1394 | 2005 | 07/11 | Dorset Steet Lower (North of North Circular) | SB | 1340 | 1343 | 0% | 0.1 | 114 | 113 | -1% | 0.1 | 1454 | 1455 | 0% | 0.0 |
| 1429 | 1428 | 2007 | 19/04 | Prospect Rd (North of North Circular) | SB | 925 | 1253 | 35% | 9.9 | 101 | 111 | 11% | 1.1 | 1026 | 1364 | 33% | 9.8 |
| 1908 | 1431 | 2006 | Nov | New Cabra Rd (West of North Circular) | EB | 413 | 722 | 75% | 13.0 | 86 | 77 | -10% | 1.0 | 499 | 799 | 60% | 11.8 |
| 1917 | 1469 | 2006 | Nov | Old Cabra Rd (North of North Circular) | SB | 413 | 339 | -18% | 3.8 | 48 | 45 | -7% | 0.5 | 461 | 384 | -17% | 3.8 |
| 1919 | 1471 | 2006 | Nov | Blackhorse Avenue (West of North Circular) | EB | 840 | 902 | 7% | 2.1 | 14 | 43 | 218% | 5.5 | 854 | 944 | 11% | 3.0 |
| 1931 | 1486 | 2006 | Nov | Fountain Rd | EB | 566 | 117 | -79% | 24.3 | 3 | 4 | 21% | 0.3 | 569 | 120 | -79% | 24.2 |
| 1931 | 1941 | 2006 | Nov | Chesterfield Ave (West of Conyngham Rd) | EB | 410 | 754 | 84% | 14.3 | 2 | 9 | 487% | 3.2 | 411 | 763 | 86% | 14.5 |
| 1941 | 1942 | 2006 | Nov | Conyngham Rd (West of Chesterfiled Ave) | EB | 577 | 454 | -21% | 5.4 | 62 | 97 | 57% | 4.0 | 638 | 551 | -14% | 3.6 |
| | | | | | Total | 9289 | 10310 | 11% | 10 | 756 | 913 | 21% | 5 | 10045 | 11223 | 12% | 11 |

### AM Peak (0900-1000) - Outbound direction

| | | | | | | Light Vehicles | | | | Heavey Goods Vehicles | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A Node | Bnode | Year | Date | Location | Dir | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH |
| 1110 | 1102 | 2006 | 18/05 | North Wall Quay (West of E Wall Rd) | EB | 255 | 192 | -25% | 4.2 | 225 | 257 | 14% | 2.0 | 480 | 449 | -7% | 1.5 |
| 1108 | 1104 | 2006 | 18/05 | Upper Sherrif St (West of E Wall Rd) | EB | 69 | 31 | -55% | 5.4 | 90 | 202 | 124% | 9.2 | 159 | 232 | 46% | 5.2 |
| 1103 | 1111 | 2006 | Nov | East Road (North of Upper Sherrif St) | NB | 219 | 320 | 46% | 6.1 | 66 | 75 | 14% | 1.1 | 285 | 395 | 38% | 5.9 |
| 1319 | 1131 | 2006 | Nov | Newcomen Br | NB | 492 | 306 | -38% | 9.3 | 63 | 89 | 41% | 3.0 | 555 | 395 | -29% | 7.3 |
| 1329 | 1799 | 2006 | Nov | Clarkes Br | NB | 319 | 445 | 40% | 6.5 | 44 | 36 | -17% | 1.2 | 363 | 482 | 33% | 5.8 |
| 1333 | 1801 | 2006 | Nov | Russell Street Bridge | NB | 168 | 216 | 29% | 3.5 | 47 | 61 | 32% | 2.0 | 215 | 278 | 29% | 4.0 |
| 1334 | 1410 | 2005 | 07/11/05 | Belvidere Rd | NB | 192 | 124 | -36% | 5.4 | 132 | 65 | -51% | 6.7 | 324 | 189 | -42% | 8.5 |
| 1394 | 1410 | 2005 | 07/11 | Dorset Steet Lower (North of North Circular) | NB | 747 | 626 | -16% | 4.6 | 138 | 149 | 8% | 1.0 | 885 | 775 | -12% | 3.8 |
| 1428 | 1429 | 2007 | 19/04 | Prospect Rd (North of North Circular) | NB | 539 | 579 | 7% | 1.7 | 69 | 108 | 56% | 4.1 | 608 | 687 | 13% | 3.1 |
| 1431 | 1908 | 2006 | Nov | New Cabra Rd (West of North Circular) | WB | 308 | 139 | -55% | 11.3 | 83 | 44 | -47% | 4.9 | 390 | 182 | -53% | 12.3 |
| 1469 | 1917 | 2006 | Nov | Old Cabra Rd (North of North Circular) | NB | 226 | 122 | -46% | 7.9 | 98 | 93 | -5% | 0.5 | 324 | 215 | -34% | 6.6 |
| 1471 | 1919 | 2006 | Nov | Blackhorse Avenue (West of North Circular) | WB | 165 | 325 | 97% | 10.2 | 27 | 71 | 164% | 6.3 | 192 | 396 | 106% | 11.9 |
| 1486 | 1931 | 2006 | Nov | Fountain Rd | WB | 137 | 603 | 342% | 24.2 | 12 | 24 | 100% | 2.8 | 149 | 627 | 322% | 24.3 |
| 1941 | 1931 | 2006 | Nov | Chesterfield Ave (West of Conyngham Rd) | WB | 203 | 42 | -79% | 14.6 | 12 | 20 | 63% | 1.9 | 215 | 61 | -71% | 13.1 |
| | | | | | Total | 3783 | 3877 | 2% | 2 | 879 | 1036 | 18% | 5 | 4662 | 4913 | 5% | 4 |

**Outer Cordon - All Counts**

**Summary Table**

| | | Count | Flow | Diff | per | GEH |
|---|---|---|---|---|---|---|
| 0700-0800 | IB | 25477 | 24614 | -863 | -3% | 5.5 |
| | OB | 18568 | 16428 | -2140 | -12% | 16.2 |
| | Total | 44045 | 41042 | -3003 | -7% | 14.6 |
| 0800-0900 | IB | 26895 | 28885 | 1990 | 7% | 11.9 |
| | OB | 24848 | 23710 | -1138 | -5% | 7.3 |
| | Total | 51743 | 52595 | 852 | 2% | 3.7 |
| 0900-1000 | IB | 25804 | 26841 | 1037 | 4% | 6.4 |
| | OB | 22515 | 21422 | -1093 | -5% | 7.4 |
| | Total | 48319 | 48264 | -55 | 0% | 0.3 |

## Outer Cordon - All Counts

**AM Peak (0700-0800) - Inbound direction**

| | | | | | | Light Vehicles | | | | Heavey Goods Vehicles | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A Node | Bnode | Year | Date | Location | Dir | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH |
| 3504 | 3505 | 2005 | 09/11 | Main St (north of Strand Rd) | SB | 127 | 299 | 136% | 11.8 | 42 | 42 | 0% | 0.0 | 169 | 341 | 102% | 10.8 |
| 1667 | 1665 | 2005 | 09/11 | Grange Rd (north of Toniegee Rd) | SB | 464 | 685 | 48% | 9.2 | 54 | 62 | 15% | 1.1 | 518 | 747 | 44% | 9.1 |
| 1677 | 1676 | 2005 | 24/02 | Malahide Rd (north of Toniegee Rd) | SB | 1110 | 895 | -19% | 6.8 | 126 | 165 | 31% | 3.2 | 1236 | 1060 | -14% | 5.2 |
| 3531 | 1873 | 2006 | 16/11 | M1 (South of M50) | SB | 1928 | 837 | -57% | 29.3 | 207 | 203 | -2% | 0.3 | 2135 | 1041 | -51% | 27.5 |
| 3641 | 3640 | 2005 | 24/11 | Ballymun Rd (south of M50) | SB | 562 | 1044 | 86% | 17.0 | 141 | 138 | -2% | 0.2 | 703 | 1182 | 68% | 15.6 |
| 3751 | 1776 | 2005 | 24/11 | Finglas Rd (south of M50) | SB | 1406 | 1615 | 15% | 5.4 | 367 | 377 | 3% | 0.5 | 1772 | 1992 | 12% | 5.1 |
| 1792 | 1906 | 2007 | 19/04 | Ratoath Rd (north of Nephin Rd) | SB | 686 | 959 | 40% | 9.5 | 33 | 128 | 288% | 10.6 | 719 | 1087 | 51% | 12.2 |
| 3431 | 3394 | 2005 | 22/11 | N3 Navan Rd (south of M50) | SB | 1031 | 1697 | 65% | 18.0 | 174 | 337 | 94% | 10.2 | 1205 | 2034 | 69% | 20.6 |
| 3475 | 3474 | 2005 | 22/11 | Castleknock Rd (south of M50) | SB | 873 | 931 | 7% | 1.9 | 12 | 10 | -13% | 0.5 | 885 | 941 | 6% | 1.9 |
| 4317 | 4329 | 2006 | 16/11 | N4 Lucan Rd (East of M50) | EB | 983 | 742 | -24% | 8.2 | 636 | 455 | -28% | 7.7 | 1619 | 1198 | -26% | 11.2 |
| 4378 | 4381 | 2006 | Mar | Ballyfermot Road (East of M50) | EB | 988 | 868 | -12% | 3.9 | 105 | 112 | 6% | 0.6 | 1093 | 980 | -10% | 3.5 |
| 2834 | 2837 | 2006 | Mar | Cedar Brook Avenue (East of Park West Av) | EB | 97 | 68 | -30% | 3.2 | 9 | 1 | -93% | 3.8 | 106 | 69 | -35% | 4.0 |
| 2838 | 2839 | 2006 | Mar | Park West Road (East of Park West Av) | EB | 483 | 279 | -42% | 10.4 | 102 | 40 | -61% | 7.4 | 585 | 319 | -45% | 12.5 |
| 4442 | 4441 | 2006 | Mar | Nangor Road (East of Park West Av) | EB | 916 | 949 | 4% | 1.1 | 150 | 127 | -16% | 2.0 | 1066 | 1076 | 1% | 0.3 |
| 4229 | 4213 | 2005 | 15/11 | Naas Rd (East of M50) | EB | 1966 | 2697 | 37% | 15.1 | 429 | 584 | 36% | 6.9 | 2395 | 3281 | 37% | 16.6 |
| 4171 | 4163 | 2006 | Oct | Tallaght Rd (East of M50) | EB | 1238 | 964 | -22% | 8.2 | 129 | 135 | 5% | 0.6 | 1367 | 1100 | -20% | 7.6 |
| 4017 | 4016 | 2006 | May | Firhouse Rd (East of M50) | EB | 1234 | 675 | -45% | 18.1 | 48 | 24 | -49% | 3.9 | 1282 | 699 | -45% | 18.5 |
| 4033 | 4032 | 2006 | Oct | Knocklyon Rd (East of Scholarstown Rd) | EB | 162 | 11 | -93% | 16.3 | 9 | 0 | -100% | 4.2 | 171 | 11 | -94% | 16.8 |
| 4034 | 4035 | 2006 | Oct | Scholarstown Rd (East of Ballycullen Rd) | EB | 583 | 377 | -35% | 9.4 | 54 | 33 | -39% | 3.2 | 637 | 411 | -36% | 9.9 |
| 4068 | 4067 | 2005 | 15/11 | R116 Edmonstown Rd (North of M50) | NB | 26 | 97 | 271% | 9.0 | 0 | 1 | #DIV/0! | 1.1 | 26 | 97 | 274% | 9.1 |
| 4073 | 4072 | 2005 | 16/11 | Whitechurch Rd (North of M50) | NB | 42 | 15 | -63% | 5.0 | 0 | 7 | #DIV/0! | 3.7 | 42 | 22 | -47% | 3.5 |
| 5117 | 5124 | 2005 | 16/11 | Balintyre Walk ( West of Southern Cross Rdbt) | NB | 483 | 102 | -79% | 22.2 | 21 | 1 | -97% | 6.2 | 504 | 103 | -80% | 23.0 |
| 5124 | 5119 | 2005 | 16/11 | Ballinteer Rd ( North of Southern Cross Rdbt) | NB | 720 | 787 | 9% | 2.4 | 48 | 78 | 62% | 3.8 | 768 | 865 | 13% | 3.4 |
| 5137 | 5136 | 2006 | 21/03 | Sandyford Road (South of M50) | NB | 582 | 445 | -24% | 6.1 | 36 | 42 | 15% | 0.9 | 618 | 486 | -21% | 5.6 |
| 5167 | 5166 | 2005 | 06/04 | Lower Kilmacud Rd (South of Drummartin Rd) | NB | 454 | 542 | 19% | 3.9 | 39 | 17 | -57% | 4.2 | 493 | 559 | 13% | 2.9 |
| 5176 | 5175 | 2005 | 06/04 | South Ave (North of Lower Kilmacud Rd) | NB | 261 | 85 | -68% | 13.4 | 3 | 8 | 177% | 2.2 | 264 | 93 | -65% | 12.8 |
| 9968 | 5018 | 2005 | 06/04 | Stillmorgan Rd (North of Lower Kilmacud Rd) | NB | 1461 | 1563 | 7% | 2.6 | 93 | 40 | -57% | 6.4 | 1554 | 1604 | 3% | 1.3 |
| 5048 | 5047 | 2005 | 19/01 | Temple Hill (North of Monskstown Rd) | NB | 1473 | 1141 | -23% | 9.2 | 72 | 78 | 8% | 0.6 | 1545 | 1218 | -21% | 8.8 |
| | | | | | Total | 22339 | 21370 | -4% | 7 | 3139 | 3245 | 3% | 2 | 25477 | 24614 | -3% | 5 |

## Outer Cordon - All Counts

**AM Peak (0700-0800) - Outbound direction**

| | | | | | | Light Vehicles | | | | Heavey Goods Vehicles | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A Node | Bnode | Year | Date | Location | Dir | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH |
| 3505 | 3504 | 2005 | 09/11 | Main St (north of Strand Rd) | NB | 383 | 129 | -66% | 15.9 | 102 | 91 | -11% | 1.1 | 485 | 220 | -55% | 14.1 |
| 1665 | 1667 | 2005 | 09/11 | Grange Rd (north of Toniegee Rd) | NB | 587 | 406 | -31% | 8.1 | 60 | 61 | 2% | 0.2 | 647 | 468 | -28% | 7.6 |
| 1676 | 1677 | 2005 | 24/02 | Malahide Rd (north of Toniegee Rd) | NB | 500 | 479 | -4% | 1.0 | 162 | 161 | 0% | 0.1 | 662 | 640 | -3% | 0.9 |
| 1873 | 3531 | 2006 | 16/11 | M1 (South of M50) | NB | 1256 | 1306 | 4% | 1.4 | 444 | 448 | 1% | 0.2 | 1700 | 1754 | 3% | 1.3 |
| 3640 | 3641 | 2005 | 24/11 | Ballymun Rd (south of M50) | NB | 1325 | 384 | -71% | 32.2 | 222 | 226 | 2% | 0.3 | 1547 | 610 | -61% | 28.5 |
| 1776 | 3751 | 2005 | 24/11 | Finglas Rd (south of M50) | NB | 1312 | 1136 | -13% | 5.0 | 201 | 199 | -1% | 0.2 | 1513 | 1335 | -12% | 4.7 |
| 1906 | 1792 | 2007 | 19/04 | Ratoath Rd (north of Nephin Rd) | NB | 113 | 282 | 149% | 12.0 | 15 | 65 | 334% | 7.9 | 128 | 347 | 171% | 14.2 |
| 3394 | 3431 | 2005 | 22/11 | N3 Navan Rd (south of M50) | NB | 1256 | 1007 | -20% | 7.4 | 135 | 400 | 196% | 16.2 | 1391 | 1407 | 1% | 0.4 |
| 3474 | 3475 | 2005 | 22/11 | Castleknock Rd (south of M50) | NB | 142 | 144 | 1% | 0.2 | 0 | 13 | #DIV/0! | 5.1 | 142 | 157 | 11% | 1.2 |
| 4329 | 4317 | 2006 | 16/11 | N4 Lucan Rd (East of M50) | WB | 1782 | 1861 | 4% | 1.9 | 273 | 267 | -2% | 0.3 | 2055 | 2128 | 4% | 1.6 |
| 4381 | 4378 | 2006 | Mar | Ballyfermot Road (East of M50) | WB | 440 | 512 | 16% | 3.3 | 90 | 56 | -38% | 4.0 | 530 | 567 | 7% | 1.6 |
| 2837 | 2834 | 2006 | Mar | Cedar Brook Avenue (East of Park West Av) | WB | 79 | 77 | -2% | 0.2 | 9 | 1 | -87% | 3.5 | 88 | 79 | -11% | 1.0 |
| 2839 | 2838 | 2006 | Mar | Park West Road (East of Park West Av) | WB | 170 | 90 | -47% | 7.0 | 108 | 80 | -26% | 2.9 | 278 | 170 | -39% | 7.3 |
| 4441 | 4442 | 2006 | Mar | Nangor Road (East of Park West Av) | WB | 347 | 323 | -7% | 1.3 | 66 | 112 | 69% | 4.8 | 413 | 435 | 5% | 1.1 |
| 4213 | 4229 | 2005 | 15/11 | Naas Rd (East of M50) | WB | 992 | 1205 | 21% | 6.4 | 450 | 569 | 26% | 5.3 | 1442 | 1774 | 23% | 8.3 |
| 4163 | 4171 | 2006 | Oct | Tallaght Rd (East of M50) | WB | 1391 | 1355 | -3% | 1.0 | 75 | 133 | 78% | 5.7 | 1466 | 1488 | 2% | 0.6 |
| 4016 | 4017 | 2006 | May | Firhouse Rd (East of M50) | WB | 124 | 140 | 13% | 1.4 | 15 | 12 | -22% | 0.9 | 139 | 152 | 9% | 1.1 |
| 4032 | 4033 | 2006 | Oct | Knocklyon Rd (East of Scholarstown Rd) | WB | 178 | 0 | -100% | 18.9 | 3 | 0 | -100% | 2.4 | 181 | 0 | -100% | 19.0 |
| 4035 | 4034 | 2006 | Oct | Scholarstown Rd (East of Ballycullen Rd) | WB | 559 | 537 | -4% | 0.9 | 39 | 20 | -49% | 3.6 | 598 | 557 | -7% | 1.7 |
| 4067 | 4068 | 2005 | 15/11 | R116 Edmonstown Rd (North of M50) | SB | 58 | 65 | 12% | 0.9 | 21 | 6 | -73% | 4.2 | 79 | 70 | -11% | 1.0 |
| 4072 | 4073 | 2005 | 16/11 | Whitechurch Rd (North of M50) | SB | 87 | 9 | -89% | 11.2 | 0 | 2 | #DIV/0! | 2.0 | 87 | 11 | -87% | 10.8 |
| 5124 | 5117 | 2005 | 16/11 | Balintyre Walk ( West of Southern Cross Rdbt) | SB | 269 | 158 | -41% | 7.6 | 33 | 31 | -7% | 0.4 | 302 | 188 | -38% | 7.3 |
| 5119 | 5124 | 2005 | 16/11 | Ballinteer Rd ( North of Southern Cross Rdbt) | SB | 663 | 310 | -53% | 16.0 | 60 | 29 | -52% | 4.7 | 723 | 339 | -53% | 16.7 |
| 5136 | 5137 | 2006 | 21/03 | Sandyford Road (South of M50) | SB | 230 | 115 | -50% | 8.7 | 30 | 17 | -45% | 2.8 | 260 | 132 | -49% | 9.2 |
| 5166 | 5167 | 2005 | 06/04 | Lower Kilmacud Rd (South of Drummartin Rd) | SB | 222 | 163 | -26% | 4.2 | 18 | 54 | 198% | 6.0 | 240 | 217 | -10% | 1.5 |
| 5175 | 5176 | 2005 | 06/04 | South Ave (North of Lower Kilmacud Rd) | SB | 76 | 149 | 96% | 6.9 | 0 | 5 | #DIV/0! | 3.2 | 76 | 154 | 103% | 7.3 |
| 5018 | 9968 | 2005 | 06/04 | Stillmorgan Rd (North of Lower Kilmacud Rd) | SB | 727 | 503 | -31% | 9.0 | 81 | 64 | -21% | 2.0 | 808 | 567 | -30% | 9.2 |
| 5047 | 5048 | 2007 | 17/01 | Temple Hill (North of Monskstown Rd) | SB | 474 | 349 | -26% | 6.2 | 114 | 113 | -1% | 0.1 | 588 | 462 | -21% | 5.5 |
| | | | | | Total | 15742 | 13195 | -16% | 21 | 2826 | 3233 | 14% | 7 | 18568 | 16428 | -12% | 16 |

## Outer Cordon - All Counts

**AM Peak (0800-0900) - Inbound direction**

| | | | | | | Light Vehicles | | | | Heavey Goods Vehicles | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A Node | Bnode | Year | Date | Location | Dir | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH |
| 3504 | 3505 | 2005 | 09/11 | Main St (north of Strand Rd) | SB | 314 | 726 | 131% | 18.1 | 42 | 38 | -8% | 0.6 | 356 | 765 | 115% | 17.3 |
| 1667 | 1665 | 2005 | 09/11 | Grange Rd (north of Toniegee Rd) | SB | 802 | 923 | 15% | 4.1 | 42 | 36 | -15% | 1.0 | 844 | 958 | 14% | 3.8 |
| 1677 | 1676 | 2005 | 24/02 | Malahide Rd (north of Toniegee Rd) | SB | 812 | 998 | 23% | 6.2 | 96 | 103 | 7% | 0.7 | 908 | 1101 | 21% | 6.1 |
| 3531 | 1873 | 2006 | 16/11 | M1 (South of M50) | SB | 1722 | 1894 | 10% | 4.0 | 210 | 193 | -8% | 1.2 | 1932 | 2086 | 8% | 3.4 |
| 3641 | 3640 | 2005 | 24/11 | Ballymun Rd (south of M50) | SB | 570 | 976 | 71% | 14.6 | 192 | 211 | 10% | 1.3 | 762 | 1187 | 56% | 13.6 |
| 3751 | 1776 | 2005 | 24/11 | Finglas Rd (south of M50) | SB | 1525 | 1488 | -2% | 1.0 | 398 | 406 | 2% | 0.4 | 1923 | 1894 | -2% | 0.7 |
| 1792 | 1906 | 2007 | 19/04 | Ratoath Rd (north of Nephin Rd) | SB | 802 | 1069 | 33% | 8.7 | 12 | 135 | 1023% | 14.3 | 814 | 1203 | 48% | 12.3 |
| 3431 | 3394 | 2005 | 22/11 | N3 Navan Rd (south of M50) | SB | 1494 | 1614 | 8% | 3.0 | 156 | 226 | 45% | 5.1 | 1650 | 1841 | 12% | 4.6 |
| 3475 | 3474 | 2005 | 22/11 | Castleknock Rd (south of M50) | SB | 679 | 961 | 42% | 9.9 | 3 | 9 | 187% | 2.3 | 682 | 970 | 42% | 10.0 |
| 4317 | 4329 | 2006 | 16/11 | N4 Lucan Rd (East of M50) | EB | 1143 | 1016 | -11% | 3.9 | 627 | 539 | -14% | 3.7 | 1770 | 1555 | -12% | 5.3 |
| 4378 | 4381 | 2006 | Mar | Ballyfermot Road (East of M50) | EB | 989 | 806 | -19% | 6.1 | 99 | 108 | 10% | 0.9 | 1088 | 914 | -16% | 5.5 |
| 2834 | 2837 | 2006 | Mar | Cedar Brook Avenue (East of Park West Av) | EB | 102 | 339 | 233% | 16.0 | 3 | 7 | 131% | 1.8 | 105 | 346 | 230% | 16.1 |
| 2838 | 2839 | 2006 | Mar | Park West Road (East of Park West Av) | EB | 660 | 450 | -32% | 8.9 | 138 | 61 | -56% | 7.7 | 798 | 511 | -36% | 11.2 |
| 4442 | 4441 | 2006 | Mar | Nangor Road (East of Park West Av) | EB | 921 | 1015 | 10% | 3.0 | 180 | 126 | -30% | 4.4 | 1101 | 1141 | 4% | 1.2 |
| 4229 | 4213 | 2005 | 15/11 | Naas Rd (East of M50) | EB | 2625 | 2913 | 11% | 5.5 | 402 | 492 | 22% | 4.3 | 3027 | 3405 | 12% | 6.7 |
| 4171 | 4163 | 2006 | Oct | Tallaght Rd (East of M50) | EB | 1255 | 666 | -47% | 19.0 | 180 | 113 | -37% | 5.5 | 1435 | 779 | -46% | 19.7 |
| 4017 | 4016 | 2006 | May | Firhouse Rd (East of M50) | EB | 952 | 1200 | 26% | 7.6 | 21 | 19 | -11% | 0.5 | 973 | 1219 | 25% | 7.4 |
| 4033 | 4032 | 2006 | Oct | Knocklyon Rd (East of Scholarstown Rd) | EB | 217 | 108 | -50% | 8.5 | 0 | 1 | #DIV/0! | 1.5 | 217 | 109 | -50% | 8.4 |
| 4034 | 4035 | 2006 | Oct | Scholarstown Rd (East of Ballycullen Rd) | EB | 511 | 175 | -66% | 18.1 | 51 | 20 | -61% | 5.2 | 562 | 195 | -65% | 18.9 |
| 4068 | 4067 | 2005 | 15/11 | R116 Edmonstown Rd (North of M50) | NB | 98 | 202 | 106% | 8.5 | 0 | 40 | #DIV/0! | 8.9 | 98 | 242 | 147% | 11.0 |
| 4073 | 4072 | 2005 | 16/11 | Whitechurch Rd (North of M50) | NB | 123 | 125 | 2% | 0.2 | 0 | 5 | #DIV/0! | 3.2 | 123 | 130 | 6% | 0.6 |
| 5117 | 5124 | 2005 | 16/11 | Balintyre Walk ( West of Southern Cross Rdbt) | NB | 772 | 199 | -74% | 26.0 | 63 | 1 | -99% | 11.0 | 835 | 200 | -76% | 27.9 |
| 5124 | 5119 | 2005 | 16/11 | Ballinteer Rd ( North of Southern Cross Rdbt) | NB | 678 | 584 | -14% | 3.7 | 90 | 112 | 25% | 2.2 | 768 | 696 | -9% | 2.7 |
| 5137 | 5136 | 2006 | 21/03 | Sandyford Road (South of M50) | NB | 700 | 543 | -22% | 6.3 | 39 | 121 | 210% | 9.1 | 739 | 663 | -10% | 2.9 |
| 5167 | 5166 | 2005 | 06/04 | Lower Kilmacud Rd (South of Drummartin Rd) | NB | 514 | 736 | 43% | 8.9 | 57 | 33 | -41% | 3.5 | 571 | 770 | 35% | 7.7 |
| 5176 | 5175 | 2005 | 06/04 | South Ave (North of Lower Kilmacud Rd) | NB | 348 | 148 | -58% | 12.7 | 9 | 11 | 24% | 0.7 | 357 | 159 | -55% | 12.3 |
| 9968 | 5018 | 2005 | 06/04 | Stillmorgan Rd (North of Lower Kilmacud Rd) | NB | 945 | 2026 | 114% | 28.0 | 75 | 100 | 33% | 2.7 | 1020 | 2126 | 108% | 27.9 |
| 5048 | 5047 | 2005 | 19/01 | Temple Hill (North of Monskstown Rd) | NB | 1332 | 1625 | 22% | 7.6 | 105 | 94 | -11% | 1.1 | 1437 | 1719 | 20% | 7.1 |
| | | | | | Total | 23605 | 25525 | 8% | 12 | 3290 | 3360 | 2% | 1 | 26895 | 28885 | 7% | 12 |

## Outer Cordon - All Counts

**AM Peak (0800-0900) - Outbound direction**

| | | | | | | Light Vehicles | | | | Heavey Goods Vehicles | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A Node | Bnode | Year | Date | Location | Dir | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH |
| 3505 | 3504 | 2005 | 09/11 | Main St (north of Strand Rd) | NB | 682 | 280 | -59% | 18.3 | 138 | 96 | -31% | 3.9 | 820 | 375 | -54% | 18.2 |
| 1665 | 1667 | 2005 | 09/11 | Grange Rd (north of Toniegee Rd) | NB | 1018 | 771 | -24% | 8.3 | 69 | 64 | -8% | 0.7 | 1087 | 835 | -23% | 8.1 |
| 1676 | 1677 | 2005 | 24/02 | Malahide Rd (north of Toniegee Rd) | NB | 922 | 814 | -12% | 3.7 | 168 | 169 | 1% | 0.1 | 1090 | 983 | -10% | 3.3 |
| 1873 | 3531 | 2006 | 16/11 | M1 (South of M50) | NB | 1414 | 1389 | -2% | 0.7 | 408 | 408 | 0% | 0.0 | 1822 | 1796 | -1% | 0.6 |
| 3640 | 3641 | 2005 | 24/11 | Ballymun Rd (south of M50) | NB | 1427 | 711 | -50% | 21.9 | 318 | 323 | 2% | 0.3 | 1745 | 1034 | -41% | 19.1 |
| 1776 | 3751 | 2005 | 24/11 | Finglas Rd (south of M50) | NB | 1603 | 1485 | -7% | 3.0 | 330 | 353 | 7% | 1.2 | 1933 | 1838 | -5% | 2.2 |
| 1906 | 1792 | 2007 | 19/04 | Ratoath Rd (north of Nephin Rd) | NB | 208 | 334 | 61% | 7.6 | 21 | 150 | 616% | 14.0 | 229 | 484 | 111% | 13.5 |
| 3394 | 3431 | 2005 | 22/11 | N3 Navan Rd (south of M50) | NB | 1323 | 1290 | -2% | 0.9 | 216 | 212 | -2% | 0.3 | 1539 | 1502 | -2% | 0.9 |
| 3474 | 3475 | 2005 | 22/11 | Castleknock Rd (south of M50) | NB | 105 | 288 | 174% | 13.1 | 12 | 7 | -45% | 1.8 | 117 | 294 | 152% | 12.4 |
| 4329 | 4317 | 2006 | 16/11 | N4 Lucan Rd (East of M50) | WB | 2011 | 1992 | -1% | 0.4 | 282 | 263 | -7% | 1.2 | 2293 | 2255 | -2% | 0.8 |
| 4381 | 4378 | 2006 | Mar | Ballyfermot Road (East of M50) | WB | 591 | 685 | 16% | 3.7 | 69 | 56 | -19% | 1.7 | 660 | 741 | 12% | 3.0 |
| 2837 | 2834 | 2006 | Mar | Cedar Brook Avenue (East of Park West Av) | WB | 134 | 41 | -70% | 10.0 | 9 | 6 | -30% | 1.0 | 143 | 47 | -67% | 9.8 |
| 2839 | 2838 | 2006 | Mar | Park West Road (East of Park West Av) | WB | 219 | 57 | -74% | 13.8 | 132 | 42 | -68% | 9.6 | 351 | 99 | -72% | 16.8 |
| 4441 | 4442 | 2006 | Mar | Nangor Road (East of Park West Av) | WB | 595 | 508 | -15% | 3.7 | 138 | 197 | 43% | 4.5 | 733 | 705 | -4% | 1.1 |
| 4213 | 4229 | 2005 | 15/11 | Naas Rd (East of M50) | WB | 1114 | 1424 | 28% | 8.7 | 516 | 486 | -6% | 1.3 | 1630 | 1910 | 17% | 6.6 |
| 4163 | 4171 | 2006 | Oct | Tallaght Rd (East of M50) | WB | 1971 | 2531 | 28% | 11.8 | 96 | 108 | 12% | 1.2 | 2067 | 2638 | 28% | 11.8 |
| 4016 | 4017 | 2006 | May | Firhouse Rd (East of M50) | WB | 378 | 442 | 17% | 3.2 | 27 | 20 | -25% | 1.4 | 405 | 462 | 14% | 2.8 |
| 4032 | 4033 | 2006 | Oct | Knocklyon Rd (East of Scholarstown Rd) | WB | 235 | 211 | -10% | 1.6 | 6 | 3 | -58% | 1.7 | 241 | 213 | -11% | 1.8 |
| 4035 | 4034 | 2006 | Oct | Scholarstown Rd (East of Ballycullen Rd) | WB | 521 | 1096 | 110% | 20.2 | 60 | 57 | -5% | 0.4 | 581 | 1154 | 99% | 19.4 |
| 4067 | 4068 | 2005 | 15/11 | R116 Edmonstown Rd (North of M50) | SB | 100 | 139 | 39% | 3.6 | 9 | 14 | 60% | 1.6 | 109 | 154 | 41% | 3.9 |
| 4072 | 4073 | 2005 | 16/11 | Whitechurch Rd (North of M50) | SB | 163 | 30 | -81% | 13.5 | 0 | 1 | #DIV/0! | 1.5 | 163 | 32 | -81% | 13.3 |
| 5124 | 5117 | 2005 | 16/11 | Balintyre Walk ( West of Southern Cross Rdbt) | SB | 336 | 289 | -14% | 2.7 | 33 | 32 | -3% | 0.2 | 369 | 321 | -13% | 2.6 |
| 5119 | 5124 | 2005 | 16/11 | Ballinteer Rd ( North of Southern Cross Rdbt) | SB | 937 | 486 | -48% | 16.9 | 69 | 77 | 12% | 1.0 | 1006 | 563 | -44% | 15.8 |
| 5136 | 5137 | 2006 | 21/03 | Sandyford Road (South of M50) | SB | 451 | 505 | 12% | 2.5 | 54 | 32 | -41% | 3.4 | 505 | 537 | 6% | 1.4 |
| 5166 | 5167 | 2005 | 06/04 | Lower Kilmacud Rd (South of Drummartin Rd) | SB | 490 | 465 | -5% | 1.2 | 30 | 26 | -13% | 0.7 | 520 | 491 | -6% | 1.3 |
| 5175 | 5176 | 2005 | 06/04 | South Ave (North of Lower Kilmacud Rd) | SB | 318 | 225 | -29% | 5.6 | 9 | 13 | 46% | 1.2 | 327 | 238 | -27% | 5.3 |
| 5018 | 9968 | 2005 | 06/04 | Stillmorgan Rd (North of Lower Kilmacud Rd) | SB | 1077 | 1087 | 1% | 0.3 | 126 | 59 | -53% | 7.0 | 1203 | 1146 | -5% | 1.7 |
| 5047 | 5048 | 2007 | 17/01 | Temple Hill (North of Monskstown Rd) | SB | 1088 | 728 | -33% | 12.0 | 72 | 136 | 89% | 6.3 | 1160 | 864 | -26% | 9.3 |
| | | | | | Total | 21431 | 20301 | -5% | 8 | 3417 | 3409 | 0% | 0 | 24848 | 23710 | -5% | 7 |

## Outer Cordon - All Counts

**AM Peak (0900-1000) - Inbound direction**

| | | | | | | Light Vehicles | | | | Heavey Goods Vehicles | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A Node | Bnode | Year | Date | Location | Dir | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH |
| 3504 | 3505 | 2005 | 09/11 | Main St (north of Strand Rd) | SB | 316 | 516 | 63% | 9.8 | 102 | 96 | -6% | 0.6 | 418 | 612 | 46% | 8.5 |
| 1667 | 1665 | 2005 | 09/11 | Grange Rd (north of Toniegee Rd) | SB | 829 | 892 | 8% | 2.2 | 57 | 56 | -2% | 0.2 | 886 | 948 | 7% | 2.1 |
| 1677 | 1676 | 2005 | 24/02 | Malahide Rd (north of Toniegee Rd) | SB | 1036 | 827 | -20% | 6.9 | 225 | 217 | -4% | 0.6 | 1261 | 1043 | -17% | 6.4 |
| 3531 | 1873 | 2006 | 16/11 | M1 (South of M50) | SB | 1582 | 1285 | -19% | 7.8 | 288 | 287 | -1% | 0.1 | 1870 | 1572 | -16% | 7.2 |
| 3641 | 3640 | 2005 | 24/11 | Ballymun Rd (south of M50) | SB | 533 | 961 | 80% | 15.7 | 210 | 220 | 5% | 0.7 | 743 | 1181 | 59% | 14.1 |
| 3751 | 1776 | 2005 | 24/11 | Finglas Rd (south of M50) | SB | 1279 | 1552 | 21% | 7.3 | 474 | 482 | 2% | 0.4 | 1753 | 2034 | 16% | 6.5 |
| 1792 | 1906 | 2007 | 19/04 | Ratoath Rd (north of Nephin Rd) | SB | 653 | 958 | 47% | 10.7 | 21 | 206 | 880% | 17.4 | 674 | 1163 | 73% | 16.1 |
| 3431 | 3394 | 2005 | 22/11 | N3 Navan Rd (south of M50) | SB | 1255 | 1604 | 28% | 9.2 | 219 | 465 | 112% | 13.3 | 1474 | 2068 | 40% | 14.1 |
| 3475 | 3474 | 2005 | 22/11 | Castleknock Rd (south of M50) | SB | 803 | 955 | 19% | 5.1 | 9 | 7 | -21% | 0.7 | 812 | 963 | 19% | 5.1 |
| 4317 | 4329 | 2006 | 16/11 | N4 Lucan Rd (East of M50) | EB | 1102 | 861 | -22% | 7.7 | 501 | 522 | 4% | 0.9 | 1603 | 1382 | -14% | 5.7 |
| 4378 | 4381 | 2006 | Mar | Ballyfermot Road (East of M50) | EB | 896 | 734 | -18% | 5.7 | 120 | 124 | 4% | 0.4 | 1016 | 858 | -16% | 5.1 |
| 2834 | 2837 | 2006 | Mar | Cedar Brook Avenue (East of Park West Av) | EB | 91 | 129 | 42% | 3.6 | 6 | 2 | -70% | 2.1 | 97 | 131 | 35% | 3.2 |
| 2838 | 2839 | 2006 | Mar | Park West Road (East of Park West Av) | EB | 570 | 313 | -45% | 12.2 | 225 | 51 | -77% | 14.8 | 795 | 364 | -54% | 17.9 |
| 4442 | 4441 | 2006 | Mar | Nangor Road (East of Park West Av) | EB | 704 | 907 | 29% | 7.2 | 300 | 179 | -40% | 7.8 | 1004 | 1086 | 8% | 2.5 |
| 4229 | 4213 | 2005 | 15/11 | Naas Rd (East of M50) | EB | 2217 | 2600 | 17% | 7.8 | 642 | 687 | 7% | 1.7 | 2859 | 3287 | 15% | 7.7 |
| 4171 | 4163 | 2006 | Oct | Tallaght Rd (East of M50) | EB | 1283 | 785 | -39% | 15.5 | 183 | 182 | -1% | 0.1 | 1466 | 967 | -34% | 14.3 |
| 4017 | 4016 | 2006 | May | Firhouse Rd (East of M50) | EB | 703 | 784 | 11% | 3.0 | 30 | 18 | -40% | 2.5 | 733 | 801 | 9% | 2.5 |
| 4033 | 4032 | 2006 | Oct | Knocklyon Rd (East of Scholarstown Rd) | EB | 169 | 97 | -43% | 6.2 | 0 | 0 | #DIV/0! | 0.4 | 169 | 97 | -42% | 6.2 |
| 4034 | 4035 | 2006 | Oct | Scholarstown Rd (East of Ballycullen Rd) | EB | 522 | 378 | -28% | 6.8 | 114 | 64 | -44% | 5.3 | 636 | 442 | -30% | 8.3 |
| 4068 | 4067 | 2005 | 15/11 | R116 Edmonstown Rd (North of M50) | NB | 84 | 58 | -31% | 3.0 | 0 | 0 | #DIV/0! | #DIV/0! | 84 | 58 | -31% | 3.0 |
| 4073 | 4072 | 2005 | 16/11 | Whitechurch Rd (North of M50) | NB | 52 | 34 | -34% | 2.7 | 0 | 12 | #DIV/0! | 4.8 | 52 | 46 | -12% | 0.9 |
| 5117 | 5124 | 2005 | 16/11 | Balintyre Walk ( West of Southern Cross Rdbt) | NB | 362 | 205 | -43% | 9.3 | 54 | 1 | -99% | 10.2 | 416 | 205 | -51% | 11.9 |
| 5124 | 5119 | 2005 | 16/11 | Ballinteer Rd ( North of Southern Cross Rdbt) | NB | 790 | 620 | -22% | 6.4 | 90 | 91 | 1% | 0.1 | 880 | 711 | -19% | 6.0 |
| 5137 | 5136 | 2006 | 21/03 | Sandyford Road (South of M50) | NB | 462 | 476 | 3% | 0.6 | 36 | 48 | 33% | 1.8 | 498 | 524 | 5% | 1.1 |
| 5167 | 5166 | 2005 | 06/04 | Lower Kilmacud Rd (South of Drummartin Rd) | NB | 430 | 811 | 89% | 15.3 | 39 | 34 | -14% | 0.9 | 469 | 844 | 80% | 14.6 |
| 5176 | 5175 | 2005 | 06/04 | South Ave (North of Lower Kilmacud Rd) | NB | 205 | 165 | -20% | 3.0 | 9 | 11 | 19% | 0.5 | 214 | 176 | -18% | 2.8 |
| 9968 | 5018 | 2005 | 06/04 | Stillmorgan Rd (North of Lower Kilmacud Rd) | NB | 1409 | 1783 | 27% | 9.4 | 105 | 88 | -16% | 1.8 | 1514 | 1870 | 24% | 8.7 |
| 5048 | 5047 | 2005 | 19/01 | Temple Hill (North of Monskstown Rd) | NB | 1288 | 1271 | -1% | 0.5 | 120 | 135 | 13% | 1.3 | 1408 | 1406 | 0% | 0.0 |
| | | | | | Total | 21625 | 22559 | 4% | 6 | 4179 | 4282 | 2% | 2 | 25804 | 26841 | 4% | 6 |

## Outer Cordon - All Counts

**AM Peak (0900-1000) - Outbound direction**

| | | | | | | Light Vehicles | | | | Heavey Goods Vehicles | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A Node | Bnode | Year | Date | Location | Dir | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH |
| 3505 | 3504 | 2005 | 09/11 | Main St (north of Strand Rd) | NB | 384 | 329 | -14% | 2.9 | 138 | 59 | -57% | 7.9 | 522 | 388 | -26% | 6.3 |
| 1665 | 1667 | 2005 | 09/11 | Grange Rd (north of Toniegee Rd) | NB | 791 | 759 | -4% | 1.2 | 69 | 75 | 8% | 0.7 | 860 | 833 | -3% | 0.9 |
| 1676 | 1677 | 2005 | 24/02 | Malahide Rd (north of Toniegee Rd) | NB | 810 | 771 | -5% | 1.4 | 159 | 146 | -8% | 1.1 | 969 | 916 | -5% | 1.7 |
| 1873 | 3531 | 2006 | 16/11 | M1 (South of M50) | NB | 1201 | 1402 | 17% | 5.6 | 393 | 385 | -2% | 0.4 | 1594 | 1787 | 12% | 4.7 |
| 3640 | 3641 | 2005 | 24/11 | Ballymun Rd (south of M50) | NB | 1150 | 570 | -50% | 19.8 | 318 | 337 | 6% | 1.1 | 1468 | 908 | -38% | 16.3 |
| 1776 | 3751 | 2005 | 24/11 | Finglas Rd (south of M50) | NB | 1523 | 1405 | -8% | 3.1 | 330 | 356 | 8% | 1.4 | 1853 | 1761 | -5% | 2.2 |
| 1906 | 1792 | 2007 | 19/04 | Ratoath Rd (north of Nephin Rd) | NB | 184 | 270 | 47% | 5.7 | 21 | 147 | 598% | 13.7 | 205 | 417 | 103% | 12.0 |
| 3394 | 3431 | 2005 | 22/11 | N3 Navan Rd (south of M50) | NB | 1439 | 1220 | -15% | 6.0 | 216 | 220 | 2% | 0.3 | 1655 | 1440 | -13% | 5.5 |
| 3474 | 3475 | 2005 | 22/11 | Castleknock Rd (south of M50) | NB | 269 | 200 | -25% | 4.5 | 12 | 9 | -21% | 0.8 | 281 | 210 | -25% | 4.5 |
| 4329 | 4317 | 2006 | 16/11 | N4 Lucan Rd (East of M50) | WB | 1873 | 1906 | 2% | 0.8 | 372 | 343 | -8% | 1.6 | 2245 | 2249 | 0% | 0.1 |
| 4381 | 4378 | 2006 | Mar | Ballyfermot Road (East of M50) | WB | 593 | 627 | 6% | 1.4 | 129 | 85 | -34% | 4.2 | 722 | 712 | -1% | 0.4 |
| 2837 | 2834 | 2006 | Mar | Cedar Brook Avenue (East of Park West Av) | WB | 125 | 94 | -25% | 3.0 | 3 | 0 | -91% | 2.1 | 128 | 94 | -27% | 3.2 |
| 2839 | 2838 | 2006 | Mar | Park West Road (East of Park West Av) | WB | 289 | 79 | -72% | 15.4 | 231 | 91 | -60% | 11.0 | 520 | 171 | -67% | 18.8 |
| 4441 | 4442 | 2006 | Mar | Nangor Road (East of Park West Av) | WB | 585 | 272 | -53% | 15.1 | 168 | 161 | -4% | 0.5 | 753 | 433 | -42% | 13.1 |
| 4213 | 4229 | 2005 | 15/11 | Naas Rd (East of M50) | WB | 979 | 1209 | 23% | 6.9 | 516 | 598 | 16% | 3.5 | 1495 | 1806 | 21% | 7.7 |
| 4163 | 4171 | 2006 | Oct | Tallaght Rd (East of M50) | WB | 1535 | 2075 | 35% | 12.7 | 141 | 144 | 2% | 0.3 | 1676 | 2219 | 32% | 12.3 |
| 4016 | 4017 | 2006 | May | Firhouse Rd (East of M50) | WB | 358 | 489 | 37% | 6.4 | 15 | 13 | -17% | 0.7 | 373 | 502 | 34% | 6.1 |
| 4032 | 4033 | 2006 | Oct | Knocklyon Rd (East of Scholarstown Rd) | WB | 159 | 76 | -53% | 7.7 | 9 | 0 | -97% | 4.1 | 168 | 76 | -55% | 8.4 |
| 4035 | 4034 | 2006 | Oct | Scholarstown Rd (East of Ballycullen Rd) | WB | 609 | 841 | 38% | 8.6 | 102 | 23 | -78% | 10.0 | 711 | 864 | 21% | 5.4 |
| 4067 | 4068 | 2005 | 15/11 | R116 Edmonstown Rd (North of M50) | SB | 89 | 78 | -12% | 1.2 | 3 | 15 | 392% | 3.9 | 92 | 93 | 1% | 0.1 |
| 4072 | 4073 | 2005 | 16/11 | Whitechurch Rd (North of M50) | SB | 98 | 29 | -70% | 8.6 | 3 | 8 | 173% | 2.2 | 101 | 38 | -63% | 7.6 |
| 5124 | 5117 | 2005 | 16/11 | Balintyre Walk ( West of Southern Cross Rdbt) | SB | 201 | 233 | 16% | 2.2 | 33 | 44 | 34% | 1.8 | 234 | 278 | 19% | 2.7 |
| 5119 | 5124 | 2005 | 16/11 | Ballinteer Rd ( North of Southern Cross Rdbt) | SB | 579 | 418 | -28% | 7.2 | 90 | 38 | -57% | 6.4 | 669 | 456 | -32% | 9.0 |
| 5136 | 5137 | 2006 | 21/03 | Sandyford Road (South of M50) | SB | 435 | 445 | 2% | 0.5 | 60 | 23 | -61% | 5.7 | 495 | 468 | -5% | 1.2 |
| 5166 | 5167 | 2005 | 06/04 | Lower Kilmacud Rd (South of Drummartin Rd) | SB | 330 | 305 | -8% | 1.4 | 48 | 55 | 15% | 1.0 | 378 | 360 | -5% | 0.9 |
| 5175 | 5176 | 2005 | 06/04 | South Ave (North of Lower Kilmacud Rd) | SB | 263 | 204 | -23% | 3.9 | 3 | 5 | 83% | 1.2 | 266 | 209 | -21% | 3.7 |
| 5018 | 9968 | 2005 | 06/04 | Stillmorgan Rd (North of Lower Kilmacud Rd) | SB | 918 | 826 | -10% | 3.1 | 156 | 157 | 1% | 0.1 | 1074 | 984 | -8% | 2.8 |
| 5047 | 5048 | 2007 | 17/01 | Temple Hill (North of Monskstown Rd) | SB | 924 | 618 | -33% | 11.0 | 84 | 134 | 60% | 4.8 | 1008 | 752 | -25% | 8.6 |
| | | | | | Total | 18693 | 17749 | -5% | 7 | 3822 | 3673 | -4% | 2 | 22515 | 21422 | -5% | 7 |

**Outer Cordon - Southern Screenline**

**Summary Table**

| | | Count | Flow | Diff | per | GEH |
|---|---|---|---|---|---|---|
| 0700-0800 | IB | 9271 | 7267 | -2004 | -22% | 22.0 |
| | OB | 5547 | 4337 | -1210 | -22% | 17.2 |
| | Total | 14818 | 11605 | -3213 | -22% | 28.0 |
| 0800-0900 | IB | 9135 | 9007 | -128 | -1% | 1.3 |
| | OB | 8656 | 8812 | 156 | 2% | 1.7 |
| | Total | 17791 | 17819 | 28 | 0% | 0.2 |
| 0900-1000 | IB | 8539 | 8148 | -391 | -5% | 4.3 |
| | OB | 7245 | 7298 | 53 | 1% | 0.6 |
| | Total | 15784 | 15446 | -338 | -2% | 2.7 |

## Outer Cordon - Southern Screenline

### AM Peak (0700-0800) - Inbound direction

| | | | | | | Light Vehicles | | | | Heavey Goods Vehicles | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A Node | Bnode | Year | Date | Location | Dir | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH |
| 4171 | 4163 | 2006 | Oct | Tallaght Rd (East of M50) | EB | 1238 | 964 | -22% | 8.2 | 129 | 135 | 5% | 0.6 | 1367 | 1100 | -20% | 7.6 |
| 4017 | 4016 | 2006 | May | Firhouse Rd (East of M50) | EB | 1234 | 675 | -45% | 18.1 | 48 | 24 | -49% | 3.9 | 1282 | 699 | -45% | 18.5 |
| 4033 | 4032 | 2006 | Oct | Knocklyon Rd (East of Scholarstown Rd) | EB | 162 | 11 | -93% | 16.3 | 9 | 0 | -100% | 4.2 | 171 | 11 | -94% | 16.8 |
| 4034 | 4035 | 2006 | Oct | Scholarstown Rd (East of Ballycullen Rd) | EB | 583 | 377 | -35% | 9.4 | 54 | 33 | -39% | 3.2 | 637 | 411 | -36% | 9.9 |
| 4068 | 4067 | 2005 | 15/11 | R116 Edmonstown Rd (North of M50) | NB | 26 | 97 | 271% | 9.0 | 0 | 1 | #DIV/0! | 1.1 | 26 | 97 | 274% | 9.1 |
| 4073 | 4072 | 2005 | 16/11 | Whitechurch Rd (North of M50) | NB | 42 | 15 | -63% | 5.0 | 0 | 7 | #DIV/0! | 3.7 | 42 | 22 | -47% | 3.5 |
| 5117 | 5124 | 2005 | 16/11 | Balintyre Walk ( West of Southern Cross Rdbt) | NB | 483 | 102 | -79% | 22.2 | 21 | 1 | -97% | 6.2 | 504 | 103 | -80% | 23.0 |
| 5124 | 5119 | 2005 | 16/11 | Ballinteer Rd ( North of Southern Cross Rdbt) | NB | 720 | 787 | 9% | 2.4 | 48 | 78 | 62% | 3.8 | 768 | 865 | 13% | 3.4 |
| 5137 | 5136 | 2006 | 21/03 | Sandyford Road (South of M50) | NB | 582 | 445 | -24% | 6.1 | 36 | 42 | 15% | 0.9 | 618 | 486 | -21% | 5.6 |
| 5167 | 5166 | 2005 | 06/04 | Lower Kilmacud Rd (South of Drummartin Rd) | NB | 454 | 542 | 19% | 3.9 | 39 | 17 | -57% | 4.2 | 493 | 559 | 13% | 2.9 |
| 5176 | 5175 | 2005 | 06/04 | South Ave (North of Lower Kilmacud Rd) | NB | 261 | 85 | -68% | 13.4 | 3 | 8 | 177% | 2.2 | 264 | 93 | -65% | 12.8 |
| 9968 | 5018 | 2005 | 06/04 | Stillmorgan Rd (North of Lower Kilmacud Rd) | NB | 1461 | 1563 | 7% | 2.6 | 93 | 40 | -57% | 6.4 | 1554 | 1604 | 3% | 1.3 |
| 5048 | 5047 | 2005 | 19/01 | Temple Hill (North of Monskstown Rd) | NB | 1473 | 1141 | -23% | 9.2 | 72 | 78 | 8% | 0.6 | 1545 | 1218 | -21% | 8.8 |
| | | | | | Total | 8719 | 6804 | -22% | 22 | 552 | 464 | -16% | 4 | 9271 | 7267 | -22% | 22 |

### AM Peak (0700-0800) - Outbound direction

| | | | | | | Light Vehicles | | | | Heavey Goods Vehicles | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A Node | Bnode | Year | Date | Location | Dir | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH |
| 4163 | 4171 | 2006 | Oct | Tallaght Rd (East of M50) | WB | 1391 | 1355 | -3% | 1.0 | 75 | 133 | 78% | 5.7 | 1466 | 1488 | 2% | 0.6 |
| 4016 | 4017 | 2006 | May | Firhouse Rd (East of M50) | WB | 124 | 140 | 13% | 1.4 | 15 | 12 | -22% | 0.9 | 139 | 152 | 9% | 1.1 |
| 4032 | 4033 | 2006 | Oct | Knocklyon Rd (East of Scholarstown Rd) | WB | 178 | 0 | -100% | 18.9 | 3 | 0 | -100% | 2.4 | 181 | 0 | -100% | 19.0 |
| 4035 | 4034 | 2006 | Oct | Scholarstown Rd (East of Ballycullen Rd) | WB | 559 | 537 | -4% | 0.9 | 39 | 20 | -49% | 3.6 | 598 | 557 | -7% | 1.7 |
| 4067 | 4068 | 2005 | 15/11 | R116 Edmonstown Rd (North of M50) | SB | 58 | 65 | 12% | 0.9 | 21 | 6 | -73% | 4.2 | 79 | 70 | -11% | 1.0 |
| 4072 | 4073 | 2005 | 16/11 | Whitechurch Rd (North of M50) | SB | 87 | 9 | -89% | 11.2 | 0 | 2 | #DIV/0! | 2.0 | 87 | 11 | -87% | 10.8 |
| 5124 | 5117 | 2005 | 16/11 | Balintyre Walk ( West of Southern Cross Rdbt) | SB | 269 | 158 | -41% | 7.6 | 33 | 31 | -7% | 0.4 | 302 | 188 | -38% | 7.3 |
| 5119 | 5124 | 2005 | 16/11 | Ballinteer Rd ( North of Southern Cross Rdbt) | SB | 663 | 310 | -53% | 16.0 | 60 | 29 | -52% | 4.7 | 723 | 339 | -53% | 16.7 |
| 5136 | 5137 | 2006 | 21/03 | Sandyford Road (South of M50) | SB | 230 | 115 | -50% | 8.7 | 30 | 17 | -45% | 2.8 | 260 | 132 | -49% | 9.2 |
| 5166 | 5167 | 2005 | 06/04 | Lower Kilmacud Rd (South of Drummartin Rd) | SB | 222 | 163 | -26% | 4.2 | 18 | 54 | 198% | 6.0 | 240 | 217 | -10% | 1.5 |
| 5175 | 5176 | 2005 | 06/04 | South Ave (North of Lower Kilmacud Rd) | SB | 76 | 149 | 96% | 6.9 | 0 | 5 | #DIV/0! | 3.2 | 76 | 154 | 103% | 7.3 |
| 5018 | 9968 | 2005 | 06/04 | Stillmorgan Rd (North of Lower Kilmacud Rd) | SB | 727 | 503 | -31% | 9.0 | 81 | 64 | -21% | 2.0 | 808 | 567 | -30% | 9.2 |
| 5047 | 5048 | 2007 | 17/01 | Temple Hill (North of Monskstown Rd) | SB | 474 | 349 | -26% | 6.2 | 114 | 113 | -1% | 0.1 | 588 | 462 | -21% | 5.5 |
| | | | | | Total | 5058 | 3853 | -24% | 18 | 489 | 484 | -1% | 0 | 5547 | 4337 | -22% | 17 |

## Outer Cordon - Southern Screenline

### AM Peak (0800-0900) - Inbound direction

| | | | | | | Light Vehicles | | | | Heavey Goods Vehicles | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A Node | Bnode | Year | Date | Location | Dir | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH |
| 4171 | 4163 | 2006 | Oct | Tallaght Rd (East of M50) | EB | 1255 | 666 | -47% | 19.0 | 180 | 113 | -37% | 5.5 | 1435 | 779 | -46% | 19.7 |
| 4017 | 4016 | 2006 | May | Firhouse Rd (East of M50) | EB | 952 | 1200 | 26% | 7.6 | 21 | 19 | -11% | 0.5 | 973 | 1219 | 25% | 7.4 |
| 4033 | 4032 | 2006 | Oct | Knocklyon Rd (East of Scholarstown Rd) | EB | 217 | 108 | -50% | 8.5 | 0 | 1 | #DIV/0! | 1.5 | 217 | 109 | -50% | 8.4 |
| 4034 | 4035 | 2006 | Oct | Scholarstown Rd (East of Ballycullen Rd) | EB | 511 | 175 | -66% | 18.1 | 51 | 20 | -61% | 5.2 | 562 | 195 | -65% | 18.9 |
| 4068 | 4067 | 2005 | 15/11 | R116 Edmonstown Rd (North of M50) | NB | 98 | 202 | 106% | 8.5 | 0 | 40 | #DIV/0! | 8.9 | 98 | 242 | 147% | 11.0 |
| 4073 | 4072 | 2005 | 16/11 | Whitechurch Rd (North of M50) | NB | 123 | 125 | 2% | 0.2 | 0 | 5 | #DIV/0! | 3.2 | 123 | 130 | 6% | 0.6 |
| 5117 | 5124 | 2005 | 16/11 | Balintyre Walk ( West of Southern Cross Rdbt) | NB | 772 | 199 | -74% | 26.0 | 63 | 1 | -99% | 11.0 | 835 | 200 | -76% | 27.9 |
| 5124 | 5119 | 2005 | 16/11 | Ballinteer Rd ( North of Southern Cross Rdbt) | NB | 678 | 584 | -14% | 3.7 | 90 | 112 | 25% | 2.2 | 768 | 696 | -9% | 2.7 |
| 5137 | 5136 | 2006 | 21/03 | Sandyford Road (South of M50) | NB | 700 | 543 | -22% | 6.3 | 39 | 121 | 210% | 9.1 | 739 | 663 | -10% | 2.9 |
| 5167 | 5166 | 2005 | 06/04 | Lower Kilmacud Rd (South of Drummartin Rd) | NB | 514 | 736 | 43% | 8.9 | 57 | 33 | -41% | 3.5 | 571 | 770 | 35% | 7.7 |
| 5176 | 5175 | 2005 | 06/04 | South Ave (North of Lower Kilmacud Rd) | NB | 348 | 148 | -58% | 12.7 | 9 | 11 | 24% | 0.7 | 357 | 159 | -55% | 12.3 |
| 9968 | 5018 | 2005 | 06/04 | Stillmorgan Rd (North of Lower Kilmacud Rd) | NB | 945 | 2026 | 114% | 28.0 | 75 | 100 | 33% | 2.7 | 1020 | 2126 | 108% | 27.9 |
| 5048 | 5047 | 2005 | 19/01 | Temple Hill (North of Monskstown Rd) | NB | 1332 | 1625 | 22% | 7.6 | 105 | 94 | -11% | 1.1 | 1437 | 1719 | 20% | 7.1 |
| | | | | | Total | 8445 | 8337 | -1% | 1 | 690 | 670 | -3% | 1 | 9135 | 9007 | -1% | 1 |

### AM Peak (0800-0900) - Outbound direction

| | | | | | | Light Vehicles | | | | Heavey Goods Vehicles | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A Node | Bnode | Year | Date | Location | Dir | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH |
| 4163 | 4171 | 2006 | Oct | Tallaght Rd (East of M50) | WB | 1971 | 2531 | 28% | 11.8 | 96 | 108 | 12% | 1.2 | 2067 | 2638 | 28% | 11.8 |
| 4016 | 4017 | 2006 | May | Firhouse Rd (East of M50) | WB | 378 | 442 | 17% | 3.2 | 27 | 20 | -25% | 1.4 | 405 | 462 | 14% | 2.8 |
| 4032 | 4033 | 2006 | Oct | Knocklyon Rd (East of Scholarstown Rd) | WB | 235 | 211 | -10% | 1.6 | 6 | 3 | -58% | 1.7 | 241 | 213 | -11% | 1.8 |
| 4035 | 4034 | 2006 | Oct | Scholarstown Rd (East of Ballycullen Rd) | WB | 521 | 1096 | 110% | 20.2 | 60 | 57 | -5% | 0.4 | 581 | 1154 | 99% | 19.4 |
| 4067 | 4068 | 2005 | 15/11 | R116 Edmonstown Rd (North of M50) | SB | 100 | 139 | 39% | 3.6 | 9 | 14 | 60% | 1.6 | 109 | 154 | 41% | 3.9 |
| 4072 | 4073 | 2005 | 16/11 | Whitechurch Rd (North of M50) | SB | 163 | 30 | -81% | 13.5 | 0 | 1 | #DIV/0! | 1.5 | 163 | 32 | -81% | 13.3 |
| 5124 | 5117 | 2005 | 16/11 | Balintyre Walk ( West of Southern Cross Rdbt) | SB | 336 | 289 | -14% | 2.7 | 33 | 32 | -3% | 0.2 | 369 | 321 | -13% | 2.6 |
| 5119 | 5124 | 2005 | 16/11 | Ballinteer Rd ( North of Southern Cross Rdbt) | SB | 937 | 486 | -48% | 16.9 | 69 | 77 | 12% | 1.0 | 1006 | 563 | -44% | 15.8 |
| 5136 | 5137 | 2006 | 21/03 | Sandyford Road (South of M50) | SB | 451 | 505 | 12% | 2.5 | 54 | 32 | -41% | 3.4 | 505 | 537 | 6% | 1.4 |
| 5166 | 5167 | 2005 | 06/04 | Lower Kilmacud Rd (South of Drummartin Rd) | SB | 490 | 465 | -5% | 1.2 | 30 | 26 | -13% | 0.7 | 520 | 491 | -6% | 1.3 |
| 5175 | 5176 | 2005 | 06/04 | South Ave (North of Lower Kilmacud Rd) | SB | 318 | 225 | -29% | 5.6 | 9 | 13 | 46% | 1.2 | 327 | 238 | -27% | 5.3 |
| 5018 | 9968 | 2005 | 06/04 | Stillmorgan Rd (North of Lower Kilmacud Rd) | SB | 1077 | 1087 | 1% | 0.3 | 126 | 59 | -53% | 7.0 | 1203 | 1146 | -5% | 1.7 |
| 5047 | 5048 | 2007 | 17/01 | Temple Hill (North of Monskstown Rd) | SB | 1088 | 728 | -33% | 12.0 | 72 | 136 | 89% | 6.3 | 1160 | 864 | -26% | 9.3 |
| | | | | | Total | 8065 | 8234 | 2% | 2 | 591 | 579 | -2% | 1 | 8656 | 8812 | 2% | 2 |

## Outer Cordon - Southern Screenline

### AM Peak (0900-1000) - Inbound direction

| | | | | | | Light Vehicles | | | | Heavey Goods Vehicles | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A Node | Bnode | Year | Date | Location | Dir | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH |
| 4171 | 4163 | 2006 | Oct | Tallaght Rd (East of M50) | EB | 1283 | 785 | -39% | 15.5 | 183 | 182 | -1% | 0.1 | 1466 | 967 | -34% | 14.3 |
| 4017 | 4016 | 2006 | May | Firhouse Rd (East of M50) | EB | 703 | 784 | 11% | 3.0 | 30 | 18 | -40% | 2.5 | 733 | 801 | 9% | 2.5 |
| 4033 | 4032 | 2006 | Oct | Knocklyon Rd (East of Scholarstown Rd) | EB | 169 | 97 | -43% | 6.2 | 0 | 0 | #DIV/0! | 0.4 | 169 | 97 | -42% | 6.2 |
| 4034 | 4035 | 2006 | Oct | Scholarstown Rd (East of Ballycullen Rd) | EB | 522 | 378 | -28% | 6.8 | 114 | 64 | -44% | 5.3 | 636 | 442 | -30% | 8.3 |
| 4068 | 4067 | 2005 | 15/11 | R116 Edmonstown Rd (North of M50) | NB | 84 | 58 | -31% | 3.0 | 0 | 0 | #DIV/0! | #DIV/0! | 84 | 58 | -31% | 3.0 |
| 4073 | 4072 | 2005 | 16/11 | Whitechurch Rd (North of M50) | NB | 52 | 34 | -34% | 2.7 | 0 | 12 | #DIV/0! | 4.8 | 52 | 46 | -12% | 0.9 |
| 5117 | 5124 | 2005 | 16/11 | Balintyre Walk ( West of Southern Cross Rdbt) | NB | 362 | 205 | -43% | 9.3 | 54 | 1 | -99% | 10.2 | 416 | 205 | -51% | 11.9 |
| 5124 | 5119 | 2005 | 16/11 | Ballinteer Rd ( North of Southern Cross Rdbt) | NB | 790 | 620 | -22% | 6.4 | 90 | 91 | 1% | 0.1 | 880 | 711 | -19% | 6.0 |
| 5137 | 5136 | 2006 | 21/03 | Sandyford Road (South of M50) | NB | 462 | 476 | 3% | 0.6 | 36 | 48 | 33% | 1.8 | 498 | 524 | 5% | 1.1 |
| 5167 | 5166 | 2005 | 06/04 | Lower Kilmacud Rd (South of Drummartin Rd) | NB | 430 | 811 | 89% | 15.3 | 39 | 34 | -14% | 0.9 | 469 | 844 | 80% | 14.6 |
| 5176 | 5175 | 2005 | 06/04 | South Ave (North of Lower Kilmacud Rd) | NB | 205 | 165 | -20% | 3.0 | 9 | 11 | 19% | 0.5 | 214 | 176 | -18% | 2.8 |
| 9968 | 5018 | 2005 | 06/04 | Stillmorgan Rd (North of Lower Kilmacud Rd) | NB | 1409 | 1783 | 27% | 9.4 | 105 | 88 | -16% | 1.8 | 1514 | 1870 | 24% | 8.7 |
| 5048 | 5047 | 2005 | 19/01 | Temple Hill (North of Monskstown Rd) | NB | 1288 | 1271 | -1% | 0.5 | 120 | 135 | 13% | 1.3 | 1408 | 1406 | 0% | 0.0 |
| | | | | | Total | 7759 | 7466 | -4% | 3 | 780 | 682 | -13% | 4 | 8539 | 8148 | -5% | 4 |

### AM Peak (0900-1000) - Outbound direction

| | | | | | | Light Vehicles | | | | Heavey Goods Vehicles | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A Node | Bnode | Year | Date | Location | Dir | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH |
| 4163 | 4171 | 2006 | Oct | Tallaght Rd (East of M50) | WB | 1535 | 2075 | 35% | 12.7 | 141 | 144 | 2% | 0.3 | 1676 | 2219 | 32% | 12.3 |
| 4016 | 4017 | 2006 | May | Firhouse Rd (East of M50) | WB | 358 | 489 | 37% | 6.4 | 15 | 13 | -17% | 0.7 | 373 | 502 | 34% | 6.1 |
| 4032 | 4033 | 2006 | Oct | Knocklyon Rd (East of Scholarstown Rd) | WB | 159 | 76 | -53% | 7.7 | 9 | 0 | -97% | 4.1 | 168 | 76 | -55% | 8.4 |
| 4035 | 4034 | 2006 | Oct | Scholarstown Rd (East of Ballycullen Rd) | WB | 609 | 841 | 38% | 8.6 | 102 | 23 | -78% | 10.0 | 711 | 864 | 21% | 5.4 |
| 4067 | 4068 | 2005 | 15/11 | R116 Edmonstown Rd (North of M50) | SB | 89 | 78 | -12% | 1.2 | 3 | 15 | 392% | 3.9 | 92 | 93 | 1% | 0.1 |
| 4072 | 4073 | 2005 | 16/11 | Whitechurch Rd (North of M50) | SB | 98 | 29 | -70% | 8.6 | 3 | 8 | 173% | 2.2 | 101 | 38 | -63% | 7.6 |
| 5124 | 5117 | 2005 | 16/11 | Balintyre Walk ( West of Southern Cross Rdbt) | SB | 201 | 233 | 16% | 2.2 | 33 | 44 | 34% | 1.8 | 234 | 278 | 19% | 2.7 |
| 5119 | 5124 | 2005 | 16/11 | Ballinteer Rd ( North of Southern Cross Rdbt) | SB | 579 | 418 | -28% | 7.2 | 90 | 38 | -57% | 6.4 | 669 | 456 | -32% | 9.0 |
| 5136 | 5137 | 2006 | 21/03 | Sandyford Road (South of M50) | SB | 435 | 445 | 2% | 0.5 | 60 | 23 | -61% | 5.7 | 495 | 468 | -5% | 1.2 |
| 5166 | 5167 | 2005 | 06/04 | Lower Kilmacud Rd (South of Drummartin Rd) | SB | 330 | 305 | -8% | 1.4 | 48 | 55 | 15% | 1.0 | 378 | 360 | -5% | 0.9 |
| 5175 | 5176 | 2005 | 06/04 | South Ave (North of Lower Kilmacud Rd) | SB | 263 | 204 | -23% | 3.9 | 3 | 5 | 83% | 1.2 | 266 | 209 | -21% | 3.7 |
| 5018 | 9968 | 2005 | 06/04 | Stillmorgan Rd (North of Lower Kilmacud Rd) | SB | 918 | 826 | -10% | 3.1 | 156 | 157 | 1% | 0.1 | 1074 | 984 | -8% | 2.8 |
| 5047 | 5048 | 2007 | 17/01 | Temple Hill (North of Monskstown Rd) | SB | 924 | 618 | -33% | 11.0 | 84 | 134 | 60% | 4.8 | 1008 | 752 | -25% | 8.6 |
| | | | | | Total | 6498 | 6636 | 2% | 2 | 747 | 661 | -11% | 3 | 7245 | 7298 | 1% | 1 |

**Outer Cordon - Western Screenline**

**Summary Table**

| | | Count | Flow | Diff | per | GEH |
|---|---|---|---|---|---|---|
| 0700-0800 | IB | 9673 | 10985 | 1312 | 14% | 12.9 |
| | OB | 6467 | 7063 | 596 | 9% | 7.3 |
| | Total | 16140 | 18048 | 1908 | 12% | 14.6 |
| 0800-0900 | IB | 11035 | 11886 | 851 | 8% | 8.0 |
| | OB | 6065 | 6127 | 62 | 1% | 0.8 |
| | Total | 17100 | 18013 | 913 | 5% | 6.9 |
| 0900-1000 | IB | 10334 | 11303 | 969 | 9% | 9.3 |
| | OB | 6509 | 5725 | -784 | -12% | 10.0 |
| | Total | 16843 | 17028 | 185 | 1% | 1.4 |

## Outer Cordon - Western Screenline

### AM Peak (0700-0800) - Inbound direction

| | | | | | | Light Vehicles | | | | Heavey Goods Vehicles | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A Node | Bnode | Year | Date | Location | Dir | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH |
| 1792 | 1906 | 2007 | 19/04 | Ratoath Rd (north of Nephin Rd) | SB | 686 | 959 | -40% | 9.5 | 33 | 128 | -288% | 10.6 | 719 | 1087 | -51% | 12.2 |
| 3431 | 3394 | 2005 | 22/11 | N3 Navan Rd (south of M50) | SB | 1031 | 1697 | -65% | 18.0 | 174 | 337 | -94% | 10.2 | 1205 | 2034 | -69% | 20.6 |
| 3475 | 3474 | 2005 | 22/11 | Castleknock Rd (south of M50) | SB | 873 | 931 | -7% | 1.9 | 12 | 10 | 13% | 0.5 | 885 | 941 | -6% | 1.9 |
| 4317 | 4329 | 2006 | 16/11 | N4 Lucan Rd (East of M50) | EB | 983 | 742 | 24% | 8.2 | 636 | 455 | 28% | 7.7 | 1619 | 1198 | 26% | 11.2 |
| 4378 | 4381 | 2006 | Mar | Ballyfermot Road (East of M50) | EB | 988 | 868 | 12% | 3.9 | 105 | 112 | -6% | 0.6 | 1093 | 980 | 10% | 3.5 |
| 2834 | 2837 | 2006 | Mar | Cedar Brook Avenue (East of Park West Av) | EB | 97 | 68 | 30% | 3.2 | 9 | 1 | 93% | 3.8 | 106 | 69 | 35% | 4.0 |
| 2838 | 2839 | 2006 | Mar | Park West Road (East of Park West Av) | EB | 483 | 279 | 42% | 10.4 | 102 | 40 | 61% | 7.4 | 585 | 319 | 45% | 12.5 |
| 4442 | 4441 | 2006 | Mar | Nangor Road (East of Park West Av) | EB | 916 | 949 | -4% | 1.1 | 150 | 127 | 16% | 2.0 | 1066 | 1076 | -1% | 0.3 |
| 4229 | 4213 | 2005 | 15/11 | Naas Rd (East of M50) | EB | 1966 | 2697 | -37% | 15.1 | 429 | 584 | -36% | 6.9 | 2395 | 3281 | -37% | 16.6 |
| | | | | | Total | 8023 | 9191 | -15% | 13 | 1650 | 1794 | -9% | 3 | 9673 | 10985 | -14% | 13 |

### AM Peak (0700-0800) - Outbound direction

| | | | | | | Light Vehicles | | | | Heavey Goods Vehicles | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A Node | Bnode | Year | Date | Location | Dir | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH |
| 1906 | 1792 | 2007 | 19/04 | Ratoath Rd (north of Nephin Rd) | NB | 113 | 282 | -149% | 12.0 | 15 | 65 | -334% | 7.9 | 128 | 347 | -171% | 14.2 |
| 3394 | 3431 | 2005 | 22/11 | N3 Navan Rd (south of M50) | NB | 1256 | 1007 | 20% | 7.4 | 135 | 400 | -196% | 16.2 | 1391 | 1407 | -1% | 0.4 |
| 3474 | 3475 | 2005 | 22/11 | Castleknock Rd (south of M50) | NB | 142 | 144 | -1% | 0.2 | 0 | 13 | #DIV/0! | 5.1 | 142 | 157 | -11% | 1.2 |
| 4329 | 4317 | 2006 | 16/11 | N4 Lucan Rd (East of M50) | WB | 1782 | 1861 | -4% | 1.9 | 273 | 267 | 2% | 0.3 | 2055 | 2128 | -4% | 1.6 |
| 4381 | 4378 | 2006 | Mar | Ballyfermot Road (East of M50) | WB | 440 | 512 | -16% | 3.3 | 90 | 56 | 38% | 4.0 | 530 | 567 | -7% | 1.6 |
| 2837 | 2834 | 2006 | Mar | Cedar Brook Avenue (East of Park West Av) | WB | 79 | 77 | 2% | 0.2 | 9 | 1 | 87% | 3.5 | 88 | 79 | 11% | 1.0 |
| 2839 | 2838 | 2006 | Mar | Park West Road (East of Park West Av) | WB | 170 | 90 | 47% | 7.0 | 108 | 80 | 26% | 2.9 | 278 | 170 | 39% | 7.3 |
| 4441 | 4442 | 2006 | Mar | Nangor Road (East of Park West Av) | WB | 347 | 323 | 7% | 1.3 | 66 | 112 | -69% | 4.8 | 413 | 435 | -5% | 1.1 |
| 4213 | 4229 | 2005 | 15/11 | Naas Rd (East of M50) | WB | 992 | 1205 | -21% | 6.4 | 450 | 569 | -26% | 5.3 | 1442 | 1774 | -23% | 8.3 |
| | | | | | Total | 5321 | 5502 | -3% | 2 | 1146 | 1562 | -36% | 11 | 6467 | 7063 | -9% | 7 |

## Outer Cordon - Western Screenline

### AM Peak (0800-0900) - Inbound direction

| | | | | | | Light Vehicles | | | | Heavey Goods Vehicles | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A Node | Bnode | Year | Date | Location | Dir | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH |
| 1792 | 1906 | 2007 | 19/04 | Ratoath Rd (north of Nephin Rd) | SB | 802 | 1069 | -33% | 8.7 | 12 | 135 | -1023% | 14.3 | 814 | 1203 | -48% | 12.3 |
| 3431 | 3394 | 2005 | 22/11 | N3 Navan Rd (south of M50) | SB | 1494 | 1614 | -8% | 3.0 | 156 | 226 | -45% | 5.1 | 1650 | 1841 | -12% | 4.6 |
| 3475 | 3474 | 2005 | 22/11 | Castleknock Rd (south of M50) | SB | 679 | 961 | -42% | 9.9 | 3 | 9 | -187% | 2.3 | 682 | 970 | -42% | 10.0 |
| 4317 | 4329 | 2006 | 16/11 | N4 Lucan Rd (East of M50) | EB | 1143 | 1016 | 11% | 3.9 | 627 | 539 | 14% | 3.7 | 1770 | 1555 | 12% | 5.3 |
| 4378 | 4381 | 2006 | Mar | Ballyfermot Road (East of M50) | EB | 989 | 806 | 19% | 6.1 | 99 | 108 | -10% | 0.9 | 1088 | 914 | 16% | 5.5 |
| 2834 | 2837 | 2006 | Mar | Cedar Brook Avenue (East of Park West Av) | EB | 102 | 339 | -233% | 16.0 | 3 | 7 | -131% | 1.8 | 105 | 346 | -230% | 16.1 |
| 2838 | 2839 | 2006 | Mar | Park West Road (East of Park West Av) | EB | 660 | 450 | 32% | 8.9 | 138 | 61 | 56% | 7.7 | 798 | 511 | 36% | 11.2 |
| 4442 | 4441 | 2006 | Mar | Nangor Road (East of Park West Av) | EB | 921 | 1015 | -10% | 3.0 | 180 | 126 | 30% | 4.4 | 1101 | 1141 | -4% | 1.2 |
| 4229 | 4213 | 2005 | 15/11 | Naas Rd (East of M50) | EB | 2625 | 2913 | -11% | 5.5 | 402 | 492 | -22% | 4.3 | 3027 | 3405 | -12% | 6.7 |
| | | | | | Total | 9415 | 10183 | -8% | 8 | 1620 | 1703 | -5% | 2 | 11035 | 11886 | -8% | 8 |

### AM Peak (0800-0900) - Outbound direction

| | | | | | | Light Vehicles | | | | Heavey Goods Vehicles | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A Node | Bnode | Year | Date | Location | Dir | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH |
| 1906 | 1792 | 2007 | 19/04 | Ratoath Rd (north of Nephin Rd) | NB | 208 | 334 | -61% | 7.6 | 21 | 150 | -616% | 14.0 | 229 | 484 | -111% | 13.5 |
| 3394 | 3431 | 2005 | 22/11 | N3 Navan Rd (south of M50) | NB | 1323 | 1290 | 2% | 0.9 | 216 | 212 | 2% | 0.3 | 1539 | 1502 | 2% | 0.9 |
| 3474 | 3475 | 2005 | 22/11 | Castleknock Rd (south of M50) | NB | 105 | 288 | -174% | 13.1 | 12 | 7 | 45% | 1.8 | 117 | 294 | -152% | 12.4 |
| 4329 | 4317 | 2006 | 16/11 | N4 Lucan Rd (East of M50) | WB | 2011 | 1992 | 1% | 0.4 | 282 | 263 | 7% | 1.2 | 2293 | 2255 | 2% | 0.8 |
| 4381 | 4378 | 2006 | Mar | Ballyfermot Road (East of M50) | WB | 591 | 685 | -16% | 3.7 | 69 | 56 | 19% | 1.7 | 660 | 741 | -12% | 3.0 |
| 2837 | 2834 | 2006 | Mar | Cedar Brook Avenue (East of Park West Av) | WB | 134 | 41 | 70% | 10.0 | 9 | 6 | 30% | 1.0 | 143 | 47 | 67% | 9.8 |
| 2839 | 2838 | 2006 | Mar | Park West Road (East of Park West Av) | WB | 219 | 57 | 74% | 13.8 | 132 | 42 | 68% | 9.6 | 351 | 99 | 72% | 16.8 |
| 4441 | 4442 | 2006 | Mar | Nangor Road (East of Park West Av) | WB | 595 | 508 | 15% | 3.7 | 138 | 197 | -43% | 4.5 | 733 | 705 | 4% | 1.1 |
| 4213 | 4229 | 2005 | 15/11 | Naas Rd (East of M50) | WB | 1114 | 1424 | -28% | 8.7 | 516 | 486 | 6% | 1.3 | 1630 | 1910 | -17% | 6.6 |
| | | | | | Total | 6300 | 6618 | -5% | 4 | 1395 | 1419 | -2% | 1 | 7695 | 8037 | -4% | 4 |

## Outer Cordon - Western Screenline

### AM Peak (0900-1000) - Inbound direction

| | | | | | | Light Vehicles | | | | Heavey Goods Vehicles | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A Node | Bnode | Year | Date | Location | Dir | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | Differences | GEH |
| 1792 | 1906 | 2007 | 19/04 | Ratoath Rd (north of Nephin Rd) | SB | 653 | 958 | -47% | 10.7 | 21 | 206 | -880% | 17.4 | 674 | 1163 | 489 | 16.1 |
| 3431 | 3394 | 2005 | 22/11 | N3 Navan Rd (south of M50) | SB | 1255 | 1604 | -28% | 9.2 | 219 | 465 | -112% | 13.3 | 1474 | 2068 | 594 | 14.1 |
| 3475 | 3474 | 2005 | 22/11 | Castleknock Rd (south of M50) | SB | 803 | 955 | -19% | 5.1 | 9 | 7 | 21% | 0.7 | 812 | 963 | 151 | 5.1 |
| 4317 | 4329 | 2006 | 16/11 | N4 Lucan Rd (East of M50) | EB | 1102 | 861 | 22% | 7.7 | 501 | 522 | -4% | 0.9 | 1603 | 1382 | -221 | 5.7 |
| 4378 | 4381 | 2006 | Mar | Ballyfermot Road (East of M50) | EB | 896 | 734 | 18% | 5.7 | 120 | 124 | -4% | 0.4 | 1016 | 858 | -158 | 5.1 |
| 2834 | 2837 | 2006 | Mar | Cedar Brook Avenue (East of Park West Av) | EB | 91 | 129 | -42% | 3.6 | 6 | 2 | 70% | 2.1 | 97 | 131 | 34 | 3.2 |
| 2838 | 2839 | 2006 | Mar | Park West Road (East of Park West Av) | EB | 570 | 313 | 45% | 12.2 | 225 | 51 | 77% | 14.8 | 795 | 364 | -431 | 17.9 |
| 4442 | 4441 | 2006 | Mar | Nangor Road (East of Park West Av) | EB | 704 | 907 | -29% | 7.2 | 300 | 179 | 40% | 7.8 | 1004 | 1086 | 82 | 2.5 |
| 4229 | 4213 | 2005 | 15/11 | Naas Rd (East of M50) | EB | 2217 | 2600 | -17% | 7.8 | 642 | 687 | -7% | 1.7 | 2859 | 3287 | 428 | 7.7 |
| | | | | | Total | 8291 | 9060 | -9% | 8 | 2043 | 2242 | -10% | 4 | 10334 | 11303 | 969 | 9 |

### AM Peak (0900-1000) - Outbound direction

| | | | | | | Light Vehicles | | | | Heavey Goods Vehicles | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A Node | Bnode | Year | Date | Location | Dir | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH |
| 1906 | 1792 | 2007 | 19/04 | Ratoath Rd (north of Nephin Rd) | NB | 184 | 270 | -47% | 5.7 | 21 | 147 | -598% | 13.7 | 205 | 417 | -103% | 12.0 |
| 3394 | 3431 | 2005 | 22/11 | N3 Navan Rd (south of M50) | NB | 1439 | 1220 | 15% | 6.0 | 216 | 220 | -2% | 0.3 | 1655 | 1440 | 13% | 5.5 |
| 3474 | 3475 | 2005 | 22/11 | Castleknock Rd (south of M50) | NB | 269 | 200 | 25% | 4.5 | 12 | 9 | 21% | 0.8 | 281 | 210 | 25% | 4.5 |
| 4329 | 4317 | 2006 | 16/11 | N4 Lucan Rd (East of M50) | WB | 1873 | 1906 | -2% | 0.8 | 372 | 343 | 8% | 1.6 | 2245 | 2249 | 0% | 0.1 |
| 4381 | 4378 | 2006 | Mar | Ballyfermot Road (East of M50) | WB | 593 | 627 | -6% | 1.4 | 129 | 85 | 34% | 4.2 | 722 | 712 | 1% | 0.4 |
| 2837 | 2834 | 2006 | Mar | Cedar Brook Avenue (East of Park West Av) | WB | 125 | 94 | 25% | 3.0 | 3 | 0 | 91% | 2.1 | 128 | 94 | 27% | 3.2 |
| 2839 | 2838 | 2006 | Mar | Park West Road (East of Park West Av) | WB | 289 | 79 | 72% | 15.4 | 231 | 91 | 60% | 11.0 | 520 | 171 | 67% | 18.8 |
| 4441 | 4442 | 2006 | Mar | Nangor Road (East of Park West Av) | WB | 585 | 272 | 53% | 15.1 | 168 | 161 | 4% | 0.5 | 753 | 433 | 42% | 13.1 |
| 4213 | 4229 | 2005 | 15/11 | Naas Rd (East of M50) | WB | 979 | 1209 | -23% | 6.9 | 516 | 598 | -16% | 3.5 | 1495 | 1806 | -21% | 7.7 |
| | | | | | Total | 6336 | 5877 | 7% | 6 | 1668 | 1654 | 1% | 0 | 8004 | 7532 | 6% | 5 |

**Outer Cordon - Northern Screenline**

**Summary Table**

| | | Count | Flow | Diff | per | GEH |
|---|---|---|---|---|---|---|
| 0700-0800 | IB | 6533 | 6363 | -171 | -3% | 2.1 |
| | OB | 6554 | 5027 | -1527 | -23% | 20.1 |
| | Total | 13087 | 11390 | -1698 | -13% | 15.3 |
| 0800-0900 | IB | 6725 | 7992 | 1266 | 19% | 14.8 |
| | OB | 8497 | 6861 | -1636 | -19% | 18.7 |
| | Total | 15222 | 14852 | -370 | -2% | 3.0 |
| 0900-1000 | IB | 6931 | 7390 | 459 | 7% | 5.4 |
| | OB | 7266 | 6593 | -673 | -9% | 8.1 |
| | Total | 14197 | 13984 | -214 | -2% | 1.8 |

## Outer Cordon - Northern Screenline

### AM Peak (0700-0800) - Inbound direction

| | | | | | | Light Vehicles | | | | Heavey Goods Vehicles | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A Node | Bnode | Year | Date | Location | Dir | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH |
| 3504 | 3505 | 2005 | 09/11 | Main St (north of Strand Rd) | SB | 127 | 299 | 136% | 11.8 | 42 | 42 | 0% | 0.0 | 169 | 341 | 102% | 10.8 |
| 1667 | 1665 | 2005 | 09/11 | Grange Rd (north of Toniegee Rd) | SB | 464 | 685 | 48% | 9.2 | 54 | 62 | 15% | 1.1 | 518 | 747 | 44% | 9.1 |
| 1677 | 1676 | 2005 | 24/02 | Malahide Rd (north of Toniegee Rd) | SB | 1110 | 895 | -19% | 6.8 | 126 | 165 | 31% | 3.2 | 1236 | 1060 | -14% | 5.2 |
| 3531 | 1873 | 2006 | 16/11 | M1 (South of M50) | SB | 1928 | 837 | -57% | 29.3 | 207 | 203 | -2% | 0.3 | 2135 | 1041 | -51% | 27.5 |
| 3641 | 3640 | 2005 | 24/11 | Ballymun Rd (south of M50) | SB | 562 | 1044 | 86% | 17.0 | 141 | 138 | -2% | 0.2 | 703 | 1182 | 68% | 15.6 |
| 3751 | 1776 | 2005 | 24/11 | Finglas Rd (south of M50) | SB | 1406 | 1615 | 15% | 5.4 | 367 | 377 | 3% | 0.5 | 1772 | 1992 | 12% | 5.1 |
| | | | | | Total | 5597 | 5375 | -4% | 3 | 937 | 987 | 5% | 2 | 6533 | 6363 | -3% | 2 |

### AM Peak (0700-0800) - Outbound direction

| | | | | | | Light Vehicles | | | | Heavey Goods Vehicles | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A Node | Bnode | Year | Date | Location | Dir | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH |
| 3505 | 3504 | 2005 | 09/11 | Main St (north of Strand Rd) | NB | 383 | 129 | -66% | 15.9 | 102 | 91 | -11% | 1.1 | 485 | 220 | -55% | 14.1 |
| 1665 | 1667 | 2005 | 09/11 | Grange Rd (north of Toniegee Rd) | NB | 587 | 406 | -31% | 8.1 | 60 | 61 | 2% | 0.2 | 647 | 468 | -28% | 7.6 |
| 1676 | 1677 | 2005 | 24/02 | Malahide Rd (north of Toniegee Rd) | NB | 500 | 479 | -4% | 1.0 | 162 | 161 | 0% | 0.1 | 662 | 640 | -3% | 0.9 |
| 1873 | 3531 | 2006 | 16/11 | M1 (South of M50) | NB | 1256 | 1306 | 4% | 1.4 | 444 | 448 | 1% | 0.2 | 1700 | 1754 | 3% | 1.3 |
| 3640 | 3641 | 2005 | 24/11 | Ballymun Rd (south of M50) | NB | 1325 | 384 | -71% | 32.2 | 222 | 226 | 2% | 0.3 | 1547 | 610 | -61% | 28.5 |
| 1776 | 3751 | 2005 | 24/11 | Finglas Rd (south of M50) | NB | 1312 | 1136 | -13% | 5.0 | 201 | 199 | -1% | 0.2 | 1513 | 1335 | -12% | 4.7 |
| | | | | | Total | 5363 | 3840 | -28% | 22 | 1191 | 1187 | 0% | 0 | 6554 | 5027 | -23% | 20 |

## Outer Cordon - Northern Screenline

### AM Peak (0800-0900) - Inbound direction

| | | | | | | Light Vehicles | | | | Heavey Goods Vehicles | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A Node | Bnode | Year | Date | Location | Dir | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH |
| 3504 | 3505 | 2005 | 09/11 | Main St (north of Strand Rd) | SB | 314 | 726 | 131% | 18.1 | 42 | 38 | -8% | 0.6 | 356 | 765 | 115% | 17.3 |
| 1667 | 1665 | 2005 | 09/11 | Grange Rd (north of Toniegee Rd) | SB | 802 | 923 | 15% | 4.1 | 42 | 36 | -15% | 1.0 | 844 | 958 | 14% | 3.8 |
| 1677 | 1676 | 2005 | 24/02 | Malahide Rd (north of Toniegee Rd) | SB | 812 | 998 | 23% | 6.2 | 96 | 103 | 7% | 0.7 | 908 | 1101 | 21% | 6.1 |
| 3531 | 1873 | 2006 | 16/11 | M1 (South of M50) | SB | 1722 | 1894 | 10% | 4.0 | 210 | 193 | -8% | 1.2 | 1932 | 2086 | 8% | 3.4 |
| 3641 | 3640 | 2005 | 24/11 | Ballymun Rd (south of M50) | SB | 570 | 976 | 71% | 14.6 | 192 | 211 | 10% | 1.3 | 762 | 1187 | 56% | 13.6 |
| 3751 | 1776 | 2005 | 24/11 | Finglas Rd (south of M50) | SB | 1525 | 1488 | -2% | 1.0 | 398 | 406 | 2% | 0.4 | 1923 | 1894 | -2% | 0.7 |
| | | | | | Total | 5745 | 7005 | 22% | 16 | 980 | 987 | 1% | 0 | 6725 | 7992 | 19% | 15 |

### AM Peak (0800-0900) - Outbound direction

| | | | | | | Light Vehicles | | | | Heavey Goods Vehicles | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A Node | Bnode | Year | Date | Location | Dir | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH |
| 3505 | 3504 | 2005 | 09/11 | Main St (north of Strand Rd) | NB | 682 | 280 | -59% | 18.3 | 138 | 96 | -31% | 3.9 | 820 | 375 | -54% | 18.2 |
| 1665 | 1667 | 2005 | 09/11 | Grange Rd (north of Toniegee Rd) | NB | 1018 | 771 | -24% | 8.3 | 69 | 64 | -8% | 0.7 | 1087 | 835 | -23% | 8.1 |
| 1676 | 1677 | 2005 | 24/02 | Malahide Rd (north of Toniegee Rd) | NB | 922 | 814 | -12% | 3.7 | 168 | 169 | 1% | 0.1 | 1090 | 983 | -10% | 3.3 |
| 1873 | 3531 | 2006 | 16/11 | M1 (South of M50) | NB | 1414 | 1389 | -2% | 0.7 | 408 | 408 | 0% | 0.0 | 1822 | 1796 | -1% | 0.6 |
| 3640 | 3641 | 2005 | 24/11 | Ballymun Rd (south of M50) | NB | 1427 | 711 | -50% | 21.9 | 318 | 323 | 2% | 0.3 | 1745 | 1034 | -41% | 19.1 |
| 1776 | 3751 | 2005 | 24/11 | Finglas Rd (south of M50) | NB | 1603 | 1485 | -7% | 3.0 | 330 | 353 | 7% | 1.2 | 1933 | 1838 | -5% | 2.2 |
| | | | | | Total | 7066 | 5449 | -23% | 20 | 1431 | 1412 | -1% | 1 | 8497 | 6861 | -19% | 19 |

## Outer Cordon - Northern Screenline

### AM Peak (0900-1000) - Inbound direction

| | | | | | | Light Vehicles | | | | Heavey Goods Vehicles | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A Node | Bnode | Year | Date | Location | Dir | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH |
| 3504 | 3505 | 2005 | 09/11 | Main St (north of Strand Rd) | SB | 316 | 516 | 63% | 9.8 | 102 | 96 | -6% | 0.6 | 418 | 612 | 46% | 8.5 |
| 1667 | 1665 | 2005 | 09/11 | Grange Rd (north of Toniegee Rd) | SB | 829 | 892 | 8% | 2.2 | 57 | 56 | -2% | 0.2 | 886 | 948 | 7% | 2.1 |
| 1677 | 1676 | 2005 | 24/02 | Malahide Rd (north of Toniegee Rd) | SB | 1036 | 827 | -20% | 6.9 | 225 | 217 | -4% | 0.6 | 1261 | 1043 | -17% | 6.4 |
| 3531 | 1873 | 2006 | 16/11 | M1 (South of M50) | SB | 1582 | 1285 | -19% | 7.8 | 288 | 287 | -1% | 0.1 | 1870 | 1572 | -16% | 7.2 |
| 3641 | 3640 | 2005 | 24/11 | Ballymun Rd (south of M50) | SB | 533 | 961 | 80% | 15.7 | 210 | 220 | 5% | 0.7 | 743 | 1181 | 59% | 14.1 |
| 3751 | 1776 | 2005 | 24/11 | Finglas Rd (south of M50) | SB | 1279 | 1552 | 21% | 7.3 | 474 | 482 | 2% | 0.4 | 1753 | 2034 | 16% | 6.5 |
| | | | | | Total | 5575 | 6033 | 8% | 6 | 1356 | 1358 | 0% | 0 | 6931 | 7390 | 7% | 5 |

### AM Peak (0900-1000) - Outbound direction

| | | | | | | Light Vehicles | | | | Heavey Goods Vehicles | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A Node | Bnode | Year | Date | Location | Dir | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH |
| 3505 | 3504 | 2005 | 09/11 | Main St (north of Strand Rd) | NB | 384 | 329 | -14% | 2.9 | 138 | 59 | -57% | 7.9 | 522 | 388 | -26% | 6.3 |
| 1665 | 1667 | 2005 | 09/11 | Grange Rd (north of Toniegee Rd) | NB | 791 | 759 | -4% | 1.2 | 69 | 75 | 8% | 0.7 | 860 | 833 | -3% | 0.9 |
| 1676 | 1677 | 2005 | 24/02 | Malahide Rd (north of Toniegee Rd) | NB | 810 | 771 | -5% | 1.4 | 159 | 146 | -8% | 1.1 | 969 | 916 | -5% | 1.7 |
| 1873 | 3531 | 2006 | 16/11 | M1 (South of M50) | NB | 1201 | 1402 | 17% | 5.6 | 393 | 385 | -2% | 0.4 | 1594 | 1787 | 12% | 4.7 |
| 3640 | 3641 | 2005 | 24/11 | Ballymun Rd (south of M50) | NB | 1150 | 570 | -50% | 19.8 | 318 | 337 | 6% | 1.1 | 1468 | 908 | -38% | 16.3 |
| 1776 | 3751 | 2005 | 24/11 | Finglas Rd (south of M50) | NB | 1523 | 1405 | -8% | 3.1 | 330 | 356 | 8% | 1.4 | 1853 | 1761 | -5% | 2.2 |
| | | | | | Total | 5859 | 5236 | -11% | 8 | 1407 | 1357 | -4% | 1 | 7266 | 6593 | -9% | 8 |

## M50 Counts

### Summary Table

| | | Count | Flow | Diff | per | GEH |
|---|---|---|---|---|---|---|
| 0700 - 0800 | Total | 43225 | 36820 | -6405 | -15% | 32.0 |
| 0800 - 0900 | Total | 40521 | 39555 | -966 | -2% | 4.8 |
| 0900 - 1000 | Total | 39595 | 39486 | -109 | 0% | 0.5 |

### AM Peak (0700-0800)

| | | | | | | Light Vehicles | | | | Heavey Goods Vehicles | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A Node | Bnode | Year | Date | Location | Direction | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH |
| 3533 | 3644 | 2006 | Weekday | Turnapin M50-23 | WB | 2419 | 2447 | -1% | 0.6 | 631 | 644 | -2% | 0.5 | 3050 | 3091 | -1% | 0.7 |
| 3644 | 3533 | 2006 | Weekday | Turnapin M50-23 | EB | 2270 | 1760 | 22% | 11.4 | 674 | 683 | -1% | 0.3 | 2944 | 2443 | 17% | 9.7 |
| 3642 | 3754 | 2006 | Weekday | Finglas M50-22 | WB | 2251 | 2194 | 3% | 1.2 | 835 | 788 | 6% | 1.6 | 3085 | 2983 | 3% | 1.9 |
| 3754 | 3642 | 2006 | Weekday | Finglas M50-22 | EB | 3134 | 2485 | 21% | 12.2 | 817 | 544 | 33% | 10.5 | 3951 | 3029 | 23% | 15.6 |
| 3752 | 3434 | 2006 | Weekday | Blanch North M50-21 | SB | 2379 | 3037 | -28% | 12.6 | 793 | 498 | 37% | 11.6 | 3172 | 3535 | -11% | 6.3 |
| 3434 | 3752 | 2006 | Weekday | Blanch North M50-21 | NB | 3266 | 2792 | 15% | 8.6 | 738 | 520 | 29% | 8.7 | 4004 | 3312 | 17% | 11.4 |
| 3432 | 3362 | 2006 | Weekday | Blanch Toll M50-20 | SB | 2814 | 3322 | -18% | 9.2 | 938 | 0 | 100% | 43.3 | 3752 | 3322 | 11% | 7.2 |
| 3362 | 3432 | 2006 | Weekday | Blanch Toll M50-20 | NB | 2849 | 2680 | 6% | 3.2 | 950 | 0 | 100% | 43.6 | 3798 | 2680 | 29% | 19.6 |
| 4172 | 4091 | 2006 | Weekday | Balrothery M50-16 | SB | 3196 | 2200 | 31% | 19.2 | 612 | 646 | -6% | 1.4 | 3808 | 2846 | 25% | 16.7 |
| 4091 | 4172 | 2006 | Weekday | Balrothery M50-16 | NB | 3438 | 3035 | 12% | 7.1 | 543 | 449 | 17% | 4.2 | 3981 | 3484 | 12% | 8.1 |
| 4096 | 4095 | 2006 | Weekday | Ballinteer M50-15 | SB | 3105 | 2373 | 24% | 14.0 | 490 | 490 | 0% | 0.0 | 3595 | 2863 | 20% | 12.9 |
| 4095 | 4096 | 2006 | Weekday | Ballinteer M50-15 | NB | 3429 | 2582 | 25% | 15.5 | 657 | 651 | 1% | 0.2 | 4086 | 3233 | 21% | 14.1 |
| | | | | | Total | 34549 | 30907 | 11% | 20 | 8676 | 5913 | 32% | 32 | 43225 | 36820 | 15% | 32 |

## M50 Counts

### AM Peak (0800-0900)

| | | | | | | Light Vehicles | | | | Heavey Goods Vehicles | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A Node | Bnode | Year | Date | Location | Direction | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH |
| 3533 | 3644 | 2006 | Weekday | Turnapin M50-23 | WB | 2152 | 2420 | -12% | 5.6 | 639 | 635 | 1% | 0.1 | 2791 | 3055 | -9% | 4.9 |
| 3644 | 3533 | 2006 | Weekday | Turnapin M50-23 | EB | 2075 | 1733 | 16% | 7.8 | 692 | 718 | -4% | 1.0 | 2767 | 2451 | 11% | 6.2 |
| 3642 | 3754 | 2006 | Weekday | Finglas M50-22 | WB | 2230 | 2537 | -14% | 6.3 | 743 | 744 | 0% | 0.0 | 2974 | 3281 | -10% | 5.5 |
| 3754 | 3642 | 2006 | Weekday | Finglas M50-22 | EB | 2854 | 2466 | 14% | 7.5 | 847 | 662 | 22% | 6.7 | 3700 | 3128 | 15% | 9.8 |
| 3752 | 3434 | 2006 | Weekday | Blanch North M50-21 | SB | 2444 | 3298 | -35% | 15.9 | 815 | 618 | 24% | 7.3 | 3259 | 3916 | -20% | 11.0 |
| 3434 | 3752 | 2006 | Weekday | Blanch North M50-21 | NB | 2958 | 2969 | 0% | 0.2 | 878 | 578 | 34% | 11.1 | 3835 | 3548 | 7% | 4.7 |
| 3432 | 3362 | 2006 | Weekday | Blanch Toll M50-20 | SB | 2708 | 3523 | -30% | 14.6 | 1004 | 281 | 72% | 28.5 | 3712 | 3805 | -2% | 1.5 |
| 3362 | 3432 | 2006 | Weekday | Blanch Toll M50-20 | NB | 2731 | 2816 | -3% | 1.6 | 1013 | 155 | 85% | 35.5 | 3744 | 2971 | 21% | 13.4 |
| 4172 | 4091 | 2006 | Weekday | Balrothery M50-16 | SB | 2557 | 2074 | 19% | 10.0 | 577 | 585 | -1% | 0.3 | 3134 | 2659 | 15% | 8.8 |
| 4091 | 4172 | 2006 | Weekday | Balrothery M50-16 | NB | 3274 | 3424 | -5% | 2.6 | 517 | 528 | -2% | 0.5 | 3791 | 3952 | -4% | 2.6 |
| 4096 | 4095 | 2006 | Weekday | Ballinteer M50-15 | SB | 2596 | 2991 | -15% | 7.5 | 497 | 509 | -2% | 0.5 | 3093 | 3500 | -13% | 7.1 |
| 4095 | 4096 | 2006 | Weekday | Ballinteer M50-15 | NB | 3035 | 2725 | 10% | 5.8 | 685 | 565 | 18% | 4.8 | 3720 | 3290 | 12% | 7.3 |
| | | | | | Total | 31614 | 32977 | -4% | 8 | 8906 | 6578 | 26% | 26 | 40521 | 39555 | 2% | 5 |

### AM Peak (0900-1000)

| | | | | | | Light Vehicles | | | | Heavey Goods Vehicles | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A Node | Bnode | Year | Date | Location | Direction | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH | Callibration Count | Flow | % Diff | GEH |
| 3533 | 3644 | 2006 | Weekday | Turnapin M50-23 | WB | 2030 | 2318 | -14% | 6.2 | 831 | 828 | 0% | 0.1 | 2861 | 3147 | -10% | 5.2 |
| 3644 | 3533 | 2006 | Weekday | Turnapin M50-23 | EB | 1898 | 1821 | 4% | 1.8 | 851 | 857 | -1% | 0.2 | 2749 | 2678 | 3% | 1.4 |
| 3642 | 3754 | 2006 | Weekday | Finglas M50-22 | WB | 2267 | 2167 | 4% | 2.1 | 1016 | 1006 | 1% | 0.3 | 3284 | 3173 | 3% | 1.9 |
| 3754 | 3642 | 2006 | Weekday | Finglas M50-22 | EB | 2529 | 2494 | 1% | 0.7 | 1035 | 662 | 36% | 12.8 | 3564 | 3156 | 11% | 7.0 |
| 3752 | 3434 | 2006 | Weekday | Blanch North M50-21 | SB | 2384 | 3046 | -28% | 12.7 | 1069 | 724 | 32% | 11.5 | 3452 | 3770 | -9% | 5.3 |
| 3434 | 3752 | 2006 | Weekday | Blanch North M50-21 | NB | 2600 | 3100 | -19% | 9.4 | 1063 | 551 | 48% | 18.0 | 3663 | 3651 | 0% | 0.2 |
| 3432 | 3362 | 2006 | Weekday | Blanch Toll M50-20 | SB | 2384 | 3416 | -43% | 19.2 | 1362 | 13 | 99% | 51.5 | 3746 | 3429 | 8% | 5.3 |
| 3362 | 3432 | 2006 | Weekday | Blanch Toll M50-20 | NB | 2305 | 2995 | -30% | 13.4 | 1220 | 0 | 100% | 49.4 | 3526 | 2995 | 15% | 9.3 |
| 4172 | 4091 | 2006 | Weekday | Balrothery M50-16 | SB | 2383 | 2087 | 12% | 6.3 | 707 | 757 | -7% | 1.8 | 3090 | 2844 | 8% | 4.5 |
| 4091 | 4172 | 2006 | Weekday | Balrothery M50-16 | NB | 2716 | 3369 | -24% | 11.8 | 708 | 583 | 18% | 4.9 | 3424 | 3952 | -15% | 8.7 |
| 4096 | 4095 | 2006 | Weekday | Ballinteer M50-15 | SB | 2192 | 2609 | -19% | 8.5 | 650 | 650 | 0% | 0.0 | 2843 | 3260 | -15% | 7.6 |
| 4095 | 4096 | 2006 | Weekday | Ballinteer M50-15 | NB | 2617 | 2666 | -2% | 0.9 | 777 | 766 | 1% | 0.4 | 3394 | 3432 | -1% | 0.7 |
| | | | | | Total | 28306 | 32089 | -13% | 22 | 11290 | 7398 | 34% | 40 | 39595 | 39486 | 0% | 1 |

# APPENDIX E

## GEH STATISTICS AND CALIBRATION RESULTS OFF SCREENLINES

# E1. GEH STATISTICS

***Inner Cordon GEH proportions***

| | | GEH Criteria % of Links | | |
|---|---|---|---|---|
| Time Period | Direction | <5 | <7.5 | <10 |
| 07:00 - 08:00 | IB | 46% | 75% | 86% |
| | OB | 46% | 64% | 75% |
| | Total | 46% | 70% | 80% |
| 08:00 - 09:00 | IB | 57% | 61% | 75% |
| | OB | 61% | 68% | 82% |
| | Total | 54% | 64% | 75% |
| 09:00 - 10:00 | IB | 46% | 61% | 68% |
| | OB | 43% | 71% | 79% |
| | Total | 38% | 55% | 69% |

***Outer Cordon GEH proportions***

| | | GEH Criteria % of Links | | |
|---|---|---|---|---|
| Time Period | Direction | <5 | <7.5 | <10 |
| 07:00 - 08:00 | IB | 29% | 57% | 86% |
| | OB | 50% | 64% | 79% |
| | Total | 39% | 61% | 82% |
| 08:00 - 09:00 | IB | 29% | 57% | 86% |
| | OB | 50% | 57% | 68% |
| | Total | 39% | 57% | 77% |
| 09:00 - 10:00 | IB | 29% | 57% | 86% |
| | OB | 50% | 64% | 79% |
| | Total | 39% | 61% | 82% |

***Combined Cordon GEH proportions***

| | | GEH Criteria % of Links | | |
|---|---|---|---|---|
| Time Period | Direction | <5 | <7.5 | <10 |
| 07:00 - 08:00 | IB | 38% | 66% | 86% |
| | OB | 48% | 64% | 77% |
| | Total | 43% | 65% | 81% |
| 08:00 - 09:00 | IB | 43% | 59% | 80% |
| | OB | 55% | 63% | 75% |
| | Total | 49% | 61% | 78% |
| 09:00 - 10:00 | IB | 38% | 59% | 77% |
| | OB | 46% | 68% | 79% |
| | Total | 42% | 63% | 78% |

***M50 Cordon GEH proportions***

| | | GEH Criteria % of Links | | |
|---|---|---|---|---|
| Time Period | Direction | <5 | <7.5 | <10 |
| 07:00 - 08:00 | Both | 17% | 33% | 50% |
| 08:00 - 09:00 | Both | 33% | 67% | 83% |
| 09:00 - 10:00 | Both | 42% | 75% | 100% |

***All other Counts GEH proportions***

| | | GEH Criteria % of Links | | |
|---|---|---|---|---|
| Time Period | Direction | <5 | <7.5 | <10 |
| 07:00 - 08:00 | Both | 35% | 50% | 63% |
| 08:00 - 09:00 | Both | 39% | 55% | 68% |
| 09:00 - 10:00 | Both | 38% | 56% | 70% |

***All Counts GEH proportions***

| | | GEH Criteria % of Links | | |
|---|---|---|---|---|
| Time Period | Direction | <5 | <7.5 | <10 |
| 07:00 - 08:00 | Both | 36% | 52% | 65% |
| 08:00 - 09:00 | Both | 40% | 56% | 69% |
| 09:00 - 10:00 | Both | 39% | 58% | 72% |

# E2. OFF SCREENLINE COUNT ANALYSIS

**Additional Count Comparisons not included in the Cordon Analysis**

AM1 - 07:00 - 08:00

| | | | | | | AM1 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | HGV | | | | Car | | | | Total | | | |
| A Node | B Node | Location | Direction | Year | Date | Count | Model | % Diff | GEH | Count | Model | % Diff | Car | Count | Model | % Diff | Car |
| 1101 | 1306 | North Wall Quay | E to W | 2006 | Nov | 404 | 460 | 14% | 2.7 | 544 | 185 | -66% | 18.8 | 948 | 645 | -32% | 10.7 |
| 1102 | 2212 | East Wall Rd / N Wall Quay / E Link Toll Bridge | To C | 2006 | 18/05 | 249 | 159 | -36% | 6.3 | 917 | 696 | -24% | 7.8 | 1166 | 855 | -27% | 9.8 |
| 1103 | 1309 | Sheriff St Upper | E to W | 2006 | Nov | 134 | 342 | 156% | 13.5 | 430 | 414 | -4% | 0.8 | 563 | 756 | 34% | 7.5 |
| 1105 | 1106 | East Wall Rd / Tolka Quay | To C | 2006 | 18/05 | 261 | 220 | -16% | 2.7 | 310 | 231 | -26% | 4.8 | 571 | 451 | -21% | 5.3 |
| 1105 | 1121 | East Wall Rd / Tolka Quay | To A | 2006 | 18/05 | 396 | 445 | 12% | 2.4 | 348 | 356 | 2% | 0.4 | 744 | 801 | 8% | 2.0 |
| 1106 | 1105 | East Wall Rd / Tolka Quay | Fm C | 2006 | 18/05 | 852 | 602 | -29% | 9.3 | 68 | 64 | -5% | 0.4 | 920 | 667 | -28% | 9.0 |
| 1113 | 1131 | Ossory Road | N to S | 2006 | Nov | 5 | 0 | -100% | 3.0 | 121 | 14 | -89% | 13.0 | 125 | 14 | -89% | 13.3 |
| 1121 | 1105 | East Wall Rd / Tolka Quay | Fm A | 2006 | 18/05 | 219 | 219 | 0% | 0.0 | 628 | 608 | -3% | 0.8 | 847 | 827 | -2% | 0.7 |
| 1131 | 1113 | Ossory Road | 0 | 2006 | Nov | 6 | 0 | -100% | 3.5 | 84 | 94 | 12% | 1.1 | 90 | 94 | 4% | 0.4 |
| 1301 | 1302 | Eden Quay | W to E | 2005 | 22/02 | 369 | 397 | 8% | 1.4 | 1103 | 452 | -59% | 23.3 | 1472 | 850 | -42% | 18.3 |
| 1301 | 1361 | O'Connell Street | S to N | 2005 | 22/02 | 126 | 22 | -83% | 12.1 | 500 | 439 | -12% | 2.8 | 626 | 461 | -26% | 7.1 |
| 1301 | 2001 | O'Connell Bridge | N to S | 2005 | 22/02 | 105 | 104 | -1% | 0.1 | 1022 | 1083 | 6% | 1.9 | 1127 | 1187 | 5% | 1.8 |
| 1302 | 1303 | 0 | W to E | 2005 | 22/02 | 372 | 398 | 7% | 1.3 | 1173 | 394 | -66% | 27.8 | 1545 | 793 | -49% | 22.0 |
| 1302 | 1351 | Marlborough St / Abbey St Lwr | Fm C | 2006 | 17/05 | 0 | 0 | #DIV/0! | #DIV/0! | 25 | 59 | 136% | 5.2 | 25 | 59 | 136% | 5.2 |
| 1303 | 1304 | 0 | W to E | 2005 | 22/02 | 384 | 451 | 17% | 3.3 | 1265 | 566 | -55% | 23.1 | 1649 | 1016 | -38% | 17.3 |
| 1303 | 1311 | Abbey St Lwr / Beresford Pl | Fm C | 2006 | 17/05 | 96 | 193 | 101% | 8.1 | 1372 | 1131 | -18% | 6.8 | 1468 | 1324 | -10% | 3.8 |
| 1306 | 1101 | North Wall Quay | 0 | 2006 | Nov | 515 | 371 | -28% | 6.8 | 62 | 76 | 24% | 1.8 | 576 | 447 | -22% | 5.7 |
| 1309 | 1103 | Sheriff St Upper | 0 | 2006 | Nov | 47 | 135 | 190% | 9.3 | 273 | 218 | -20% | 3.5 | 319 | 352 | 10% | 1.8 |
| 1312 | 1313 | Abbey St Lwr / Beresford Pl | To D | 2006 | 17/05 | 30 | 171 | 471% | 14.1 | 752 | 1355 | 80% | 18.6 | 782 | 1527 | 95% | 21.9 |
| 1312 | 1341 | Abbey St Lwr / Beresford Pl | To A | 2006 | 17/05 | 84 | 89 | 5% | 0.5 | 762 | 800 | 5% | 1.4 | 846 | 888 | 5% | 1.4 |
| 1333 | 1334 | NORTH CIRCULAR ROAD (A4) | 2 E to W | 2006 | May | 126 | 119 | -6% | 0.6 | 494 | 190 | -62% | 16.5 | 620 | 309 | -50% | 14.5 |
| 1334 | 1333 | NORTH CIRCULAR ROAD (A4) | 1 W to E | 2006 | May | 99 | 168 | 69% | 5.9 | 820 | 415 | -49% | 16.3 | 919 | 583 | -37% | 12.3 |
| 1334 | 1394 | North Circular Road (E) | E to W | 2005 | 07/11 | 201 | 143 | -29% | 4.4 | 310 | 249 | -20% | 3.6 | 511 | 392 | -23% | 5.6 |
| 1346 | 1393 | Gardiner Street Upper | E to W | 2005 | 07/11 | 69 | 51 | -27% | 2.4 | 356 | 303 | -15% | 2.9 | 425 | 353 | -17% | 3.6 |
| 1351 | 1302 | Marlborough St / Abbey St Lwr | To C | 2006 | 17/05 | 9 | 0 | -100% | 4.2 | 103 | 0 | -100% | 14.3 | 112 | 0 | -100% | 14.9 |
| 1351 | 1311 | Marlborough St / Abbey St Lwr | To D | 2006 | 17/05 | 24 | 0 | -100% | 6.9 | 134 | 1 | -99% | 16.2 | 158 | 1 | -99% | 17.6 |
| 1352 | 1351 | Marlborough St / Abbey St Lwr | Fm A | 2006 | 17/05 | 21 | 0 | -100% | 6.5 | 207 | 192 | -7% | 1.0 | 228 | 192 | -16% | 2.5 |
| 1359 | 1392 | Temple Street | E to W | 2005 | 07/11 | 12 | 12 | 1% | 0.0 | 139 | 266 | 91% | 8.9 | 151 | 278 | 84% | 8.7 |
| 1361 | 1301 | O'Connell Street | N to S | 2005 | 22/02 | 48 | 58 | 21% | 1.4 | 448 | 682 | 52% | 9.9 | 496 | 741 | 49% | 9.8 |
| 1367 | 1391 | North Frederick Street | E to W | 2005 | 07/11 | 0 | 2 | #DIV/0! | 2.2 | 7 | 3 | -54% | 1.7 | 7 | 6 | -19% | 0.5 |
| 1372 | 1390 | Granby Row | E to W | 2005 | 07/11 | 36 | 1 | -98% | 8.3 | 183 | 62 | -66% | 11.0 | 219 | 62 | -72% | 13.2 |
| 1373 | 1301 | BACHELOR'S WALK (A1) | 1 E to W | 2006 | May | 384 | 273 | -29% | 6.1 | 1311 | 776 | -41% | 16.6 | 1695 | 1050 | -38% | 17.4 |
| 1382 | 1377 | 0 | W to E | 2005 | 22/02 | 321 | 275 | -14% | 2.7 | 1749 | 911 | -48% | 23.0 | 2070 | 1186 | -43% | 21.9 |
| 1382 | 2005 | Capel Street Bridge | N to S | 2005 | 22/02 | 126 | 99 | -21% | 2.5 | 586 | 624 | 6% | 1.5 | 712 | 723 | 2% | 0.4 |
| 1383 | 1382 | Capel Street | N to S | 2005 | 22/02 | 144 | 118 | -18% | 2.2 | 649 | 634 | -2% | 0.6 | 793 | 753 | -5% | 1.4 |
| 1384 | 1383 | Capel Street | N to S | 2005 | 22/02 | 111 | 120 | 8% | 0.9 | 563 | 606 | 8% | 1.8 | 674 | 726 | 8% | 2.0 |
| 1389 | 1390 | Dorset Street Upper (S) | S to N | 2005 | 07/11 | 99 | 95 | -4% | 0.4 | 537 | 282 | -47% | 12.6 | 636 | 377 | -41% | 11.5 |
| 1390 | 1391 | Dorset Street Upper (N) | S to N | 2005 | 07/11 | 102 | 96 | -5% | 0.6 | 621 | 186 | -70% | 21.6 | 723 | 283 | -61% | 19.6 |
| 1390 | 1406 | St. Mary's Place | E to W | 2005 | 07/11 | 21 | 20 | -6% | 0.3 | 95 | 188 | 98% | 7.8 | 116 | 208 | 79% | 7.2 |
| 1391 | 1390 | Dorset Street Upper (N) | N toS | 2005 | 07/11 | 132 | 128 | -3% | 0.3 | 769 | 270 | -65% | 21.9 | 901 | 398 | -56% | 19.7 |
| 1391 | 1392 | Dorset Street Lower (N) | S to N | 2005 | 07/11 | 102 | 109 | 7% | 0.7 | 667 | 209 | -69% | 21.9 | 769 | 319 | -59% | 19.3 |
| 1392 | 1391 | Dorset Street Lower (N) | N to S | 2005 | 07/11 | 135 | 126 | -7% | 0.8 | 761 | 264 | -65% | 22.0 | 896 | 390 | -57% | 20.0 |
| 1392 | 1393 | Dorset Street Lower (N) | S to N | 2005 | 07/11 | 108 | 137 | 27% | 2.7 | 698 | 324 | -54% | 16.6 | 806 | 461 | -43% | 13.7 |

**Additional Count Comparisons not included in the Cordon Analysis**

AM1 - 07:00 - 08:00

| | | | | | | AM1 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | HGV | | | | Car | | | | Total | | | |
| 1392 | 1417 | Eccles Street | E to W | 2005 | 07/11 | 9 | 6 | -39% | 1.3 | 233 | 411 | 77% | 9.9 | 242 | 417 | 72% | 9.6 |
| 1393 | 1346 | Gardiner Street Upper | W to E | 2005 | 07/11 | 195 | 32 | -84% | 15.3 | 732 | 554 | -24% | 7.0 | 927 | 585 | -37% | 12.4 |
| 1393 | 1392 | Dorset Street Lower (N) | N to S | 2005 | 07/11 | 135 | 137 | 1% | 0.1 | 908 | 739 | -19% | 5.9 | 1043 | 876 | -16% | 5.4 |
| 1393 | 1394 | Dorset Street Lower (N) | S to N | 2005 | 07/11 | 180 | 186 | 3% | 0.4 | 882 | 560 | -36% | 12.0 | 1062 | 746 | -30% | 10.5 |
| 1393 | 1409 | Synott Place | E to W | 2005 | 07/11 | 9 | 4 | -52% | 1.8 | 155 | 114 | -26% | 3.5 | 164 | 118 | -28% | 3.8 |
| 1394 | 1334 | North Circular Road (E) | W to E | 2005 | 07/11 | 174 | 142 | -18% | 2.5 | 359 | 485 | 35% | 6.1 | 533 | 627 | 18% | 3.9 |
| 1394 | 1393 | Dorset Street Lower (N) | N to S | 2005 | 07/11 | 186 | 163 | -12% | 1.7 | 1319 | 968 | -27% | 10.4 | 1505 | 1131 | -25% | 10.3 |
| 1394 | 1413 | North Circular Road (W) | E to W | 2005 | 07/11 | 165 | 143 | -13% | 1.8 | 278 | 218 | -22% | 3.8 | 443 | 361 | -18% | 4.1 |
| 1395 | 1382 | Ormond Quay | W to E | 2005 | 22/02 | 285 | 256 | -10% | 1.7 | 1679 | 902 | -46% | 21.6 | 1964 | 1159 | -41% | 20.4 |
| 1396 | 1383 | Marys Street | W to E | 2005 | 22/02 | 0 | 0 | #DIV/0! | 0.1 | 27 | 13 | -54% | 3.2 | 27 | 13 | -53% | 3.2 |
| 1407 | 1391 | Blesssington Street | W to E | 2005 | 07/11 | 12 | 13 | 8% | 0.3 | 161 | 26 | -84% | 13.9 | 173 | 39 | -77% | 13.0 |
| 1408 | 1415 | 0 | from B | 2007 | 19/04 | 0 | 4 | #DIV/0! | 2.8 | 100 | 87 | -13% | 1.4 | 100 | 91 | -9% | 1.0 |
| 1409 | 1393 | Synott Place | W to E | 2005 | 07/11 | 147 | 7 | -95% | 15.9 | 363 | 372 | 3% | 0.5 | 510 | 379 | -26% | 6.2 |
| 1410 | 1411 | Dorset Street Lower (N) | S to N | 2005 | 07/11 | 246 | 219 | -11% | 1.8 | 940 | 662 | -30% | 9.8 | 1186 | 881 | -26% | 9.5 |
| 1411 | 1410 | Dorset Street Lower (N) | N to S | 2005 | 07/11 | 231 | 242 | 5% | 0.7 | 1696 | 1440 | -15% | 6.5 | 1927 | 1682 | -13% | 5.8 |
| 1411 | 1851 | Drumcondra Road Lower (S) | S to N | 2005 | 07/11 | 249 | 227 | -9% | 1.4 | 916 | 691 | -25% | 7.9 | 1165 | 919 | -21% | 7.6 |
| 1413 | 1394 | North Circular Road (W) | W to E | 2005 | 07/11 | 174 | 83 | -52% | 8.0 | 309 | 336 | 9% | 1.5 | 483 | 419 | -13% | 3.0 |
| 1414 | 1415 | 0 | from A | 2007 | 19/04 | 63 | 148 | 135% | 8.3 | 482 | 372 | -23% | 5.3 | 545 | 520 | -5% | 1.1 |
| 1415 | 1408 | 0 | to B | 2007 | 19/04 | 18 | 1 | -94% | 5.5 | 507 | 571 | 13% | 2.7 | 525 | 572 | 9% | 2.0 |
| 1415 | 1414 | 0 | to A | 2007 | 19/04 | 45 | 98 | 117% | 6.2 | 625 | 678 | 8% | 2.1 | 670 | 776 | 16% | 3.9 |
| 1415 | 1416 | 0 | to C | 2007 | 19/04 | 57 | 151 | 165% | 9.2 | 543 | 420 | -23% | 5.6 | 600 | 571 | -5% | 1.2 |
| 1416 | 1415 | 0 | from C | 2007 | 19/04 | 57 | 101 | 78% | 5.0 | 1093 | 1243 | 14% | 4.4 | 1150 | 1344 | 17% | 5.5 |
| 1416 | 1428 | 0 | from B | 2007 | 19/04 | 51 | 151 | 197% | 10.0 | 522 | 420 | -20% | 4.7 | 573 | 571 | 0% | 0.1 |
| 1417 | 1392 | Eccles Street | W to E | 2005 | 07/11 | 51 | 22 | -58% | 4.9 | 292 | 178 | -39% | 7.4 | 343 | 200 | -42% | 8.7 |
| 1420 | 1468 | 0 | from C | 2007 | 19/04 | 3 | 13 | 350% | 3.7 | 232 | 388 | 67% | 8.9 | 235 | 402 | 71% | 9.4 |
| 1427 | 1428 | 0 | from C | 2007 | 19/04 | 66 | 109 | 66% | 4.6 | 621 | 431 | -31% | 8.3 | 687 | 540 | -21% | 5.9 |
| 1428 | 1416 | 0 | to B | 2007 | 19/04 | 42 | 101 | 141% | 7.0 | 1056 | 1243 | 18% | 5.5 | 1098 | 1344 | 22% | 7.0 |
| 1428 | 1427 | 0 | to C | 2007 | 19/04 | 30 | 77 | 156% | 6.4 | 731 | 1041 | 42% | 10.4 | 761 | 1117 | 47% | 11.6 |
| 1428 | 1431 | 0 | Wbd | 2007 | Apr | 54 | 145 | 169% | 9.1 | 569 | 389 | -32% | 8.2 | 623 | 534 | -14% | 3.7 |
| 1431 | 1428 | 0 | Ebd | 2007 | Apr | 42 | 101 | 141% | 7.0 | 802 | 1018 | 27% | 7.2 | 844 | 1119 | 33% | 8.8 |
| 1454 | 1464 | Blackhall Place/ Blackhall Street | From C | 2005 | 17/05 | 57 | 0 | -100% | 10.6 | 296 | 38 | -87% | 19.9 | 353 | 39 | -89% | 22.5 |
| 1460 | 1465 | Blackhall Place/ King Street North | From A | 2005 | 17/05 | 54 | 36 | -33% | 2.7 | 423 | 343 | -19% | 4.1 | 477 | 379 | -20% | 4.7 |
| 1461 | 1451 | 0 | 0 | 2007 | 24/04 | 138 | 180 | 30% | 3.3 | 1117 | 810 | -27% | 9.9 | 1255 | 990 | -21% | 7.9 |
| 1461 | 1462 | 0 | 0 | 2007 | 24/04 | 72 | 36 | -49% | 4.8 | 371 | 321 | -14% | 2.7 | 443 | 357 | -19% | 4.3 |
| 1463 | 1464 | 0 | from C | 2007 | 24/04 | 69 | 36 | -47% | 4.5 | 369 | 320 | -13% | 2.6 | 438 | 357 | -19% | 4.1 |
| 1464 | 1460 | Blackhall Place/ Blackhall Street | To B | 2005 | 17/05 | 54 | 37 | -32% | 2.6 | 417 | 359 | -14% | 3.0 | 471 | 395 | -16% | 3.6 |
| 1464 | 1463 | Blackhall Place/ Blackhall Street | To A | 2005 | 17/05 | 45 | 0 | -100% | 9.5 | 260 | 0 | -100% | 22.8 | 305 | 0 | -100% | 24.7 |
| 1465 | 1455 | Blackhall Place/ King Street North | To C | 2005 | 17/05 | 72 | 58 | -20% | 1.8 | 950 | 937 | -1% | 0.4 | 1022 | 995 | -3% | 0.9 |
| 1465 | 1466 | Blackhall Place/ King Street North | To B | 2005 | 17/05 | 30 | 21 | -31% | 1.8 | 281 | 215 | -24% | 4.2 | 311 | 236 | -24% | 4.6 |
| 1466 | 1456 | Rosemount Terrace / Stoneybatter / Brunswick Street North | To B | 2005 | 17/05 | 42 | 64 | 53% | 3.0 | 548 | 526 | -4% | 0.9 | 590 | 590 | 0% | 0.0 |
| 1466 | 1465 | Blackhall Place/ King Street North | From B | 2005 | 17/05 | 45 | 41 | -10% | 0.7 | 871 | 778 | -11% | 3.3 | 916 | 818 | -11% | 3.3 |
| 1466 | 1467 | Rosemount Terrace / Stoneybatter / Brunswick Street North | To A | 2005 | 17/05 | 18 | 18 | -2% | 0.1 | 183 | 117 | -36% | 5.4 | 201 | 135 | -33% | 5.1 |
| 1466 | 1478 | Rosemount Terrace / Stoneybatter / Brunswick Street North | To D | 2005 | 17/05 | 3 | 0 | -84% | 1.9 | 86 | 15 | -83% | 10.1 | 89 | 15 | -83% | 10.2 |

**Additional Count Comparisons not included in the Cordon Analysis**

AM1 - 07:00 - 08:00

| | | | | | | AM1 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | HGV | | | | Car | | | | Total | | | |
| 1467 | 1466 | Rosemount Terrace / Stoneybatter / Brunswick Street North | From A | 2005 | 17/05 | 63 | 32 | -50% | 4.6 | 1070 | 613 | -43% | 15.8 | 1133 | 645 | -43% | 16.4 |
| 1467 | 1468 | 0 | from B | 2007 | 19/04 | 51 | 18 | -65% | 5.7 | 216 | 131 | -39% | 6.4 | 267 | 149 | -44% | 8.2 |
| 1467 | 1473 | 0 | to D | 2007 | 24/04 | 0 | 0 | #DIV/0! | #DIV/0! | 39 | 3 | -94% | 8.0 | 39 | 3 | -94% | 8.0 |
| 1468 | 1420 | 0 | to C | 2007 | 19/04 | 9 | 5 | -39% | 1.3 | 30 | 56 | 86% | 3.9 | 39 | 61 | 57% | 3.1 |
| 1468 | 1467 | 0 | to B | 2007 | 19/04 | 54 | 31 | -42% | 3.5 | 799 | 576 | -28% | 8.5 | 853 | 608 | -29% | 9.1 |
| 1468 | 1469 | 0 | to A | 2007 | 19/04 | 45 | 20 | -57% | 4.5 | 187 | 104 | -44% | 6.9 | 232 | 124 | -47% | 8.1 |
| 1469 | 1468 | 0 | from A | 2007 | 19/04 | 54 | 20 | -63% | 5.6 | 568 | 189 | -67% | 19.5 | 622 | 209 | -66% | 20.2 |
| 1473 | 1467 | Stoneybatter / Manor Place / Kirwan Street | From A | 2005 | 17/05 | 3 | 0 | -99% | 2.4 | 202 | 18 | -91% | 17.6 | 205 | 18 | -91% | 17.7 |
| 1474 | 1461 | 0 | 0 | 2007 | 24/04 | 174 | 200 | 15% | 1.9 | 1248 | 1020 | -18% | 6.8 | 1422 | 1220 | -14% | 5.6 |
| 1478 | 1466 | Rosemount Terrace / Stoneybatter / Brunswick Street North | From D | 2005 | 17/05 | 21 | 71 | 236% | 7.3 | 243 | 598 | 146% | 17.3 | 264 | 669 | 153% | 18.7 |
| 1651 | 1676 | Ardlea Rd/Malahide Rd/Brookwood Av/Malahide Rd | SE to NW | 2005 | 24/02 | 42 | 41 | -2% | 0.1 | 361 | 381 | 6% | 1.0 | 403 | 422 | 5% | 0.9 |
| 1667 | 3511 | B5 | 2 S to N | 2005 | 09/11 | 177 | 54 | -70% | 11.5 | 1338 | 110 | -92% | 45.6 | 1515 | 164 | -89% | 46.6 |
| 1675 | 1676 | Ardlea Rd/Malahide Rd/Brookwood Av/Malahide Rd | SW to NE | 2005 | 24/02 | 165 | 129 | -22% | 3.0 | 454 | 221 | -51% | 12.7 | 619 | 350 | -44% | 12.2 |
| 1676 | 1651 | Ardlea Rd/Malahide Rd/Brookwood Av/Malahide Rd | NW to SE | 2005 | 24/02 | 84 | 90 | 7% | 0.6 | 627 | 383 | -39% | 10.9 | 711 | 472 | -34% | 9.8 |
| 1676 | 1675 | Ardlea Rd/Malahide Rd/Brookwood Av/Malahide Rd | NE to SW | 2005 | 24/02 | 114 | 86 | -25% | 2.8 | 786 | 641 | -18% | 5.4 | 900 | 727 | -19% | 6.1 |
| 1676 | 1819 | Ardlea Rd/Malahide Rd/Brookwood Av/Malahide Rd | SE to NW | 2005 | 24/02 | 24 | 1 | -97% | 6.6 | 321 | 84 | -74% | 16.6 | 345 | 85 | -75% | 17.7 |
| 1711 | 1851 | Whitworth Street | W to E | 2005 | 07/11 | 168 | 137 | -18% | 2.5 | 509 | 493 | -3% | 0.7 | 677 | 630 | -7% | 1.8 |
| 1819 | 1676 | Ardlea Rd/Malahide Rd/Brookwood Av/Malahide Rd | NW to SE | 2005 | 24/02 | 51 | 1 | -98% | 9.8 | 309 | 71 | -77% | 17.2 | 360 | 72 | -80% | 19.6 |
| 1829 | 1846 | B6 | 2 S to N | 2005 | 23/11 | 6 | 33 | 446% | 6.1 | 413 | 171 | -59% | 14.2 | 419 | 203 | -51% | 12.2 |
| 1846 | 1829 | CLONSHAUGH ROAD | 1 N to S | 2005 | 23/11 | 6 | 23 | 276% | 4.4 | 205 | 341 | 66% | 8.2 | 211 | 364 | 72% | 9.0 |
| 1851 | 1411 | Drumcondra Road Lower (S) | N to S | 2005 | 07/11 | 270 | 242 | -11% | 1.8 | 1690 | 1438 | -15% | 6.4 | 1960 | 1680 | -14% | 6.6 |
| 1851 | 1711 | Whitworth Street | E to W | 2005 | 07/11 | 84 | 87 | 4% | 0.4 | 120 | 108 | -10% | 1.2 | 204 | 195 | -4% | 0.6 |
| 1851 | 1852 | DRUMCONDRA ROAD LOWER / WHITWORTH ROAD | S to N | 2005 | 07/11 | 192 | 199 | 4% | 0.5 | 816 | 711 | -13% | 3.8 | 1008 | 910 | -10% | 3.2 |
| 1852 | 1851 | Drumcondra Road Lower (N) | N to S | 2005 | 07/11 | 129 | 160 | 24% | 2.6 | 1205 | 1008 | -16% | 5.9 | 1334 | 1168 | -12% | 4.7 |
| 1855 | 1856 | Drumcondra Road Upper | S to N | 2005 | 06/11 | 135 | 294 | 118% | 10.9 | 822 | 842 | 2% | 0.7 | 957 | 1136 | 19% | 5.5 |
| 1856 | 1855 | Drumcondra Road Upper | N to S | 2005 | 06/11 | 105 | 103 | -2% | 0.2 | 971 | 1250 | 29% | 8.4 | 1076 | 1353 | 26% | 8.0 |
| 1859 | 1861 | M1 (A3) | 1 S to N | 2006 | May | 321 | 328 | 2% | 0.4 | 870 | 1149 | 32% | 8.8 | 1191 | 1477 | 24% | 7.8 |
| 1861 | 1859 | M1 (A3) | 2 N to S | 2006 | May | 99 | 0 | -100% | 14.1 | 843 | 0 | -100% | 41.1 | 942 | 0 | -100% | 43.4 |
| 1861 | 1871 | 0 | Nbd | 2007 | Apr | 87 | 301 | 246% | 15.4 | 884 | 873 | -1% | 0.4 | 971 | 1174 | 21% | 6.2 |
| 1871 | 1861 | 0 | Sbd | 2007 | Apr | 57 | 0 | -100% | 10.7 | 1365 | 0 | -100% | 52.2 | 1422 | 0 | -100% | 53.3 |
| 1901 | 1911 | 0 | from A | 2007 | 19/04 | 6 | 25 | 310% | 4.8 | 157 | 256 | 63% | 6.9 | 163 | 281 | 72% | 7.9 |
| 1904 | 1906 | 0 | from A | 2007 | 19/04 | 30 | 36 | 21% | 1.1 | 511 | 160 | -69% | 19.2 | 541 | 196 | -64% | 17.9 |
| 1906 | 1904 | 0 | to A | 2007 | 19/04 | 36 | 77 | 114% | 5.5 | 559 | 646 | 16% | 3.6 | 595 | 723 | 22% | 5.0 |
| 1906 | 1914 | 0 | from A | 2007 | 19/04 | 6 | 42 | 599% | 7.3 | 267 | 241 | -10% | 1.6 | 273 | 283 | 4% | 0.6 |
| 1906 | 1915 | 0 | from A | 2007 | 17/04 | 60 | 44 | -26% | 2.2 | 724 | 305 | -58% | 18.5 | 784 | 350 | -55% | 18.2 |
| 1908 | 1911 | 0 | from B | 2007 | 19/04 | 54 | 122 | 126% | 7.2 | 344 | 241 | -30% | 6.0 | 398 | 363 | -9% | 1.8 |
| 1911 | 1901 | 0 | to A | 2007 | 19/04 | 3 | 79 | 2519% | 11.8 | 44 | 135 | 207% | 9.6 | 47 | 214 | 354% | 14.6 |
| 1911 | 1908 | 0 | to B | 2007 | 19/04 | 42 | 48 | 15% | 0.9 | 685 | 595 | -13% | 3.6 | 727 | 643 | -12% | 3.2 |
| 1911 | 1912 | 0 | to C | 2007 | 19/04 | 51 | 96 | 88% | 5.3 | 325 | 259 | -20% | 3.9 | 376 | 355 | -6% | 1.1 |
| 1912 | 1911 | 0 | from C | 2007 | 19/04 | 36 | 56 | 56% | 3.0 | 553 | 701 | 27% | 5.9 | 589 | 757 | 29% | 6.5 |
| 1912 | 1913 | 0 | from B | 2007 | 19/04 | 69 | 95 | 37% | 2.8 | 390 | 257 | -34% | 7.4 | 459 | 352 | -23% | 5.3 |
| 1913 | 1903 | 0 | to A | 2007 | 19/04 | 0 | 12 | #DIV/0! | 5.0 | 34 | 65 | 91% | 4.4 | 34 | 77 | 127% | 5.8 |
| 1913 | 1912 | 0 | to B | 2007 | 19/04 | 45 | 63 | 41% | 2.5 | 639 | 747 | 17% | 4.1 | 684 | 811 | 19% | 4.6 |

**Additional Count Comparisons not included in the Cordon Analysis**

AM1 - 07:00 - 08:00

| | | | | | | | AM1 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | HGV | | | | Car | | | | Total | | | |
| 1913 | 1914 | | 0 | from B | 2007 | 19/04 | 69 | 83 | 21% | 1.6 | 369 | 195 | -47% | 10.3 | 438 | 279 | -36% | 8.4 |
| 1914 | 1906 | | 0 | to A | 2007 | 19/04 | 0 | 14 | #DIV/0! | 5.3 | 49 | 36 | -26% | 1.9 | 49 | 50 | 3% | 0.2 |
| 1914 | 1913 | | 0 | to B | 2007 | 19/04 | 45 | 52 | 15% | 1.0 | 552 | 640 | 16% | 3.6 | 597 | 692 | 16% | 3.7 |
| 1914 | 1915 | Navan Road | | 0 | 2006 | Nov | 116 | 108 | -7% | 0.8 | 439 | 229 | -48% | 11.5 | 555 | 337 | -39% | 10.3 |
| 1914 | 1917 | | 0 | to C | 2007 | 19/04 | 54 | 50 | -8% | 0.6 | 643 | 307 | -52% | 15.4 | 697 | 357 | -49% | 14.8 |
| 1915 | 1906 | | 0 | to A | 2007 | 17/04 | 51 | 49 | -3% | 0.2 | 436 | 242 | -45% | 10.6 | 487 | 291 | -40% | 9.9 |
| 1915 | 1914 | | 0 | to B | 2007 | 17/04 | 69 | 50 | -27% | 2.4 | 911 | 615 | -32% | 10.7 | 980 | 665 | -32% | 11.0 |
| 1915 | 1916 | | 0 | from B | 2007 | 17/04 | 72 | 113 | 57% | 4.3 | 520 | 290 | -44% | 11.4 | 592 | 403 | -32% | 8.5 |
| 1915 | 1921 | Navan Road / Nephin Road | | To D | 2005 | 17/05 | 18 | 42 | 133% | 4.4 | 171 | 393 | 130% | 13.2 | 189 | 435 | 130% | 13.9 |
| 1916 | 1915 | Navan Road / Nephin Road | | From A | 2005 | 17/05 | 156 | 54 | -65% | 9.9 | 1105 | 726 | -34% | 12.5 | 1261 | 780 | -38% | 15.1 |
| 1916 | 1918 | | 0 | from B | 2007 | 17/04 | 72 | 111 | 54% | 4.1 | 592 | 269 | -55% | 15.6 | 664 | 379 | -43% | 12.5 |
| 1917 | 1914 | Old Cabra Road / Cabra Road / Ratoath Road | | From D | 2005 | 17/05 | 45 | 42 | -8% | 0.5 | 258 | 84 | -67% | 13.3 | 303 | 126 | -58% | 12.1 |
| 1918 | 1916 | | 0 | to B | 2007 | 17/04 | 42 | 52 | 25% | 1.5 | 996 | 418 | -58% | 21.7 | 1038 | 471 | -55% | 20.6 |
| 1918 | 3421 | Navan Road / Ashtown Roundabout | | From C | 2005 | 17/05 | 171 | 115 | -33% | 4.7 | 604 | 547 | -10% | 2.4 | 775 | 662 | -15% | 4.2 |
| 1919 | 1920 | | 0 | from B | 2007 | 17/04 | 0 | 62 | #DIV/0! | 11.2 | 94 | 219 | 133% | 10.0 | 94 | 282 | 200% | 13.7 |
| 1920 | 1919 | Blackhorse Avenue / Skreen Road | | To C | 2005 | 17/05 | 24 | 40 | 68% | 2.9 | 619 | 643 | 4% | 1.0 | 643 | 684 | 6% | 1.6 |
| 1920 | 1921 | | 0 | to C | 2007 | 17/04 | 15 | 65 | 332% | 7.9 | 78 | 298 | 281% | 16.0 | 93 | 362 | 290% | 17.8 |
| 1921 | 1915 | | 0 | from C | 2007 | 17/04 | 9 | 50 | 457% | 7.6 | 166 | 298 | 80% | 8.7 | 175 | 348 | 99% | 10.7 |
| 1921 | 1920 | Blackhorse Avenue / Skreen Road | | From A | 2005 | 17/05 | 24 | 41 | 72% | 3.0 | 618 | 730 | 18% | 4.3 | 642 | 771 | 20% | 4.9 |
| 1921 | 1922 | | 0 | to C | 2007 | 17/04 | 6 | 18 | 207% | 3.6 | 128 | 164 | 28% | 2.9 | 134 | 182 | 36% | 3.8 |
| 1922 | 1921 | | 0 | from C | 2007 | 17/04 | 3 | 6 | 86% | 1.2 | 674 | 498 | -26% | 7.3 | 677 | 504 | -26% | 7.1 |
| 1922 | 3471 | | 0 | from B | 2007 | 17/04 | 0 | 18 | #DIV/0! | 6.1 | 65 | 132 | 103% | 6.7 | 65 | 150 | 131% | 8.2 |
| 2001 | 1301 | O'Connell Bridge | | S to N | 2005 | 22/02 | 159 | 191 | 20% | 2.4 | 667 | 510 | -24% | 6.5 | 826 | 700 | -15% | 4.5 |
| 2001 | 2002 | | | Wbd | 2007 | Apr | 135 | 577 | 327% | 23.4 | 672 | 202 | -70% | 22.5 | 807 | 778 | -4% | 1.0 |
| 2001 | 2151 | D'Olier Street | | N to S | 2005 | 22/02 | 207 | 160 | -23% | 3.5 | 1456 | 1138 | -22% | 8.8 | 1663 | 1298 | -22% | 9.5 |
| 2004 | 2005 | Wellington Quay | | E to W | 2005 | 22/02 | 552 | 580 | 5% | 1.2 | 581 | 242 | -58% | 16.7 | 1133 | 823 | -27% | 9.9 |
| 2005 | 2008 | Parliament Street | | N to S | 2005 | 22/02 | 162 | 94 | -42% | 6.0 | 391 | 557 | 43% | 7.6 | 553 | 651 | 18% | 4.0 |
| 2008 | 2018 | Parliament Street | | N to S | 2005 | 22/02 | 162 | 94 | -42% | 6.0 | 384 | 470 | 22% | 4.1 | 546 | 564 | 3% | 0.8 |
| 2011 | 2001 | | 0 | S to N | 2005 | 22/02 | 186 | 181 | -3% | 0.4 | 729 | 317 | -56% | 18.0 | 915 | 498 | -46% | 15.7 |
| 2011 | 2006 | Fleet Street | | E to W | 2005 | 22/02 | 21 | 0 | -100% | 6.5 | 55 | 9 | -84% | 8.2 | 76 | 9 | -88% | 10.3 |
| 2011 | 2151 | | 0 | W to E | 2005 | 22/02 | 9 | 25 | 182% | 4.0 | 184 | 126 | -31% | 4.6 | 193 | 152 | -21% | 3.1 |
| 2012 | 2011 | Westmoreland Street | | S to N | 2005 | 22/02 | 228 | 206 | -10% | 1.5 | 966 | 558 | -42% | 14.8 | 1194 | 765 | -36% | 13.7 |
| 2012 | 2013 | College Street | | N to S | 2005 | 22/02 | 126 | 151 | 20% | 2.1 | 1242 | 735 | -41% | 16.1 | 1368 | 886 | -35% | 14.4 |
| 2013 | 2012 | College Street | | S to N | 2005 | 22/02 | 222 | 206 | -7% | 1.1 | 874 | 500 | -43% | 14.3 | 1096 | 707 | -36% | 13.0 |
| 2013 | 2014 | College Green | | N to W | 2005 | 22/02 | 36 | 96 | 166% | 7.4 | 556 | 325 | -42% | 11.0 | 592 | 420 | -29% | 7.6 |
| 2013 | 2081 | Grafton Street | | N to S | 2005 | 22/02 | 90 | 55 | -39% | 4.1 | 706 | 408 | -42% | 12.6 | 796 | 463 | -42% | 13.3 |
| 2014 | 2013 | College Green | | W to N | 2005 | 22/02 | 222 | 206 | -7% | 1.1 | 874 | 500 | -43% | 14.3 | 1096 | 707 | -36% | 13.0 |
| 2014 | 2015 | | 0 | E to W | 2005 | 22/02 | 86 | 96 | 12% | 1.1 | 520 | 295 | -43% | 11.1 | 606 | 391 | -35% | 9.6 |
| 2015 | 2014 | Dame St / Anglesea St | | To C | 2006 | 17/05 | 120 | 205 | 71% | 6.7 | 794 | 467 | -41% | 13.0 | 914 | 672 | -26% | 8.6 |
| 2015 | 2016 | Dame Street | | E to W | 2005 | 22/02 | 84 | 92 | 10% | 0.9 | 389 | 179 | -54% | 12.4 | 473 | 271 | -43% | 10.4 |
| 2015 | 2061 | Trinity Street | | N to S | 2005 | 22/02 | 75 | 27 | -64% | 6.7 | 184 | 405 | 120% | 12.9 | 259 | 432 | 67% | 9.3 |
| 2016 | 2015 | Dame Street | | W to E | 2005 | 22/02 | 230 | 228 | 0% | 0.1 | 884 | 710 | -20% | 6.1 | 1113 | 939 | -16% | 5.4 |
| 2016 | 2017 | Dame Street | | E to W | 2005 | 22/02 | 90 | 99 | 10% | 1.0 | 272 | 189 | -30% | 5.4 | 362 | 289 | -20% | 4.1 |

**Additional Count Comparisons not included in the Cordon Analysis**

AM1 - 07:00 - 08:00

| | | | | | | AM1 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | HGV | | | | Car | | | | Total | | | |
| 2016 | 2041 | South Georges Street | N to S | 2005 | 22/02 | 36 | 30 | -18% | 1.1 | 220 | 116 | -47% | 8.0 | 256 | 146 | -43% | 7.8 |
| 2017 | 2016 | Dame Street | W to E | 2005 | 22/02 | 210 | 228 | 8% | 1.2 | 808 | 708 | -12% | 3.6 | 1018 | 936 | -8% | 2.6 |
| 2017 | 2018 | Dame Street | E to W | 2005 | 22/02 | 153 | 99 | -35% | 4.8 | 751 | 189 | -75% | 25.9 | 904 | 289 | -68% | 25.2 |
| 2018 | 2017 | Dame Street | W to E | 2005 | 22/02 | 111 | 228 | 105% | 9.0 | 350 | 708 | 102% | 15.6 | 461 | 936 | 103% | 18.0 |
| 2018 | 2019 | Lord Edward Street | E to W | 2005 | 22/02 | 159 | 170 | 7% | 0.9 | 861 | 495 | -43% | 14.1 | 1020 | 665 | -35% | 12.2 |
| 2019 | 2018 | Lord Edward Street | W to E | 2005 | 22/02 | 63 | 205 | 225% | 12.3 | 261 | 582 | 123% | 15.6 | 324 | 787 | 143% | 19.6 |
| 2031 | 2043 | St Stephen Street Upper | W to E | 2005 | 22/02 | 18 | 16 | -12% | 0.5 | 173 | 254 | 47% | 5.6 | 191 | 270 | 41% | 5.2 |
| 2041 | 2016 | South Georges Street | S to N | 2005 | 22/02 | 39 | 36 | -7% | 0.4 | 182 | 128 | -30% | 4.4 | 221 | 164 | -26% | 4.1 |
| 2041 | 2042 | South Georges Street | N to S | 2005 | 22/02 | 36 | 30 | -18% | 1.1 | 226 | 116 | -49% | 8.4 | 262 | 146 | -44% | 8.2 |
| 2042 | 2041 | South Georges Street | S to N | 2005 | 22/02 | 39 | 36 | -7% | 0.4 | 182 | 128 | -30% | 4.4 | 221 | 164 | -26% | 4.1 |
| 2042 | 2043 | 0 | N to S | 2005 | 22/02 | 30 | 30 | -2% | 0.1 | 228 | 95 | -58% | 10.4 | 258 | 125 | -52% | 9.6 |
| 2042 | 2062 | Exchequer Street | W to E | 2005 | 22/02 | 57 | 0 | -100% | 10.7 | 100 | 75 | -25% | 2.7 | 157 | 75 | -52% | 7.7 |
| 2043 | 2042 | 0 | S to N | 2005 | 22/02 | 81 | 36 | -55% | 5.8 | 283 | 196 | -31% | 5.6 | 364 | 232 | -36% | 7.6 |
| 2043 | 2044 | Aungier Street | N to S | 2005 | 22/02 | 30 | 31 | 2% | 0.1 | 233 | 110 | -53% | 9.4 | 263 | 140 | -47% | 8.6 |
| 2043 | 2065 | St Stephen Street Lower | W to E | 2005 | 22/02 | 18 | 15 | -19% | 0.8 | 151 | 190 | 26% | 3.0 | 169 | 205 | 21% | 2.6 |
| 2044 | 2043 | Aungier Street | S to N | 2005 | 22/02 | 72 | 36 | -49% | 4.8 | 259 | 242 | -7% | 1.1 | 331 | 278 | -16% | 3.0 |
| 2080 | 2014 | Church Lane | S to N | 2005 | 22/02 | 45 | 0 | -100% | 9.5 | 109 | 94 | -14% | 1.5 | 154 | 94 | -39% | 5.4 |
| 2081 | 2082 | Nassau Street | W to E | 2005 | 22/02 | 87 | 55 | -37% | 3.8 | 701 | 408 | -42% | 12.4 | 788 | 463 | -41% | 13.0 |
| 2082 | 2101 | Leinster Street | W to E | 2005 | 22/02 | 159 | 146 | -8% | 1.0 | 1173 | 688 | -41% | 15.9 | 1332 | 834 | -37% | 15.1 |
| 2083 | 2082 | 0 | S to N | 2005 | 22/02 | 138 | 92 | -33% | 4.3 | 581 | 254 | -56% | 16.0 | 719 | 346 | -52% | 16.1 |
| 2083 | 2102 | Moles Worth Street | W to E | 2005 | 22/02 | 57 | 42 | -27% | 2.2 | 533 | 96 | -82% | 24.6 | 590 | 138 | -77% | 23.7 |
| 2084 | 2083 | Dawson Street | S to N | 2005 | 22/02 | 150 | 134 | -11% | 1.4 | 1177 | 560 | -52% | 20.9 | 1327 | 694 | -48% | 19.9 |
| 2085 | 2084 | Dawson Street | S to N | 2005 | 22/02 | 141 | 134 | -5% | 0.6 | 1163 | 541 | -53% | 21.3 | 1304 | 675 | -48% | 20.0 |
| 2101 | 2102 | Kildare Street | N to S | 2005 | 22/02 | 53 | 54 | 4% | 0.3 | 350 | 351 | 0% | 0.1 | 402 | 405 | 1% | 0.1 |
| 2101 | 2131 | ANPR Ebd on Leinster St S | Ebd | 2006 | 17/05 | 87 | 92 | 5% | 0.5 | 799 | 338 | -58% | 19.3 | 886 | 430 | -52% | 17.8 |
| 2102 | 2083 | Moles Worth Street | E to W | 2005 | 22/02 | 27 | 0 | -100% | 7.3 | 21 | 59 | 181% | 6.0 | 48 | 59 | 23% | 1.5 |
| 2102 | 2103 | ANPR Sbd on Kildare St | Sbd | 2006 | 17/05 | 117 | 96 | -18% | 2.1 | 688 | 281 | -59% | 18.5 | 805 | 377 | -53% | 17.6 |
| 2103 | 2085 | St Stephen's Street | E to W | 2005 | 22/02 | 105 | 134 | 27% | 2.6 | 1210 | 742 | -39% | 15.0 | 1315 | 876 | -33% | 13.3 |
| 2103 | 2104 | St Stephen's Street | W to E | 2005 | 22/02 | 99 | 96 | -3% | 0.3 | 764 | 311 | -59% | 19.5 | 863 | 407 | -53% | 18.1 |
| 2104 | 2103 | St Stephen's Street | E to W | 2005 | 22/02 | 105 | 134 | 27% | 2.6 | 1210 | 742 | -39% | 15.0 | 1315 | 876 | -33% | 13.3 |
| 2104 | 2121 | Merrion Row / Ely Pl / Merrion St Upr / Baggot St | Fm B | 2006 | 17/05 | 84 | 96 | 14% | 1.3 | 661 | 311 | -53% | 15.9 | 745 | 407 | -45% | 14.1 |
| 2105 | 2104 | St Stephens Grn E / Hume St | To A | 2006 | 17/05 | 171 | 134 | -22% | 3.0 | 1337 | 742 | -44% | 18.4 | 1508 | 876 | -42% | 18.3 |
| 2106 | 2105 | St Stephens Grn E / Hume St | Fm B | 2006 | 17/05 | 150 | 134 | -11% | 1.4 | 1168 | 683 | -42% | 15.9 | 1318 | 817 | -38% | 15.3 |
| 2121 | 2122 | Merrion Row / Ely Pl / Merrion St Upr / Baggot St | To D | 2006 | 17/05 | 144 | 151 | 5% | 0.6 | 854 | 513 | -40% | 13.0 | 998 | 664 | -33% | 11.6 |
| 2121 | 2125 | Merrion Sq / Merrion St Upr | Fm B | 2006 | 17/05 | 6 | 0 | -100% | 3.4 | 40 | 48 | 20% | 1.2 | 46 | 48 | 4% | 0.3 |
| 2125 | 2121 | Merrion Sq / Merrion St Upr | To B | 2006 | 17/05 | 87 | 55 | -37% | 3.8 | 429 | 307 | -29% | 6.4 | 516 | 362 | -30% | 7.4 |
| 2125 | 2128 | Merrion Sq / Merrion St Upr | To C | 2006 | 17/05 | 12 | 20 | 69% | 2.1 | 101 | 145 | 43% | 4.0 | 113 | 165 | 46% | 4.4 |
| 2125 | 2130 | Merrion Sq / Merrion St Upr | To A | 2006 | 17/05 | 6 | 17 | 183% | 3.2 | 93 | 155 | 67% | 5.6 | 99 | 172 | 74% | 6.3 |
| 2128 | 2125 | Merrion Sq / Merrion St Upr | Fm C | 2006 | 17/05 | 15 | 13 | -13% | 0.5 | 103 | 285 | 176% | 13.0 | 118 | 298 | 152% | 12.5 |
| 2130 | 2125 | Merrion Sq / Merrion St Upr | Fm A | 2006 | 17/05 | 84 | 75 | -11% | 1.1 | 480 | 460 | -4% | 0.9 | 564 | 535 | -5% | 1.3 |
| 2130 | 2132 | Merrion Sq / Clare St | Fm C | 2006 | 17/05 | 6 | 17 | 184% | 3.3 | 84 | 166 | 98% | 7.4 | 90 | 183 | 104% | 8.0 |
| 2131 | 2132 | Merrion Sq / Clare St | Fm B | 2006 | 17/05 | 30 | 30 | 0% | 0.0 | 416 | 61 | -85% | 23.0 | 446 | 91 | -80% | 21.7 |
| 2131 | 2141 | Lincoln Place | W to E | 2005 | 22/02 | 60 | 87 | 45% | 3.2 | 539 | 486 | -10% | 2.3 | 599 | 573 | -4% | 1.1 |

**Additional Count Comparisons not included in the Cordon Analysis**

AM1 - 07:00 - 08:00

| | | | | | | AM1 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | HGV | | | | Car | | | | Total | | | |
| 2132 | 2130 | Merrion Sq / Clare St | To C | 2006 | 17/05 | 72 | 75 | 4% | 0.3 | 479 | 539 | 13% | 2.7 | 551 | 614 | 11% | 2.6 |
| 2132 | 2131 | Merrion Sq / Clare St | To B | 2006 | 17/05 | 24 | 25 | 4% | 0.2 | 425 | 327 | -23% | 5.0 | 449 | 352 | -22% | 4.8 |
| 2132 | 2133 | Merrion Sq / Clare St | To D | 2006 | 17/05 | 60 | 55 | -9% | 0.7 | 599 | 192 | -68% | 20.4 | 659 | 247 | -62% | 19.3 |
| 2133 | 2132 | Merrion Sq / Clare St | Fm D | 2006 | 17/05 | 18 | 8 | -56% | 2.8 | 98 | 144 | 47% | 4.2 | 116 | 152 | 31% | 3.1 |
| 2141 | 2142 | 0 | W to E | 2005 | 22/02 | 102 | 106 | 4% | 0.4 | 769 | 831 | 8% | 2.2 | 871 | 938 | 8% | 2.2 |
| 2141 | 2148 | Westland Row | S to N | 2005 | 22/02 | 45 | 73 | 62% | 3.6 | 434 | 343 | -21% | 4.6 | 479 | 416 | -13% | 3.0 |
| 2142 | 2132 | Merrion Sq / Clare St | Fm A | 2006 | 17/05 | 102 | 100 | -2% | 0.2 | 905 | 686 | -24% | 7.8 | 1007 | 785 | -22% | 7.4 |
| 2142 | 2143 | 0 | W to E | 2005 | 22/02 | 33 | 5 | -84% | 6.3 | 176 | 76 | -57% | 8.9 | 209 | 82 | -61% | 10.6 |
| 2148 | 2141 | Westland Row | N to S | 2005 | 22/02 | 87 | 91 | 5% | 0.4 | 664 | 661 | -1% | 0.1 | 751 | 752 | 0% | 0.0 |
| 2148 | 2154 | Westland Row | S to N | 2005 | 22/02 | 75 | 73 | -3% | 0.3 | 447 | 343 | -23% | 5.2 | 522 | 416 | -20% | 4.9 |
| 2151 | 2012 | Site 2: Pearse Street/D'Olier Street/College Street | E to W | 2005 | 22/02 | 246 | 150 | -39% | 6.8 | 1724 | 789 | -54% | 26.4 | 1970 | 939 | -52% | 27.0 |
| 2152 | 2164 | Tara Street | S to N | 2005 | 22/02 | 249 | 245 | -2% | 0.2 | 1852 | 1633 | -12% | 5.3 | 2101 | 1878 | -11% | 5.0 |
| 2153 | 2152 | Pearse Street | E to W | 2005 | 22/02 | 273 | 245 | -10% | 1.7 | 1967 | 1633 | -17% | 7.9 | 2240 | 1878 | -16% | 8.0 |
| 2154 | 2148 | Westland Row | N to S | 2005 | 22/02 | 93 | 91 | -2% | 0.2 | 675 | 661 | -2% | 0.6 | 768 | 752 | -2% | 0.6 |
| 2154 | 2153 | 0 | E to W | 2005 | 22/02 | 210 | 242 | 15% | 2.1 | 1919 | 1570 | -18% | 8.3 | 2129 | 1812 | -15% | 7.1 |
| 2155 | 2154 | Pearse Street | E to W | 2005 | 22/02 | 165 | 168 | 2% | 0.2 | 1479 | 1166 | -21% | 8.6 | 1644 | 1334 | -19% | 8.0 |
| 2162 | 2172 | Tara Street | S to N | 2005 | 22/02 | 192 | 259 | 35% | 4.5 | 1666 | 1518 | -9% | 3.7 | 1858 | 1777 | -4% | 1.9 |
| 2163 | 2164 | Townsend Street | W to E | 2005 | 22/02 | 66 | 36 | -46% | 4.2 | 545 | 513 | -6% | 1.4 | 611 | 549 | -10% | 2.6 |
| 2164 | 2162 | 0 | S to N | 2005 | 22/02 | 237 | 259 | 9% | 1.4 | 1861 | 1629 | -12% | 5.6 | 2098 | 1888 | -10% | 4.7 |
| 2164 | 2165 | Townsend St / Moss St | Fm B | 2006 | 17/05 | 60 | 22 | -64% | 6.0 | 388 | 404 | 4% | 0.8 | 448 | 426 | -5% | 1.1 |
| 2165 | 2153 | Townsend St / Moss St | To C | 2006 | 17/05 | 15 | 4 | -75% | 3.7 | 66 | 62 | -6% | 0.5 | 81 | 66 | -19% | 1.8 |
| 2165 | 2166 | Townsend St / Moss St | To D | 2006 | 17/05 | 75 | 106 | 41% | 3.2 | 585 | 933 | 60% | 12.6 | 660 | 1039 | 57% | 13.0 |
| 2166 | 2154 | Townsend St / Lombard St E | To C | 2006 | 17/05 | 84 | 92 | 10% | 0.9 | 756 | 723 | -4% | 1.2 | 840 | 815 | -3% | 0.9 |
| 2166 | 2167 | Townsend St / Lombard St E | To D | 2006 | 17/05 | 78 | 81 | 4% | 0.4 | 828 | 679 | -18% | 5.4 | 906 | 761 | -16% | 5.0 |
| 2171 | 2001 | 0 | E to W | 2005 | 22/02 | 615 | 643 | 5% | 1.1 | 867 | 449 | -48% | 16.3 | 1482 | 1093 | -26% | 10.9 |
| 2171 | 2161 | Hawkins Street | N to S | 2005 | 22/02 | 0 | 0 | #DIV/0! | 0.7 | 9 | 1 | -85% | 3.3 | 9 | 2 | -82% | 3.2 |
| 2172 | 1303 | Butt Bridge | S to N | 2005 | 22/02 | 117 | 241 | 106% | 9.3 | 1286 | 1309 | 2% | 0.6 | 1403 | 1551 | 11% | 3.8 |
| 2172 | 2171 | Burgh Quay | E to W | 2005 | 22/02 | 687 | 644 | -6% | 1.7 | 854 | 515 | -40% | 12.9 | 1541 | 1158 | -25% | 10.4 |
| 2173 | 2165 | Townsend St / Moss St | Fm A | 2006 | 17/05 | 27 | 90 | 232% | 8.2 | 259 | 549 | 112% | 14.4 | 286 | 639 | 123% | 16.4 |
| 2173 | 2172 | Georges Quay | E to W | 2005 | 22/02 | 684 | 628 | -8% | 2.2 | 451 | 289 | -36% | 8.4 | 1135 | 917 | -19% | 6.8 |
| 2174 | 2166 | Townsend St / Lombard St E | Fm A | 2006 | 17/05 | 87 | 67 | -22% | 2.2 | 999 | 493 | -51% | 18.5 | 1086 | 561 | -48% | 18.3 |
| 2202 | 2213 | 0 | From C | 2007 | Apr | 3 | 56 | 1777% | 9.8 | 45 | 28 | -38% | 2.8 | 48 | 84 | 76% | 4.5 |
| 2211 | 2213 | East Wall Rd / S Bank Rd / Poolbeg Quay | Fm C | 2006 | 18/05 | 132 | 17 | -87% | 13.3 | 656 | 566 | -14% | 3.6 | 788 | 583 | -26% | 7.8 |
| 2212 | 1102 | East Wall Rd / N Wall Quay / E Link Toll Bridge | Fm C | 2006 | 18/05 | 237 | 115 | -52% | 9.2 | 532 | 553 | 4% | 0.9 | 769 | 668 | -13% | 3.8 |
| 2212 | 2213 | East Wall Rd / S Bank Rd / Poolbeg Quay | Fm A | 2006 | 18/05 | 243 | 157 | -35% | 6.1 | 926 | 651 | -30% | 9.8 | 1169 | 808 | -31% | 11.5 |
| 2213 | 2202 | 0 | To C | 2007 | Apr | 6 | 92 | 1438% | 12.3 | 40 | 28 | -30% | 2.0 | 46 | 120 | 162% | 8.2 |
| 2213 | 2211 | East Wall Rd / S Bank Rd / Poolbeg Quay | To C | 2006 | 18/05 | 246 | 52 | -79% | 15.9 | 896 | 625 | -30% | 9.8 | 1142 | 676 | -41% | 15.4 |
| 2213 | 2212 | East Wall Rd / S Bank Rd / Poolbeg Quay | To A | 2006 | 18/05 | 237 | 114 | -52% | 9.2 | 543 | 528 | -3% | 0.7 | 780 | 642 | -18% | 5.2 |
| 2213 | 2214 | 0 | To E | 2007 | Apr | 228 | 231 | 1% | 0.2 | 142 | 147 | 3% | 0.4 | 370 | 377 | 2% | 0.4 |
| 2214 | 2213 | 0 | From E | 2007 | Apr | 261 | 261 | 0% | 0.0 | 22 | 60 | 172% | 5.9 | 283 | 321 | 13% | 2.2 |
| 2304 | 1461 | 0 | 0 | 2007 | 24/04 | 30 | 16 | -46% | 2.9 | 207 | 109 | -47% | 7.8 | 237 | 126 | -47% | 8.3 |
| 2311 | 2811 | Con Colbert Road / Memorial Road | Fm C | 2006 | Mar | 462 | 570 | 23% | 4.8 | 717 | 1012 | 41% | 10.0 | 1179 | 1582 | 34% | 10.8 |
| 2326 | 2338 | Emmet Road / South Circular Road | Fm A | 2006 | Mar | 27 | 39 | 43% | 2.0 | 516 | 865 | 68% | 13.3 | 543 | 904 | 67% | 13.4 |

**Additional Count Comparisons not included in the Cordon Analysis**

AM1 - 07:00 - 08:00

| | | | | | | AM1 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | HGV | | | | Car | | | | Total | | | |
| 2326 | 2821 | Memorial Road / Inchicore Road | Fm C | 2006 | Mar | 33 | 32 | -4% | 0.2 | 429 | 224 | -48% | 11.3 | 462 | 256 | -45% | 10.9 |
| 2338 | 2326 | Emmet Road / South Circular Road | To A | 2006 | Mar | 39 | 83 | 112% | 5.6 | 642 | 554 | -14% | 3.6 | 681 | 637 | -7% | 1.7 |
| 2338 | 2350 | Emmet Road / South Circular Road | To C | 2006 | Mar | 21 | 50 | 140% | 4.9 | 532 | 654 | 23% | 5.0 | 553 | 705 | 27% | 6.0 |
| 2338 | 2841 | Emmet Road / South Circular Road | To B | 2006 | Mar | 69 | 22 | -69% | 7.1 | 707 | 35 | -95% | 34.9 | 776 | 56 | -93% | 35.3 |
| 2350 | 2338 | Emmet Road / South Circular Road | Fm C | 2006 | Mar | 42 | 80 | 90% | 4.9 | 882 | 474 | -46% | 15.7 | 924 | 554 | -40% | 13.6 |
| 2725 | 4061 | Rathfarnham Rd/ Dodder Park Rd | Fm A | 2006 | Oct | 45 | 20 | -57% | 4.5 | 304 | 156 | -49% | 9.8 | 349 | 175 | -50% | 10.7 |
| 2801 | 2825 | Sarsfield Road / St Laurence Road | Fm A | 2006 | Mar | 0 | 13 | #DIV/0! | 5.0 | 140 | 114 | -18% | 2.3 | 140 | 127 | -9% | 1.1 |
| 2811 | 2311 | Con Colbert Road / Memorial Road | To C | 2006 | Mar | 354 | 445 | 26% | 4.6 | 2138 | 2376 | 11% | 5.0 | 2492 | 2821 | 13% | 6.4 |
| 2811 | 2812 | N4 / Con Colbert Road | Fm C | 2006 | Mar | 465 | 579 | 24% | 5.0 | 871 | 1123 | 29% | 8.0 | 1336 | 1701 | 27% | 9.4 |
| 2812 | 2811 | N4 / Con Colbert Road | To C | 2006 | Mar | 327 | 315 | -4% | 0.6 | 1833 | 1935 | 6% | 2.4 | 2160 | 2251 | 4% | 1.9 |
| 2812 | 2813 | N4 / Con Colbert Road | To A | 2006 | Mar | 432 | 422 | -2% | 0.5 | 604 | 615 | 2% | 0.4 | 1036 | 1037 | 0% | 0.0 |
| 2812 | 2823 | Sarsfield Road / Con Colbert Road | Fm A | 2006 | Mar | 36 | 156 | 334% | 12.3 | 257 | 508 | 98% | 12.8 | 293 | 664 | 127% | 17.0 |
| 2813 | 2812 | N4 / Con Colbert Road | Fm A | 2006 | Mar | 246 | 240 | -2% | 0.4 | 1463 | 1622 | 11% | 4.0 | 1709 | 1862 | 9% | 3.6 |
| 2814 | 4311 | The Oval | 0 | 2006 | Nov | 489 | 495 | 1% | 0.3 | 904 | 774 | -14% | 4.5 | 1393 | 1269 | -9% | 3.4 |
| 2819 | 2825 | Sarsfield Road / St Laurence Road | Fm B | 2006 | Mar | 129 | 134 | 4% | 0.4 | 722 | 628 | -13% | 3.6 | 851 | 762 | -10% | 3.1 |
| 2819 | 2826 | Ballyfermot Rd/Kylemore Rd (Ballyfermot Rdbt) | Fm D | 2006 | Mar | 45 | 107 | 137% | 7.1 | 255 | 444 | 74% | 10.1 | 300 | 550 | 83% | 12.1 |
| 2820 | 2826 | Ballyfermot Rd/Kylemore Rd (Ballyfermot Rdbt) | Fm C | 2006 | Mar | 225 | 187 | -17% | 2.7 | 436 | 246 | -43% | 10.3 | 661 | 433 | -34% | 9.7 |
| 2821 | 2811 | Con Colbert Road / Memorial Road | Fm B | 2006 | Mar | 30 | 139 | 363% | 11.8 | 459 | 551 | 20% | 4.1 | 489 | 689 | 41% | 8.3 |
| 2821 | 2822 | Memorial Road / Inchicore Road | To B | 2006 | Mar | 18 | 29 | 60% | 2.2 | 336 | 195 | -42% | 8.7 | 354 | 223 | -37% | 7.7 |
| 2822 | 2821 | Memorial Road / Inchicore Road | Fm B | 2006 | Mar | 33 | 133 | 304% | 11.0 | 339 | 504 | 49% | 8.0 | 372 | 637 | 71% | 11.8 |
| 2822 | 2842 | Sarsfield Road / Grattan Crescent | To B | 2006 | Mar | 42 | 53 | 27% | 1.7 | 857 | 687 | -20% | 6.1 | 899 | 740 | -18% | 5.6 |
| 2823 | 2812 | N4 / Con Colbert Road | Fm B | 2006 | Mar | 84 | 76 | -9% | 0.8 | 356 | 312 | -12% | 2.4 | 440 | 389 | -12% | 2.5 |
| 2823 | 2822 | Sarsfield Road / Con Colbert Road | To C | 2006 | Mar | 27 | 31 | 15% | 0.7 | 545 | 532 | -2% | 0.6 | 572 | 563 | -2% | 0.4 |
| 2823 | 2824 | Sarsfield Road / Con Colbert Road | To B | 2006 | Mar | 39 | 156 | 301% | 11.9 | 259 | 508 | 96% | 12.7 | 298 | 665 | 123% | 16.7 |
| 2824 | 2823 | Sarsfield Road / Con Colbert Road | Fm B | 2006 | Mar | 144 | 107 | -25% | 3.3 | 894 | 844 | -6% | 1.7 | 1038 | 951 | -8% | 2.8 |
| 2824 | 2825 | Sarsfield Road / Landen Road | To A | 2006 | Mar | 36 | 98 | 173% | 7.6 | 259 | 354 | 37% | 5.4 | 295 | 452 | 53% | 8.1 |
| 2824 | 2831 | Sarsfield Road / Landen Road | To B | 2006 | Mar | 6 | 58 | 870% | 9.2 | 20 | 140 | 599% | 13.4 | 26 | 198 | 661% | 16.3 |
| 2825 | 2801 | Sarsfield Road / St Laurence Road | To A | 2006 | Mar | 0 | 29 | #DIV/0! | 7.6 | 31 | 30 | -5% | 0.3 | 31 | 59 | 89% | 4.1 |
| 2825 | 2819 | Sarsfield Road / St Laurence Road | To B | 2006 | Mar | 36 | 107 | 196% | 8.4 | 255 | 442 | 73% | 10.0 | 291 | 549 | 89% | 12.6 |
| 2825 | 2824 | Sarsfield Road / Landen Road | Fm A | 2006 | Mar | 144 | 107 | -26% | 3.3 | 814 | 770 | -5% | 1.5 | 958 | 877 | -8% | 2.7 |
| 2826 | 2819 | Ballyfermot Rd/Kylemore Rd (Ballyfermot Rdbt) | To D | 2006 | Mar | 147 | 134 | -9% | 1.1 | 691 | 642 | -7% | 1.9 | 838 | 776 | -7% | 2.2 |
| 2826 | 2820 | Ballyfermot Rd/Kylemore Rd (Ballyfermot Rdbt) | To C | 2006 | Mar | 111 | 73 | -34% | 3.9 | 637 | 362 | -43% | 12.3 | 748 | 435 | -42% | 12.9 |
| 2826 | 2827 | Ballyfermot Rd/Kylemore Rd (Ballyfermot Rdbt) | To A | 2006 | Mar | 105 | 111 | 6% | 0.6 | 250 | 91 | -64% | 12.2 | 355 | 202 | -43% | 9.1 |
| 2826 | 2830 | Ballyfermot Rd/Kylemore Rd (Ballyfermot Rdbt) | To B | 2006 | Mar | 39 | 95 | 143% | 6.8 | 233 | 397 | 70% | 9.2 | 272 | 492 | 81% | 11.3 |
| 2827 | 2826 | Ballyfermot Rd/Kylemore Rd (Ballyfermot Rdbt) | Fm A | 2006 | Mar | 57 | 46 | -20% | 1.6 | 438 | 155 | -65% | 16.5 | 495 | 200 | -60% | 15.8 |
| 2827 | 2828 | Bally Fermot Road / Le Fanu Road | Fm A | 2006 | Mar | 15 | 80 | 437% | 9.5 | 264 | 326 | 23% | 3.6 | 279 | 406 | 46% | 6.9 |
| 2828 | 2827 | Bally Fermot Road / Le Fanu Road | To A | 2006 | Mar | 30 | 133 | 343% | 11.4 | 160 | 196 | 23% | 2.7 | 190 | 329 | 73% | 8.6 |
| 2828 | 2829 | Bally Fermot Road / Le Fanu Road | To B | 2006 | Mar | 45 | 50 | 10% | 0.7 | 295 | 213 | -28% | 5.2 | 340 | 262 | -23% | 4.5 |
| 2828 | 2830 | Bally Fermot Road / Le Fanu Road | To D | 2006 | Mar | 78 | 69 | -11% | 1.0 | 634 | 546 | -14% | 3.6 | 712 | 616 | -14% | 3.7 |
| 2829 | 2828 | Bally Fermot Road / Le Fanu Road | Fm B | 2006 | Mar | 93 | 71 | -24% | 2.5 | 770 | 577 | -25% | 7.5 | 863 | 647 | -25% | 7.8 |
| 2829 | 2832 | Ballyfermot Road / Clifden Road | To B | 2006 | Mar | 12 | 1 | -95% | 4.5 | 45 | 27 | -39% | 2.9 | 57 | 28 | -51% | 4.5 |
| 2829 | 4380 | Ballyfermot Road / Clifden Road | To A | 2006 | Mar | 48 | 49 | 2% | 0.1 | 283 | 247 | -13% | 2.2 | 331 | 296 | -11% | 2.0 |
| 2830 | 2826 | Ballyfermot Rd/Kylemore Rd (Ballyfermot Rdbt) | Fm B | 2006 | Mar | 75 | 73 | -3% | 0.3 | 682 | 655 | -4% | 1.0 | 757 | 728 | -4% | 1.1 |

**Additional Count Comparisons not included in the Cordon Analysis**

AM1 - 07:00 - 08:00

| | | | | | | AM1 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | HGV | | | | Car | | | | Total | | | |
| 2830 | 2828 | Bally Fermot Road / Le Fanu Road | Fm D | 2006 | Mar | 45 | 94 | 109% | 5.9 | 234 | 373 | 59% | 8.0 | 279 | 467 | 67% | 9.7 |
| 2831 | 2824 | Sarsfield Road / Landen Road | Fm B | 2006 | Mar | 3 | 1 | -78% | 1.7 | 88 | 24 | -73% | 8.6 | 91 | 24 | -73% | 8.8 |
| 2832 | 2829 | Ballyfermot Road / Clifden Road | Fm B | 2006 | Mar | 12 | 1 | -90% | 4.2 | 81 | 93 | 15% | 1.3 | 93 | 94 | 1% | 0.1 |
| 2835 | 2837 | Cloverhill Road / Cedar Brook Avenue | To C | 2006 | Mar | 99 | 94 | -5% | 0.5 | 546 | 747 | 37% | 7.9 | 645 | 841 | 30% | 7.2 |
| 2835 | 4382 | Cloverhill Road / Cedar Brook Avenue | To A | 2006 | Mar | 93 | 88 | -5% | 0.5 | 288 | 222 | -23% | 4.2 | 381 | 310 | -19% | 3.8 |
| 2835 | 4430 | Cloverhill Road / Cedar Brook Avenue | To B | 2006 | Mar | 48 | 2 | -96% | 9.2 | 175 | 95 | -46% | 6.9 | 223 | 97 | -56% | 9.9 |
| 2837 | 2835 | Cloverhill Road / Cedar Brook Avenue | Fm C | 2006 | Mar | 60 | 73 | 22% | 1.6 | 146 | 145 | -1% | 0.1 | 206 | 218 | 6% | 0.8 |
| 2837 | 2838 | Cedar Brook Avenue / Cherry Orchard | To B | 2006 | Mar | 75 | 93 | 24% | 2.0 | 618 | 733 | 19% | 4.4 | 693 | 826 | 19% | 4.8 |
| 2838 | 2837 | Cedar Brook Avenue / Cherry Orchard | Fm B | 2006 | Mar | 75 | 73 | -2% | 0.2 | 145 | 140 | -3% | 0.4 | 220 | 214 | -3% | 0.4 |
| 2838 | 4442 | Park West Road / Park West Avenue | To C | 2006 | Mar | 66 | 155 | 135% | 8.5 | 371 | 654 | 76% | 12.5 | 437 | 809 | 85% | 14.9 |
| 2841 | 2338 | Emmet Road / South Circular Road | Fm B | 2006 | Mar | 33 | 28 | -15% | 0.9 | 256 | 454 | 77% | 10.5 | 289 | 482 | 67% | 9.8 |
| 2842 | 2822 | Sarsfield Road / Grattan Crescent | Fm B | 2006 | Mar | 33 | 126 | 283% | 10.5 | 334 | 476 | 43% | 7.1 | 367 | 603 | 64% | 10.7 |
| 2842 | 2847 | Grattan Crescent / Emmet Road | To C | 2006 | Mar | 48 | 52 | 8% | 0.5 | 806 | 700 | -13% | 3.9 | 854 | 752 | -12% | 3.6 |
| 2842 | 2848 | Grattan Crescent / Emmet Road | To B | 2006 | Mar | 48 | 52 | 9% | 0.6 | 631 | 475 | -25% | 6.6 | 679 | 527 | -22% | 6.2 |
| 2847 | 2842 | Grattan Crescent / Emmet Road | Fm C | 2006 | Mar | 30 | 17 | -43% | 2.7 | 302 | 134 | -56% | 11.4 | 332 | 151 | -55% | 11.7 |
| 2848 | 2842 | Grattan Crescent / Emmet Road | Fm B | 2006 | Mar | 54 | 160 | 196% | 10.2 | 621 | 830 | 34% | 7.7 | 675 | 990 | 47% | 10.9 |
| 2899 | 4161 | Templeogue Rd / Templeville Rd / Springfield | Fm D | 2006 | Oct | 21 | 72 | 243% | 7.5 | 503 | 278 | -45% | 11.4 | 524 | 350 | -33% | 8.3 |
| 2931 | 2932 | 0 | Ebd | 2007 | Apr | 36 | 68 | 89% | 4.4 | 406 | 589 | 45% | 8.2 | 442 | 657 | 49% | 9.2 |
| 2932 | 2931 | 0 | Wbd | 2007 | Apr | 54 | 105 | 95% | 5.7 | 424 | 426 | 1% | 0.1 | 478 | 532 | 11% | 2.4 |
| 2932 | 2951 | MESPIL ROAD (A5) | 1 W to E | 2006 | May | 69 | 77 | 11% | 0.9 | 362 | 664 | 83% | 13.3 | 431 | 740 | 72% | 12.8 |
| 2951 | 2932 | MESPIL ROAD (A5) | 2 E to W | 2006 | May | 57 | 73 | 28% | 2.0 | 347 | 357 | 3% | 0.5 | 404 | 430 | 6% | 1.3 |
| 2999 | 3301 | Blanchardstown Road south (N) | N to S | 2005 | 22/11 | 45 | 69 | 53% | 3.2 | 340 | 181 | -47% | 9.9 | 385 | 250 | -35% | 7.6 |
| 3300 | 3301 | Blanchardstown Road south (S) | S to N | 2005 | 22/11 | 75 | 137 | 82% | 6.0 | 720 | 660 | -8% | 2.3 | 795 | 797 | 0% | 0.1 |
| 3301 | 2999 | Blanchardstown Road south (N) | S to N | 2005 | 22/11 | 102 | 135 | 32% | 3.0 | 968 | 706 | -27% | 9.1 | 1070 | 841 | -21% | 7.4 |
| 3301 | 3300 | Blanchardstown Road south (S) | N to S | 2005 | 22/11 | 18 | 154 | 756% | 14.7 | 301 | 326 | 8% | 1.4 | 319 | 480 | 51% | 8.1 |
| 3301 | 3302 | Blakestown Way | E to W | 2005 | 22/11 | 18 | 6 | -66% | 3.4 | 132 | 60 | -55% | 7.3 | 150 | 66 | -56% | 8.1 |
| 3302 | 3301 | Blakestown Way | W to E | 2005 | 22/11 | 30 | 89 | 196% | 7.6 | 894 | 252 | -72% | 26.8 | 924 | 340 | -63% | 23.2 |
| 3339 | 3343 | DISWELLSTOWN | 1 W to E | 2005 | 22/11 | 6 | 12 | 105% | 2.1 | 423 | 187 | -56% | 13.5 | 429 | 199 | -54% | 13.0 |
| 3340 | 3343 | CARPENTERSTOWN ROAD | 1 W to E | 2005 | 22/11 | 12 | 66 | 451% | 8.7 | 480 | 407 | -15% | 3.5 | 492 | 473 | -4% | 0.9 |
| 3343 | 3339 | B16 | 2 E to W | 2005 | 22/11 | 6 | 119 | 1878% | 14.3 | 72 | 349 | 385% | 19.1 | 78 | 468 | 500% | 23.6 |
| 3343 | 3340 | B15 | 2 E to W | 2005 | 22/11 | 3 | 0 | -92% | 2.2 | 102 | 1 | -99% | 14.0 | 105 | 1 | -99% | 14.2 |
| 3347 | 3349 | R121 | N bd | 2006 | 16/11 | 27 | 229 | 749% | 17.9 | 429 | 299 | -30% | 6.8 | 456 | 528 | 16% | 3.2 |
| 3349 | 3347 | R121 | S bd | 2006 | 16/11 | 30 | 76 | 152% | 6.3 | 352 | 217 | -38% | 8.0 | 382 | 292 | -23% | 4.9 |
| 3392 | 3421 | Navan Road / Ashtown Roundabout | From A | 2005 | 17/05 | 168 | 59 | -65% | 10.3 | 1452 | 1036 | -29% | 11.8 | 1620 | 1094 | -32% | 14.3 |
| 3400 | 3401 | Cappagh Road | W bd | 2006 | 16/11 | 48 | 46 | -5% | 0.4 | 504 | 746 | 48% | 9.7 | 552 | 792 | 43% | 9.2 |
| 3401 | 3400 | CAPPAGH ROAD | 1 N to S | 2005 | 24/11 | 60 | 64 | 7% | 0.5 | 406 | 824 | 103% | 16.9 | 466 | 889 | 91% | 16.2 |
| 3411 | 3421 | 0 | from A | 2007 | 17/04 | 6 | 16 | 161% | 2.9 | 283 | 289 | 2% | 0.4 | 289 | 305 | 5% | 0.9 |
| 3421 | 1918 | Navan Road / Ashtown Roundabout | To C | 2005 | 17/05 | 162 | 54 | -66% | 10.4 | 1056 | 503 | -52% | 19.8 | 1218 | 557 | -54% | 22.2 |
| 3421 | 3392 | Navan Road / Ashtown Roundabout | To A | 2005 | 17/05 | 168 | 166 | -1% | 0.2 | 683 | 842 | 23% | 5.7 | 851 | 1007 | 18% | 5.1 |
| 3421 | 3411 | Navan Road / Ashtown Roundabout | To B | 2005 | 17/05 | 12 | 1 | -94% | 4.5 | 146 | 101 | -31% | 4.0 | 158 | 102 | -36% | 4.9 |
| 3421 | 3471 | 0 | to C | 2007 | 17/04 | 9 | 37 | 310% | 5.8 | 736 | 643 | -13% | 3.5 | 745 | 680 | -9% | 2.4 |
| 3471 | 1922 | 0 | to B | 2007 | 17/04 | 6 | 5 | -9% | 0.2 | 451 | 424 | -6% | 1.3 | 457 | 429 | -6% | 1.3 |
| 3471 | 3421 | 0 | from C | 2007 | 17/04 | 3 | 13 | 348% | 3.6 | 327 | 158 | -52% | 10.8 | 330 | 172 | -48% | 10.0 |

**Additional Count Comparisons not included in the Cordon Analysis**

AM1 - 07:00 - 08:00

| | | | | | | | AM1 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | HGV | | | | Car | | | | Total | | | |
| 3471 | 3472 | | 0 | to D | 2007 | 17/04 | 3 | 16 | 443% | 4.3 | 81 | 243 | 199% | 12.7 | 84 | 259 | 208% | 13.4 |
| 3472 | 3471 | | 0 | from D | 2007 | 17/04 | 6 | 7 | 12% | 0.3 | 428 | 544 | 27% | 5.2 | 434 | 550 | 27% | 5.2 |
| 3484 | 3485 | Main Street | | E to W | 2005 | 22/11 | 21 | 20 | -3% | 0.1 | 73 | 43 | -41% | 3.9 | 94 | 64 | -32% | 3.4 |
| 3485 | 3484 | Main Street | | W to E | 2005 | 22/11 | 45 | 14 | -70% | 5.8 | 712 | 223 | -69% | 22.6 | 757 | 237 | -69% | 23.3 |
| 3511 | 1667 | MALAHIDE ROAD | | 1 N to S | 2005 | 09/11 | 177 | 77 | -56% | 8.9 | 679 | 308 | -55% | 16.7 | 856 | 385 | -55% | 18.9 |
| 3535 | 3551 | Turnapin Nth M01-20M | | 0 | 2006 | Weekday | 730 | 737 | 1% | 0.3 | 2191 | 2586 | 18% | 8.1 | 2921 | 3324 | 14% | 7.2 |
| 3551 | 3535 | Turnapin Nth M01-20M | | 0 | 2006 | Weekday | 700 | 608 | -13% | 3.6 | 3099 | 2541 | -18% | 10.5 | 3798 | 3149 | -17% | 11.0 |
| 3643 | 3651 | Ballymun Nth R108-02 | | 0 | 2006 | Weekday | 126 | 113 | -11% | 1.2 | 659 | 537 | -18% | 5.0 | 785 | 650 | -17% | 5.1 |
| 3651 | 3643 | Ballymun Nth R108-02 | | 0 | 2006 | Weekday | 373 | 232 | -38% | 8.1 | 530 | 346 | -35% | 8.8 | 903 | 578 | -36% | 11.9 |
| 3730 | 3731 | R112 | | 1 N to S | 2005 | 24/11 | 57 | 134 | 134% | 7.8 | 152 | 883 | 481% | 32.1 | 209 | 1016 | 386% | 32.6 |
| 3731 | 3730 | B10 | | 2 S to N | 2005 | 24/11 | 141 | 116 | -18% | 2.2 | 900 | 472 | -48% | 16.4 | 1041 | 588 | -44% | 15.9 |
| 3761 | 3771 | Kilshane Rd | | W bd | 2006 | 16/11 | 207 | 238 | 15% | 2.1 | 519 | 585 | 13% | 2.8 | 726 | 823 | 13% | 3.5 |
| 3771 | 3761 | Kilshane Rd | | E bd | 2006 | 16/11 | 165 | 170 | 3% | 0.4 | 339 | 235 | -31% | 6.1 | 504 | 405 | -20% | 4.6 |
| 4000 | 4001 | Old Bawn Rd / Seskin View Rd / Old Bawn Way | | Fm A | 2006 | Oct | 12 | 10 | -14% | 0.5 | 234 | 86 | -63% | 11.7 | 246 | 96 | -61% | 11.4 |
| 4000 | 4184 | N81 Tallaght ByPass / Old Bawn Rd / Tallaght Village | | Fm C | 2006 | Oct | 39 | 37 | -5% | 0.3 | 693 | 762 | 10% | 2.6 | 732 | 799 | 9% | 2.4 |
| 4001 | 4000 | Old Bawn Rd / Seskin View Rd / Old Bawn Way | | To A | 2006 | Oct | 36 | 13 | -63% | 4.5 | 656 | 340 | -48% | 14.1 | 692 | 354 | -49% | 14.8 |
| 4001 | 4002 | | 0 | Sbd | 2007 | Jan | 67 | 11 | -83% | 8.9 | 202 | 151 | -25% | 3.8 | 269 | 162 | -40% | 7.2 |
| 4001 | 4182 | Old Bawn Rd / Seskin View Rd / Old Bawn Way | | To D | 2006 | Oct | 3 | 2 | -32% | 0.6 | 246 | 19 | -92% | 19.7 | 249 | 21 | -91% | 19.6 |
| 4002 | 4001 | | 0 | Nbd | 2007 | Jan | 32 | 16 | -50% | 3.3 | 630 | 395 | -37% | 10.4 | 663 | 411 | -38% | 10.9 |
| 4002 | 4003 | Old Bawn Rd / Kiltipper Rd | | Fm A | 2006 | Oct | 18 | 36 | 100% | 3.5 | 560 | 233 | -58% | 16.4 | 578 | 269 | -53% | 15.0 |
| 4002 | 4104 | Old Bawn Rd / Firhouse Rd West | | To B | 2006 | Oct | 33 | 50 | 51% | 2.6 | 433 | 451 | 4% | 0.9 | 466 | 501 | 7% | 1.6 |
| 4003 | 4002 | Old Bawn Rd / Kiltipper Rd | | To A | 2006 | Oct | 54 | 56 | 4% | 0.3 | 777 | 594 | -24% | 7.0 | 831 | 650 | -22% | 6.6 |
| 4003 | 4021 | Firhouse Rd / Old Bawn Way / Killinny Rd / Bohernabreena Rd | | Fm A | 2006 | Oct | 24 | 37 | 55% | 2.4 | 706 | 428 | -39% | 11.7 | 730 | 465 | -36% | 10.8 |
| 4005 | 4104 | | 0 | Fm B | 2007 | 14 Feb | 45 | 43 | -5% | 0.3 | 370 | 201 | -46% | 10.0 | 415 | 244 | -41% | 9.4 |
| 4005 | 4188 | N81 / KILLINARDEN HEIGHTS (EAST) | | Fm B | 2006 | 08/06 | 39 | 3 | -92% | 7.9 | 243 | 41 | -83% | 16.9 | 282 | 44 | -84% | 18.6 |
| 4011 | 4012 | Springfield / Fairways | | To B | 2006 | Oct | 24 | 10 | -60% | 3.5 | 69 | 37 | -46% | 4.3 | 93 | 47 | -50% | 5.5 |
| 4011 | 4061 | | 0 | From B | 2007 | 6 March | 72 | 55 | -23% | 2.1 | 1042 | 554 | -47% | 17.3 | 1114 | 609 | -45% | 17.2 |
| 4011 | 4161 | Springfield / Fairways | | To A | 2006 | Oct | 21 | 45 | 115% | 4.2 | 478 | 389 | -19% | 4.3 | 499 | 434 | -13% | 3.0 |
| 4012 | 4011 | Springfield / Fairways | | Fm B | 2006 | Oct | 18 | 17 | -5% | 0.2 | 585 | 270 | -54% | 15.3 | 603 | 287 | -52% | 15.0 |
| 4012 | 4013 | Butterfield Ave / Fairways | | To B | 2006 | Oct | 84 | 13 | -85% | 10.2 | 271 | 243 | -10% | 1.7 | 355 | 256 | -28% | 5.7 |
| 4012 | 4062 | Butterfield Ave / Rathfarnham Rd / Grange Rd | | Fm B | 2006 | Oct | 18 | 41 | 129% | 4.3 | 525 | 536 | 2% | 0.5 | 543 | 577 | 6% | 1.4 |
| 4013 | 4012 | Butterfield Ave / Fairways | | Fm B | 2006 | Oct | 36 | 36 | 0% | 0.0 | 760 | 640 | -16% | 4.5 | 796 | 676 | -15% | 4.4 |
| 4013 | 4014 | Butterfield Ave / Marian Road | | To B | 2006 | Oct | 81 | 12 | -85% | 10.1 | 271 | 231 | -15% | 2.5 | 352 | 244 | -31% | 6.3 |
| 4013 | 4031 | Butterfield Ave / Marian Road | | To C | 2006 | Oct | 6 | 0 | -100% | 3.5 | 22 | 1 | -98% | 6.4 | 28 | 1 | -98% | 7.3 |
| 4014 | 4013 | Butterfield Ave / Marian Road | | Fm B | 2006 | Oct | 36 | 32 | -12% | 0.7 | 627 | 440 | -30% | 8.1 | 663 | 472 | -29% | 8.0 |
| 4014 | 4015 | | 0 | Wbd | 2007 | Jan | 78 | 12 | -85% | 9.9 | 702 | 171 | -76% | 25.4 | 780 | 183 | -77% | 27.2 |
| 4014 | 4031 | Firhouse Rd / Ballyroan Rd / Old Br Rd / Butterfield Ave | | To C | 2006 | Oct | 24 | 8 | -69% | 4.2 | 251 | 70 | -72% | 14.3 | 275 | 77 | -72% | 14.9 |
| 4014 | 4162 | Templeogue Rd / Old Bridge Rd / Cypress Grove Rd | | Fm C | 2006 | Oct | 42 | 49 | 18% | 1.1 | 836 | 843 | 1% | 0.2 | 878 | 892 | 2% | 0.5 |
| 4015 | 4014 | Firhouse Rd / Ballyroan Rd / Old Br Rd / Butterfield Ave | | Fm B | 2006 | Oct | 96 | 27 | -72% | 8.9 | 753 | 479 | -36% | 11.0 | 849 | 506 | -40% | 13.2 |
| 4015 | 4016 | Firhouse Rd / Knocklyon Rd | | To B | 2006 | Oct | 45 | 5 | -89% | 7.9 | 630 | 174 | -72% | 22.7 | 675 | 179 | -73% | 24.0 |
| 4015 | 4032 | Firhouse Rd / Knocklyon Rd | | To C | 2006 | Oct | 0 | 7 | #DIV/0! | 3.7 | 133 | 67 | -49% | 6.6 | 133 | 74 | -44% | 5.8 |
| 4016 | 4015 | | 0 | Ebd | 2007 | Jan | 83 | 18 | -78% | 9.1 | 592 | 260 | -56% | 16.1 | 675 | 278 | -59% | 18.2 |
| 4016 | 4163 | Tallaght Rd / Wellington Lane / Spawell Rd | | Fm C | 2006 | Oct | 81 | 7 | -91% | 11.1 | 826 | 534 | -35% | 11.2 | 907 | 541 | -40% | 13.6 |

**Additional Count Comparisons not included in the Cordon Analysis**

AM1 - 07:00 - 08:00

| | | | | | | AM1 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | HGV | | | | Car | | | | Total | | | |
| 4017 | 4019 | Firhouse Rd / Delaford Ave | To B | 2006 | Oct | 3 | 7 | 139% | 1.8 | 212 | 147 | -31% | 4.8 | 215 | 154 | -28% | 4.5 |
| 4017 | 4033 | Firhouse Rd / Delaford Ave | To C | 2006 | Oct | 9 | 0 | -98% | 4.1 | 105 | 14 | -86% | 11.7 | 114 | 14 | -87% | 12.4 |
| 4019 | 4017 | Firhouse Rd / Delaford Ave | Fm B | 2006 | Oct | 12 | 24 | 101% | 2.8 | 1133 | 584 | -48% | 18.8 | 1145 | 608 | -47% | 18.2 |
| 4019 | 4020 | Firhouse Rd / Ballycullen Rd / Mt Carmel Pk | To B | 2006 | Oct | 9 | 3 | -71% | 2.6 | 199 | 53 | -73% | 13.0 | 208 | 56 | -73% | 13.2 |
| 4019 | 4041 | 0 | Sbd | 2007 | Jan | 9 | 1 | -92% | 3.7 | 145 | 44 | -70% | 10.4 | 154 | 45 | -71% | 10.9 |
| 4020 | 4019 | Firhouse Rd / Ballycullen Rd / Mt Carmel Pk | Fm B | 2006 | Oct | 18 | 24 | 33% | 1.3 | 698 | 343 | -51% | 15.6 | 716 | 367 | -49% | 15.0 |
| 4020 | 4021 | Firhouse Rd / Ballycullen Drive | To B | 2006 | Oct | 9 | 3 | -70% | 2.6 | 198 | 55 | -72% | 12.7 | 207 | 58 | -72% | 13.0 |
| 4020 | 4041 | Ballycullen Drive / Ballycullen Rd | Fm B | 2006 | Oct | 3 | 0 | -86% | 2.0 | 360 | 3 | -99% | 26.5 | 363 | 3 | -99% | 26.6 |
| 4021 | 4003 | Firhouse Rd / Old Bawn Way / Killinny Rd / Bohernabreena Rd | To A | 2006 | Oct | 57 | 57 | 0% | 0.0 | 831 | 620 | -25% | 7.8 | 888 | 677 | -24% | 7.5 |
| 4021 | 4020 | Firhouse Rd / Ballycullen Drive | Fm B | 2006 | Oct | 12 | 24 | 102% | 2.9 | 564 | 346 | -39% | 10.2 | 576 | 370 | -36% | 9.5 |
| 4021 | 4022 | Firhouse Rd / Old Bawn Way / Killinny Rd / Bohernabreena Rd | To B | 2006 | Oct | 12 | 11 | -5% | 0.2 | 59 | 84 | 42% | 2.9 | 71 | 95 | 34% | 2.7 |
| 4021 | 4043 | Firhouse Rd / Old Bawn Way / Killinny Rd / Bohernabreena Rd | To C | 2006 | Oct | 54 | 51 | -5% | 0.4 | 590 | 519 | -12% | 3.0 | 644 | 571 | -11% | 3.0 |
| 4022 | 4021 | Firhouse Rd / Old Bawn Way / Killinny Rd / Bohernabreena Rd | Fm B | 2006 | Oct | 72 | 41 | -44% | 4.2 | 452 | 473 | 5% | 1.0 | 524 | 514 | -2% | 0.4 |
| 4031 | 4013 | Butterfield Ave / Marian Road | Fm C | 2006 | Oct | 6 | 3 | -50% | 1.4 | 155 | 144 | -7% | 0.9 | 161 | 147 | -9% | 1.1 |
| 4031 | 4014 | Firhouse Rd / Ballyroan Rd / Old Br Rd / Butterfield Ave | Fm C | 2006 | Oct | 30 | 19 | -36% | 2.2 | 332 | 278 | -16% | 3.1 | 362 | 297 | -18% | 3.6 |
| 4032 | 4015 | Firhouse Rd / Knocklyon Rd | Fm C | 2006 | Oct | 18 | 8 | -53% | 2.6 | 407 | 108 | -74% | 18.7 | 425 | 116 | -73% | 18.8 |
| 4032 | 4035 | Knocklyon Rd / Templeroan Rd | To C | 2006 | Oct | 0 | 7 | #DIV/0! | 3.7 | 130 | 67 | -48% | 6.3 | 130 | 74 | -43% | 5.5 |
| 4033 | 4017 | Firhouse Rd / Delaford Ave | Fm C | 2006 | Oct | 3 | 0 | -100% | 2.4 | 146 | 8 | -95% | 15.8 | 149 | 8 | -95% | 16.0 |
| 4033 | 4034 | Knocklyon Rd / Scholarstown Rd | To B | 2006 | Oct | 3 | 4 | 41% | 0.6 | 238 | 112 | -53% | 9.5 | 241 | 117 | -52% | 9.3 |
| 4034 | 4033 | Knocklyon Rd / Scholarstown Rd | Fm B | 2006 | Oct | 3 | 16 | 444% | 4.3 | 132 | 52 | -60% | 8.3 | 135 | 69 | -49% | 6.6 |
| 4034 | 4092 | R113 / Scholarstown Rd / Orlagh Grove | To B | 2006 | Oct | 39 | 22 | -44% | 3.1 | 712 | 742 | 4% | 1.1 | 751 | 764 | 2% | 0.5 |
| 4035 | 4032 | Knocklyon Rd / Templeroan Rd | Fm C | 2006 | Oct | 9 | 8 | -6% | 0.2 | 241 | 102 | -57% | 10.6 | 250 | 111 | -56% | 10.4 |
| 4035 | 4051 | Scholarstown Rd / Templeroan Rd / Ballyboden Way | To C | 2006 | Oct | 9 | 9 | 3% | 0.1 | 80 | 71 | -11% | 1.0 | 89 | 80 | -10% | 0.9 |
| 4035 | 4066 | Scholarstown Rd / Templeroan Rd / Ballyboden Way | To D | 2006 | Oct | 39 | 25 | -37% | 2.6 | 509 | 299 | -41% | 10.5 | 548 | 323 | -41% | 10.8 |
| 4041 | 4019 | 0 | Nbd | 2007 | Jan | 30 | 0 | -100% | 7.7 | 335 | 110 | -67% | 15.1 | 365 | 110 | -70% | 16.6 |
| 4041 | 4020 | Firhouse Rd / Ballycullen Drive | Fm C | 2006 | Oct | 0 | 0 | #DIV/0! | 0.4 | 38 | 2 | -96% | 8.2 | 38 | 2 | -96% | 8.2 |
| 4041 | 4042 | Killininny Rd / Ballycullen Rd / St Colmcille's Way | Fm A | 2006 | Oct | 15 | 2 | -88% | 4.6 | 379 | 246 | -35% | 7.5 | 394 | 247 | -37% | 8.2 |
| 4042 | 4041 | Killininny Rd / Ballycullen Rd / St Colmcille's Way | To A | 2006 | Oct | 9 | 5 | -40% | 1.3 | 341 | 146 | -57% | 12.5 | 350 | 151 | -57% | 12.6 |
| 4042 | 4043 | Killininny Rd / Ballycullen Rd / St Colmcille's Way | To B | 2006 | Oct | 24 | 53 | 122% | 4.7 | 509 | 324 | -36% | 9.1 | 533 | 377 | -29% | 7.3 |
| 4042 | 4090 | R113 / M50 Interchange West Rdbt | Fm B | 2006 | Oct | 51 | 48 | -6% | 0.4 | 886 | 1117 | 26% | 7.3 | 937 | 1165 | 24% | 7.0 |
| 4043 | 4021 | Firhouse Rd / Old Bawn Way / Killinny Rd / Bohernabreena Rd | Fm C | 2006 | Oct | 30 | 63 | 109% | 4.8 | 683 | 578 | -15% | 4.2 | 713 | 641 | -10% | 2.8 |
| 4043 | 4042 | Killininny Rd / Ballycullen Rd / St Colmcille's Way | Fm B | 2006 | Oct | 51 | 43 | -16% | 1.2 | 476 | 401 | -16% | 3.6 | 527 | 443 | -16% | 3.8 |
| 4051 | 4035 | Scholarstown Rd / Templeroan Rd / Ballyboden Way | Fm C | 2006 | Oct | 15 | 9 | -38% | 1.6 | 246 | 199 | -19% | 3.1 | 261 | 208 | -20% | 3.4 |
| 4061 | 2725 | Rathfarnham Rd/ Dodder Park Rd | To A | 2006 | Oct | 42 | 36 | -13% | 0.9 | 944 | 693 | -27% | 8.8 | 986 | 729 | -26% | 8.8 |
| 4061 | 4011 | Springfield Avenue | West | 2005 | Jan | 36 | 31 | -13% | 0.8 | 286 | 202 | -29% | 5.4 | 322 | 234 | -27% | 5.3 |
| 4061 | 4062 | 0 | To C | 2007 | 6 March | 18 | 17 | -5% | 0.2 | 330 | 137 | -59% | 12.7 | 348 | 154 | -56% | 12.3 |
| 4061 | 5102 | Rathfarnham Rd/ Dodder Park Rd | To D | 2006 | Oct | 60 | 57 | -5% | 0.4 | 1012 | 446 | -56% | 21.0 | 1072 | 503 | -53% | 20.3 |
| 4062 | 4012 | Butterfield Ave / Rathfarnham Rd / Grange Rd | To B | 2006 | Oct | 66 | 25 | -62% | 6.1 | 384 | 356 | -7% | 1.5 | 450 | 381 | -15% | 3.4 |
| 4062 | 4061 | Rathfarnham Rd/ Dodder Park Rd | Fm C | 2006 | Oct | 30 | 22 | -26% | 1.5 | 922 | 577 | -37% | 12.6 | 952 | 599 | -37% | 12.7 |
| 4062 | 4063 | Butterfield Ave / Rathfarnham Rd / Grange Rd | To C | 2006 | Oct | 42 | 41 | -1% | 0.1 | 405 | 334 | -18% | 3.7 | 447 | 375 | -16% | 3.5 |
| 4063 | 4062 | Butterfield Ave / Rathfarnham Rd / Grange Rd | Fm C | 2006 | Oct | 87 | 30 | -65% | 7.4 | 786 | 595 | -24% | 7.3 | 873 | 625 | -28% | 9.1 |
| 4063 | 4064 | Willbrook Rd / Grange Rd | To B | 2006 | Oct | 18 | 15 | -14% | 0.6 | 114 | 117 | 2% | 0.2 | 132 | 132 | 0% | 0.0 |
| 4063 | 4081 | Willbrook Rd / Grange Rd | To C | 2006 | Oct | 45 | 36 | -20% | 1.4 | 449 | 293 | -35% | 8.1 | 494 | 329 | -33% | 8.1 |

**Additional Count Comparisons not included in the Cordon Analysis**

AM1 - 07:00 - 08:00

| | | | | | | AM1 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | HGV | | | | Car | | | | Total | | | |
| 4064 | 4063 | Willbrook Rd / Grange Rd | Fm B | 2006 | Oct | 18 | 4 | -80% | 4.4 | 410 | 236 | -43% | 9.7 | 428 | 239 | -44% | 10.3 |
| 4064 | 4065 | 0 | South Bnd | 2007 | 31 May | 15 | 14 | -5% | 0.2 | 175 | 109 | -38% | 5.6 | 190 | 123 | -35% | 5.3 |
| 4065 | 4066 | Ballyboden Rd | West Bnd | 2006 | May | 21 | 19 | -9% | 0.4 | 201 | 170 | -15% | 2.3 | 222 | 189 | -15% | 2.3 |
| 4066 | 4035 | Scholarstown Rd / Templeroan Rd / Ballyboden Way | Fm D | 2006 | Oct | 30 | 13 | -58% | 3.8 | 441 | 243 | -45% | 10.7 | 471 | 256 | -46% | 11.3 |
| 4066 | 4065 | Ballyboden Rd | East Bnd | 2006 | May | 30 | 28 | -7% | 0.4 | 685 | 435 | -36% | 10.5 | 715 | 463 | -35% | 10.4 |
| 4081 | 4063 | Willbrook Rd / Grange Rd | Fm C | 2006 | Oct | 93 | 37 | -60% | 7.0 | 538 | 435 | -19% | 4.7 | 631 | 472 | -25% | 6.8 |
| 4090 | 4042 | R113 / M50 Interchange West Rdbt | To B | 2006 | Oct | 72 | 74 | 2% | 0.2 | 503 | 421 | -16% | 3.8 | 575 | 495 | -14% | 3.5 |
| 4090 | 4091 | M50 Nbd On slip / R133 INTERCHANGE | Nbd | 2006 | 31/05 | 54 | 7 | -87% | 8.5 | 768 | 922 | 20% | 5.3 | 822 | 929 | 13% | 3.6 |
| 4090 | 4092 | R113 /M50 Interchange East Rdbt | Fm B | 2006 | Oct | 39 | 46 | 17% | 1.0 | 641 | 730 | 14% | 3.4 | 680 | 775 | 14% | 3.5 |
| 4091 | 4092 | M50 Sbd Off slip / R133 INTERCHANGE | Sbd | 2006 | 31/05 | 120 | 59 | -51% | 6.5 | 503 | 283 | -44% | 11.1 | 623 | 342 | -45% | 12.8 |
| 4092 | 4034 | R113 / Scholarstown Rd / Orlagh Grove | Fm B | 2006 | Oct | 33 | 47 | 42% | 2.2 | 255 | 381 | 49% | 7.0 | 288 | 427 | 48% | 7.4 |
| 4092 | 4090 | R113 /M50 Interchange East Rdbt | To B | 2006 | Oct | 63 | 31 | -51% | 4.7 | 590 | 695 | 18% | 4.1 | 653 | 725 | 11% | 2.8 |
| 4092 | 4093 | M50 Sbd On slip / R133 INTERCHANGE | Sbd | 2006 | 31/05 | 66 | 52 | -21% | 1.8 | 902 | 676 | -25% | 8.1 | 968 | 728 | -25% | 8.2 |
| 4093 | 4090 | M50 Nbd Off slip / R133 INTERCHANGE | Nbd | 2006 | 31/05 | 51 | 48 | -6% | 0.5 | 552 | 260 | -53% | 14.5 | 603 | 308 | -49% | 13.8 |
| 4100 | 4113 | 0 | Fm A | 2007 | 14 Feb | 99 | 40 | -59% | 7.0 | 302 | 185 | -39% | 7.5 | 401 | 225 | -44% | 10.0 |
| 4101 | 4102 | 0 | Fm A | 2007 | 14 Feb | 216 | 132 | -39% | 6.4 | 990 | 970 | -2% | 0.6 | 1206 | 1102 | -9% | 3.1 |
| 4102 | 4101 | 0 | To A | 2007 | 14 Feb | 159 | 166 | 4% | 0.5 | 801 | 540 | -33% | 10.1 | 960 | 706 | -26% | 8.8 |
| 4102 | 4105 | 0 | To B | 2007 | 14 Feb | 69 | 40 | -42% | 3.9 | 371 | 184 | -50% | 11.2 | 440 | 224 | -49% | 11.8 |
| 4102 | 4107 | 0 | To C | 2007 | 14 Feb | 282 | 134 | -53% | 10.3 | 792 | 995 | 26% | 6.8 | 1074 | 1129 | 5% | 1.6 |
| 4104 | 4002 | Old Bawn Rd / Firhouse Rd West | Fm B | 2006 | Oct | 18 | 37 | 106% | 3.6 | 558 | 184 | -67% | 19.4 | 576 | 221 | -62% | 17.8 |
| 4104 | 4005 | 0 | To B | 2007 | 14 Feb | 54 | 8 | -85% | 8.2 | 318 | 139 | -56% | 11.8 | 372 | 147 | -60% | 13.9 |
| 4104 | 4186 | 0 | To A | 2007 | 14 Feb | 78 | 48 | -39% | 3.8 | 671 | 347 | -48% | 14.4 | 749 | 394 | -47% | 14.8 |
| 4105 | 4102 | 0 | Fm B | 2007 | 14 Feb | 183 | 89 | -51% | 8.1 | 499 | 435 | -13% | 3.0 | 682 | 524 | -23% | 6.4 |
| 4106 | 4113 | 0 | Fm B | 2007 | 14 Feb | 45 | 85 | 88% | 4.9 | 816 | 335 | -59% | 20.1 | 861 | 419 | -51% | 17.5 |
| 4107 | 4102 | 0 | Fm C | 2007 | 14 Feb | 111 | 119 | 7% | 0.8 | 475 | 314 | -34% | 8.1 | 586 | 433 | -26% | 6.8 |
| 4112 | 4114 | 0 | To D | 2007 | 13 Feb | 249 | 143 | -43% | 7.6 | 429 | 638 | 49% | 9.1 | 678 | 781 | 15% | 3.8 |
| 4112 | 4120 | 0 | To A | 2007 | 13 Feb | 111 | 119 | 7% | 0.7 | 480 | 292 | -39% | 9.6 | 591 | 410 | -31% | 8.1 |
| 4112 | 4132 | 0 | To C | 2007 | 13 Feb | 137 | 61 | -55% | 7.6 | 914 | 938 | 3% | 0.8 | 1050 | 999 | -5% | 1.6 |
| 4113 | 4100 | 0 | To A | 2007 | 14 Feb | 84 | 89 | 6% | 0.5 | 778 | 471 | -39% | 12.3 | 862 | 560 | -35% | 11.3 |
| 4113 | 4106 | 0 | To B | 2007 | 14 Feb | 18 | 26 | 45% | 1.7 | 132 | 47 | -64% | 9.0 | 150 | 73 | -51% | 7.3 |
| 4113 | 4140 | 0 | To C | 2007 | 14 Feb | 93 | 22 | -76% | 9.4 | 488 | 208 | -57% | 15.0 | 581 | 230 | -60% | 17.4 |
| 4114 | 4112 | 0 | Fm D | 2007 | 13 Feb | 66 | 13 | -81% | 8.5 | 270 | 380 | 41% | 6.1 | 336 | 393 | 17% | 3.0 |
| 4120 | 4112 | 0 | Fm A | 2007 | 13 Feb | 270 | 139 | -49% | 9.2 | 753 | 1061 | 41% | 10.2 | 1023 | 1200 | 17% | 5.3 |
| 4121 | 4122 | Tymon Rd / Tallaght Rd | from C | 2005 | Jan | 48 | 77 | 60% | 3.7 | 289 | 321 | 11% | 1.8 | 337 | 398 | 18% | 3.2 |
| 4122 | 4121 | Tymon Rd / Tallaght Rd | to C | 2005 | Jan | 9 | 30 | 228% | 4.7 | 263 | 34 | -87% | 18.8 | 272 | 63 | -77% | 16.1 |
| 4122 | 4123 | Tymon Rd / Tallaght Rd | to A | 2005 | Jan | 24 | 13 | -46% | 2.5 | 197 | 134 | -32% | 4.9 | 221 | 147 | -33% | 5.4 |
| 4122 | 4127 | Tymon Rd / Tallaght Rd | to B | 2005 | Jan | 27 | 8 | -70% | 4.5 | 189 | 138 | -27% | 4.0 | 216 | 146 | -32% | 5.2 |
| 4123 | 4122 | Tymon Rd / Tallaght Rd | from A | 2005 | Jan | 12 | 15 | 22% | 0.7 | 194 | 21 | -89% | 16.7 | 206 | 35 | -83% | 15.6 |
| 4123 | 4124 | Greenhills Road (N) | N toS | 2005 | 19/04 | 78 | 78 | 0% | 0.0 | 419 | 501 | 20% | 3.8 | 497 | 580 | 17% | 3.6 |
| 4123 | 4275 | GREENHILLS ROAD | 1 W to E | 2005 | 15/11 | 81 | 186 | 130% | 9.1 | 1013 | 831 | -18% | 6.0 | 1094 | 1017 | -7% | 2.4 |
| 4124 | 4123 | Greenhills Road (N) | S to N | 2005 | 19/04 | 174 | 175 | 0% | 0.0 | 886 | 714 | -19% | 6.1 | 1060 | 889 | -16% | 5.5 |
| 4124 | 4125 | Greenhills Road (S) | N toS | 2005 | 19/04 | 60 | 49 | -19% | 1.5 | 317 | 245 | -23% | 4.3 | 377 | 294 | -22% | 4.5 |
| 4124 | 4131 | Mayberry Road | E to W | 2005 | 19/04 | 39 | 38 | -2% | 0.1 | 196 | 198 | 1% | 0.2 | 235 | 237 | 1% | 0.1 |

**Additional Count Comparisons not included in the Cordon Analysis**

AM1 - 07:00 - 08:00

| | | | | | | AM1 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | HGV | | | | Car | | | | Total | | | |
| 4125 | 4124 | Greenhills Road (S) | S to N | 2005 | 19/04 | 114 | 81 | -29% | 3.3 | 472 | 216 | -54% | 13.8 | 586 | 298 | -49% | 13.7 |
| 4125 | 4133 | 0 | Fm D | 2007 | 13 Feb | 33 | 14 | -57% | 3.9 | 235 | 112 | -52% | 9.3 | 268 | 126 | -53% | 10.1 |
| 4127 | 4122 | Tymon Rd / Tallaght Rd | from B | 2005 | Jan | 0 | 1 | #DIV/0! | 1.2 | 166 | 4 | -98% | 17.6 | 166 | 5 | -97% | 17.4 |
| 4131 | 4124 | Mayberry Rd (petrol st) | East Bnd | 2006 | May | 93 | 75 | -19% | 1.9 | 273 | 236 | -13% | 2.3 | 366 | 311 | -15% | 3.0 |
| 4131 | 4132 | Mayberry Rd (parking bay) | West Bnd | 2006 | May | 48 | 39 | -20% | 1.4 | 314 | 221 | -29% | 5.7 | 362 | 260 | -28% | 5.8 |
| 4132 | 4112 | 0 | Fm C | 2007 | 13 Feb | 104 | 173 | 67% | 5.9 | 703 | 424 | -40% | 11.7 | 807 | 597 | -26% | 7.9 |
| 4132 | 4131 | 0 | To C | 2007 | 13 Feb | 75 | 76 | 1% | 0.1 | 287 | 168 | -41% | 7.9 | 362 | 244 | -33% | 6.8 |
| 4132 | 4133 | 0 | To B | 2007 | 13 Feb | 93 | 27 | -70% | 8.4 | 685 | 414 | -40% | 11.5 | 778 | 442 | -43% | 13.6 |
| 4133 | 4125 | 0 | To D | 2007 | 13 Feb | 60 | 28 | -53% | 4.8 | 516 | 57 | -89% | 27.1 | 576 | 85 | -85% | 27.0 |
| 4133 | 4132 | 0 | Fm B | 2007 | 13 Feb | 108 | 99 | -8% | 0.9 | 449 | 455 | 1% | 0.3 | 557 | 554 | -1% | 0.1 |
| 4133 | 4134 | 0 | To C | 2007 | 13 Feb | 66 | 18 | -72% | 7.3 | 639 | 225 | -65% | 19.9 | 705 | 244 | -65% | 21.2 |
| 4134 | 4133 | 0 | Fm C | 2007 | 13 Feb | 102 | 99 | -3% | 0.3 | 838 | 455 | -46% | 15.1 | 940 | 554 | -41% | 14.1 |
| 4134 | 4135 | 0 | To C | 2007 | 13 Feb | 36 | 35 | -2% | 0.1 | 315 | 163 | -48% | 9.8 | 351 | 198 | -44% | 9.2 |
| 4134 | 4141 | 0 | Fm C | 2007 | 14 Feb | 72 | 1 | -99% | 11.8 | 580 | 18 | -97% | 32.5 | 652 | 19 | -97% | 34.6 |
| 4135 | 4134 | 0 | Fm C | 2007 | 13 Feb | 39 | 43 | 11% | 0.7 | 454 | 913 | 101% | 17.6 | 493 | 957 | 94% | 17.2 |
| 4135 | 4185 | 0 | To C | 2007 | 13 Feb | 39 | 35 | -9% | 0.6 | 313 | 163 | -48% | 9.7 | 352 | 198 | -44% | 9.3 |
| 4136 | 4184 | N81 Tallaght ByPass / Old Bawn Rd / Tallaght Village | Fm A | 2006 | Oct | 9 | 0 | -100% | 4.2 | 94 | 1 | -99% | 13.5 | 103 | 1 | -99% | 14.1 |
| 4140 | 4113 | 0 | Fm C | 2007 | 14 Feb | 48 | 12 | -75% | 6.6 | 279 | 208 | -26% | 4.6 | 327 | 219 | -33% | 6.5 |
| 4140 | 4141 | 0 | Fm A | 2007 | 14 Feb | 102 | 17 | -84% | 11.1 | 767 | 187 | -76% | 26.6 | 869 | 204 | -77% | 28.7 |
| 4141 | 4134 | 0 | To C | 2007 | 14 Feb | 87 | 89 | 2% | 0.2 | 235 | 261 | 11% | 1.6 | 322 | 349 | 8% | 1.5 |
| 4141 | 4140 | 0 | To A | 2007 | 14 Feb | 51 | 7 | -86% | 8.1 | 493 | 55 | -89% | 26.5 | 544 | 62 | -89% | 27.7 |
| 4141 | 4142 | Belgard Square West | N to S | 2005 | 15/11 | 15 | 18 | 17% | 0.6 | 106 | 121 | 14% | 1.4 | 121 | 138 | 14% | 1.5 |
| 4142 | 4141 | 0 | To A | 2007 | 14 Feb | 102 | 107 | 4% | 0.4 | 895 | 493 | -45% | 15.2 | 997 | 600 | -40% | 14.1 |
| 4142 | 4186 | Belgard Square East | W to E | 2005 | 15/11 | 15 | 1 | -93% | 4.9 | 105 | 67 | -36% | 4.1 | 120 | 68 | -43% | 5.3 |
| 4147 | 4189 | N81 / COOKSTOWN ROAD | Fm A | 2006 | 08/06 | 108 | 107 | -1% | 0.1 | 710 | 658 | -7% | 2.0 | 818 | 765 | -6% | 1.9 |
| 4151 | 4257 | 0 | West Bnd | 2007 | 28 March | 69 | 35 | -49% | 4.7 | 510 | 508 | 0% | 0.1 | 579 | 544 | -6% | 1.5 |
| 4153 | 4191 | N81 / FORTUNESTOWN ROAD | Fm A | 2006 | 08/06 | 9 | 0 | -100% | 4.2 | 256 | 0 | -100% | 22.6 | 265 | 0 | -100% | 23.0 |
| 4161 | 2899 | Templeogue Rd / Templeville Rd / Springfield | To D | 2006 | Oct | 36 | 46 | 28% | 1.6 | 572 | 524 | -8% | 2.1 | 608 | 570 | -6% | 1.6 |
| 4161 | 4011 | Springfield / Fairways | Fm A | 2006 | Oct | 60 | 63 | 4% | 0.3 | 562 | 379 | -33% | 8.4 | 622 | 442 | -29% | 7.8 |
| 4161 | 4162 | 0 | from D | 2007 | 6 March | 24 | 87 | 264% | 8.5 | 643 | 379 | -41% | 11.7 | 667 | 466 | -30% | 8.5 |
| 4161 | 4284 | Templeogue Rd / Templeville Rd / Springfield | To A | 2006 | Oct | 33 | 33 | 0% | 0.0 | 283 | 263 | -7% | 1.2 | 316 | 296 | -6% | 1.1 |
| 4162 | 4014 | 0 | to C | 2007 | 6 March | 30 | 57 | 90% | 4.1 | 404 | 504 | 25% | 4.7 | 434 | 561 | 29% | 5.7 |
| 4162 | 4161 | Templeogue Rd / Templeville Rd / Springfield | Fm B | 2006 | Oct | 39 | 45 | 15% | 0.9 | 520 | 432 | -17% | 4.0 | 559 | 477 | -15% | 3.6 |
| 4162 | 4163 | Templeogue Rd / Old Bridge Rd / Cypress Grove Rd | To B | 2006 | Oct | 33 | 127 | 285% | 10.5 | 880 | 1021 | 16% | 4.6 | 913 | 1148 | 26% | 7.3 |
| 4162 | 4284 | Templeogue Rd / Old Bridge Rd / Cypress Grove Rd | To A | 2006 | Oct | 78 | 55 | -29% | 2.8 | 841 | 717 | -15% | 4.4 | 919 | 772 | -16% | 5.0 |
| 4163 | 4016 | Tallaght Rd / Wellington Lane / Spawell Rd | To C | 2006 | Oct | 27 | 7 | -73% | 4.7 | 187 | 85 | -55% | 8.8 | 214 | 92 | -57% | 9.8 |
| 4163 | 4162 | Templeogue Rd / Old Bridge Rd / Cypress Grove Rd | Fm B | 2006 | Oct | 93 | 106 | 14% | 1.3 | 928 | 880 | -5% | 1.6 | 1021 | 986 | -3% | 1.1 |
| 4163 | 4286 | Tallaght Rd / Wellington Lane / Spawell Rd | To A | 2006 | Oct | 69 | 30 | -57% | 5.6 | 843 | 394 | -53% | 18.0 | 912 | 424 | -54% | 18.9 |
| 4174 | 4292 | Tymon M50-17 (2005 data) | 0 | 2006 | Weekday | 766 | 367 | -52% | 16.7 | 3225 | 2753 | -15% | 8.6 | 3990 | 3121 | -22% | 14.6 |
| 4177 | 4174 | M 50 North Bound On-Slip | North Bd | 2006 | 05/12 | 108 | 7 | -93% | 13.3 | 987 | 347 | -65% | 24.8 | 1095 | 354 | -68% | 27.5 |
| 4180 | 4189 | N81 / COOKSTOWN ROAD | Fm B | 2006 | 08/06 | 207 | 217 | 5% | 0.7 | 1017 | 914 | -10% | 3.3 | 1224 | 1131 | -8% | 2.7 |
| 4180 | 4190 | N81 / KILLINARDEN HEIGHTS (WEST) | Fm C | 2006 | 08/06 | 165 | 168 | 2% | 0.2 | 615 | 406 | -34% | 9.3 | 780 | 574 | -26% | 7.9 |
| 4182 | 4001 | Old Bawn Rd / Seskin View Rd / Old Bawn Way | Fm D | 2006 | Oct | 3 | 0 | -100% | 2.4 | 85 | 0 | -100% | 13.0 | 88 | 0 | -100% | 13.3 |

**Additional Count Comparisons not included in the Cordon Analysis**

AM1 - 07:00 - 08:00

| | | | | | | AM1 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | HGV | | | | Car | | | | Total | | | |
| 4183 | 4184 | N81 Tallaght ByPass / Old Bawn Rd / Tallaght Village | Fm D | 2006 | Oct | 132 | 146 | 11% | 1.2 | 1110 | 1255 | 13% | 4.2 | 1242 | 1401 | 13% | 4.4 |
| 4184 | 4000 | N81 Tallaght ByPass / Old Bawn Rd / Tallaght Village | To C | 2006 | Oct | 12 | 26 | 115% | 3.2 | 258 | 189 | -27% | 4.6 | 270 | 214 | -21% | 3.6 |
| 4184 | 4136 | N81 Tallaght ByPass / Old Bawn Rd / Tallaght Village | To A | 2006 | Oct | 12 | 0 | -97% | 4.6 | 181 | 3 | -98% | 18.5 | 193 | 4 | -98% | 19.1 |
| 4184 | 4183 | N81 Tallaght ByPass / Old Bawn Rd / Tallaght Village | To D | 2006 | Oct | 225 | 222 | -1% | 0.2 | 1584 | 1249 | -21% | 8.9 | 1809 | 1471 | -19% | 8.3 |
| 4184 | 4185 | N81 Tallaght ByPass / Old Bawn Rd / Tallaght Village | To B | 2006 | Oct | 147 | 141 | -4% | 0.5 | 1401 | 1579 | 13% | 4.6 | 1548 | 1720 | 11% | 4.2 |
| 4185 | 4135 | 0 | Fm C | 2007 | 13 Feb | 51 | 43 | -15% | 1.1 | 951 | 913 | -4% | 1.2 | 1002 | 957 | -5% | 1.5 |
| 4185 | 4184 | 0 | To C | 2007 | 13 Feb | 261 | 206 | -21% | 3.6 | 1472 | 1002 | -32% | 13.4 | 1733 | 1208 | -30% | 13.7 |
| 4185 | 4186 | 0 | Fm D | 2007 | 14 Feb | 135 | 112 | -17% | 2.1 | 890 | 751 | -16% | 4.8 | 1025 | 863 | -16% | 5.3 |
| 4186 | 4104 | 0 | Fm A | 2007 | 14 Feb | 279 | 0 | -100% | 23.6 | 321 | 11 | -96% | 24.0 | 600 | 11 | -98% | 33.7 |
| 4186 | 4142 | 0 | To A | 2007 | 14 Feb | 51 | 14 | -72% | 6.4 | 448 | 280 | -38% | 8.8 | 499 | 294 | -41% | 10.3 |
| 4186 | 4185 | 0 | To D | 2007 | 14 Feb | 174 | 185 | 6% | 0.8 | 1501 | 925 | -38% | 16.5 | 1675 | 1110 | -34% | 15.2 |
| 4186 | 4187 | 0 | To B | 2007 | 14 Feb | 159 | 140 | -12% | 1.6 | 915 | 836 | -9% | 2.7 | 1074 | 976 | -9% | 3.1 |
| 4187 | 4186 | 0 | Fm B | 2007 | 14 Feb | 177 | 178 | 1% | 0.1 | 1406 | 867 | -38% | 16.0 | 1583 | 1045 | -34% | 14.8 |
| 4187 | 4188 | N81 / KILLINARDEN HEIGHTS (EAST) | Fm C | 2006 | 08/06 | 207 | 200 | -3% | 0.5 | 875 | 912 | 4% | 1.2 | 1082 | 1112 | 3% | 0.9 |
| 4188 | 4005 | N81 / KILLINARDEN HEIGHTS (EAST) | To B | 2006 | 08/06 | 24 | 3 | -87% | 5.6 | 334 | 25 | -92% | 23.0 | 358 | 28 | -92% | 23.7 |
| 4188 | 4187 | N81 / KILLINARDEN HEIGHTS (EAST) | To C | 2006 | 08/06 | 303 | 307 | 1% | 0.2 | 1553 | 1435 | -8% | 3.1 | 1856 | 1742 | -6% | 2.7 |
| 4188 | 4189 | N81 / KILLINARDEN HEIGHTS (EAST) | To A | 2006 | 08/06 | 231 | 202 | -13% | 2.0 | 867 | 803 | -7% | 2.2 | 1098 | 1005 | -8% | 2.9 |
| 4189 | 4147 | N81 / COOKSTOWN ROAD | To A | 2006 | 08/06 | 57 | 62 | 8% | 0.6 | 354 | 369 | 4% | 0.8 | 411 | 431 | 5% | 1.0 |
| 4189 | 4180 | N81 / COOKSTOWN ROAD | To B | 2006 | 08/06 | 180 | 194 | 8% | 1.0 | 597 | 466 | -22% | 5.7 | 777 | 661 | -15% | 4.3 |
| 4189 | 4188 | N81 / KILLINARDEN HEIGHTS (EAST) | Fm A | 2006 | 08/06 | 309 | 269 | -13% | 2.3 | 1643 | 1540 | -6% | 2.6 | 1952 | 1809 | -7% | 3.3 |
| 4190 | 4180 | N81 / KILLINARDEN HEIGHTS (WEST) | To C | 2006 | 08/06 | 216 | 217 | 0% | 0.1 | 1024 | 914 | -11% | 3.5 | 1240 | 1131 | -9% | 3.2 |
| 4190 | 4191 | N81 / KILLINARDEN HEIGHTS (WEST) | To A | 2006 | 08/06 | 177 | 232 | 31% | 3.8 | 687 | 471 | -31% | 9.0 | 864 | 703 | -19% | 5.8 |
| 4191 | 4153 | N81 / FORTUNESTOWN ROAD | To A | 2006 | 08/06 | 9 | 19 | 108% | 2.6 | 93 | 69 | -25% | 2.6 | 102 | 88 | -14% | 1.4 |
| 4191 | 4190 | N81 / KILLINARDEN HEIGHTS (WEST) | Fm A | 2006 | 08/06 | 204 | 212 | 4% | 0.6 | 1039 | 799 | -23% | 7.9 | 1243 | 1011 | -19% | 6.9 |
| 4191 | 4195 | N81 / FORTUNESTOWN ROAD | To B | 2006 | 08/06 | 174 | 169 | -3% | 0.4 | 624 | 350 | -44% | 12.4 | 798 | 519 | -35% | 10.9 |
| 4195 | 4191 | N81 / FORTUNESTOWN ROAD | Fm B | 2006 | 08/06 | 198 | 65 | -67% | 11.6 | 798 | 618 | -23% | 6.8 | 996 | 683 | -31% | 10.8 |
| 4233 | 4242 | R113 Belgard Road | S bd | 2006 | 16/11 | 156 | 147 | -6% | 0.7 | 934 | 1101 | 18% | 5.2 | 1090 | 1248 | 14% | 4.6 |
| 4242 | 4233 | R113 Belgard Road | N bd | 2006 | 16/11 | 198 | 201 | 1% | 0.2 | 861 | 535 | -38% | 12.3 | 1059 | 736 | -31% | 10.8 |
| 4256 | 4257 | 0 | East Bnd | 2007 | 28 March | 126 | 87 | -31% | 3.8 | 884 | 678 | -23% | 7.4 | 1010 | 765 | -24% | 8.2 |
| 4257 | 4151 | 0 | East Bnd | 2007 | 28 March | 135 | 82 | -39% | 5.1 | 986 | 641 | -35% | 12.1 | 1121 | 724 | -35% | 13.1 |
| 4257 | 4256 | 0 | West Bnd | 2007 | 28 March | 51 | 50 | -3% | 0.2 | 521 | 543 | 4% | 0.9 | 572 | 592 | 4% | 0.8 |
| 4273 | 4293 | Ballymount | Wbd | 2006 | 16/11 | 303 | 295 | -3% | 0.5 | 314 | 487 | 55% | 8.6 | 617 | 781 | 27% | 6.2 |
| 4275 | 4123 | B24 | 2 E to W | 2005 | 15/11 | 42 | 91 | 117% | 6.0 | 416 | 504 | 21% | 4.1 | 458 | 596 | 30% | 6.0 |
| 4284 | 4161 | Templeogue Rd / Templeville Rd / Springfield | Fm A | 2006 | Oct | 60 | 68 | 13% | 1.0 | 479 | 399 | -17% | 3.8 | 539 | 467 | -13% | 3.2 |
| 4284 | 4162 | 0 | from A | 2007 | 6 March | 30 | 36 | 18% | 1.0 | 357 | 293 | -18% | 3.5 | 387 | 329 | -15% | 3.1 |
| 4284 | 4287 | 0 | North Bnd | 2007 | 31 May | 42 | 32 | -24% | 1.7 | 700 | 385 | -45% | 13.5 | 742 | 417 | -44% | 13.5 |
| 4286 | 4163 | Tallaght Rd / Wellington Lane / Spawell Rd | Fm A | 2006 | Oct | 6 | 13 | 116% | 2.3 | 421 | 191 | -55% | 13.1 | 427 | 204 | -52% | 12.5 |
| 4287 | 4284 | 0 | South Bnd | 2007 | 31 May | 24 | 32 | 35% | 1.6 | 323 | 252 | -22% | 4.2 | 347 | 285 | -18% | 3.5 |
| 4292 | 4174 | Tymon M50-17 (2005 data) | 0 | 2006 | Weekday | 801 | 574 | -28% | 8.7 | 2876 | 2019 | -30% | 17.3 | 3677 | 2593 | -29% | 19.4 |
| 4293 | 4273 | BALLYMONT | 1 W to E | 2005 | 15/11 | 192 | 185 | -4% | 0.5 | 1081 | 1201 | 11% | 3.5 | 1273 | 1386 | 9% | 3.1 |
| 4311 | 2814 | The Oval | W to E | 2006 | Nov | 266 | 306 | 15% | 2.4 | 1738 | 1906 | 10% | 3.9 | 2003 | 2212 | 10% | 4.6 |
| 4314 | 4396 | LiffeyValley Approach Road | E bd | 2006 | 16/11 | 198 | 196 | -1% | 0.2 | 597 | 392 | -34% | 9.2 | 795 | 588 | -26% | 7.9 |
| 4315 | 4386 | Fonthill Road (N) | 3 N to W | 2005 | 17/11 | 123 | 125 | 2% | 0.2 | 542 | 747 | 38% | 8.1 | 665 | 872 | 31% | 7.5 |

**Additional Count Comparisons not included in the Cordon Analysis**

AM1 - 07:00 - 08:00

| | | | | | | AM1 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | HGV | | | | Car | | | | Total | | | |
| 4323 | 4327 | Dead Mans Inn N04-40 | 0 | 2006 | Weekday | 691 | 647 | -6% | 1.7 | 1690 | 2692 | 59% | 21.4 | 2381 | 3340 | 40% | 17.9 |
| 4332 | 4333 | Lucan Road | W to E | 2005 | 17/11 | 24 | 21 | -13% | 0.7 | 953 | 294 | -69% | 26.4 | 977 | 315 | -68% | 26.1 |
| 4333 | 4331 | Ballyfermot Road | W to E | 2005 | 17/11 | 30 | 50 | 67% | 3.2 | 490 | 893 | 82% | 15.3 | 520 | 943 | 81% | 15.6 |
| 4333 | 4334 | Fonthill Road (S) | N to S | 2005 | 17/11 | 150 | 21 | -86% | 14.0 | 537 | 290 | -46% | 12.1 | 687 | 311 | -55% | 16.8 |
| 4333 | 4336 | Fonthill Road (N) | S to N | 2005 | 17/11 | 318 | 0 | -100% | 25.2 | 1127 | 91 | -92% | 42.0 | 1445 | 91 | -94% | 48.8 |
| 4334 | 4333 | Fonthill Road (S) | S to N | 2005 | 17/11 | 276 | 50 | -82% | 17.7 | 833 | 938 | 13% | 3.5 | 1109 | 988 | -11% | 3.7 |
| 4336 | 4333 | Fonthill Road (N) | N to S | 2005 | 17/11 | 144 | 0 | -100% | 17.0 | 338 | 46 | -86% | 21.1 | 482 | 46 | -91% | 26.9 |
| 4377 | 4383 | NEILSTOWN ROAD | Nbd | 2006 | 01/06 | 21 | 68 | 225% | 7.1 | 349 | 189 | -46% | 9.7 | 370 | 258 | -30% | 6.3 |
| 4378 | 4382 | Coldcut Road / Cloverhill Road | Fm C | 2006 | Mar | 77 | 56 | -28% | 2.6 | 666 | 510 | -23% | 6.4 | 743 | 565 | -24% | 7.0 |
| 4379 | 4381 | Ballyfermot Road / Coldcut Road | Fm A | 2006 | Mar | 51 | 18 | -66% | 5.7 | 335 | 348 | 4% | 0.7 | 386 | 366 | -5% | 1.1 |
| 4380 | 2829 | Ballyfermot Road / Clifden Road | Fm A | 2006 | Mar | 63 | 69 | 10% | 0.7 | 649 | 730 | 12% | 3.1 | 712 | 799 | 12% | 3.2 |
| 4380 | 4381 | Ballyfermot Road / Coldcut Road | Fm C | 2006 | Mar | 69 | 49 | -29% | 2.6 | 252 | 278 | 10% | 1.6 | 321 | 327 | 2% | 0.3 |
| 4381 | 4379 | Ballyfermot Road / Coldcut Road | To A | 2006 | Mar | 60 | 52 | -13% | 1.0 | 448 | 226 | -50% | 12.1 | 508 | 278 | -45% | 11.6 |
| 4381 | 4380 | Ballyfermot Road / Coldcut Road | To C | 2006 | Mar | 75 | 71 | -5% | 0.5 | 687 | 756 | 10% | 2.6 | 762 | 827 | 9% | 2.3 |
| 4382 | 2835 | Cloverhill Road / Cedar Brook Avenue | Fm A | 2006 | Mar | 63 | 47 | -26% | 2.2 | 403 | 488 | 21% | 4.0 | 466 | 535 | 15% | 3.1 |
| 4382 | 4378 | Coldcut Road / Cloverhill Road | To C | 2006 | Mar | 140 | 112 | -20% | 2.5 | 919 | 866 | -6% | 1.8 | 1059 | 978 | -8% | 2.5 |
| 4382 | 4395 | Liffey Valley Access/Coldcut Rd | From C | 2006 | 16/11 | 96 | 94 | -2% | 0.2 | 309 | 307 | -1% | 0.1 | 405 | 401 | -1% | 0.2 |
| 4383 | 4377 | Neilstown Road | N to S | 2005 | 17/11 | 3 | 23 | 681% | 5.6 | 160 | 83 | -48% | 7.0 | 163 | 106 | -35% | 4.9 |
| 4383 | 4394 | Coldcut Road (W) | E to W | 2005 | 17/11 | 84 | 77 | -8% | 0.7 | 311 | 293 | -6% | 1.0 | 395 | 370 | -6% | 1.3 |
| 4383 | 4395 | Liffey Valley Access/Coldcut Rd | From B | 2006 | 16/11 | 48 | 97 | 102% | 5.7 | 768 | 686 | -11% | 3.0 | 816 | 783 | -4% | 1.2 |
| 4385 | 4430 | Station Road / Newlands Road | Fm A | 2006 | Mar | 93 | 75 | -19% | 2.0 | 687 | 738 | 7% | 1.9 | 780 | 812 | 4% | 1.1 |
| 4386 | 4315 | Fonthill Road (N) | S to N | 2005 | 17/11 | 282 | 163 | -42% | 8.0 | 831 | 657 | -21% | 6.4 | 1113 | 820 | -26% | 9.4 |
| 4386 | 4387 | Fonthill Road (S) | N to S | 2005 | 17/11 | 105 | 86 | -18% | 1.9 | 460 | 233 | -49% | 12.2 | 565 | 319 | -44% | 11.7 |
| 4386 | 4393 | Coldcut Road (E) | W to E | 2005 | 17/11 | 51 | 53 | 3% | 0.2 | 496 | 606 | 22% | 4.7 | 547 | 658 | 20% | 4.5 |
| 4387 | 4386 | Fonthill Road (S) | S to N | 2005 | 17/11 | 252 | 119 | -53% | 9.8 | 1046 | 457 | -56% | 21.5 | 1298 | 576 | -56% | 23.6 |
| 4387 | 4410 | Newlands Rd / Foxdene Av | from C | 2005 | Jan | 27 | 147 | 446% | 12.9 | 178 | 234 | 31% | 3.9 | 205 | 381 | 86% | 10.3 |
| 4393 | 4386 | Coldcut Road (E) | E to W | 2005 | 17/11 | 90 | 58 | -35% | 3.7 | 313 | 291 | -7% | 1.3 | 403 | 349 | -13% | 2.8 |
| 4394 | 4383 | Coldcut Road (W) | W to E | 2005 | 17/11 | 48 | 36 | -25% | 1.9 | 486 | 622 | 28% | 5.8 | 534 | 658 | 23% | 5.1 |
| 4395 | 4382 | Liffey Valley Access/Coldcut Rd | To C | 2006 | 16/11 | 93 | 109 | 18% | 1.6 | 1174 | 942 | -20% | 7.1 | 1267 | 1051 | -17% | 6.3 |
| 4395 | 4383 | Liffey Valley Access/Coldcut Rd | To B | 2006 | 16/11 | 51 | 94 | 85% | 5.1 | 277 | 249 | -10% | 1.7 | 328 | 343 | 5% | 0.8 |
| 4395 | 4396 | Liffey Valley Access/Coldcut Rd | To A | 2006 | 16/11 | 48 | 0 | -100% | 9.8 | 89 | 0 | -100% | 13.3 | 137 | 0 | -100% | 16.6 |
| 4396 | 4314 | LiffeyValley Approach Road | W bd | 2006 | 16/11 | 39 | 39 | 1% | 0.0 | 76 | 10 | -87% | 10.1 | 115 | 49 | -57% | 7.3 |
| 4396 | 4395 | Liffey Valley Access/Coldcut Rd | From A | 2006 | 16/11 | 48 | 9 | -80% | 7.2 | 463 | 268 | -42% | 10.2 | 511 | 278 | -46% | 11.7 |
| 4410 | 4387 | Newlands Rd / Foxdene Av | to C | 2005 | Jan | 57 | 171 | 200% | 10.7 | 1478 | 1151 | -22% | 9.0 | 1535 | 1322 | -14% | 5.6 |
| 4410 | 4411 | Newlands Rd / Foxdene Av | to A | 2005 | Jan | 27 | 92 | 240% | 8.4 | 185 | 219 | 19% | 2.4 | 212 | 311 | 47% | 6.1 |
| 4411 | 4410 | Newlands Rd / Foxdene Av | from A | 2005 | Jan | 54 | 138 | 155% | 8.6 | 1450 | 1101 | -24% | 9.8 | 1504 | 1239 | -18% | 7.2 |
| 4430 | 2835 | CLOVERHILL ROAD | 1 W to E | 2005 | 17/11 | 48 | 36 | -25% | 1.9 | 476 | 468 | -2% | 0.4 | 524 | 504 | -4% | 0.9 |
| 4430 | 4385 | Station Road / Newlands Road | To A | 2006 | Mar | 39 | 31 | -19% | 1.3 | 115 | 137 | 19% | 1.9 | 154 | 168 | 9% | 1.1 |
| 4430 | 4444 | Station Road / Newlands Road | To B | 2006 | Mar | 144 | 136 | -6% | 0.7 | 543 | 544 | 0% | 0.0 | 687 | 680 | -1% | 0.3 |
| 4442 | 2838 | Park West Road / Park West Avenue | Fm C | 2006 | Mar | 102 | 92 | -10% | 1.0 | 414 | 254 | -39% | 8.8 | 516 | 346 | -33% | 8.2 |
| 4442 | 4443 | Park West Avenue / Nangor Road | To B | 2006 | Mar | 69 | 211 | 205% | 12.0 | 298 | 374 | 26% | 4.2 | 367 | 585 | 59% | 10.0 |
| 4443 | 4442 | R134 / NANGOR ROAD | 1 W to E | 2005 | 17/11 | 102 | 102 | 0% | 0.0 | 956 | 1025 | 7% | 2.2 | 1058 | 1126 | 6% | 2.1 |
| 4443 | 4444 | Newlands Road / Nangor Road | Fm D | 2006 | Mar | 87 | 118 | 36% | 3.1 | 276 | 373 | 35% | 5.4 | 363 | 491 | 35% | 6.2 |

**Additional Count Comparisons not included in the Cordon Analysis**

AM1 - 07:00 - 08:00

| | | | | | | AM1 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | HGV | | | | Car | | | | Total | | | |
| 4444 | 4430 | Station Road / Newlands Road | Fm B | 2006 | Mar | 75 | 105 | 40% | 3.2 | 448 | 513 | 14% | 3.0 | 523 | 618 | 18% | 4.0 |
| 4444 | 4443 | Newlands Road / Nangor Road | To D | 2006 | Mar | 186 | 88 | -53% | 8.3 | 925 | 1024 | 11% | 3.2 | 1111 | 1112 | 0% | 0.0 |
| 4444 | 4445 | Newlands Road / Nangor Road | To B | 2006 | Mar | 123 | 106 | -14% | 1.6 | 267 | 384 | 44% | 6.5 | 390 | 490 | 26% | 4.8 |
| 4444 | 4471 | Newlands Road / Nangor Road | To C | 2006 | Mar | 33 | 69 | 110% | 5.1 | 210 | 120 | -43% | 7.0 | 243 | 189 | -22% | 3.7 |
| 4445 | 4444 | Newlands Road / Nangor Road | Fm B | 2006 | Mar | 129 | 91 | -30% | 3.7 | 835 | 972 | 16% | 4.5 | 964 | 1062 | 10% | 3.1 |
| 4471 | 4444 | Newlands Road / Nangor Road | Fm C | 2006 | Mar | 54 | 24 | -55% | 4.7 | 206 | 152 | -26% | 4.0 | 260 | 177 | -32% | 5.6 |
| 5014 | 5015 | Junction N11 | 0 | 2006 | Nov | 51 | 69 | 36% | 2.4 | 913 | 547 | -40% | 13.5 | 964 | 617 | -36% | 12.3 |
| 5015 | 5014 | Junction N11 | S to N | 2006 | Nov | 44 | 45 | 4% | 0.2 | 2836 | 1703 | -40% | 23.8 | 2880 | 1748 | -39% | 23.5 |
| 5019 | 5020 | STILLORGAN RD / LOWER KILMACUD RD | To D | 2005 | 06/04 | 9 | 9 | 3% | 0.1 | 269 | 152 | -44% | 8.1 | 278 | 161 | -42% | 7.9 |
| 5019 | 5021 | STILLORGAN RD / LOWER KILMACUD RD | To C | 2005 | 06/04 | 105 | 54 | -49% | 5.8 | 814 | 489 | -40% | 12.7 | 919 | 543 | -41% | 13.9 |
| 5019 | 5180 | THE HILL / LOWER KILMACUD RD / DUBLIN RD | Fm D | 2005 | 06/04 | 12 | 88 | 636% | 10.8 | 234 | 321 | 37% | 5.2 | 246 | 409 | 66% | 9.0 |
| 5020 | 5019 | STILLORGAN RD / LOWER KILMACUD RD | Fm D | 2005 | 06/04 | 15 | 12 | -23% | 1.0 | 259 | 306 | 18% | 2.8 | 274 | 317 | 16% | 2.5 |
| 5021 | 5019 | STILLORGAN RD / LOWER KILMACUD RD | Fm C | 2005 | 06/04 | 87 | 96 | 11% | 1.0 | 1483 | 1471 | -1% | 0.3 | 1570 | 1567 | 0% | 0.1 |
| 5034 | 5049 | Newtownpark Avenue | W to E | 2005 | 19/01 | 15 | 1 | -90% | 4.7 | 242 | 95 | -61% | 11.3 | 257 | 97 | -62% | 12.1 |
| 5036 | 5037 | 0 | To B | 2007 | 17/01 | 75 | 1 | -99% | 12.1 | 202 | 20 | -90% | 17.3 | 277 | 21 | -93% | 21.0 |
| 5036 | 5050 | Deans Grange Road | S to N | 2005 | 19/01 | 39 | 28 | -27% | 1.8 | 604 | 233 | -61% | 18.1 | 643 | 262 | -59% | 17.9 |
| 5036 | 5051 | Deans Grange Road (S) | W to E | 2005 | 19/01 | 3 | 6 | 111% | 1.5 | 53 | 81 | 52% | 3.4 | 56 | 87 | 55% | 3.7 |
| 5037 | 5036 | Abbey Road | S to N | 2005 | 19/01 | 33 | 35 | 5% | 0.3 | 538 | 313 | -42% | 10.9 | 571 | 348 | -39% | 10.4 |
| 5037 | 5052 | Kill Lane | W to E | 2005 | 19/01 | 87 | 115 | 33% | 2.8 | 213 | 124 | -42% | 6.8 | 300 | 240 | -20% | 3.7 |
| 5038 | 5053 | Pottery Road | S to N | 2005 | 19/01 | 24 | 5 | -78% | 4.9 | 263 | 62 | -76% | 15.7 | 287 | 68 | -76% | 16.5 |
| 5038 | 5055 | Johnstown Road | W to E | 2005 | 19/01 | 3 | 4 | 36% | 0.6 | 189 | 81 | -57% | 9.3 | 192 | 85 | -56% | 9.1 |
| 5048 | 5049 | 0 | To B | 2007 | 17/01 | 99 | 92 | -7% | 0.7 | 441 | 196 | -55% | 13.7 | 540 | 289 | -47% | 12.3 |
| 5048 | 5081 | Monkstown Road | N to E | 2005 | 19/01 | 24 | 50 | 108% | 4.3 | 148 | 219 | 48% | 5.3 | 172 | 269 | 57% | 6.6 |
| 5049 | 5034 | 0 | To B | 2007 | 17/01 | 6 | 40 | 560% | 7.0 | 402 | 181 | -55% | 12.9 | 408 | 221 | -46% | 10.5 |
| 5049 | 5048 | Stradbrook Road | S to NE | 2005 | 19/01 | 63 | 72 | 14% | 1.1 | 1052 | 697 | -34% | 12.0 | 1115 | 769 | -31% | 11.3 |
| 5049 | 5050 | 0 | To C | 2007 | 17/01 | 99 | 56 | -44% | 4.9 | 386 | 114 | -70% | 17.2 | 485 | 170 | -65% | 17.4 |
| 5050 | 5036 | 0 | To B | 2007 | 17/01 | 75 | 0 | -99% | 12.1 | 199 | 6 | -97% | 19.1 | 274 | 6 | -98% | 22.6 |
| 5050 | 5049 | 0 | Fm C | 2007 | 17/01 | 39 | 41 | 6% | 0.3 | 1068 | 681 | -36% | 13.1 | 1107 | 722 | -35% | 12.7 |
| 5050 | 5051 | Stradbrook Road (E) | W to E | 2005 | 19/01 | 33 | 55 | 68% | 3.4 | 256 | 112 | -56% | 10.7 | 289 | 167 | -42% | 8.1 |
| 5051 | 5036 | Deans Grange Road (S) | E to W | 2005 | 19/01 | 9 | 0 | -97% | 4.0 | 115 | 17 | -85% | 12.1 | 124 | 17 | -86% | 12.7 |
| 5051 | 5050 | 0 | Fm C | 2007 | 17/01 | 21 | 13 | -38% | 1.9 | 615 | 465 | -24% | 6.5 | 636 | 478 | -25% | 6.7 |
| 5051 | 5052 | Abbey Road (S) | N to S | 2005 | 19/01 | 21 | 34 | 62% | 2.5 | 188 | 80 | -57% | 9.3 | 209 | 114 | -45% | 7.5 |
| 5051 | 5061 | 0 | To E | 2007 | 17/01 | 6 | 35 | 475% | 6.3 | 126 | 171 | 36% | 3.7 | 132 | 205 | 56% | 5.7 |
| 5052 | 5037 | Kill Lane | E to W | 2005 | 19/01 | 39 | 38 | -3% | 0.2 | 567 | 247 | -56% | 15.8 | 606 | 285 | -53% | 15.2 |
| 5052 | 5051 | 0 | Fm C | 2007 | 17/01 | 18 | 15 | -17% | 0.7 | 482 | 370 | -23% | 5.4 | 500 | 385 | -23% | 5.5 |
| 5052 | 5053 | Rochestown Avenue | N to S | 2005 | 19/01 | 39 | 38 | -2% | 0.1 | 234 | 156 | -33% | 5.6 | 273 | 194 | -29% | 5.2 |
| 5052 | 5062 | Kill Avenue | W to E | 2005 | 19/01 | 72 | 79 | 10% | 0.8 | 165 | 74 | -55% | 8.4 | 237 | 153 | -36% | 6.0 |
| 5053 | 5038 | Pottery Road | N to S | 2005 | 19/01 | 6 | 1 | -83% | 2.7 | 115 | 14 | -88% | 12.5 | 121 | 15 | -87% | 12.8 |
| 5053 | 5052 | Rochestown Avenue | S to N | 2005 | 19/01 | 48 | 37 | -24% | 1.7 | 829 | 488 | -41% | 13.3 | 877 | 525 | -40% | 13.3 |
| 5053 | 5054 | Rochestown Avenue (SE) | W to SE | 2005 | 19/01 | 36 | 22 | -39% | 2.6 | 126 | 77 | -39% | 4.9 | 162 | 99 | -39% | 5.6 |
| 5054 | 5053 | Rochestown Avenue (SE) | SE to W | 2005 | 19/01 | 30 | 22 | -27% | 1.6 | 541 | 327 | -40% | 10.3 | 571 | 348 | -39% | 10.4 |
| 5054 | 5055 | 0 | To B | 2007 | 16/01 | 30 | 17 | -44% | 2.7 | 95 | 55 | -42% | 4.6 | 125 | 72 | -43% | 5.4 |
| 5054 | 5063 | Sallynogin Road | W to E | 2005 | 19/01 | 0 | 1 | #DIV/0! | 1.6 | 103 | 19 | -82% | 10.8 | 103 | 20 | -81% | 10.6 |

**Additional Count Comparisons not included in the Cordon Analysis**

AM1 - 07:00 - 08:00

| | | | | | | | AM1 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | HGV | | | | Car | | | | Total | | | |
| 5055 | 5038 | | 0 | To B | 2007 | 16/01 | 9 | 8 | -9% | 0.3 | 160 | 105 | -35% | 4.8 | 169 | 113 | -33% | 4.7 |
| 5055 | 5054 | Rochestown Avenue (S) | | S to N | 2005 | 19/01 | 24 | 4 | -82% | 5.2 | 538 | 338 | -37% | 9.5 | 562 | 343 | -39% | 10.3 |
| 5055 | 5056 | | 0 | To C | 2007 | 16/01 | 27 | 5 | -83% | 5.6 | 141 | 53 | -63% | 9.0 | 168 | 57 | -66% | 10.4 |
| 5056 | 5055 | | 0 | Fm C | 2007 | 16/01 | 15 | 1 | -96% | 5.2 | 338 | 290 | -14% | 2.7 | 353 | 291 | -18% | 3.5 |
| 5056 | 5057 | | 0 | To C | 2007 | 16/01 | 51 | 51 | 0% | 0.0 | 469 | 346 | -26% | 6.1 | 520 | 397 | -24% | 5.8 |
| 5056 | 5063 | R 118 | | S to N | 2005 | 19/01 | 9 | 12 | 38% | 1.0 | 516 | 387 | -25% | 6.1 | 525 | 399 | -24% | 5.8 |
| 5056 | 5066 | Avondale road | | NW to NE | 2005 | 19/01 | 6 | 13 | 121% | 2.3 | 157 | 100 | -36% | 5.0 | 163 | 114 | -30% | 4.2 |
| 5057 | 5056 | Church Road | | S to N | 2005 | 19/01 | 27 | 28 | 4% | 0.2 | 881 | 740 | -16% | 4.9 | 908 | 769 | -15% | 4.8 |
| 5061 | 5051 | | 0 | Fm E | 2007 | 17/01 | 0 | 3 | #DIV/0! | 2.5 | 229 | 90 | -61% | 11.1 | 229 | 93 | -60% | 10.8 |
| 5061 | 5062 | | 0 | To C | 2007 | 17/01 | 3 | 8 | 153% | 2.0 | 20 | 27 | 34% | 1.4 | 23 | 34 | 49% | 2.1 |
| 5061 | 5071 | Monkstown Avenue | | S to E | 2005 | 19/01 | 0 | 14 | #DIV/0! | 5.2 | 296 | 312 | 5% | 0.9 | 296 | 325 | 10% | 1.6 |
| 5062 | 5052 | Kill Avenue | | E to W | 2005 | 19/01 | 18 | 10 | -43% | 2.1 | 264 | 93 | -65% | 12.8 | 282 | 103 | -64% | 12.9 |
| 5062 | 5061 | | 0 | Fm C | 2007 | 17/01 | 0 | 2 | #DIV/0! | 2.2 | 249 | 183 | -27% | 4.5 | 249 | 185 | -26% | 4.3 |
| 5063 | 5054 | Sallynogin Road | | E to W | 2005 | 19/01 | 15 | 8 | -47% | 2.1 | 100 | 20 | -80% | 10.3 | 115 | 28 | -75% | 10.2 |
| 5063 | 5056 | | 0 | Fm A | 2007 | 16/01 | 24 | 45 | 87% | 3.6 | 142 | 175 | 23% | 2.6 | 166 | 220 | 33% | 3.9 |
| 5066 | 5056 | Avondale road | | NE to NW | 2005 | 19/01 | 3 | 2 | -41% | 0.8 | 136 | 136 | 0% | 0.0 | 139 | 138 | -1% | 0.1 |
| 5070 | 5071 | Carrickbrennan Road (N) | | N to S | 2005 | 19/01 | 0 | 7 | #DIV/0! | 3.7 | 66 | 65 | -1% | 0.1 | 66 | 72 | 9% | 0.8 |
| 5070 | 5081 | Carrickbrennan Road | | S to N | 2005 | 19/01 | 15 | 15 | -1% | 0.1 | 641 | 525 | -18% | 4.8 | 656 | 540 | -18% | 4.7 |
| 5071 | 5061 | | 0 | To B | 2007 | 17/01 | 0 | 1 | #DIV/0! | 1.3 | 82 | 45 | -45% | 4.6 | 82 | 46 | -44% | 4.5 |
| 5071 | 5070 | Carrickbrennan Road (N) | | S to N | 2005 | 19/01 | 0 | 15 | #DIV/0! | 5.4 | 646 | 514 | -20% | 5.5 | 646 | 528 | -18% | 4.9 |
| 5071 | 5072 | Mountown Upper | | S to E | 2005 | 19/01 | 0 | 7 | #DIV/0! | 3.8 | 73 | 64 | -12% | 1.0 | 73 | 72 | -2% | 0.1 |
| 5072 | 5071 | | 0 | Fm D | 2007 | 17/01 | 3 | 1 | -53% | 1.1 | 198 | 244 | 23% | 3.1 | 201 | 246 | 22% | 3.0 |
| 5072 | 5082 | York Road | | S to N | 2005 | 16/11 | 27 | 5 | -80% | 5.4 | 103 | 163 | 58% | 5.2 | 130 | 168 | 30% | 3.1 |
| 5073 | 5084 | Glenageary Road | | S to N | 2005 | 16/11 | 15 | 5 | -66% | 3.1 | 153 | 164 | 7% | 0.8 | 168 | 169 | 0% | 0.1 |
| 5079 | 5082 | Cumberland Street | | W to E | 2005 | 16/11 | 18 | 3 | -83% | 4.6 | 57 | 23 | -60% | 5.4 | 75 | 26 | -65% | 6.9 |
| 5080 | 5081 | Monistown Crescent | | E to W | 2005 | 19/01 | 24 | 22 | -10% | 0.5 | 101 | 167 | 65% | 5.7 | 125 | 188 | 51% | 5.1 |
| 5081 | 5048 | Monkstown Road | | E to N | 2005 | 19/01 | 36 | 35 | -3% | 0.2 | 650 | 511 | -21% | 5.8 | 686 | 546 | -20% | 5.7 |
| 5081 | 5070 | | 0 | To C | 2007 | 17/01 | 0 | 7 | #DIV/0! | 3.7 | 78 | 71 | -9% | 0.8 | 78 | 78 | -1% | 0.0 |
| 5081 | 5080 | Monistown Crescent | | W to E | 2005 | 19/01 | 21 | 25 | 19% | 0.8 | 83 | 75 | -9% | 0.9 | 104 | 100 | -4% | 0.4 |
| 5081 | 5093 | To Longford Terrace | | S to N | 2005 | 19/01 | 3 | 35 | 1059% | 7.3 | 85 | 292 | 244% | 15.1 | 88 | 327 | 272% | 16.6 |
| 5082 | 5072 | York Road | | N to S | 2005 | 16/11 | 21 | 21 | 1% | 0.0 | 49 | 66 | 35% | 2.3 | 70 | 88 | 25% | 2.0 |
| 5082 | 5079 | Cumberland Street | | E to W | 2005 | 16/11 | 18 | 18 | -1% | 0.0 | 89 | 124 | 39% | 3.4 | 107 | 141 | 32% | 3.1 |
| 5082 | 5094 | Clarence Street | | S to N | 2005 | 16/11 | 24 | 4 | -83% | 5.3 | 69 | 121 | 75% | 5.3 | 93 | 125 | 34% | 3.1 |
| 5083 | 5082 | Georges Street Lower | | E to W | 2005 | 16/11 | 27 | 16 | -40% | 2.3 | 50 | 79 | 58% | 3.6 | 77 | 95 | 24% | 2.0 |
| 5083 | 5095 | Marine Road | | S to N | 2005 | 16/11 | 12 | 9 | -29% | 1.1 | 93 | 7 | -93% | 12.2 | 105 | 15 | -86% | 11.6 |
| 5083 | 5097 | George Street Upper | | W to E | 2005 | 16/11 | 30 | 27 | -11% | 0.6 | 67 | 85 | 27% | 2.1 | 97 | 112 | 16% | 1.5 |
| 5084 | 5073 | Glenageary Road | | N to S | 2005 | 16/11 | 18 | 21 | 17% | 0.7 | 52 | 36 | -30% | 2.3 | 70 | 57 | -18% | 1.6 |
| 5084 | 5095 | Queens Road | | E to W | 2005 | 16/11 | 15 | 7 | -56% | 2.6 | 411 | 131 | -68% | 17.0 | 426 | 137 | -68% | 17.2 |
| 5084 | 5098 | George's Street Upper | | E to W | 2005 | 16/11 | 12 | 12 | -1% | 0.0 | 135 | 292 | 116% | 10.7 | 147 | 303 | 106% | 10.4 |
| 5084 | 5099 | Summerhill Road | | W to E | 2005 | 16/11 | 6 | 0 | -94% | 3.1 | 25 | 11 | -58% | 3.4 | 31 | 11 | -65% | 4.4 |
| 5094 | 5082 | Clarence Street | | N to S | 2005 | 16/11 | 12 | 19 | 55% | 1.7 | 47 | 45 | -4% | 0.3 | 59 | 64 | 8% | 0.6 |
| 5095 | 5083 | Marine Road | | N to S | 2005 | 16/11 | 39 | 27 | -32% | 2.2 | 77 | 85 | 10% | 0.9 | 116 | 112 | -4% | 0.4 |
| 5095 | 5084 | Queens Road | | W to E | 2005 | 16/11 | 9 | 0 | -96% | 4.0 | 103 | 3 | -97% | 13.7 | 112 | 3 | -97% | 14.3 |

**Additional Count Comparisons not included in the Cordon Analysis**

AM1 - 07:00 - 08:00

| | | | | | | AM1 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | HGV | | | | Car | | | | Total | | | |
| 5095 | 5096 | Crofton Road | E to W | 2005 | 16/11 | 15 | 15 | 1% | 0.0 | 449 | 137 | -69% | 18.2 | 464 | 152 | -67% | 17.8 |
| 5096 | 5095 | Crofton Road | W to E | 2005 | 16/11 | 27 | 27 | 0% | 0.0 | 162 | 88 | -46% | 6.6 | 189 | 115 | -39% | 6.0 |
| 5097 | 5083 | George Street Upper | E to W | 2005 | 16/11 | 21 | 25 | 18% | 0.8 | 142 | 86 | -40% | 5.3 | 163 | 111 | -32% | 4.5 |
| 5098 | 5084 | George's Street Upper | W to E | 2005 | 16/11 | 21 | 21 | 0% | 0.0 | 51 | 44 | -14% | 1.0 | 72 | 65 | -10% | 0.9 |
| 5099 | 5084 | Summerhill Road | E to W | 2005 | 16/11 | 3 | 13 | 346% | 3.6 | 71 | 259 | 264% | 14.6 | 74 | 272 | 267% | 15.0 |
| 5102 | 4061 | 0 | From D | 2007 | 6 March | 45 | 45 | 0% | 0.0 | 757 | 226 | -70% | 23.9 | 802 | 271 | -66% | 22.9 |
| 5109 | 5125 | HAROLDS GRANGE ROAD | 1 N to S | 2005 | 16/11 | 18 | 16 | -9% | 0.4 | 604 | 106 | -83% | 26.5 | 622 | 122 | -80% | 25.9 |
| 5125 | 5109 | B32 | 2 S to N | 2005 | 16/11 | 27 | 13 | -51% | 3.1 | 144 | 71 | -50% | 7.0 | 171 | 85 | -51% | 7.6 |
| 5127 | 5128 | SANDYFORD RD / WYCKHAM WAY | to B | 2005 | 05/04 | 39 | 40 | 3% | 0.2 | 570 | 370 | -35% | 9.2 | 609 | 410 | -33% | 8.8 |
| 5127 | 5134 | SANDYFORD RD / WYCKHAM WAY | to A | 2005 | 05/04 | 6 | 4 | -26% | 0.7 | 91 | 39 | -57% | 6.5 | 97 | 43 | -55% | 6.4 |
| 5127 | 5135 | SANDYFORD ROAD / BALALLY ROAD | Fm A | 2005 | 05/04 | 15 | 33 | 123% | 3.7 | 224 | 120 | -46% | 7.9 | 239 | 154 | -36% | 6.1 |
| 5127 | 5146 | SANDYFORD RD / WYCKHAM WAY | to D | 2005 | 05/04 | 21 | 23 | 10% | 0.4 | 431 | 491 | 14% | 2.8 | 452 | 514 | 14% | 2.8 |
| 5128 | 5127 | SANDYFORD RD / WYCKHAM WAY | fm B | 2005 | 05/04 | 39 | 43 | 9% | 0.5 | 520 | 479 | -8% | 1.9 | 559 | 521 | -7% | 1.6 |
| 5128 | 5148 | DUNDRUM BYPASS / WYCKHAM WAY | to C | 2005 | 05/04 | 48 | 27 | -45% | 3.5 | 344 | 157 | -54% | 11.8 | 392 | 184 | -53% | 12.3 |
| 5128 | 5149 | DUNDRUM BYPASS / WYCKHAM WAY | to D | 2005 | 05/04 | 54 | 25 | -53% | 4.6 | 465 | 312 | -33% | 7.8 | 519 | 337 | -35% | 8.8 |
| 5134 | 5127 | Sandyford Road (N) | N to S | 2006 | 21/03 | 0 | 10 | #DIV/0! | 4.4 | 97 | 40 | -59% | 6.9 | 97 | 49 | -49% | 5.6 |
| 5135 | 5127 | SANDYFORD ROAD / BALALLY ROAD | To A | 2005 | 05/04 | 39 | 45 | 16% | 1.0 | 604 | 451 | -25% | 6.7 | 643 | 496 | -23% | 6.1 |
| 5135 | 5142 | SANDYFORD ROAD / BALALLY ROAD | To B | 2005 | 05/04 | 27 | 33 | 22% | 1.1 | 272 | 105 | -62% | 12.2 | 299 | 138 | -54% | 10.9 |
| 5136 | 5142 | SANDYFORD ROAD / BLACKTHORN DRIVE | To A | 2005 | 05/04 | 24 | 49 | 102% | 4.1 | 499 | 262 | -48% | 12.2 | 523 | 310 | -41% | 10.4 |
| 5136 | 5169 | SANDYFORD ROAD / BLACKTHORN DRIVE | To C | 2005 | 05/04 | 36 | 12 | -67% | 4.9 | 521 | 211 | -59% | 16.2 | 557 | 223 | -60% | 16.9 |
| 5142 | 5135 | SANDYFORD ROAD / BALALLY ROAD | Fm B | 2005 | 05/04 | 39 | 45 | 16% | 0.9 | 546 | 331 | -39% | 10.3 | 585 | 376 | -36% | 9.5 |
| 5142 | 5136 | Sandyford Road (N) | N to S | 2006 | 21/03 | 24 | 18 | -25% | 1.3 | 303 | 119 | -61% | 12.6 | 327 | 137 | -58% | 12.4 |
| 5144 | 5165 | MOUNT ANVILLE RD / LOWER KILMACUD RD | Fm B | 2005 | 06/04 | 57 | 26 | -54% | 4.8 | 601 | 636 | 6% | 1.4 | 658 | 662 | 1% | 0.2 |
| 5146 | 5127 | Wyckham Way Extension | E to W | 2006 | 21/03 | 12 | 3 | -71% | 3.1 | 177 | 51 | -71% | 11.7 | 189 | 55 | -71% | 12.1 |
| 5148 | 5128 | DUNDRUM BYPASS / WYCKHAM WAY | fm C | 2005 | 05/04 | 81 | 34 | -58% | 6.2 | 814 | 443 | -46% | 14.8 | 895 | 477 | -47% | 15.9 |
| 5149 | 5128 | DUNDRUM BYPASS / WYCKHAM WAY | fm D | 2005 | 05/04 | 48 | 20 | -58% | 4.8 | 531 | 135 | -75% | 21.7 | 579 | 155 | -73% | 22.1 |
| 5164 | 5165 | MOUNT ANVILLE RD / LOWER KILMACUD RD | Fm A | 2005 | 06/04 | 12 | 47 | 291% | 6.4 | 237 | 158 | -33% | 5.6 | 249 | 205 | -18% | 2.9 |
| 5165 | 5144 | MOUNT ANVILLE RD / LOWER KILMACUD RD | To B | 2005 | 06/04 | 48 | 19 | -61% | 5.1 | 317 | 115 | -64% | 13.7 | 365 | 134 | -63% | 14.7 |
| 5165 | 5164 | MOUNT ANVILLE RD / LOWER KILMACUD RD | To A | 2005 | 06/04 | 12 | 19 | 58% | 1.8 | 415 | 649 | 56% | 10.2 | 427 | 668 | 57% | 10.3 |
| 5165 | 5166 | MOUNT ANVILLE RD / LOWER KILMACUD RD | To C | 2005 | 06/04 | 24 | 51 | 113% | 4.4 | 403 | 172 | -57% | 13.6 | 427 | 223 | -48% | 11.3 |
| 5165 | 5172 | MOUNT ANVILLE RD / LOWER KILMACUD RD | To D | 2005 | 06/04 | 54 | 26 | -52% | 4.4 | 570 | 615 | 8% | 1.8 | 624 | 641 | 3% | 0.7 |
| 5166 | 5165 | MOUNT ANVILLE RD / LOWER KILMACUD RD | Fm C | 2005 | 06/04 | 36 | 35 | -2% | 0.1 | 683 | 693 | 1% | 0.4 | 719 | 728 | 1% | 0.4 |
| 5166 | 5176 | EDEN PARK RD / LOWER KILMACUD RD | To D | 2005 | 06/04 | 33 | 15 | -55% | 3.7 | 317 | 107 | -66% | 14.4 | 350 | 122 | -65% | 14.8 |
| 5168 | 9571 | DRUMMARTIN ROAD | 1 N to S | 2005 | 16/11 | 126 | 329 | 161% | 13.5 | 1279 | 346 | -73% | 32.7 | 1405 | 675 | -52% | 22.6 |
| 5169 | 5136 | Blackthorn Drive | E to W | 2006 | 21/03 | 45 | 31 | -31% | 2.2 | 211 | 18 | -92% | 18.0 | 256 | 49 | -81% | 16.8 |
| 5172 | 5165 | MOUNT ANVILLE RD / LOWER KILMACUD RD | Fm D | 2005 | 06/04 | 33 | 6 | -82% | 6.1 | 184 | 74 | -60% | 9.7 | 217 | 80 | -63% | 11.2 |
| 5176 | 5166 | EDEN PARK RD / LOWER KILMACUD RD | Fm D | 2005 | 06/04 | 30 | 20 | -35% | 2.1 | 274 | 65 | -76% | 16.1 | 304 | 84 | -72% | 15.8 |
| 5179 | 5180 | THE HILL / LOWER KILMACUD RD / DUBLIN RD | Fm B | 2005 | 06/04 | 30 | 11 | -63% | 4.2 | 439 | 68 | -84% | 23.3 | 469 | 80 | -83% | 23.5 |
| 5180 | 5019 | THE HILL / LOWER KILMACUD RD / DUBLIN RD | To D | 2005 | 06/04 | 36 | 19 | -46% | 3.1 | 338 | 246 | -27% | 5.4 | 374 | 265 | -29% | 6.1 |
| 5180 | 5179 | THE HILL / LOWER KILMACUD RD / DUBLIN RD | To B | 2005 | 06/04 | 111 | 37 | -67% | 8.6 | 430 | 137 | -68% | 17.4 | 541 | 175 | -68% | 19.4 |
| 9568 | 9577 | B37 | 2 S to N | 2005 | 16/11 | 147 | 99 | -33% | 4.3 | 627 | 534 | -15% | 3.9 | 774 | 633 | -18% | 5.3 |
| 9571 | 5168 | B36 | 2 S to N | 2005 | 16/11 | 51 | 35 | -31% | 2.4 | 252 | 573 | 127% | 15.8 | 303 | 608 | 101% | 14.3 |
| 9577 | 9568 | LEOPARDSTOWN ROAD | 1 N to S | 2005 | 16/11 | 138 | 136 | -1% | 0.2 | 1928 | 450 | -77% | 42.9 | 2066 | 586 | -72% | 40.6 |

**Additional Count Comparisons not included in the Cordon Analysis**

AM2 - 08:00 - 09:00

| | | | | | | AM2 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | HGV | | | | Car | | | | Total | | | |
| A Node | B Node | Location | Direction | Year | Date | Count | Model | % Diff | GEH | Count | Model | % Diff | HGV | Count | Model | % Diff | GEH |
| 1101 | 1306 | North Wall Quay | E to W | 2006 | Nov | 389 | 321 | -17% | 3.6 | 305 | 354 | 16% | 2.7 | 694 | 675 | -3% | 0.7 |
| 1102 | 2212 | East Wall Rd / N Wall Quay / E Link Toll Bridge | To C | 2006 | 18/05 | 797 | 955 | 20% | 5.3 | 216 | 243 | 12% | 1.8 | 1013 | 1197 | 18% | 5.5 |
| 1103 | 1309 | Sheriff St Upper | E to W | 2006 | Nov | 528 | 449 | -15% | 3.6 | 128 | 251 | 97% | 9.0 | 656 | 700 | 7% | 1.7 |
| 1105 | 1106 | East Wall Rd / Tolka Quay | To C | 2006 | 18/05 | 255 | 149 | -42% | 7.4 | 186 | 153 | -18% | 2.5 | 441 | 302 | -31% | 7.2 |
| 1105 | 1121 | East Wall Rd / Tolka Quay | To A | 2006 | 18/05 | 288 | 489 | 70% | 10.2 | 477 | 449 | -6% | 1.3 | 765 | 938 | 23% | 5.9 |
| 1106 | 1105 | East Wall Rd / Tolka Quay | Fm C | 2006 | 18/05 | 45 | 83 | 84% | 4.7 | 942 | 733 | -22% | 7.2 | 987 | 815 | -17% | 5.7 |
| 1113 | 1131 | Ossory Road | N to S | 2006 | Nov | 163 | 62 | -62% | 9.6 | 3 | 0 | -100% | 2.4 | 166 | 62 | -63% | 9.8 |
| 1121 | 1105 | East Wall Rd / Tolka Quay | Fm A | 2006 | 18/05 | 475 | 595 | 25% | 5.2 | 156 | 153 | -2% | 0.2 | 631 | 748 | 19% | 4.5 |
| 1131 | 1113 | Ossory Road | 0 | 2006 | Nov | 90 | 50 | -44% | 4.8 | 2 | 0 | -100% | 1.7 | 92 | 50 | -45% | 4.9 |
| 1301 | 1302 | Eden Quay | W to E | 2005 | 22/02 | 860 | 591 | -31% | 10.0 | 312 | 346 | 11% | 1.9 | 1172 | 936 | -20% | 7.3 |
| 1301 | 1361 | O'Connell Street | S to N | 2005 | 22/02 | 496 | 603 | 22% | 4.6 | 120 | 94 | -22% | 2.5 | 616 | 697 | 13% | 3.2 |
| 1301 | 2001 | O'Connell Bridge | N to S | 2005 | 22/02 | 916 | 1180 | 29% | 8.2 | 84 | 83 | -1% | 0.1 | 1000 | 1264 | 26% | 7.8 |
| 1302 | 1303 | 0 | W to E | 2005 | 22/02 | 935 | 471 | -50% | 17.5 | 321 | 345 | 7% | 1.3 | 1256 | 815 | -35% | 13.7 |
| 1302 | 1351 | Marlborough St / Abbey St Lwr | Fm C | 2006 | 17/05 | 46 | 125 | 171% | 8.5 | 3 | 5 | 58% | 0.9 | 49 | 130 | 164% | 8.5 |
| 1303 | 1304 | 0 | W to E | 2005 | 22/02 | 1106 | 552 | -50% | 19.2 | 309 | 369 | 19% | 3.2 | 1415 | 920 | -35% | 14.5 |
| 1303 | 1311 | Abbey St Lwr / Beresford Pl | Fm C | 2006 | 17/05 | 1265 | 1266 | 0% | 0.0 | 81 | 149 | 84% | 6.3 | 1346 | 1414 | 5% | 1.8 |
| 1306 | 1101 | North Wall Quay | 0 | 2006 | Nov | 51 | 171 | 236% | 11.4 | 483 | 302 | -37% | 9.1 | 534 | 474 | -11% | 2.7 |
| 1309 | 1103 | Sheriff St Upper | 0 | 2006 | Nov | 232 | 420 | 81% | 10.4 | 42 | 50 | 20% | 1.2 | 274 | 471 | 72% | 10.2 |
| 1312 | 1313 | Abbey St Lwr / Beresford Pl | To D | 2006 | 17/05 | 736 | 1595 | 117% | 25.2 | 51 | 134 | 163% | 8.7 | 787 | 1729 | 120% | 26.6 |
| 1312 | 1341 | Abbey St Lwr / Beresford Pl | To A | 2006 | 17/05 | 709 | 861 | 21% | 5.4 | 63 | 68 | 9% | 0.7 | 772 | 929 | 20% | 5.4 |
| 1333 | 1334 | NORTH CIRCULAR ROAD (A4) | 2 E to W | 2006 | May | 615 | 415 | -33% | 8.8 | 156 | 125 | -20% | 2.6 | 771 | 540 | -30% | 9.0 |
| 1334 | 1333 | NORTH CIRCULAR ROAD (A4) | 1 W to E | 2006 | May | 713 | 827 | 16% | 4.1 | 117 | 120 | 2% | 0.3 | 830 | 946 | 14% | 3.9 |
| 1334 | 1394 | North Circular Road (E) | E to W | 2005 | 07/11 | 333 | 472 | 42% | 6.9 | 141 | 133 | -5% | 0.6 | 474 | 606 | 28% | 5.7 |
| 1346 | 1393 | Gardiner Street Upper | E to W | 2005 | 07/11 | 342 | 437 | 28% | 4.8 | 75 | 43 | -43% | 4.2 | 417 | 479 | 15% | 3.0 |
| 1351 | 1302 | Marlborough St / Abbey St Lwr | To C | 2006 | 17/05 | 111 | 0 | -100% | 14.8 | 9 | 0 | -100% | 4.2 | 120 | 0 | -100% | 15.4 |
| 1351 | 1311 | Marlborough St / Abbey St Lwr | To D | 2006 | 17/05 | 186 | 1 | -99% | 19.1 | 27 | 0 | -100% | 7.3 | 213 | 1 | -100% | 20.5 |
| 1352 | 1351 | Marlborough St / Abbey St Lwr | Fm A | 2006 | 17/05 | 262 | 181 | -31% | 5.5 | 27 | 11 | -59% | 3.6 | 289 | 192 | -34% | 6.3 |
| 1359 | 1392 | Temple Street | E to W | 2005 | 07/11 | 178 | 309 | 74% | 8.4 | 12 | 19 | 61% | 1.8 | 190 | 329 | 73% | 8.6 |
| 1361 | 1301 | O'Connell Street | N to S | 2005 | 22/02 | 488 | 791 | 62% | 12.0 | 48 | 44 | -9% | 0.6 | 536 | 834 | 56% | 11.4 |
| 1367 | 1391 | North Frederick Street | E to W | 2005 | 07/11 | 20 | 27 | 36% | 1.5 | 3 | 3 | -9% | 0.2 | 23 | 30 | 30% | 1.3 |
| 1372 | 1390 | Granby Row | E to W | 2005 | 07/11 | 191 | 87 | -55% | 8.9 | 33 | 26 | -20% | 1.2 | 224 | 113 | -50% | 8.6 |
| 1373 | 1301 | BACHELOR'S WALK (A1) | 1 E to W | 2006 | May | 1029 | 793 | -23% | 7.8 | 327 | 320 | -2% | 0.4 | 1356 | 1113 | -18% | 6.9 |
| 1382 | 1377 | 0 | W to E | 2005 | 22/02 | 1355 | 979 | -28% | 11.0 | 315 | 329 | 4% | 0.8 | 1670 | 1308 | -22% | 9.4 |
| 1382 | 2005 | Capel Street Bridge | N to S | 2005 | 22/02 | 573 | 709 | 24% | 5.4 | 75 | 57 | -23% | 2.2 | 648 | 767 | 18% | 4.5 |
| 1383 | 1382 | Capel Street | N to S | 2005 | 22/02 | 634 | 760 | 20% | 4.8 | 84 | 78 | -7% | 0.6 | 718 | 838 | 17% | 4.3 |
| 1384 | 1383 | Capel Street | N to S | 2005 | 22/02 | 388 | 676 | 74% | 12.5 | 60 | 61 | 2% | 0.1 | 448 | 737 | 65% | 11.9 |
| 1389 | 1390 | Dorset Street Upper (S) | S to N | 2005 | 07/11 | 486 | 241 | -50% | 12.8 | 93 | 78 | -16% | 1.7 | 579 | 319 | -45% | 12.3 |
| 1390 | 1391 | Dorset Street Upper (N) | S to N | 2005 | 07/11 | 567 | 218 | -62% | 17.6 | 102 | 94 | -8% | 0.8 | 669 | 312 | -53% | 16.1 |
| 1390 | 1406 | St. Mary's Place | E to W | 2005 | 07/11 | 117 | 241 | 106% | 9.3 | 24 | 26 | 8% | 0.4 | 141 | 267 | 89% | 8.8 |
| 1391 | 1390 | Dorset Street Upper (N) | N toS | 2005 | 07/11 | 838 | 462 | -45% | 14.8 | 69 | 64 | -7% | 0.6 | 907 | 526 | -42% | 14.2 |
| 1391 | 1392 | Dorset Street Lower (N) | S to N | 2005 | 07/11 | 676 | 272 | -60% | 18.5 | 114 | 105 | -8% | 0.9 | 790 | 377 | -52% | 17.1 |
| 1392 | 1391 | Dorset Street Lower (N) | N to S | 2005 | 07/11 | 824 | 400 | -51% | 17.1 | 75 | 56 | -25% | 2.3 | 899 | 457 | -49% | 17.0 |
| 1392 | 1393 | Dorset Street Lower (N) | S to N | 2005 | 07/11 | 729 | 453 | -38% | 11.4 | 126 | 128 | 1% | 0.2 | 855 | 581 | -32% | 10.2 |

**Additional Count Comparisons not included in the Cordon Analysis**

AM2 - 08:00 - 09:00

| | | | | | | AM2 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | HGV | | | | Car | | | | Total | | | |
| 1392 | 1417 | Eccles Street | E to W | 2005 | 07/11 | 193 | 401 | 108% | 12.1 | 3 | 15 | 415% | 4.1 | 196 | 416 | 112% | 12.6 |
| 1393 | 1346 | Gardiner Street Upper | W to E | 2005 | 07/11 | 627 | 630 | 0% | 0.1 | 111 | 30 | -73% | 9.6 | 738 | 660 | -11% | 2.9 |
| 1393 | 1392 | Dorset Street Lower (N) | N to S | 2005 | 07/11 | 961 | 821 | -15% | 4.7 | 93 | 70 | -24% | 2.5 | 1054 | 891 | -15% | 5.2 |
| 1393 | 1394 | Dorset Street Lower (N) | S to N | 2005 | 07/11 | 988 | 687 | -30% | 10.4 | 201 | 153 | -24% | 3.6 | 1189 | 841 | -29% | 10.9 |
| 1393 | 1409 | Synott Place | E to W | 2005 | 07/11 | 141 | 255 | 81% | 8.1 | 3 | 20 | 553% | 4.9 | 144 | 274 | 90% | 9.0 |
| 1394 | 1334 | North Circular Road (E) | W to E | 2005 | 07/11 | 430 | 1016 | 136% | 21.8 | 132 | 125 | -5% | 0.6 | 562 | 1142 | 103% | 19.9 |
| 1394 | 1393 | Dorset Street Lower (N) | N to S | 2005 | 07/11 | 1415 | 950 | -33% | 13.5 | 147 | 75 | -49% | 6.8 | 1562 | 1026 | -34% | 14.9 |
| 1394 | 1413 | North Circular Road (W) | E to W | 2005 | 07/11 | 296 | 315 | 6% | 1.1 | 117 | 119 | 2% | 0.2 | 413 | 433 | 5% | 1.0 |
| 1395 | 1382 | Ormond Quay | W to E | 2005 | 22/02 | 1295 | 938 | -28% | 10.7 | 288 | 309 | 7% | 1.2 | 1583 | 1246 | -21% | 9.0 |
| 1396 | 1383 | Marys Street | W to E | 2005 | 22/02 | 155 | 89 | -43% | 6.0 | 3 | 9 | 208% | 2.5 | 158 | 98 | -38% | 5.3 |
| 1407 | 1391 | Blesssington Street | W to E | 2005 | 07/11 | 191 | 90 | -53% | 8.5 | 24 | 16 | -35% | 1.9 | 215 | 106 | -51% | 8.6 |
| 1408 | 1415 | 0 | from B | 2007 | 19/04 | 85 | 143 | 68% | 5.4 | 3 | 11 | 283% | 3.2 | 88 | 154 | 75% | 6.0 |
| 1409 | 1393 | Synott Place | W to E | 2005 | 07/11 | 222 | 549 | 147% | 16.7 | 63 | 27 | -57% | 5.4 | 285 | 576 | 102% | 14.0 |
| 1410 | 1411 | Dorset Street Lower (N) | S to N | 2005 | 07/11 | 1103 | 705 | -36% | 13.2 | 255 | 230 | -10% | 1.6 | 1358 | 935 | -31% | 12.5 |
| 1411 | 1410 | Dorset Street Lower (N) | N to S | 2005 | 07/11 | 1769 | 1635 | -8% | 3.2 | 147 | 112 | -24% | 3.1 | 1916 | 1747 | -9% | 3.9 |
| 1411 | 1851 | Drumcondra Road Lower (S) | S to N | 2005 | 07/11 | 1100 | 926 | -16% | 5.5 | 264 | 258 | -2% | 0.4 | 1364 | 1184 | -13% | 5.0 |
| 1413 | 1394 | North Circular Road (W) | W to E | 2005 | 07/11 | 338 | 431 | 28% | 4.8 | 111 | 69 | -38% | 4.4 | 449 | 500 | 11% | 2.3 |
| 1414 | 1415 | 0 | from A | 2007 | 19/04 | 448 | 535 | 19% | 3.9 | 57 | 137 | 141% | 8.1 | 505 | 673 | 33% | 6.9 |
| 1415 | 1408 | 0 | to B | 2007 | 19/04 | 500 | 391 | -22% | 5.2 | 24 | 19 | -21% | 1.1 | 524 | 410 | -22% | 5.3 |
| 1415 | 1414 | 0 | to A | 2007 | 19/04 | 586 | 874 | 49% | 10.6 | 51 | 99 | 94% | 5.5 | 637 | 972 | 53% | 11.8 |
| 1415 | 1416 | 0 | to C | 2007 | 19/04 | 495 | 615 | 24% | 5.1 | 60 | 149 | 148% | 8.7 | 555 | 764 | 38% | 8.1 |
| 1416 | 1415 | 0 | from C | 2007 | 19/04 | 1048 | 1267 | 21% | 6.4 | 75 | 123 | 64% | 4.8 | 1123 | 1390 | 24% | 7.5 |
| 1416 | 1428 | 0 | from B | 2007 | 19/04 | 536 | 615 | 15% | 3.3 | 63 | 149 | 137% | 8.4 | 599 | 764 | 28% | 6.3 |
| 1417 | 1392 | Eccles Street | W to E | 2005 | 07/11 | 333 | 354 | 6% | 1.1 | 39 | 38 | -4% | 0.2 | 372 | 392 | 5% | 1.0 |
| 1420 | 1468 | 0 | from C | 2007 | 19/04 | 210 | 452 | 115% | 13.3 | 6 | 27 | 344% | 5.1 | 216 | 479 | 122% | 14.1 |
| 1427 | 1428 | 0 | from C | 2007 | 19/04 | 648 | 549 | -15% | 4.1 | 60 | 156 | 160% | 9.2 | 708 | 705 | 0% | 0.1 |
| 1428 | 1416 | 0 | to B | 2007 | 19/04 | 979 | 1267 | 29% | 8.6 | 57 | 123 | 115% | 6.9 | 1036 | 1390 | 34% | 10.2 |
| 1428 | 1427 | 0 | to C | 2007 | 19/04 | 644 | 1110 | 72% | 15.7 | 51 | 89 | 74% | 4.5 | 695 | 1199 | 73% | 16.4 |
| 1428 | 1431 | 0 | Wbd | 2007 | Apr | 586 | 529 | -10% | 2.4 | 63 | 146 | 131% | 8.1 | 649 | 674 | 4% | 1.0 |
| 1431 | 1428 | 0 | Ebd | 2007 | Apr | 718 | 1051 | 46% | 11.2 | 39 | 97 | 148% | 7.0 | 757 | 1147 | 52% | 12.7 |
| 1454 | 1464 | Blackhall Place/ Blackhall Street | From C | 2005 | 17/05 | 299 | 179 | -40% | 7.7 | 69 | 51 | -27% | 2.4 | 368 | 230 | -38% | 8.0 |
| 1460 | 1465 | Blackhall Place/ King Street North | From A | 2005 | 17/05 | 450 | 300 | -33% | 7.8 | 84 | 68 | -19% | 1.8 | 534 | 368 | -31% | 7.8 |
| 1461 | 1451 | 0 | 0 | 2007 | 24/04 | 881 | 969 | 10% | 2.9 | 99 | 200 | 102% | 8.3 | 980 | 1169 | 19% | 5.8 |
| 1461 | 1462 | 0 | 0 | 2007 | 24/04 | 420 | 220 | -48% | 11.2 | 21 | 30 | 42% | 1.7 | 441 | 249 | -43% | 10.3 |
| 1463 | 1464 | 0 | from C | 2007 | 24/04 | 384 | 219 | -43% | 9.5 | 27 | 27 | 1% | 0.1 | 411 | 247 | -40% | 9.1 |
| 1464 | 1460 | Blackhall Place/ Blackhall Street | To B | 2005 | 17/05 | 412 | 324 | -21% | 4.6 | 72 | 69 | -4% | 0.3 | 484 | 394 | -19% | 4.3 |
| 1464 | 1463 | Blackhall Place/ Blackhall Street | To A | 2005 | 17/05 | 238 | 73 | -69% | 13.2 | 54 | 7 | -88% | 8.6 | 292 | 80 | -73% | 15.6 |
| 1465 | 1455 | Blackhall Place/ King Street North | To C | 2005 | 17/05 | 773 | 860 | 11% | 3.0 | 60 | 33 | -45% | 3.9 | 833 | 893 | 7% | 2.0 |
| 1465 | 1466 | Blackhall Place/ King Street North | To B | 2005 | 17/05 | 303 | 308 | 2% | 0.3 | 54 | 72 | 33% | 2.3 | 357 | 380 | 6% | 1.2 |
| 1466 | 1456 | Rosemount Terrace / Stoneybatter / Brunswick Street North | To B | 2005 | 17/05 | 586 | 554 | -5% | 1.3 | 30 | 43 | 42% | 2.1 | 616 | 596 | -3% | 0.8 |
| 1466 | 1465 | Blackhall Place/ King Street North | From B | 2005 | 17/05 | 694 | 790 | 14% | 3.5 | 30 | 31 | 3% | 0.2 | 724 | 821 | 13% | 3.5 |
| 1466 | 1467 | Rosemount Terrace / Stoneybatter / Brunswick Street North | To A | 2005 | 17/05 | 224 | 155 | -31% | 5.0 | 45 | 46 | 3% | 0.2 | 269 | 201 | -25% | 4.4 |
| 1466 | 1478 | Rosemount Terrace / Stoneybatter / Brunswick Street North | To D | 2005 | 17/05 | 119 | 134 | 13% | 1.4 | 3 | 19 | 517% | 4.7 | 122 | 153 | 25% | 2.6 |

**Additional Count Comparisons not included in the Cordon Analysis**

AM2 - 08:00 - 09:00

| | | | | | | | AM2 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | HGV | | | | Car | | | | Total | | | |
| 1467 | 1466 | Rosemount Terrace / Stoneybatter / Brunswick Street North | | From A | 2005 | 17/05 | 852 | 715 | -16% | 4.9 | 45 | 26 | -42% | 3.2 | 897 | 741 | -17% | 5.4 |
| 1467 | 1468 | | 0 | from B | 2007 | 19/04 | 269 | 192 | -29% | 5.1 | 57 | 45 | -22% | 1.7 | 326 | 237 | -27% | 5.3 |
| 1467 | 1473 | | 0 | to D | 2007 | 24/04 | 38 | 10 | -74% | 5.7 | 0 | 3 | #DIV/0! | 2.2 | 38 | 13 | -67% | 5.1 |
| 1468 | 1420 | | 0 | to C | 2007 | 19/04 | 48 | 58 | 22% | 1.4 | 9 | 5 | -44% | 1.5 | 57 | 63 | 11% | 0.8 |
| 1468 | 1467 | | 0 | to B | 2007 | 19/04 | 649 | 656 | 1% | 0.3 | 51 | 22 | -56% | 4.7 | 700 | 679 | -3% | 0.8 |
| 1468 | 1469 | | 0 | to A | 2007 | 19/04 | 222 | 303 | 37% | 5.0 | 54 | 62 | 14% | 1.0 | 276 | 365 | 32% | 5.0 |
| 1469 | 1468 | | 0 | from A | 2007 | 19/04 | 440 | 307 | -30% | 6.9 | 51 | 10 | -80% | 7.4 | 491 | 317 | -35% | 8.7 |
| 1473 | 1467 | Stoneybatter / Manor Place / Kirwan Street | | From A | 2005 | 17/05 | 223 | 43 | -81% | 15.6 | 6 | 1 | -84% | 2.7 | 229 | 44 | -81% | 15.9 |
| 1474 | 1461 | | 0 | 0 | 2007 | 24/04 | 997 | 1047 | 5% | 1.6 | 102 | 208 | 104% | 8.5 | 1099 | 1255 | 14% | 4.6 |
| 1478 | 1466 | Rosemount Terrace / Stoneybatter / Brunswick Street North | | From D | 2005 | 17/05 | 316 | 762 | 141% | 19.2 | 18 | 56 | 213% | 6.3 | 334 | 818 | 145% | 20.2 |
| 1651 | 1676 | Ardlea Rd/Malahide Rd/Brookwood Av/Malahide Rd | | SE to NW | 2005 | 24/02 | 633 | 643 | 2% | 0.4 | 60 | 85 | 42% | 2.9 | 693 | 728 | 5% | 1.3 |
| 1667 | 3511 | B5 | | 2 S to N | 2005 | 09/11 | 1527 | 198 | -87% | 45.3 | 249 | 15 | -94% | 20.4 | 1776 | 212 | -88% | 49.6 |
| 1675 | 1676 | Ardlea Rd/Malahide Rd/Brookwood Av/Malahide Rd | | SW to NE | 2005 | 24/02 | 808 | 402 | -50% | 16.5 | 144 | 84 | -42% | 5.7 | 952 | 485 | -49% | 17.4 |
| 1676 | 1651 | Ardlea Rd/Malahide Rd/Brookwood Av/Malahide Rd | | NW to SE | 2005 | 24/02 | 805 | 602 | -25% | 7.7 | 75 | 63 | -17% | 1.5 | 880 | 665 | -24% | 7.8 |
| 1676 | 1675 | Ardlea Rd/Malahide Rd/Brookwood Av/Malahide Rd | | NE to SW | 2005 | 24/02 | 513 | 719 | 40% | 8.3 | 66 | 66 | 0% | 0.0 | 579 | 785 | 36% | 7.9 |
| 1676 | 1819 | Ardlea Rd/Malahide Rd/Brookwood Av/Malahide Rd | | SE to NW | 2005 | 24/02 | 536 | 204 | -62% | 17.3 | 24 | 4 | -84% | 5.4 | 560 | 207 | -63% | 18.0 |
| 1711 | 1851 | Whitworth Street | | W to E | 2005 | 07/11 | 573 | 476 | -17% | 4.2 | 48 | 80 | 67% | 4.0 | 621 | 557 | -10% | 2.7 |
| 1819 | 1676 | Ardlea Rd/Malahide Rd/Brookwood Av/Malahide Rd | | NW to SE | 2005 | 24/02 | 523 | 233 | -55% | 14.9 | 33 | 18 | -44% | 2.9 | 556 | 252 | -55% | 15.1 |
| 1829 | 1846 | B6 | | 2 S to N | 2005 | 23/11 | 759 | 89 | -88% | 32.6 | 15 | 17 | 13% | 0.5 | 774 | 105 | -86% | 31.9 |
| 1846 | 1829 | CLONSHAUGH ROAD | | 1 N to S | 2005 | 23/11 | 325 | 188 | -42% | 8.6 | 6 | 5 | -20% | 0.5 | 331 | 192 | -42% | 8.6 |
| 1851 | 1411 | Drumcondra Road Lower (S) | | N to S | 2005 | 07/11 | 1755 | 1639 | -7% | 2.8 | 111 | 112 | 1% | 0.1 | 1866 | 1751 | -6% | 2.7 |
| 1851 | 1711 | Whitworth Street | | E to W | 2005 | 07/11 | 174 | 127 | -27% | 3.9 | 105 | 113 | 8% | 0.8 | 279 | 240 | -14% | 2.4 |
| 1851 | 1852 | DRUMCONDRA ROAD LOWER / WHITWORTH ROAD | | S to N | 2005 | 07/11 | 957 | 1038 | 8% | 2.6 | 165 | 250 | 52% | 5.9 | 1122 | 1288 | 15% | 4.8 |
| 1852 | 1851 | Drumcondra Road Lower (N) | | N to S | 2005 | 07/11 | 1222 | 1219 | 0% | 0.1 | 69 | 130 | 89% | 6.1 | 1291 | 1349 | 5% | 1.6 |
| 1855 | 1856 | Drumcondra Road Upper | | S to N | 2005 | 06/11 | 804 | 958 | 19% | 5.2 | 174 | 239 | 37% | 4.5 | 978 | 1196 | 22% | 6.6 |
| 1856 | 1855 | Drumcondra Road Upper | | N to S | 2005 | 06/11 | 672 | 1579 | 135% | 27.0 | 84 | 75 | -11% | 1.0 | 756 | 1654 | 119% | 25.9 |
| 1859 | 1861 | M1 (A3) | | 1 S to N | 2006 | May | 914 | 1418 | 55% | 14.8 | 243 | 334 | 38% | 5.4 | 1157 | 1752 | 51% | 15.6 |
| 1861 | 1859 | M1 (A3) | | 2 N to S | 2006 | May | 477 | 1008 | 111% | 19.5 | 129 | 89 | -31% | 3.9 | 606 | 1096 | 81% | 16.8 |
| 1861 | 1871 | | 0 | Nbd | 2007 | Apr | 1060 | 1165 | 10% | 3.1 | 117 | 307 | 163% | 13.1 | 1177 | 1472 | 25% | 8.1 |
| 1871 | 1861 | | 0 | Sbd | 2007 | Apr | 815 | 1006 | 23% | 6.3 | 60 | 89 | 48% | 3.3 | 875 | 1095 | 25% | 7.0 |
| 1901 | 1911 | | 0 | from A | 2007 | 19/04 | 194 | 275 | 42% | 5.3 | 0 | 39 | #DIV/0! | 8.8 | 194 | 313 | 62% | 7.5 |
| 1904 | 1906 | | 0 | from A | 2007 | 19/04 | 445 | 277 | -38% | 8.8 | 24 | 98 | 310% | 9.5 | 469 | 376 | -20% | 4.5 |
| 1906 | 1904 | | 0 | to A | 2007 | 19/04 | 775 | 823 | 6% | 1.7 | 24 | 124 | 415% | 11.6 | 799 | 946 | 18% | 5.0 |
| 1906 | 1914 | | 0 | from A | 2007 | 19/04 | 318 | 188 | -41% | 8.2 | 9 | 22 | 146% | 3.3 | 327 | 210 | -36% | 7.1 |
| 1906 | 1915 | | 0 | from A | 2007 | 17/04 | 647 | 483 | -25% | 6.9 | 45 | 43 | -4% | 0.3 | 692 | 526 | -24% | 6.7 |
| 1908 | 1911 | | 0 | from B | 2007 | 19/04 | 408 | 53 | -87% | 23.4 | 63 | 23 | -64% | 6.1 | 471 | 76 | -84% | 23.9 |
| 1911 | 1901 | | 0 | to A | 2007 | 19/04 | 69 | 127 | 85% | 5.9 | 3 | 36 | 1085% | 7.4 | 72 | 163 | 126% | 8.4 |
| 1911 | 1908 | | 0 | to B | 2007 | 19/04 | 611 | 722 | 18% | 4.3 | 15 | 77 | 413% | 9.1 | 626 | 799 | 28% | 6.5 |
| 1911 | 1912 | | 0 | to C | 2007 | 19/04 | 376 | 306 | -19% | 3.8 | 63 | 118 | 88% | 5.8 | 439 | 424 | -3% | 0.7 |
| 1912 | 1911 | | 0 | from C | 2007 | 19/04 | 454 | 732 | 61% | 11.4 | 18 | 58 | 222% | 6.5 | 472 | 790 | 67% | 12.7 |
| 1912 | 1913 | | 0 | from B | 2007 | 19/04 | 475 | 357 | -25% | 5.8 | 78 | 131 | 67% | 5.1 | 553 | 488 | -12% | 2.8 |
| 1913 | 1903 | | 0 | to A | 2007 | 19/04 | 73 | 102 | 40% | 3.1 | 6 | 78 | 1206% | 11.1 | 79 | 181 | 129% | 8.9 |
| 1913 | 1912 | | 0 | to B | 2007 | 19/04 | 584 | 782 | 34% | 7.6 | 15 | 60 | 302% | 7.4 | 599 | 843 | 41% | 9.1 |

**Additional Count Comparisons not included in the Cordon Analysis**

AM2 - 08:00 - 09:00

| | | | | | | | AM2 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | HGV | | | | Car | | | | Total | | | |
| 1913 | 1914 | | 0 | from B | 2007 | 19/04 | 418 | 294 | -30% | 6.6 | 72 | 54 | -25% | 2.3 | 490 | 348 | -29% | 6.9 |
| 1914 | 1906 | | 0 | to A | 2007 | 19/04 | 118 | 59 | -50% | 6.3 | 9 | 38 | 320% | 6.0 | 127 | 97 | -24% | 2.9 |
| 1914 | 1913 | | 0 | to B | 2007 | 19/04 | 516 | 753 | 46% | 9.4 | 15 | 59 | 290% | 7.2 | 531 | 811 | 53% | 10.8 |
| 1914 | 1915 | Navan Road | | 0 | 2006 | Nov | 394 | 296 | -25% | 5.2 | 155 | 71 | -54% | 7.9 | 548 | 367 | -33% | 8.5 |
| 1914 | 1917 | | 0 | to C | 2007 | 19/04 | 534 | 339 | -36% | 9.3 | 36 | 45 | 24% | 1.3 | 570 | 384 | -33% | 8.5 |
| 1915 | 1906 | | 0 | to A | 2007 | 17/04 | 502 | 342 | -32% | 7.8 | 57 | 53 | -7% | 0.5 | 559 | 395 | -29% | 7.5 |
| 1915 | 1914 | | 0 | to B | 2007 | 17/04 | 814 | 686 | -16% | 4.7 | 42 | 45 | 8% | 0.5 | 856 | 732 | -15% | 4.4 |
| 1915 | 1916 | | 0 | from B | 2007 | 17/04 | 521 | 418 | -20% | 4.7 | 75 | 73 | -3% | 0.3 | 596 | 491 | -18% | 4.5 |
| 1915 | 1921 | Navan Road / Nephin Road | | To D | 2005 | 17/05 | 199 | 489 | 146% | 15.7 | 9 | 40 | 349% | 6.3 | 208 | 530 | 155% | 16.8 |
| 1916 | 1915 | Navan Road / Nephin Road | | From A | 2005 | 17/05 | 949 | 779 | -18% | 5.8 | 93 | 48 | -49% | 5.4 | 1042 | 826 | -21% | 7.1 |
| 1916 | 1918 | | 0 | from B | 2007 | 17/04 | 646 | 288 | -55% | 16.6 | 51 | 67 | 31% | 2.0 | 697 | 355 | -49% | 14.9 |
| 1917 | 1914 | Old Cabra Road / Cabra Road / Ratoath Road | | From D | 2005 | 17/05 | 381 | 175 | -54% | 12.3 | 81 | 64 | -21% | 2.0 | 462 | 239 | -48% | 11.9 |
| 1918 | 1916 | | 0 | to B | 2007 | 17/04 | 717 | 250 | -65% | 21.2 | 57 | 47 | -18% | 1.4 | 774 | 297 | -62% | 20.6 |
| 1918 | 3421 | Navan Road / Ashtown Roundabout | | From C | 2005 | 17/05 | 814 | 954 | 17% | 4.7 | 150 | 79 | -47% | 6.6 | 964 | 1034 | 7% | 2.2 |
| 1919 | 1920 | | 0 | from B | 2007 | 17/04 | 165 | 281 | 70% | 7.8 | 3 | 62 | 1957% | 10.3 | 168 | 343 | 104% | 10.9 |
| 1920 | 1919 | Blackhorse Avenue / Skreen Road | | To C | 2005 | 17/05 | 660 | 663 | 0% | 0.1 | 24 | 38 | 57% | 2.5 | 684 | 701 | 2% | 0.6 |
| 1920 | 1921 | | 0 | to C | 2007 | 17/04 | 202 | 415 | 106% | 12.1 | 27 | 65 | 142% | 5.7 | 229 | 481 | 110% | 13.4 |
| 1921 | 1915 | | 0 | from C | 2007 | 17/04 | 305 | 431 | 41% | 6.6 | 15 | 55 | 270% | 6.8 | 320 | 487 | 52% | 8.3 |
| 1921 | 1920 | Blackhorse Avenue / Skreen Road | | From A | 2005 | 17/05 | 749 | 791 | 6% | 1.5 | 24 | 38 | 58% | 2.5 | 773 | 828 | 7% | 2.0 |
| 1921 | 1922 | | 0 | to C | 2007 | 17/04 | 235 | 337 | 43% | 6.0 | 15 | 13 | -11% | 0.4 | 250 | 351 | 40% | 5.8 |
| 1922 | 1921 | | 0 | from C | 2007 | 17/04 | 1016 | 647 | -36% | 12.8 | 15 | 6 | -61% | 2.8 | 1031 | 653 | -37% | 13.0 |
| 1922 | 3471 | | 0 | from B | 2007 | 17/04 | 112 | 270 | 141% | 11.5 | 0 | 12 | #DIV/0! | 4.8 | 112 | 282 | 152% | 12.1 |
| 2001 | 1301 | O'Connell Bridge | | S to N | 2005 | 22/02 | 670 | 776 | 16% | 3.9 | 129 | 143 | 11% | 1.2 | 799 | 919 | 15% | 4.1 |
| 2001 | 2002 | | | Wbd | 2007 | Apr | 694 | 290 | -58% | 18.2 | 114 | 515 | 352% | 22.6 | 808 | 805 | 0% | 0.1 |
| 2001 | 2151 | D'Olier Street | | N to S | 2005 | 22/02 | 1417 | 1290 | -9% | 3.5 | 159 | 161 | 1% | 0.2 | 1576 | 1451 | -8% | 3.2 |
| 2004 | 2005 | Wellington Quay | | E to W | 2005 | 22/02 | 724 | 340 | -53% | 16.6 | 552 | 588 | 7% | 1.5 | 1276 | 928 | -27% | 10.5 |
| 2005 | 2008 | Parliament Street | | N to S | 2005 | 22/02 | 489 | 544 | 11% | 2.4 | 165 | 45 | -72% | 11.6 | 654 | 589 | -10% | 2.6 |
| 2008 | 2018 | Parliament Street | | N to S | 2005 | 22/02 | 451 | 451 | 0% | 0.0 | 204 | 43 | -79% | 14.5 | 655 | 494 | -25% | 6.7 |
| 2011 | 2001 | | 0 | S to N | 2005 | 22/02 | 772 | 524 | -32% | 9.8 | 144 | 111 | -23% | 2.9 | 916 | 635 | -31% | 10.1 |
| 2011 | 2006 | Fleet Street | | E to W | 2005 | 22/02 | 79 | 3 | -96% | 11.9 | 24 | 0 | -98% | 6.8 | 103 | 3 | -97% | 13.7 |
| 2011 | 2151 | | 0 | W to E | 2005 | 22/02 | 166 | 126 | -24% | 3.3 | 18 | 13 | -25% | 1.1 | 184 | 140 | -24% | 3.5 |
| 2012 | 2011 | Westmoreland Street | | S to N | 2005 | 22/02 | 1015 | 772 | -24% | 8.1 | 176 | 162 | -8% | 1.1 | 1190 | 933 | -22% | 7.9 |
| 2012 | 2013 | College Street | | N to S | 2005 | 22/02 | 1236 | 906 | -27% | 10.1 | 99 | 113 | 14% | 1.4 | 1335 | 1019 | -24% | 9.2 |
| 2013 | 2012 | College Street | | S to N | 2005 | 22/02 | 889 | 700 | -21% | 6.7 | 141 | 127 | -10% | 1.2 | 1030 | 827 | -20% | 6.7 |
| 2013 | 2014 | College Green | | N to W | 2005 | 22/02 | 518 | 518 | 0% | 0.0 | 54 | 67 | 25% | 1.7 | 572 | 585 | 2% | 0.6 |
| 2013 | 2081 | Grafton Street | | N to S | 2005 | 22/02 | 719 | 379 | -47% | 14.5 | 45 | 45 | -1% | 0.1 | 764 | 424 | -45% | 14.0 |
| 2014 | 2013 | College Green | | W to N | 2005 | 22/02 | 889 | 700 | -21% | 6.7 | 141 | 127 | -10% | 1.2 | 1030 | 827 | -20% | 6.7 |
| 2014 | 2015 | | 0 | E to W | 2005 | 22/02 | 510 | 471 | -8% | 1.8 | 65 | 76 | 19% | 1.4 | 575 | 547 | -5% | 1.2 |
| 2015 | 2014 | Dame St / Anglesea St | | To C | 2006 | 17/05 | 789 | 642 | -19% | 5.5 | 132 | 109 | -17% | 2.1 | 921 | 752 | -18% | 5.9 |
| 2015 | 2016 | Dame Street | | E to W | 2005 | 22/02 | 396 | 301 | -24% | 5.1 | 54 | 68 | 27% | 1.8 | 450 | 370 | -18% | 3.9 |
| 2015 | 2061 | Trinity Street | | N to S | 2005 | 22/02 | 238 | 499 | 110% | 13.6 | 36 | 36 | -1% | 0.1 | 274 | 535 | 95% | 13.0 |
| 2016 | 2015 | Dame Street | | W to E | 2005 | 22/02 | 936 | 907 | -3% | 0.9 | 159 | 121 | -24% | 3.2 | 1095 | 1029 | -6% | 2.0 |
| 2016 | 2017 | Dame Street | | E to W | 2005 | 22/02 | 290 | 418 | 44% | 6.8 | 45 | 93 | 107% | 5.8 | 335 | 512 | 53% | 8.6 |

**Additional Count Comparisons not included in the Cordon Analysis**

AM2 - 08:00 - 09:00

| | | | | | | AM2 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | HGV | | | | Car | | | | Total | | | |
| 2016 | 2041 | South Georges Street | N to S | 2005 | 22/02 | 247 | 148 | -40% | 7.1 | 36 | 28 | -22% | 1.4 | 283 | 176 | -38% | 7.1 |
| 2017 | 2016 | Dame Street | W to E | 2005 | 22/02 | 875 | 900 | 3% | 0.8 | 171 | 120 | -30% | 4.2 | 1046 | 1020 | -2% | 0.8 |
| 2017 | 2018 | Dame Street | E to W | 2005 | 22/02 | 767 | 418 | -45% | 14.3 | 99 | 93 | -6% | 0.6 | 866 | 512 | -41% | 13.5 |
| 2018 | 2017 | Dame Street | W to E | 2005 | 22/02 | 365 | 900 | 147% | 21.3 | 87 | 120 | 38% | 3.3 | 452 | 1020 | 126% | 20.9 |
| 2018 | 2019 | Lord Edward Street | E to W | 2005 | 22/02 | 951 | 654 | -31% | 10.5 | 123 | 123 | 0% | 0.0 | 1074 | 776 | -28% | 9.8 |
| 2019 | 2018 | Lord Edward Street | W to E | 2005 | 22/02 | 256 | 747 | 192% | 21.9 | 42 | 108 | 158% | 7.6 | 298 | 855 | 187% | 23.2 |
| 2031 | 2043 | St Stephen Street Upper | W to E | 2005 | 22/02 | 310 | 409 | 32% | 5.2 | 21 | 20 | -7% | 0.3 | 331 | 429 | 29% | 5.0 |
| 2041 | 2016 | South Georges Street | S to N | 2005 | 22/02 | 208 | 274 | 32% | 4.2 | 21 | 55 | 161% | 5.5 | 229 | 329 | 44% | 6.0 |
| 2041 | 2042 | South Georges Street | N to S | 2005 | 22/02 | 247 | 148 | -40% | 7.1 | 36 | 28 | -22% | 1.4 | 283 | 176 | -38% | 7.1 |
| 2042 | 2041 | South Georges Street | S to N | 2005 | 22/02 | 208 | 274 | 32% | 4.2 | 21 | 55 | 161% | 5.5 | 229 | 329 | 44% | 6.0 |
| 2042 | 2043 | 0 | N to S | 2005 | 22/02 | 240 | 122 | -49% | 8.7 | 26 | 19 | -24% | 1.3 | 266 | 142 | -47% | 8.7 |
| 2042 | 2062 | Exchequer Street | W to E | 2005 | 22/02 | 137 | 69 | -50% | 6.7 | 45 | 10 | -78% | 6.7 | 182 | 79 | -57% | 9.0 |
| 2043 | 2042 | 0 | S to N | 2005 | 22/02 | 347 | 334 | -4% | 0.7 | 72 | 62 | -13% | 1.2 | 419 | 396 | -5% | 1.1 |
| 2043 | 2044 | Aungier Street | N to S | 2005 | 22/02 | 252 | 189 | -25% | 4.2 | 18 | 23 | 29% | 1.1 | 270 | 213 | -21% | 3.7 |
| 2043 | 2065 | St Stephen Street Lower | W to E | 2005 | 22/02 | 269 | 268 | 0% | 0.0 | 12 | 13 | 10% | 0.3 | 281 | 281 | 0% | 0.0 |
| 2044 | 2043 | Aungier Street | S to N | 2005 | 22/02 | 312 | 368 | 18% | 3.0 | 69 | 65 | -6% | 0.5 | 381 | 433 | 14% | 2.6 |
| 2080 | 2014 | Church Lane | S to N | 2005 | 22/02 | 150 | 121 | -20% | 2.5 | 27 | 27 | -1% | 0.1 | 177 | 147 | -17% | 2.3 |
| 2081 | 2082 | Nassau Street | W to E | 2005 | 22/02 | 719 | 379 | -47% | 14.5 | 45 | 45 | -1% | 0.1 | 764 | 424 | -45% | 14.0 |
| 2082 | 2101 | Leinster Street | W to E | 2005 | 22/02 | 1378 | 720 | -48% | 20.3 | 123 | 118 | -4% | 0.5 | 1501 | 837 | -44% | 19.4 |
| 2083 | 2082 | 0 | S to N | 2005 | 22/02 | 792 | 324 | -59% | 19.8 | 120 | 41 | -66% | 8.8 | 912 | 366 | -60% | 21.6 |
| 2083 | 2102 | Moles Worth Street | W to E | 2005 | 22/02 | 636 | 175 | -73% | 22.9 | 60 | 63 | 5% | 0.4 | 696 | 238 | -66% | 21.2 |
| 2084 | 2083 | Dawson Street | S to N | 2005 | 22/02 | 1436 | 736 | -49% | 21.2 | 132 | 137 | 4% | 0.4 | 1568 | 873 | -44% | 19.9 |
| 2085 | 2084 | Dawson Street | S to N | 2005 | 22/02 | 1426 | 715 | -50% | 21.7 | 114 | 98 | -14% | 1.6 | 1540 | 812 | -47% | 21.2 |
| 2101 | 2102 | Kildare Street | N to S | 2005 | 22/02 | 404 | 311 | -23% | 4.9 | 42 | 39 | -8% | 0.5 | 446 | 349 | -22% | 4.8 |
| 2101 | 2131 | ANPR Ebd on Leinster St S | Ebd | 2006 | 17/05 | 816 | 409 | -50% | 16.4 | 75 | 79 | 5% | 0.5 | 891 | 488 | -45% | 15.4 |
| 2102 | 2083 | Moles Worth Street | E to W | 2005 | 22/02 | 25 | 61 | 142% | 5.4 | 6 | 7 | 22% | 0.5 | 31 | 68 | 119% | 5.2 |
| 2102 | 2103 | ANPR Sbd on Kildare St | Sbd | 2006 | 17/05 | 792 | 332 | -58% | 19.4 | 78 | 82 | 5% | 0.4 | 870 | 414 | -52% | 18.0 |
| 2103 | 2085 | St Stephen's Street | E to W | 2005 | 22/02 | 1589 | 940 | -41% | 18.2 | 48 | 141 | 193% | 9.5 | 1637 | 1081 | -34% | 15.1 |
| 2103 | 2104 | St Stephen's Street | W to E | 2005 | 22/02 | 882 | 359 | -59% | 21.0 | 105 | 101 | -3% | 0.4 | 987 | 460 | -53% | 19.6 |
| 2104 | 2103 | St Stephen's Street | E to W | 2005 | 22/02 | 1589 | 940 | -41% | 18.2 | 48 | 141 | 193% | 9.5 | 1637 | 1081 | -34% | 15.1 |
| 2104 | 2121 | Merrion Row / Ely Pl / Merrion St Upr / Baggot St | Fm B | 2006 | 17/05 | 768 | 359 | -53% | 17.3 | 78 | 101 | 30% | 2.5 | 846 | 460 | -46% | 15.1 |
| 2105 | 2104 | St Stephens Grn E / Hume St | To A | 2006 | 17/05 | 1794 | 940 | -48% | 23.1 | 129 | 141 | 9% | 1.0 | 1923 | 1081 | -44% | 21.7 |
| 2106 | 2105 | St Stephens Grn E / Hume St | Fm B | 2006 | 17/05 | 1467 | 855 | -42% | 18.0 | 102 | 116 | 14% | 1.4 | 1569 | 971 | -38% | 16.8 |
| 2121 | 2122 | Merrion Row / Ely Pl / Merrion St Upr / Baggot St | To D | 2006 | 17/05 | 1017 | 606 | -40% | 14.4 | 93 | 104 | 11% | 1.1 | 1110 | 710 | -36% | 13.3 |
| 2121 | 2125 | Merrion Sq / Merrion St Upr | Fm B | 2006 | 17/05 | 47 | 78 | 67% | 4.0 | 18 | 8 | -54% | 2.7 | 65 | 87 | 33% | 2.5 |
| 2125 | 2121 | Merrion Sq / Merrion St Upr | To B | 2006 | 17/05 | 648 | 408 | -37% | 10.4 | 48 | 35 | -28% | 2.1 | 696 | 443 | -36% | 10.6 |
| 2125 | 2128 | Merrion Sq / Merrion St Upr | To C | 2006 | 17/05 | 148 | 246 | 66% | 7.0 | 3 | 9 | 203% | 2.5 | 151 | 255 | 69% | 7.3 |
| 2125 | 2130 | Merrion Sq / Merrion St Upr | To A | 2006 | 17/05 | 131 | 196 | 50% | 5.1 | 18 | 7 | -63% | 3.2 | 149 | 203 | 36% | 4.1 |
| 2128 | 2125 | Merrion Sq / Merrion St Upr | Fm C | 2006 | 17/05 | 195 | 321 | 65% | 7.9 | 9 | 14 | 58% | 1.5 | 204 | 336 | 65% | 8.0 |
| 2130 | 2125 | Merrion Sq / Merrion St Upr | Fm A | 2006 | 17/05 | 685 | 672 | -2% | 0.5 | 42 | 36 | -13% | 0.9 | 727 | 709 | -3% | 0.7 |
| 2130 | 2132 | Merrion Sq / Clare St | Fm C | 2006 | 17/05 | 132 | 205 | 55% | 5.6 | 18 | 10 | -42% | 2.0 | 150 | 216 | 44% | 4.9 |
| 2131 | 2132 | Merrion Sq / Clare St | Fm B | 2006 | 17/05 | 392 | 80 | -80% | 20.3 | 24 | 29 | 21% | 1.0 | 416 | 109 | -74% | 19.0 |
| 2131 | 2141 | Lincoln Place | W to E | 2005 | 22/02 | 679 | 589 | -13% | 3.6 | 51 | 58 | 13% | 0.9 | 730 | 647 | -11% | 3.2 |

**Additional Count Comparisons not included in the Cordon Analysis**

AM2 - 08:00 - 09:00

| | | | | | | AM2 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | HGV | | | | Car | | | | Total | | | |
| 2132 | 2130 | Merrion Sq / Clare St | To C | 2006 | 17/05 | 705 | 775 | 10% | 2.6 | 51 | 47 | -7% | 0.5 | 756 | 822 | 9% | 2.4 |
| 2132 | 2131 | Merrion Sq / Clare St | To B | 2006 | 17/05 | 408 | 408 | 0% | 0.0 | 33 | 25 | -24% | 1.4 | 441 | 433 | -2% | 0.4 |
| 2132 | 2133 | Merrion Sq / Clare St | To D | 2006 | 17/05 | 564 | 263 | -53% | 14.8 | 57 | 48 | -15% | 1.2 | 621 | 312 | -50% | 14.3 |
| 2133 | 2132 | Merrion Sq / Clare St | Fm D | 2006 | 17/05 | 119 | 184 | 54% | 5.3 | 12 | 14 | 19% | 0.6 | 131 | 198 | 51% | 5.2 |
| 2141 | 2142 | 0 | W to E | 2005 | 22/02 | 886 | 1057 | 19% | 5.5 | 60 | 56 | -7% | 0.6 | 946 | 1113 | 18% | 5.2 |
| 2141 | 2148 | Westland Row | S to N | 2005 | 22/02 | 522 | 453 | -13% | 3.1 | 30 | 45 | 51% | 2.5 | 552 | 498 | -10% | 2.3 |
| 2142 | 2132 | Merrion Sq / Clare St | Fm A | 2006 | 17/05 | 1034 | 979 | -5% | 1.7 | 87 | 67 | -23% | 2.3 | 1121 | 1045 | -7% | 2.3 |
| 2142 | 2143 | 0 | W to E | 2005 | 22/02 | 218 | 87 | -60% | 10.6 | 27 | 11 | -61% | 3.8 | 245 | 97 | -60% | 11.3 |
| 2148 | 2141 | Westland Row | N to S | 2005 | 22/02 | 729 | 855 | 17% | 4.5 | 39 | 37 | -4% | 0.3 | 768 | 892 | 16% | 4.3 |
| 2148 | 2154 | Westland Row | S to N | 2005 | 22/02 | 541 | 453 | -16% | 3.9 | 21 | 45 | 116% | 4.2 | 562 | 498 | -11% | 2.8 |
| 2151 | 2012 | Site 2: Pearse Street/D'Olier Street/College Street | E to W | 2005 | 22/02 | 1742 | 954 | -45% | 21.5 | 182 | 145 | -20% | 2.9 | 1924 | 1099 | -43% | 21.2 |
| 2152 | 2164 | Tara Street | S to N | 2005 | 22/02 | 1977 | 1849 | -6% | 2.9 | 300 | 282 | -6% | 1.1 | 2277 | 2130 | -6% | 3.1 |
| 2153 | 2152 | Pearse Street | E to W | 2005 | 22/02 | 2176 | 1931 | -11% | 5.4 | 312 | 294 | -6% | 1.0 | 2488 | 2225 | -11% | 5.4 |
| 2154 | 2148 | Westland Row | N to S | 2005 | 22/02 | 796 | 855 | 7% | 2.1 | 60 | 37 | -38% | 3.3 | 856 | 892 | 4% | 1.2 |
| 2154 | 2153 | 0 | E to W | 2005 | 22/02 | 2139 | 1937 | -9% | 4.5 | 186 | 265 | 42% | 5.3 | 2325 | 2202 | -5% | 2.6 |
| 2155 | 2154 | Pearse Street | E to W | 2005 | 22/02 | 1621 | 1375 | -15% | 6.4 | 177 | 186 | 5% | 0.6 | 1798 | 1561 | -13% | 5.8 |
| 2162 | 2172 | Tara Street | S to N | 2005 | 22/02 | 1800 | 1672 | -7% | 3.1 | 210 | 292 | 39% | 5.2 | 2010 | 1964 | -2% | 1.0 |
| 2163 | 2164 | Townsend Street | W to E | 2005 | 22/02 | 487 | 508 | 4% | 0.9 | 45 | 47 | 4% | 0.2 | 532 | 554 | 4% | 1.0 |
| 2164 | 2162 | 0 | S to N | 2005 | 22/02 | 1939 | 1820 | -6% | 2.8 | 288 | 307 | 7% | 1.1 | 2227 | 2127 | -4% | 2.1 |
| 2164 | 2165 | Townsend St / Moss St | Fm B | 2006 | 17/05 | 366 | 356 | -3% | 0.5 | 51 | 19 | -63% | 5.4 | 417 | 375 | -10% | 2.1 |
| 2165 | 2153 | Townsend St / Moss St | To C | 2006 | 17/05 | 125 | 44 | -65% | 8.8 | 24 | 35 | 47% | 2.1 | 149 | 79 | -47% | 6.6 |
| 2165 | 2166 | Townsend St / Moss St | To D | 2006 | 17/05 | 590 | 942 | 60% | 12.7 | 57 | 53 | -6% | 0.5 | 647 | 995 | 54% | 12.1 |
| 2166 | 2154 | Townsend St / Lombard St E | To C | 2006 | 17/05 | 830 | 968 | 17% | 4.6 | 69 | 70 | 2% | 0.1 | 899 | 1038 | 15% | 4.5 |
| 2166 | 2167 | Townsend St / Lombard St E | To D | 2006 | 17/05 | 788 | 609 | -23% | 6.8 | 51 | 39 | -24% | 1.8 | 839 | 648 | -23% | 7.0 |
| 2171 | 2001 | 0 | E to W | 2005 | 22/02 | 993 | 657 | -34% | 11.7 | 579 | 638 | 10% | 2.4 | 1572 | 1295 | -18% | 7.3 |
| 2171 | 2161 | Hawkins Street | N to S | 2005 | 22/02 | 2 | 1 | -55% | 0.9 | 0 | 0 | #DIV/0! | 0.5 | 2 | 1 | -48% | 0.8 |
| 2172 | 1303 | Butt Bridge | S to N | 2005 | 22/02 | 1341 | 1357 | 1% | 0.4 | 108 | 157 | 45% | 4.3 | 1449 | 1514 | 4% | 1.7 |
| 2172 | 2171 | Burgh Quay | E to W | 2005 | 22/02 | 945 | 727 | -23% | 7.6 | 626 | 651 | 4% | 1.0 | 1571 | 1378 | -12% | 5.0 |
| 2173 | 2165 | Townsend St / Moss St | Fm A | 2006 | 17/05 | 339 | 511 | 51% | 8.3 | 36 | 32 | -11% | 0.7 | 375 | 543 | 45% | 7.8 |
| 2173 | 2172 | Georges Quay | E to W | 2005 | 22/02 | 436 | 372 | -15% | 3.2 | 570 | 504 | -12% | 2.8 | 1006 | 876 | -13% | 4.2 |
| 2174 | 2166 | Townsend St / Lombard St E | Fm A | 2006 | 17/05 | 1028 | 666 | -35% | 12.4 | 63 | 58 | -8% | 0.6 | 1091 | 724 | -34% | 12.2 |
| 2202 | 2213 | 0 | From C | 2007 | Apr | 61 | 24 | -60% | 5.6 | 12 | 26 | 118% | 3.2 | 73 | 51 | -31% | 2.9 |
| 2211 | 2213 | East Wall Rd / S Bank Rd / Poolbeg Quay | Fm C | 2006 | 18/05 | 612 | 760 | 24% | 5.6 | 135 | 17 | -88% | 13.6 | 747 | 776 | 4% | 1.1 |
| 2212 | 1102 | East Wall Rd / N Wall Quay / E Link Toll Bridge | Fm C | 2006 | 18/05 | 529 | 775 | 47% | 9.6 | 186 | 47 | -75% | 12.9 | 715 | 822 | 15% | 3.9 |
| 2212 | 2213 | East Wall Rd / S Bank Rd / Poolbeg Quay | Fm A | 2006 | 18/05 | 826 | 900 | 9% | 2.5 | 237 | 242 | 2% | 0.3 | 1063 | 1142 | 7% | 2.4 |
| 2213 | 2202 | 0 | To C | 2007 | Apr | 82 | 31 | -63% | 6.9 | 9 | 125 | 1294% | 14.2 | 91 | 156 | 71% | 5.8 |
| 2213 | 2211 | East Wall Rd / S Bank Rd / Poolbeg Quay | To C | 2006 | 18/05 | 816 | 902 | 10% | 2.9 | 252 | 78 | -69% | 13.5 | 1068 | 980 | -8% | 2.8 |
| 2213 | 2212 | East Wall Rd / S Bank Rd / Poolbeg Quay | To A | 2006 | 18/05 | 538 | 758 | 41% | 8.7 | 222 | 49 | -78% | 14.9 | 760 | 807 | 6% | 1.7 |
| 2213 | 2214 | 0 | To E | 2007 | Apr | 101 | 95 | -6% | 0.6 | 231 | 236 | 2% | 0.3 | 332 | 331 | 0% | 0.1 |
| 2214 | 2213 | 0 | From E | 2007 | Apr | 34 | 73 | 113% | 5.3 | 225 | 225 | 0% | 0.0 | 259 | 298 | 15% | 2.3 |
| 2304 | 1461 | 0 | 0 | 2007 | 24/04 | 270 | 170 | -37% | 6.7 | 12 | 28 | 136% | 3.6 | 282 | 199 | -30% | 5.4 |
| 2311 | 2811 | Con Colbert Road / Memorial Road | Fm C | 2006 | Mar | 808 | 1339 | 66% | 16.2 | 465 | 568 | 22% | 4.5 | 1273 | 1907 | 50% | 15.9 |
| 2326 | 2338 | Emmet Road / South Circular Road | Fm A | 2006 | Mar | 651 | 871 | 34% | 8.0 | 57 | 22 | -62% | 5.7 | 708 | 893 | 26% | 6.5 |

**Additional Count Comparisons not included in the Cordon Analysis**

AM2 - 08:00 - 09:00

| | | | | | | AM2 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | HGV | | | | Car | | | | Total | | | |
| 2326 | 2821 | Memorial Road / Inchicore Road | Fm C | 2006 | Mar | 466 | 312 | -33% | 7.8 | 39 | 21 | -46% | 3.3 | 505 | 333 | -34% | 8.4 |
| 2338 | 2326 | Emmet Road / South Circular Road | To A | 2006 | Mar | 610 | 673 | 10% | 2.5 | 48 | 105 | 118% | 6.5 | 658 | 778 | 18% | 4.5 |
| 2338 | 2350 | Emmet Road / South Circular Road | To C | 2006 | Mar | 741 | 594 | -20% | 5.7 | 69 | 20 | -71% | 7.3 | 810 | 614 | -24% | 7.3 |
| 2338 | 2841 | Emmet Road / South Circular Road | To B | 2006 | Mar | 576 | 142 | -75% | 22.9 | 21 | 57 | 170% | 5.7 | 597 | 199 | -67% | 19.9 |
| 2350 | 2338 | Emmet Road / South Circular Road | Fm C | 2006 | Mar | 788 | 598 | -24% | 7.2 | 36 | 99 | 175% | 7.7 | 824 | 697 | -15% | 4.6 |
| 2725 | 4061 | Rathfarnham Rd/ Dodder Park Rd | Fm A | 2006 | Oct | 456 | 333 | -27% | 6.2 | 42 | 27 | -35% | 2.5 | 498 | 360 | -28% | 6.6 |
| 2801 | 2825 | Sarsfield Road / St Laurence Road | Fm A | 2006 | Mar | 175 | 100 | -43% | 6.4 | 6 | 10 | 74% | 1.5 | 181 | 111 | -39% | 5.8 |
| 2811 | 2311 | Con Colbert Road / Memorial Road | To C | 2006 | Mar | 2006 | 2348 | 17% | 7.3 | 282 | 375 | 33% | 5.1 | 2288 | 2723 | 19% | 8.7 |
| 2811 | 2812 | N4 / Con Colbert Road | Fm C | 2006 | Mar | 1100 | 1523 | 38% | 11.7 | 486 | 579 | 19% | 4.0 | 1586 | 2102 | 33% | 12.0 |
| 2812 | 2811 | N4 / Con Colbert Road | To C | 2006 | Mar | 1713 | 2005 | 17% | 6.8 | 252 | 305 | 21% | 3.2 | 1965 | 2310 | 18% | 7.5 |
| 2812 | 2813 | N4 / Con Colbert Road | To A | 2006 | Mar | 650 | 778 | 20% | 4.8 | 450 | 476 | 6% | 1.2 | 1100 | 1254 | 14% | 4.5 |
| 2812 | 2823 | Sarsfield Road / Con Colbert Road | Fm A | 2006 | Mar | 446 | 753 | 69% | 12.5 | 78 | 106 | 36% | 2.9 | 524 | 859 | 64% | 12.7 |
| 2813 | 2812 | N4 / Con Colbert Road | Fm A | 2006 | Mar | 1315 | 1640 | 25% | 8.4 | 195 | 227 | 16% | 2.2 | 1510 | 1866 | 24% | 8.7 |
| 2814 | 4311 | The Oval | 0 | 2006 | Nov | 1136 | 1101 | -3% | 1.0 | 611 | 641 | 5% | 1.2 | 1747 | 1742 | 0% | 0.1 |
| 2819 | 2825 | Sarsfield Road / St Laurence Road | Fm B | 2006 | Mar | 671 | 619 | -8% | 2.0 | 105 | 123 | 17% | 1.7 | 776 | 742 | -4% | 1.2 |
| 2819 | 2826 | Ballyfermot Rd/Kylemore Rd (Ballyfermot Rdbt) | Fm D | 2006 | Mar | 414 | 566 | 37% | 6.9 | 75 | 88 | 17% | 1.4 | 489 | 654 | 34% | 6.9 |
| 2820 | 2826 | Ballyfermot Rd/Kylemore Rd (Ballyfermot Rdbt) | Fm C | 2006 | Mar | 632 | 433 | -31% | 8.6 | 237 | 208 | -12% | 2.0 | 869 | 641 | -26% | 8.3 |
| 2821 | 2811 | Con Colbert Road / Memorial Road | Fm B | 2006 | Mar | 585 | 586 | 0% | 0.0 | 51 | 91 | 78% | 4.7 | 636 | 676 | 6% | 1.6 |
| 2821 | 2822 | Memorial Road / Inchicore Road | To B | 2006 | Mar | 292 | 209 | -28% | 5.2 | 12 | 13 | 6% | 0.2 | 304 | 222 | -27% | 5.0 |
| 2822 | 2821 | Memorial Road / Inchicore Road | Fm B | 2006 | Mar | 408 | 453 | 11% | 2.2 | 54 | 82 | 51% | 3.4 | 462 | 535 | 16% | 3.3 |
| 2822 | 2842 | Sarsfield Road / Grattan Crescent | To B | 2006 | Mar | 799 | 740 | -7% | 2.1 | 24 | 35 | 47% | 2.1 | 823 | 775 | -6% | 1.7 |
| 2823 | 2812 | N4 / Con Colbert Road | Fm B | 2006 | Mar | 375 | 362 | -4% | 0.7 | 78 | 82 | 5% | 0.5 | 453 | 444 | -2% | 0.4 |
| 2823 | 2822 | Sarsfield Road / Con Colbert Road | To C | 2006 | Mar | 559 | 487 | -13% | 3.2 | 24 | 22 | -10% | 0.5 | 583 | 508 | -13% | 3.2 |
| 2823 | 2824 | Sarsfield Road / Con Colbert Road | To B | 2006 | Mar | 463 | 754 | 63% | 11.8 | 84 | 106 | 26% | 2.3 | 547 | 861 | 57% | 11.8 |
| 2824 | 2823 | Sarsfield Road / Con Colbert Road | Fm B | 2006 | Mar | 920 | 870 | -5% | 1.7 | 108 | 105 | -3% | 0.3 | 1028 | 975 | -5% | 1.7 |
| 2824 | 2825 | Sarsfield Road / Landen Road | To A | 2006 | Mar | 399 | 436 | 9% | 1.8 | 75 | 70 | -6% | 0.5 | 474 | 507 | 7% | 1.5 |
| 2824 | 2831 | Sarsfield Road / Landen Road | To B | 2006 | Mar | 89 | 287 | 223% | 14.4 | 6 | 34 | 467% | 6.3 | 95 | 321 | 238% | 15.7 |
| 2825 | 2801 | Sarsfield Road / St Laurence Road | To A | 2006 | Mar | 56 | 37 | -35% | 2.9 | 3 | 16 | 443% | 4.3 | 59 | 53 | -11% | 0.8 |
| 2825 | 2819 | Sarsfield Road / St Laurence Road | To B | 2006 | Mar | 412 | 539 | 31% | 5.8 | 72 | 84 | 16% | 1.3 | 484 | 622 | 29% | 5.9 |
| 2825 | 2824 | Sarsfield Road / Landen Road | Fm A | 2006 | Mar | 799 | 770 | -4% | 1.0 | 102 | 100 | -2% | 0.2 | 901 | 871 | -3% | 1.0 |
| 2826 | 2819 | Ballyfermot Rd/Kylemore Rd (Ballyfermot Rdbt) | To D | 2006 | Mar | 716 | 648 | -9% | 2.6 | 156 | 123 | -21% | 2.8 | 872 | 772 | -11% | 3.5 |
| 2826 | 2820 | Ballyfermot Rd/Kylemore Rd (Ballyfermot Rdbt) | To C | 2006 | Mar | 638 | 457 | -28% | 7.7 | 105 | 83 | -21% | 2.3 | 743 | 539 | -27% | 8.0 |
| 2826 | 2827 | Ballyfermot Rd/Kylemore Rd (Ballyfermot Rdbt) | To A | 2006 | Mar | 412 | 199 | -52% | 12.2 | 123 | 125 | 2% | 0.2 | 535 | 324 | -39% | 10.2 |
| 2826 | 2830 | Ballyfermot Rd/Kylemore Rd (Ballyfermot Rdbt) | To B | 2006 | Mar | 438 | 525 | 20% | 4.0 | 63 | 77 | 22% | 1.6 | 501 | 602 | 20% | 4.3 |
| 2827 | 2826 | Ballyfermot Rd/Kylemore Rd (Ballyfermot Rdbt) | Fm A | 2006 | Mar | 490 | 165 | -66% | 18.0 | 72 | 43 | -41% | 3.8 | 562 | 207 | -63% | 18.1 |
| 2827 | 2828 | Bally Fermot Road / Le Fanu Road | Fm A | 2006 | Mar | 473 | 368 | -22% | 5.1 | 9 | 84 | 833% | 11.0 | 482 | 452 | -6% | 1.4 |
| 2828 | 2827 | Bally Fermot Road / Le Fanu Road | To A | 2006 | Mar | 287 | 268 | -7% | 1.2 | 18 | 123 | 581% | 12.5 | 305 | 390 | 28% | 4.6 |
| 2828 | 2829 | Bally Fermot Road / Le Fanu Road | To B | 2006 | Mar | 364 | 286 | -21% | 4.3 | 60 | 55 | -8% | 0.6 | 424 | 342 | -19% | 4.2 |
| 2828 | 2830 | Bally Fermot Road / Le Fanu Road | To D | 2006 | Mar | 595 | 548 | -8% | 2.0 | 54 | 64 | 18% | 1.3 | 649 | 612 | -6% | 1.5 |
| 2829 | 2828 | Bally Fermot Road / Le Fanu Road | Fm B | 2006 | Mar | 745 | 602 | -19% | 5.5 | 60 | 77 | 28% | 2.0 | 805 | 679 | -16% | 4.6 |
| 2829 | 2832 | Ballyfermot Road / Clifden Road | To B | 2006 | Mar | 73 | 240 | 229% | 13.4 | 12 | 7 | -41% | 1.6 | 85 | 247 | 191% | 12.6 |
| 2829 | 4380 | Ballyfermot Road / Clifden Road | To A | 2006 | Mar | 350 | 392 | 12% | 2.2 | 57 | 57 | 0% | 0.0 | 407 | 450 | 10% | 2.1 |
| 2830 | 2826 | Ballyfermot Rd/Kylemore Rd (Ballyfermot Rdbt) | Fm B | 2006 | Mar | 668 | 718 | 7% | 1.9 | 63 | 77 | 22% | 1.6 | 731 | 794 | 9% | 2.3 |

**Additional Count Comparisons not included in the Cordon Analysis**

AM2 - 08:00 - 09:00

| | | | | | | AM2 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | HGV | | | | Car | | | | Total | | | |
| 2830 | 2828 | Bally Fermot Road / Le Fanu Road | Fm D | 2006 | Mar | 434 | 416 | -4% | 0.9 | 72 | 69 | -4% | 0.3 | 506 | 485 | -4% | 0.9 |
| 2831 | 2824 | Sarsfield Road / Landen Road | Fm B | 2006 | Mar | 136 | 8 | -94% | 15.0 | 9 | 0 | -96% | 4.0 | 145 | 9 | -94% | 15.5 |
| 2832 | 2829 | Ballyfermot Road / Clifden Road | Fm B | 2006 | Mar | 151 | 107 | -29% | 3.9 | 9 | 6 | -37% | 1.2 | 160 | 113 | -29% | 4.0 |
| 2835 | 2837 | Cloverhill Road / Cedar Brook Avenue | To C | 2006 | Mar | 863 | 841 | -3% | 0.7 | 144 | 158 | 10% | 1.1 | 1007 | 999 | -1% | 0.3 |
| 2835 | 4382 | Cloverhill Road / Cedar Brook Avenue | To A | 2006 | Mar | 251 | 267 | 6% | 1.0 | 87 | 76 | -13% | 1.2 | 338 | 343 | 1% | 0.3 |
| 2835 | 4430 | Cloverhill Road / Cedar Brook Avenue | To B | 2006 | Mar | 244 | 187 | -23% | 3.9 | 33 | 5 | -85% | 6.4 | 277 | 192 | -31% | 5.6 |
| 2837 | 2835 | Cloverhill Road / Cedar Brook Avenue | Fm C | 2006 | Mar | 230 | 270 | 17% | 2.5 | 27 | 78 | 187% | 7.0 | 257 | 347 | 35% | 5.2 |
| 2837 | 2838 | Cedar Brook Avenue / Cherry Orchard | To B | 2006 | Mar | 850 | 1066 | 25% | 7.0 | 159 | 162 | 2% | 0.3 | 1009 | 1228 | 22% | 6.5 |
| 2838 | 2837 | Cedar Brook Avenue / Cherry Orchard | Fm B | 2006 | Mar | 199 | 200 | 0% | 0.0 | 93 | 78 | -17% | 1.7 | 292 | 277 | -5% | 0.9 |
| 2838 | 4442 | Park West Road / Park West Avenue | To C | 2006 | Mar | 581 | 663 | 14% | 3.3 | 141 | 145 | 3% | 0.3 | 722 | 807 | 12% | 3.1 |
| 2841 | 2338 | Emmet Road / South Circular Road | Fm B | 2006 | Mar | 289 | 498 | 72% | 10.5 | 60 | 31 | -48% | 4.2 | 349 | 529 | 52% | 8.6 |
| 2842 | 2822 | Sarsfield Road / Grattan Crescent | Fm B | 2006 | Mar | 385 | 529 | 37% | 6.7 | 51 | 82 | 61% | 3.8 | 436 | 611 | 40% | 7.7 |
| 2842 | 2847 | Grattan Crescent / Emmet Road | To C | 2006 | Mar | 754 | 807 | 7% | 1.9 | 36 | 41 | 13% | 0.7 | 790 | 848 | 7% | 2.0 |
| 2842 | 2848 | Grattan Crescent / Emmet Road | To B | 2006 | Mar | 641 | 611 | -5% | 1.2 | 75 | 70 | -7% | 0.6 | 716 | 681 | -5% | 1.3 |
| 2847 | 2842 | Grattan Crescent / Emmet Road | Fm C | 2006 | Mar | 423 | 343 | -19% | 4.1 | 66 | 61 | -8% | 0.7 | 489 | 404 | -17% | 4.0 |
| 2848 | 2842 | Grattan Crescent / Emmet Road | Fm B | 2006 | Mar | 574 | 861 | 50% | 10.7 | 48 | 98 | 104% | 5.8 | 622 | 959 | 54% | 12.0 |
| 2899 | 4161 | Templeogue Rd / Templeville Rd / Springfield | Fm D | 2006 | Oct | 688 | 471 | -32% | 9.0 | 30 | 38 | 28% | 1.4 | 718 | 509 | -29% | 8.4 |
| 2931 | 2932 | 0 | Ebd | 2007 | Apr | 506 | 714 | 41% | 8.4 | 45 | 34 | -25% | 1.8 | 551 | 748 | 36% | 7.7 |
| 2932 | 2931 | 0 | Wbd | 2007 | Apr | 501 | 575 | 15% | 3.2 | 57 | 58 | 2% | 0.1 | 558 | 633 | 13% | 3.1 |
| 2932 | 2951 | MESPIL ROAD (A5) | 1 W to E | 2006 | May | 282 | 615 | 118% | 15.7 | 54 | 30 | -45% | 3.7 | 336 | 645 | 92% | 13.9 |
| 2951 | 2932 | MESPIL ROAD (A5) | 2 E to W | 2006 | May | 366 | 528 | 44% | 7.7 | 45 | 48 | 7% | 0.5 | 411 | 576 | 40% | 7.4 |
| 2999 | 3301 | Blanchardstown Road south (N) | N to S | 2005 | 22/11 | 683 | 372 | -45% | 13.5 | 78 | 57 | -27% | 2.5 | 761 | 430 | -44% | 13.6 |
| 3300 | 3301 | Blanchardstown Road south (S) | S to N | 2005 | 22/11 | 911 | 1075 | 18% | 5.2 | 60 | 148 | 146% | 8.6 | 971 | 1222 | 26% | 7.6 |
| 3301 | 2999 | Blanchardstown Road south (N) | S to N | 2005 | 22/11 | 976 | 1320 | 35% | 10.2 | 75 | 147 | 96% | 6.8 | 1051 | 1467 | 40% | 11.7 |
| 3301 | 3300 | Blanchardstown Road south (S) | N to S | 2005 | 22/11 | 382 | 441 | 15% | 2.9 | 48 | 92 | 92% | 5.3 | 430 | 533 | 24% | 4.7 |
| 3301 | 3302 | Blakestown Way | E to W | 2005 | 22/11 | 286 | 167 | -42% | 7.9 | 24 | 4 | -85% | 5.5 | 310 | 171 | -45% | 9.0 |
| 3302 | 3301 | Blakestown Way | W to E | 2005 | 22/11 | 820 | 498 | -39% | 12.5 | 33 | 38 | 16% | 0.9 | 853 | 536 | -37% | 12.0 |
| 3339 | 3343 | DISWELLSTOWN | 1 W to E | 2005 | 22/11 | 410 | 340 | -17% | 3.6 | 6 | 4 | -26% | 0.7 | 416 | 345 | -17% | 3.6 |
| 3340 | 3343 | CARPENTERSTOWN ROAD | 1 W to E | 2005 | 22/11 | 376 | 496 | 32% | 5.8 | 12 | 94 | 680% | 11.2 | 388 | 590 | 52% | 9.1 |
| 3343 | 3339 | B16 | 2 E to W | 2005 | 22/11 | 100 | 534 | 434% | 24.4 | 12 | 90 | 653% | 10.9 | 112 | 624 | 457% | 26.7 |
| 3343 | 3340 | B15 | 2 E to W | 2005 | 22/11 | 247 | 232 | -6% | 0.9 | 24 | 32 | 34% | 1.6 | 271 | 265 | -2% | 0.4 |
| 3347 | 3349 | R121 | N bd | 2006 | 16/11 | 333 | 458 | 38% | 6.3 | 21 | 181 | 764% | 15.9 | 354 | 640 | 81% | 12.8 |
| 3349 | 3347 | R121 | S bd | 2006 | 16/11 | 376 | 244 | -35% | 7.5 | 18 | 37 | 104% | 3.6 | 394 | 280 | -29% | 6.2 |
| 3392 | 3421 | Navan Road / Ashtown Roundabout | From A | 2005 | 17/05 | 1310 | 940 | -28% | 11.0 | 123 | 72 | -41% | 5.1 | 1433 | 1012 | -29% | 12.0 |
| 3400 | 3401 | Cappagh Road | W bd | 2006 | 16/11 | 892 | 767 | -14% | 4.3 | 159 | 156 | -2% | 0.3 | 1051 | 923 | -12% | 4.1 |
| 3401 | 3400 | CAPPAGH ROAD | 1 N to S | 2005 | 24/11 | 727 | 729 | 0% | 0.1 | 108 | 102 | -5% | 0.6 | 835 | 831 | 0% | 0.1 |
| 3411 | 3421 | 0 | from A | 2007 | 17/04 | 353 | 258 | -27% | 5.4 | 15 | 17 | 15% | 0.5 | 368 | 275 | -25% | 5.2 |
| 3421 | 1918 | Navan Road / Ashtown Roundabout | To C | 2005 | 17/05 | 790 | 453 | -43% | 13.5 | 120 | 49 | -59% | 7.7 | 910 | 502 | -45% | 15.4 |
| 3421 | 3392 | Navan Road / Ashtown Roundabout | To A | 2005 | 17/05 | 917 | 1083 | 18% | 5.3 | 159 | 123 | -23% | 3.0 | 1076 | 1206 | 12% | 3.9 |
| 3421 | 3411 | Navan Road / Ashtown Roundabout | To B | 2005 | 17/05 | 270 | 244 | -10% | 1.6 | 12 | 49 | 310% | 6.7 | 282 | 293 | 4% | 0.7 |
| 3421 | 3471 | 0 | to C | 2007 | 17/04 | 957 | 657 | -31% | 10.5 | 12 | 31 | 157% | 4.1 | 969 | 688 | -29% | 9.8 |
| 3471 | 1922 | 0 | to B | 2007 | 17/04 | 658 | 501 | -24% | 6.5 | 0 | 4 | #DIV/0! | 3.0 | 658 | 505 | -23% | 6.3 |
| 3471 | 3421 | 0 | from C | 2007 | 17/04 | 399 | 236 | -41% | 9.2 | 15 | 50 | 236% | 6.2 | 414 | 286 | -31% | 6.8 |

**Additional Count Comparisons not included in the Cordon Analysis**

AM2 - 08:00 - 09:00

| | | | | | | | AM2 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | HGV | | | | Car | | | | Total | | | |
| 3471 | 3472 | | 0 | to D | 2007 | 17/04 | 144 | 306 | 112% | 10.8 | 12 | 8 | -36% | 1.4 | 156 | 313 | 101% | 10.3 |
| 3472 | 3471 | | 0 | from D | 2007 | 17/04 | 593 | 650 | 10% | 2.3 | 12 | 5 | -55% | 2.3 | 605 | 655 | 8% | 2.0 |
| 3484 | 3485 | Main Street | | E to W | 2005 | 22/11 | 150 | 341 | 127% | 12.2 | 39 | 22 | -44% | 3.1 | 189 | 363 | 92% | 10.5 |
| 3485 | 3484 | Main Street | | W to E | 2005 | 22/11 | 484 | 294 | -39% | 9.6 | 33 | 25 | -25% | 1.6 | 517 | 318 | -38% | 9.7 |
| 3511 | 1667 | MALAHIDE ROAD | | 1 N to S | 2005 | 09/11 | 958 | 344 | -64% | 24.1 | 120 | 24 | -80% | 11.2 | 1078 | 368 | -66% | 26.4 |
| 3535 | 3551 | Turnapin Nth M01-20M | | 0 | 2006 | Weekday | 2375 | 2598 | 9% | 4.5 | 792 | 812 | 3% | 0.7 | 3167 | 3410 | 8% | 4.2 |
| 3551 | 3535 | Turnapin Nth M01-20M | | 0 | 2006 | Weekday | 2982 | 3560 | 19% | 10.1 | 778 | 755 | -3% | 0.8 | 3760 | 4315 | 15% | 8.7 |
| 3643 | 3651 | Ballymun Nth R108-02 | | 0 | 2006 | Weekday | 733 | 648 | -12% | 3.2 | 165 | 163 | -1% | 0.2 | 898 | 811 | -10% | 3.0 |
| 3651 | 3643 | Ballymun Nth R108-02 | | 0 | 2006 | Weekday | 559 | 459 | -18% | 4.5 | 296 | 245 | -17% | 3.1 | 855 | 704 | -18% | 5.4 |
| 3730 | 3731 | R112 | | 1 N to S | 2005 | 24/11 | 290 | 1122 | 287% | 31.3 | 93 | 142 | 52% | 4.5 | 383 | 1264 | 230% | 30.7 |
| 3731 | 3730 | B10 | | 2 S to N | 2005 | 24/11 | 933 | 898 | -4% | 1.2 | 123 | 133 | 8% | 0.9 | 1056 | 1031 | -2% | 0.8 |
| 3761 | 3771 | Kilshane Rd | | W bd | 2006 | 16/11 | 612 | 604 | -1% | 0.3 | 189 | 196 | 4% | 0.5 | 801 | 800 | 0% | 0.0 |
| 3771 | 3761 | Kilshane Rd | | E bd | 2006 | 16/11 | 353 | 161 | -54% | 11.9 | 216 | 226 | 5% | 0.7 | 569 | 387 | -32% | 8.3 |
| 4000 | 4001 | Old Bawn Rd / Seskin View Rd / Old Bawn Way | | Fm A | 2006 | Oct | 388 | 158 | -59% | 13.9 | 60 | 40 | -33% | 2.8 | 448 | 198 | -56% | 13.9 |
| 4000 | 4184 | N81 Tallaght ByPass / Old Bawn Rd / Tallaght Village | | Fm C | 2006 | Oct | 851 | 1107 | 30% | 8.2 | 48 | 54 | 13% | 0.9 | 899 | 1161 | 29% | 8.2 |
| 4001 | 4000 | Old Bawn Rd / Seskin View Rd / Old Bawn Way | | To A | 2006 | Oct | 799 | 389 | -51% | 16.8 | 27 | 23 | -13% | 0.7 | 826 | 412 | -50% | 16.6 |
| 4001 | 4002 | | 0 | Sbd | 2007 | Jan | 251 | 220 | -12% | 2.0 | 85 | 43 | -49% | 5.2 | 336 | 264 | -22% | 4.2 |
| 4001 | 4182 | Old Bawn Rd / Seskin View Rd / Old Bawn Way | | To D | 2006 | Oct | 258 | 60 | -77% | 15.7 | 6 | 3 | -56% | 1.6 | 264 | 63 | -76% | 15.7 |
| 4002 | 4001 | | 0 | Nbd | 2007 | Jan | 575 | 493 | -14% | 3.6 | 43 | 26 | -40% | 2.9 | 619 | 519 | -16% | 4.2 |
| 4002 | 4003 | Old Bawn Rd / Kiltipper Rd | | Fm A | 2006 | Oct | 512 | 164 | -68% | 18.9 | 72 | 68 | -5% | 0.5 | 584 | 232 | -60% | 17.4 |
| 4002 | 4104 | Old Bawn Rd / Firhouse Rd West | | To B | 2006 | Oct | 679 | 474 | -30% | 8.5 | 24 | 22 | -8% | 0.4 | 703 | 496 | -29% | 8.4 |
| 4003 | 4002 | Old Bawn Rd / Kiltipper Rd | | To A | 2006 | Oct | 998 | 585 | -41% | 14.7 | 36 | 32 | -12% | 0.8 | 1034 | 616 | -40% | 14.5 |
| 4003 | 4021 | Firhouse Rd / Old Bawn Way / Killinny Rd / Bohernabreena Rd | | Fm A | 2006 | Oct | 663 | 392 | -41% | 11.8 | 81 | 79 | -3% | 0.3 | 744 | 471 | -37% | 11.1 |
| 4005 | 4104 | | 0 | Fm B | 2007 | 14 Feb | 313 | 158 | -50% | 10.1 | 36 | 54 | 49% | 2.6 | 349 | 211 | -39% | 8.2 |
| 4005 | 4188 | N81 / KILLINARDEN HEIGHTS (EAST) | | Fm B | 2006 | 08/06 | 300 | 144 | -52% | 10.5 | 48 | 2 | -96% | 9.3 | 348 | 145 | -58% | 12.9 |
| 4011 | 4012 | Springfield / Fairways | | To B | 2006 | Oct | 198 | 218 | 10% | 1.4 | 15 | 19 | 25% | 0.9 | 213 | 236 | 11% | 1.6 |
| 4011 | 4061 | | 0 | From B | 2007 | 6 March | 989 | 795 | -20% | 6.5 | 99 | 53 | -47% | 5.3 | 1088 | 848 | -22% | 7.7 |
| 4011 | 4161 | Springfield / Fairways | | To A | 2006 | Oct | 848 | 823 | -3% | 0.9 | 42 | 42 | 0% | 0.0 | 890 | 865 | -3% | 0.8 |
| 4012 | 4011 | Springfield / Fairways | | Fm B | 2006 | Oct | 679 | 363 | -47% | 13.8 | 24 | 14 | -43% | 2.4 | 703 | 377 | -46% | 14.0 |
| 4012 | 4013 | Butterfield Ave / Fairways | | To B | 2006 | Oct | 527 | 408 | -23% | 5.5 | 48 | 32 | -33% | 2.5 | 575 | 440 | -23% | 6.0 |
| 4012 | 4062 | Butterfield Ave / Rathfarnham Rd / Grange Rd | | Fm B | 2006 | Oct | 516 | 868 | 68% | 13.4 | 51 | 56 | 9% | 0.6 | 567 | 924 | 63% | 13.1 |
| 4013 | 4012 | Butterfield Ave / Fairways | | Fm B | 2006 | Oct | 703 | 729 | 4% | 1.0 | 57 | 41 | -28% | 2.3 | 760 | 770 | 1% | 0.4 |
| 4013 | 4014 | Butterfield Ave / Marian Road | | To B | 2006 | Oct | 504 | 350 | -31% | 7.5 | 42 | 31 | -26% | 1.8 | 546 | 381 | -30% | 7.7 |
| 4013 | 4031 | Butterfield Ave / Marian Road | | To C | 2006 | Oct | 62 | 8 | -87% | 9.1 | 18 | 0 | -100% | 6.0 | 80 | 8 | -90% | 10.8 |
| 4014 | 4013 | Butterfield Ave / Marian Road | | Fm B | 2006 | Oct | 509 | 493 | -3% | 0.7 | 63 | 33 | -48% | 4.3 | 572 | 526 | -8% | 1.9 |
| 4014 | 4015 | | 0 | Wbd | 2007 | Jan | 501 | 470 | -6% | 1.4 | 51 | 22 | -57% | 4.8 | 552 | 491 | -11% | 2.6 |
| 4014 | 4031 | Firhouse Rd / Ballyroan Rd / Old Br Rd / Butterfield Ave | | To C | 2006 | Oct | 353 | 148 | -58% | 13.0 | 33 | 9 | -72% | 5.2 | 386 | 157 | -59% | 13.9 |
| 4014 | 4162 | Templeogue Rd / Old Bridge Rd / Cypress Grove Rd | | Fm C | 2006 | Oct | 935 | 1356 | 45% | 12.4 | 42 | 45 | 8% | 0.5 | 977 | 1401 | 43% | 12.3 |
| 4015 | 4014 | Firhouse Rd / Ballyroan Rd / Old Br Rd / Butterfield Ave | | Fm B | 2006 | Oct | 717 | 723 | 1% | 0.3 | 80 | 17 | -79% | 9.1 | 796 | 740 | -7% | 2.0 |
| 4015 | 4016 | Firhouse Rd / Knocklyon Rd | | To B | 2006 | Oct | 482 | 537 | 11% | 2.4 | 61 | 21 | -65% | 6.2 | 543 | 558 | 3% | 0.6 |
| 4015 | 4032 | Firhouse Rd / Knocklyon Rd | | To C | 2006 | Oct | 271 | 232 | -15% | 2.5 | 6 | 6 | -2% | 0.0 | 277 | 238 | -14% | 2.5 |
| 4016 | 4015 | | 0 | Ebd | 2007 | Jan | 558 | 365 | -35% | 9.0 | 57 | 10 | -83% | 8.3 | 615 | 374 | -39% | 10.8 |
| 4016 | 4163 | Tallaght Rd / Wellington Lane / Spawell Rd | | Fm C | 2006 | Oct | 1004 | 1143 | 14% | 4.2 | 36 | 17 | -53% | 3.7 | 1040 | 1159 | 11% | 3.6 |

**Additional Count Comparisons not included in the Cordon Analysis**

AM2 - 08:00 - 09:00

| | | | | | | | AM2 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | HGV | | | | Car | | | | Total | | | |
| 4017 | 4019 | Firhouse Rd / Delaford Ave | To B | 2006 | Oct | 442 | 708 | 60% | 11.1 | 24 | 27 | 14% | 0.6 | 466 | 735 | 58% | 11.0 |
| 4017 | 4033 | Firhouse Rd / Delaford Ave | To C | 2006 | Oct | 304 | 40 | -87% | 20.1 | 3 | 2 | -35% | 0.7 | 307 | 42 | -86% | 20.0 |
| 4019 | 4017 | Firhouse Rd / Delaford Ave | Fm B | 2006 | Oct | 837 | 929 | 11% | 3.1 | 21 | 17 | -19% | 0.9 | 858 | 946 | 10% | 2.9 |
| 4019 | 4020 | Firhouse Rd / Ballycullen Rd / Mt Carmel Pk | To B | 2006 | Oct | 308 | 412 | 34% | 5.5 | 27 | 24 | -11% | 0.6 | 335 | 436 | 30% | 5.1 |
| 4019 | 4041 | 0 | Sbd | 2007 | Jan | 165 | 113 | -31% | 4.3 | 6 | 1 | -87% | 2.9 | 171 | 114 | -33% | 4.8 |
| 4020 | 4019 | Firhouse Rd / Ballycullen Rd / Mt Carmel Pk | Fm B | 2006 | Oct | 517 | 649 | 25% | 5.5 | 18 | 12 | -31% | 1.4 | 535 | 661 | 24% | 5.2 |
| 4020 | 4021 | Firhouse Rd / Ballycullen Drive | To B | 2006 | Oct | 296 | 509 | 72% | 10.6 | 21 | 29 | 39% | 1.6 | 317 | 538 | 70% | 10.7 |
| 4020 | 4041 | Ballycullen Drive / Ballycullen Rd | Fm B | 2006 | Oct | 303 | 119 | -61% | 12.7 | 3 | 22 | 636% | 5.4 | 306 | 141 | -54% | 11.0 |
| 4021 | 4003 | Firhouse Rd / Old Bawn Way / Killinny Rd / Bohernabreena Rd | To A | 2006 | Oct | 1112 | 732 | -34% | 12.5 | 42 | 36 | -15% | 1.0 | 1154 | 768 | -33% | 12.5 |
| 4021 | 4020 | Firhouse Rd / Ballycullen Drive | Fm B | 2006 | Oct | 454 | 473 | 4% | 0.9 | 24 | 31 | 28% | 1.3 | 478 | 504 | 5% | 1.2 |
| 4021 | 4022 | Firhouse Rd / Old Bawn Way / Killinny Rd / Bohernabreena Rd | To B | 2006 | Oct | 75 | 450 | 500% | 23.2 | 30 | 25 | -18% | 1.0 | 105 | 475 | 352% | 21.7 |
| 4021 | 4043 | Firhouse Rd / Old Bawn Way / Killinny Rd / Bohernabreena Rd | To C | 2006 | Oct | 457 | 290 | -36% | 8.6 | 81 | 80 | -1% | 0.1 | 538 | 371 | -31% | 7.9 |
| 4022 | 4021 | Firhouse Rd / Old Bawn Way / Killinny Rd / Bohernabreena Rd | Fm B | 2006 | Oct | 406 | 452 | 11% | 2.2 | 57 | 35 | -38% | 3.2 | 463 | 488 | 5% | 1.1 |
| 4031 | 4013 | Butterfield Ave / Marian Road | Fm C | 2006 | Oct | 233 | 228 | -2% | 0.3 | 6 | 8 | 36% | 0.8 | 239 | 236 | -1% | 0.2 |
| 4031 | 4014 | Firhouse Rd / Ballyroan Rd / Old Br Rd / Butterfield Ave | Fm C | 2006 | Oct | 490 | 617 | 26% | 5.4 | 27 | 13 | -53% | 3.2 | 517 | 630 | 22% | 4.7 |
| 4032 | 4015 | Firhouse Rd / Knocklyon Rd | Fm C | 2006 | Oct | 358 | 165 | -54% | 11.9 | 6 | 9 | 51% | 1.1 | 364 | 175 | -52% | 11.5 |
| 4032 | 4035 | Knocklyon Rd / Templeroan Rd | To C | 2006 | Oct | 232 | 157 | -32% | 5.4 | 0 | 4 | #DIV/0! | 3.0 | 232 | 161 | -31% | 5.0 |
| 4033 | 4017 | Firhouse Rd / Delaford Ave | Fm C | 2006 | Oct | 241 | 290 | 20% | 3.0 | 0 | 9 | #DIV/0! | 4.2 | 241 | 299 | 24% | 3.5 |
| 4033 | 4034 | Knocklyon Rd / Scholarstown Rd | To B | 2006 | Oct | 337 | 290 | -14% | 2.7 | 15 | 6 | -63% | 2.9 | 352 | 296 | -16% | 3.1 |
| 4034 | 4033 | Knocklyon Rd / Scholarstown Rd | Fm B | 2006 | Oct | 220 | 237 | 8% | 1.1 | 9 | 21 | 132% | 3.1 | 229 | 257 | 12% | 1.8 |
| 4034 | 4092 | R113 / Scholarstown Rd / Orlagh Grove | To B | 2006 | Oct | 976 | 1419 | 45% | 12.8 | 33 | 54 | 64% | 3.2 | 1009 | 1474 | 46% | 13.2 |
| 4035 | 4032 | Knocklyon Rd / Templeroan Rd | Fm C | 2006 | Oct | 328 | 127 | -61% | 13.3 | 12 | 9 | -27% | 1.0 | 340 | 136 | -60% | 13.2 |
| 4035 | 4051 | Scholarstown Rd / Templeroan Rd / Ballyboden Way | To C | 2006 | Oct | 153 | 83 | -46% | 6.5 | 0 | 16 | #DIV/0! | 5.6 | 153 | 99 | -35% | 4.8 |
| 4035 | 4066 | Scholarstown Rd / Templeroan Rd / Ballyboden Way | To D | 2006 | Oct | 477 | 170 | -64% | 17.1 | 48 | 9 | -81% | 7.3 | 525 | 179 | -66% | 18.4 |
| 4041 | 4019 | 0 | Nbd | 2007 | Jan | 239 | 279 | 17% | 2.5 | 14 | 5 | -68% | 3.1 | 253 | 283 | 12% | 1.9 |
| 4041 | 4020 | Firhouse Rd / Ballycullen Drive | Fm C | 2006 | Oct | 69 | 128 | 86% | 6.0 | 3 | 7 | 125% | 1.7 | 72 | 135 | 88% | 6.2 |
| 4041 | 4042 | Killininny Rd / Ballycullen Rd / St Colmcille's Way | Fm A | 2006 | Oct | 490 | 658 | 34% | 7.0 | 9 | 27 | 198% | 4.2 | 499 | 685 | 37% | 7.6 |
| 4042 | 4041 | Killininny Rd / Ballycullen Rd / St Colmcille's Way | To A | 2006 | Oct | 322 | 506 | 57% | 9.0 | 6 | 17 | 191% | 3.3 | 328 | 523 | 59% | 9.5 |
| 4042 | 4043 | Killininny Rd / Ballycullen Rd / St Colmcille's Way | To B | 2006 | Oct | 489 | 499 | 2% | 0.4 | 33 | 33 | 1% | 0.1 | 522 | 532 | 2% | 0.4 |
| 4042 | 4090 | R113 / M50 Interchange West Rdbt | Fm B | 2006 | Oct | 962 | 1257 | 31% | 8.8 | 177 | 182 | 3% | 0.4 | 1139 | 1438 | 26% | 8.3 |
| 4043 | 4021 | Firhouse Rd / Old Bawn Way / Killinny Rd / Bohernabreena Rd | Fm C | 2006 | Oct | 715 | 723 | 1% | 0.3 | 36 | 38 | 5% | 0.3 | 751 | 760 | 1% | 0.3 |
| 4043 | 4042 | Killininny Rd / Ballycullen Rd / St Colmcille's Way | Fm B | 2006 | Oct | 275 | 122 | -56% | 10.9 | 63 | 8 | -88% | 9.3 | 338 | 130 | -62% | 13.6 |
| 4051 | 4035 | Scholarstown Rd / Templeroan Rd / Ballyboden Way | Fm C | 2006 | Oct | 327 | 412 | 26% | 4.4 | 42 | 44 | 5% | 0.3 | 369 | 456 | 24% | 4.3 |
| 4061 | 2725 | Rathfarnham Rd/ Dodder Park Rd | To A | 2006 | Oct | 1078 | 907 | -16% | 5.4 | 51 | 46 | -10% | 0.7 | 1129 | 953 | -16% | 5.5 |
| 4061 | 4011 | Springfield Avenue | West | 2005 | Jan | 496 | 426 | -14% | 3.2 | 18 | 30 | 67% | 2.4 | 514 | 456 | -11% | 2.6 |
| 4061 | 4062 | 0 | To C | 2007 | 6 March | 417 | 363 | -13% | 2.7 | 9 | 19 | 116% | 2.8 | 426 | 383 | -10% | 2.1 |
| 4061 | 5102 | Rathfarnham Rd/ Dodder Park Rd | To D | 2006 | Oct | 930 | 540 | -42% | 14.4 | 51 | 37 | -27% | 2.0 | 981 | 578 | -41% | 14.4 |
| 4062 | 4012 | Butterfield Ave / Rathfarnham Rd / Grange Rd | To B | 2006 | Oct | 614 | 593 | -3% | 0.8 | 36 | 41 | 13% | 0.7 | 650 | 634 | -2% | 0.6 |
| 4062 | 4061 | Rathfarnham Rd/ Dodder Park Rd | Fm C | 2006 | Oct | 743 | 713 | -4% | 1.1 | 36 | 24 | -32% | 2.1 | 779 | 737 | -5% | 1.5 |
| 4062 | 4063 | Butterfield Ave / Rathfarnham Rd / Grange Rd | To C | 2006 | Oct | 653 | 763 | 17% | 4.1 | 63 | 56 | -11% | 0.9 | 716 | 819 | 14% | 3.7 |
| 4063 | 4062 | Butterfield Ave / Rathfarnham Rd / Grange Rd | Fm C | 2006 | Oct | 677 | 836 | 23% | 5.8 | 45 | 46 | 2% | 0.1 | 722 | 882 | 22% | 5.6 |
| 4063 | 4064 | Willbrook Rd / Grange Rd | To B | 2006 | Oct | 224 | 273 | 22% | 3.1 | 3 | 11 | 265% | 3.0 | 227 | 284 | 25% | 3.6 |
| 4063 | 4081 | Willbrook Rd / Grange Rd | To C | 2006 | Oct | 641 | 660 | 3% | 0.7 | 75 | 48 | -36% | 3.4 | 716 | 708 | -1% | 0.3 |

**Additional Count Comparisons not included in the Cordon Analysis**

AM2 - 08:00 - 09:00

| | | | | | | AM2 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | HGV | | | | Car | | | | Total | | | |
| 4064 | 4063 | Willbrook Rd / Grange Rd | Fm B | 2006 | Oct | 317 | 315 | -1% | 0.1 | 21 | 8 | -61% | 3.4 | 338 | 323 | -4% | 0.8 |
| 4064 | 4065 | 0 | South Bnd | 2007 | 31 May | 317 | 256 | -19% | 3.6 | 27 | 10 | -62% | 3.9 | 344 | 266 | -23% | 4.5 |
| 4065 | 4066 | Ballyboden Rd | West Bnd | 2006 | May | 426 | 391 | -8% | 1.7 | 15 | 15 | -1% | 0.0 | 441 | 406 | -8% | 1.7 |
| 4066 | 4035 | Scholarstown Rd / Templeroan Rd / Ballyboden Way | Fm D | 2006 | Oct | 381 | 576 | 51% | 8.9 | 24 | 19 | -21% | 1.1 | 405 | 595 | 47% | 8.5 |
| 4066 | 4065 | Ballyboden Rd | East Bnd | 2006 | May | 869 | 778 | -11% | 3.2 | 21 | 25 | 19% | 0.8 | 890 | 803 | -10% | 3.0 |
| 4081 | 4063 | Willbrook Rd / Grange Rd | Fm C | 2006 | Oct | 571 | 752 | 32% | 7.0 | 36 | 43 | 21% | 1.2 | 607 | 795 | 31% | 7.1 |
| 4090 | 4042 | R113 / M50 Interchange West Rdbt | To B | 2006 | Oct | 472 | 173 | -63% | 16.6 | 111 | 83 | -25% | 2.9 | 583 | 256 | -56% | 15.9 |
| 4090 | 4091 | M50 Nbd On slip / R133 INTERCHANGE | Nbd | 2006 | 31/05 | 1214 | 1367 | 13% | 4.3 | 135 | 163 | 21% | 2.3 | 1349 | 1530 | 13% | 4.8 |
| 4090 | 4092 | R113 /M50 Interchange East Rdbt | Fm B | 2006 | Oct | 603 | 483 | -20% | 5.2 | 87 | 32 | -63% | 7.1 | 690 | 515 | -25% | 7.1 |
| 4091 | 4092 | M50 Sbd Off slip / R133 INTERCHANGE | Sbd | 2006 | 31/05 | 297 | 243 | -18% | 3.3 | 87 | 90 | 3% | 0.3 | 384 | 333 | -13% | 2.7 |
| 4092 | 4034 | R113 / Scholarstown Rd / Orlagh Grove | Fm B | 2006 | Oct | 328 | 129 | -61% | 13.2 | 57 | 25 | -56% | 5.0 | 385 | 154 | -60% | 14.1 |
| 4092 | 4090 | R113 /M50 Interchange East Rdbt | To B | 2006 | Oct | 834 | 881 | 6% | 1.6 | 105 | 119 | 13% | 1.3 | 939 | 1000 | 6% | 2.0 |
| 4092 | 4093 | M50 Sbd On slip / R133 INTERCHANGE | Sbd | 2006 | 31/05 | 792 | 926 | 17% | 4.6 | 78 | 39 | -50% | 5.2 | 870 | 964 | 11% | 3.1 |
| 4093 | 4090 | M50 Nbd Off slip / R133 INTERCHANGE | Nbd | 2006 | 31/05 | 425 | 30 | -93% | 26.2 | 87 | 2 | -98% | 12.9 | 512 | 31 | -94% | 29.2 |
| 4100 | 4113 | 0 | Fm A | 2007 | 14 Feb | 564 | 458 | -19% | 4.7 | 114 | 83 | -28% | 3.2 | 678 | 541 | -20% | 5.6 |
| 4101 | 4102 | 0 | Fm A | 2007 | 14 Feb | 1292 | 1116 | -14% | 5.1 | 192 | 200 | 4% | 0.6 | 1484 | 1316 | -11% | 4.5 |
| 4102 | 4101 | 0 | To A | 2007 | 14 Feb | 990 | 624 | -37% | 12.9 | 177 | 217 | 22% | 2.8 | 1167 | 840 | -28% | 10.3 |
| 4102 | 4105 | 0 | To B | 2007 | 14 Feb | 650 | 444 | -32% | 8.8 | 63 | 82 | 30% | 2.2 | 713 | 525 | -26% | 7.5 |
| 4102 | 4107 | 0 | To C | 2007 | 14 Feb | 783 | 1212 | 55% | 13.6 | 225 | 149 | -34% | 5.5 | 1008 | 1362 | 35% | 10.3 |
| 4104 | 4002 | Old Bawn Rd / Firhouse Rd West | Fm B | 2006 | Oct | 413 | 170 | -59% | 14.2 | 30 | 47 | 56% | 2.7 | 443 | 217 | -51% | 12.4 |
| 4104 | 4005 | 0 | To B | 2007 | 14 Feb | 547 | 265 | -52% | 14.0 | 48 | 14 | -70% | 6.0 | 595 | 279 | -53% | 15.1 |
| 4104 | 4186 | 0 | To A | 2007 | 14 Feb | 721 | 468 | -35% | 10.4 | 57 | 20 | -65% | 5.9 | 778 | 488 | -37% | 11.5 |
| 4105 | 4102 | 0 | Fm B | 2007 | 14 Feb | 521 | 651 | 25% | 5.4 | 144 | 54 | -63% | 9.1 | 665 | 704 | 6% | 1.5 |
| 4106 | 4113 | 0 | Fm B | 2007 | 14 Feb | 831 | 548 | -34% | 10.8 | 66 | 64 | -3% | 0.2 | 897 | 613 | -32% | 10.3 |
| 4107 | 4102 | 0 | Fm C | 2007 | 14 Feb | 610 | 521 | -15% | 3.8 | 129 | 187 | 45% | 4.6 | 739 | 708 | -4% | 1.2 |
| 4112 | 4114 | 0 | To D | 2007 | 13 Feb | 290 | 758 | 161% | 20.4 | 189 | 82 | -56% | 9.1 | 479 | 840 | 75% | 14.1 |
| 4112 | 4120 | 0 | To A | 2007 | 13 Feb | 605 | 503 | -17% | 4.3 | 123 | 187 | 52% | 5.2 | 728 | 691 | -5% | 1.4 |
| 4112 | 4132 | 0 | To C | 2007 | 13 Feb | 934 | 993 | 6% | 1.9 | 174 | 233 | 34% | 4.1 | 1108 | 1226 | 11% | 3.5 |
| 4113 | 4100 | 0 | To A | 2007 | 14 Feb | 689 | 691 | 0% | 0.1 | 156 | 68 | -56% | 8.3 | 845 | 759 | -10% | 3.0 |
| 4113 | 4106 | 0 | To B | 2007 | 14 Feb | 298 | 204 | -32% | 5.9 | 54 | 36 | -34% | 2.7 | 352 | 239 | -32% | 6.5 |
| 4113 | 4140 | 0 | To C | 2007 | 14 Feb | 727 | 514 | -29% | 8.6 | 78 | 72 | -7% | 0.6 | 805 | 586 | -27% | 8.3 |
| 4114 | 4112 | 0 | Fm D | 2007 | 13 Feb | 341 | 434 | 27% | 4.7 | 105 | 124 | 18% | 1.7 | 446 | 558 | 25% | 5.0 |
| 4120 | 4112 | 0 | Fm A | 2007 | 13 Feb | 711 | 1296 | 82% | 18.5 | 189 | 150 | -21% | 3.0 | 900 | 1446 | 61% | 15.9 |
| 4121 | 4122 | Tymon Rd / Tallaght Rd | from C | 2005 | Jan | 838 | 580 | -31% | 9.7 | 36 | 37 | 2% | 0.1 | 874 | 617 | -29% | 9.4 |
| 4122 | 4121 | Tymon Rd / Tallaght Rd | to C | 2005 | Jan | 578 | 86 | -85% | 27.0 | 66 | 21 | -68% | 6.9 | 644 | 107 | -83% | 27.7 |
| 4122 | 4123 | Tymon Rd / Tallaght Rd | to A | 2005 | Jan | 671 | 255 | -62% | 19.3 | 39 | 13 | -68% | 5.2 | 710 | 268 | -62% | 20.0 |
| 4122 | 4127 | Tymon Rd / Tallaght Rd | to B | 2005 | Jan | 507 | 259 | -49% | 12.7 | 18 | 9 | -49% | 2.4 | 525 | 268 | -49% | 12.9 |
| 4123 | 4122 | Tymon Rd / Tallaght Rd | from A | 2005 | Jan | 380 | 77 | -80% | 20.0 | 33 | 12 | -63% | 4.4 | 413 | 90 | -78% | 20.4 |
| 4123 | 4124 | Greenhills Road (N) | N toS | 2005 | 19/04 | 879 | 754 | -14% | 4.4 | 102 | 80 | -22% | 2.3 | 981 | 834 | -15% | 4.9 |
| 4123 | 4275 | GREENHILLS ROAD | 1 W to E | 2005 | 15/11 | 1154 | 1042 | -10% | 3.4 | 63 | 94 | 49% | 3.5 | 1217 | 1136 | -7% | 2.4 |
| 4124 | 4123 | Greenhills Road (N) | S to N | 2005 | 19/04 | 904 | 876 | -3% | 0.9 | 114 | 86 | -24% | 2.8 | 1018 | 963 | -5% | 1.8 |
| 4124 | 4125 | Greenhills Road (S) | N toS | 2005 | 19/04 | 722 | 490 | -32% | 9.4 | 81 | 65 | -20% | 1.9 | 803 | 555 | -31% | 9.5 |
| 4124 | 4131 | Mayberry Road | E to W | 2005 | 19/04 | 366 | 234 | -36% | 7.6 | 54 | 52 | -3% | 0.2 | 420 | 286 | -32% | 7.1 |

**Additional Count Comparisons not included in the Cordon Analysis**

AM2 - 08:00 - 09:00

| | | | | | | AM2 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | HGV | | | | Car | | | | Total | | | |
| 4125 | 4124 | Greenhills Road (S) | S to N | 2005 | 19/04 | 504 | 236 | -53% | 13.9 | 105 | 41 | -61% | 7.6 | 609 | 277 | -55% | 15.8 |
| 4125 | 4133 | 0 | Fm D | 2007 | 13 Feb | 394 | 244 | -38% | 8.4 | 87 | 30 | -66% | 7.5 | 481 | 274 | -43% | 10.7 |
| 4127 | 4122 | Tymon Rd / Tallaght Rd | from B | 2005 | Jan | 538 | 4 | -99% | 32.4 | 54 | 0 | -99% | 10.3 | 592 | 5 | -99% | 34.0 |
| 4131 | 4124 | Mayberry Rd (petrol st) | East Bnd | 2006 | May | 391 | 321 | -18% | 3.7 | 60 | 60 | 1% | 0.1 | 451 | 382 | -15% | 3.4 |
| 4131 | 4132 | Mayberry Rd (parking bay) | West Bnd | 2006 | May | 570 | 292 | -49% | 13.4 | 36 | 54 | 51% | 2.7 | 606 | 346 | -43% | 11.9 |
| 4132 | 4112 | 0 | Fm C | 2007 | 13 Feb | 622 | 542 | -13% | 3.3 | 155 | 237 | 53% | 5.9 | 777 | 779 | 0% | 0.1 |
| 4132 | 4131 | 0 | To C | 2007 | 13 Feb | 352 | 192 | -45% | 9.7 | 63 | 56 | -11% | 0.9 | 415 | 248 | -40% | 9.2 |
| 4132 | 4133 | 0 | To B | 2007 | 13 Feb | 861 | 596 | -31% | 9.8 | 105 | 47 | -55% | 6.7 | 966 | 642 | -33% | 11.4 |
| 4133 | 4125 | 0 | To D | 2007 | 13 Feb | 753 | 131 | -83% | 29.6 | 84 | 3 | -96% | 12.2 | 837 | 135 | -84% | 31.9 |
| 4133 | 4132 | 0 | Fm B | 2007 | 13 Feb | 495 | 559 | 13% | 2.8 | 141 | 110 | -22% | 2.8 | 636 | 668 | 5% | 1.3 |
| 4133 | 4134 | 0 | To C | 2007 | 13 Feb | 783 | 346 | -56% | 18.4 | 84 | 24 | -71% | 8.2 | 867 | 370 | -57% | 20.0 |
| 4134 | 4133 | 0 | Fm C | 2007 | 13 Feb | 1110 | 574 | -48% | 18.5 | 126 | 48 | -62% | 8.4 | 1236 | 622 | -50% | 20.1 |
| 4134 | 4135 | 0 | To C | 2007 | 13 Feb | 376 | 244 | -35% | 7.5 | 51 | 41 | -20% | 1.5 | 427 | 285 | -33% | 7.5 |
| 4134 | 4141 | 0 | Fm C | 2007 | 14 Feb | 614 | 35 | -94% | 32.2 | 126 | 0 | -100% | 15.8 | 740 | 35 | -95% | 35.8 |
| 4135 | 4134 | 0 | Fm C | 2007 | 13 Feb | 612 | 1040 | 70% | 14.9 | 60 | 51 | -16% | 1.3 | 672 | 1091 | 62% | 14.1 |
| 4135 | 4185 | 0 | To C | 2007 | 13 Feb | 326 | 245 | -25% | 4.8 | 39 | 41 | 5% | 0.3 | 365 | 286 | -22% | 4.4 |
| 4136 | 4184 | N81 Tallaght ByPass / Old Bawn Rd / Tallaght Village | Fm A | 2006 | Oct | 139 | 28 | -80% | 12.2 | 6 | 2 | -74% | 2.3 | 145 | 30 | -80% | 12.4 |
| 4140 | 4113 | 0 | Fm C | 2007 | 14 Feb | 321 | 405 | 26% | 4.4 | 105 | 27 | -74% | 9.6 | 426 | 432 | 1% | 0.3 |
| 4140 | 4141 | 0 | Fm A | 2007 | 14 Feb | 668 | 448 | -33% | 9.3 | 77 | 65 | -15% | 1.4 | 745 | 513 | -31% | 9.2 |
| 4141 | 4134 | 0 | To C | 2007 | 14 Feb | 368 | 299 | -19% | 3.8 | 69 | 12 | -83% | 9.0 | 437 | 311 | -29% | 6.5 |
| 4141 | 4140 | 0 | To A | 2007 | 14 Feb | 372 | 146 | -61% | 14.0 | 55 | 22 | -59% | 5.2 | 426 | 168 | -61% | 15.0 |
| 4141 | 4142 | Belgard Square West | N to S | 2005 | 15/11 | 167 | 193 | 15% | 1.9 | 9 | 35 | 291% | 5.6 | 176 | 228 | 29% | 3.6 |
| 4142 | 4141 | 0 | To A | 2007 | 14 Feb | 924 | 629 | -32% | 10.6 | 141 | 38 | -73% | 10.9 | 1065 | 666 | -37% | 13.5 |
| 4142 | 4186 | Belgard Square East | W to E | 2005 | 15/11 | 171 | 90 | -47% | 7.1 | 6 | 2 | -64% | 1.9 | 177 | 92 | -48% | 7.3 |
| 4147 | 4189 | N81 / COOKSTOWN ROAD | Fm A | 2006 | 08/06 | 774 | 683 | -12% | 3.4 | 48 | 116 | 141% | 7.5 | 822 | 799 | -3% | 0.8 |
| 4151 | 4257 | 0 | West Bnd | 2007 | 28 March | 798 | 646 | -19% | 5.6 | 54 | 41 | -23% | 1.8 | 852 | 688 | -19% | 5.9 |
| 4153 | 4191 | N81 / FORTUNESTOWN ROAD | Fm A | 2006 | 08/06 | 345 | 11 | -97% | 25.0 | 3 | 8 | 157% | 2.0 | 348 | 19 | -95% | 24.3 |
| 4161 | 2899 | Templeogue Rd / Templeville Rd / Springfield | To D | 2006 | Oct | 672 | 659 | -2% | 0.5 | 48 | 53 | 11% | 0.7 | 720 | 713 | -1% | 0.3 |
| 4161 | 4011 | Springfield / Fairways | Fm A | 2006 | Oct | 764 | 776 | 2% | 0.4 | 48 | 67 | 39% | 2.4 | 812 | 842 | 4% | 1.0 |
| 4161 | 4162 | 0 | from D | 2007 | 6 March | 463 | 737 | 59% | 11.2 | 33 | 44 | 33% | 1.8 | 496 | 781 | 57% | 11.3 |
| 4161 | 4284 | Templeogue Rd / Templeville Rd / Springfield | To A | 2006 | Oct | 479 | 499 | 4% | 0.9 | 33 | 28 | -17% | 1.0 | 512 | 527 | 3% | 0.6 |
| 4162 | 4014 | 0 | to C | 2007 | 6 March | 599 | 658 | 10% | 2.4 | 54 | 58 | 8% | 0.6 | 653 | 716 | 10% | 2.4 |
| 4162 | 4161 | Templeogue Rd / Templeville Rd / Springfield | Fm B | 2006 | Oct | 447 | 508 | 14% | 2.8 | 48 | 48 | 0% | 0.0 | 495 | 556 | 12% | 2.6 |
| 4162 | 4163 | Templeogue Rd / Old Bridge Rd / Cypress Grove Rd | To B | 2006 | Oct | 1139 | 1871 | 64% | 18.9 | 75 | 79 | 6% | 0.5 | 1214 | 1950 | 61% | 18.5 |
| 4162 | 4284 | Templeogue Rd / Old Bridge Rd / Cypress Grove Rd | To A | 2006 | Oct | 738 | 777 | 5% | 1.4 | 60 | 39 | -36% | 3.0 | 798 | 816 | 2% | 0.6 |
| 4163 | 4016 | Tallaght Rd / Wellington Lane / Spawell Rd | To C | 2006 | Oct | 260 | 223 | -14% | 2.4 | 51 | 7 | -86% | 8.1 | 311 | 231 | -26% | 4.9 |
| 4163 | 4162 | Templeogue Rd / Old Bridge Rd / Cypress Grove Rd | Fm B | 2006 | Oct | 842 | 843 | 0% | 0.0 | 96 | 106 | 10% | 1.0 | 938 | 948 | 1% | 0.3 |
| 4163 | 4286 | Tallaght Rd / Wellington Lane / Spawell Rd | To A | 2006 | Oct | 1007 | 483 | -52% | 19.2 | 48 | 18 | -62% | 5.2 | 1055 | 501 | -53% | 19.9 |
| 4174 | 4292 | Tymon M50-17 (2005 data) | 0 | 2006 | Weekday | 3355 | 2974 | -11% | 6.8 | 915 | 400 | -56% | 20.1 | 4270 | 3374 | -21% | 14.5 |
| 4177 | 4174 | M 50 North Bound On-Slip | North Bd | 2006 | 05/12 | 1254 | 648 | -48% | 19.7 | 141 | 17 | -88% | 13.9 | 1395 | 665 | -52% | 22.7 |
| 4180 | 4189 | N81 / COOKSTOWN ROAD | Fm B | 2006 | 08/06 | 1105 | 1170 | 6% | 1.9 | 150 | 182 | 21% | 2.5 | 1255 | 1352 | 8% | 2.7 |
| 4180 | 4190 | N81 / KILLINARDEN HEIGHTS (WEST) | Fm C | 2006 | 08/06 | 727 | 541 | -26% | 7.4 | 168 | 106 | -37% | 5.3 | 895 | 646 | -28% | 9.0 |
| 4182 | 4001 | Old Bawn Rd / Seskin View Rd / Old Bawn Way | Fm D | 2006 | Oct | 202 | 1 | -99% | 19.9 | 12 | 0 | -99% | 4.8 | 214 | 1 | -99% | 20.5 |

**Additional Count Comparisons not included in the Cordon Analysis**

AM2 - 08:00 - 09:00

| | | | | | | AM2 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | HGV | | | | Car | | | | Total | | | |
| 4183 | 4184 | N81 Tallaght ByPass / Old Bawn Rd / Tallaght Village | Fm D | 2006 | Oct | 1563 | 1535 | -2% | 0.7 | 183 | 222 | 21% | 2.7 | 1746 | 1756 | 1% | 0.2 |
| 4184 | 4000 | N81 Tallaght ByPass / Old Bawn Rd / Tallaght Village | To C | 2006 | Oct | 428 | 393 | -8% | 1.7 | 60 | 65 | 9% | 0.7 | 488 | 458 | -6% | 1.4 |
| 4184 | 4136 | N81 Tallaght ByPass / Old Bawn Rd / Tallaght Village | To A | 2006 | Oct | 410 | 100 | -76% | 19.4 | 9 | 3 | -65% | 2.4 | 419 | 104 | -75% | 19.5 |
| 4184 | 4183 | N81 Tallaght ByPass / Old Bawn Rd / Tallaght Village | To D | 2006 | Oct | 1265 | 1073 | -15% | 5.6 | 207 | 249 | 20% | 2.8 | 1472 | 1322 | -10% | 4.0 |
| 4184 | 4185 | N81 Tallaght ByPass / Old Bawn Rd / Tallaght Village | To B | 2006 | Oct | 2026 | 1941 | -4% | 1.9 | 204 | 216 | 6% | 0.8 | 2230 | 2157 | -3% | 1.6 |
| 4185 | 4135 | 0 | Fm C | 2007 | 13 Feb | 1419 | 1036 | -27% | 10.9 | 57 | 50 | -11% | 0.9 | 1476 | 1087 | -26% | 10.9 |
| 4185 | 4184 | 0 | To C | 2007 | 13 Feb | 1276 | 850 | -33% | 13.1 | 216 | 246 | 14% | 2.0 | 1492 | 1096 | -27% | 11.0 |
| 4185 | 4186 | 0 | Fm D | 2007 | 14 Feb | 1196 | 1171 | -2% | 0.7 | 186 | 181 | -3% | 0.4 | 1382 | 1353 | -2% | 0.8 |
| 4186 | 4104 | 0 | Fm A | 2007 | 14 Feb | 427 | 76 | -82% | 22.2 | 78 | 5 | -94% | 11.4 | 505 | 80 | -84% | 24.8 |
| 4186 | 4142 | 0 | To A | 2007 | 14 Feb | 509 | 520 | 2% | 0.5 | 108 | 17 | -84% | 11.4 | 617 | 537 | -13% | 3.3 |
| 4186 | 4185 | 0 | To D | 2007 | 14 Feb | 1347 | 873 | -35% | 14.2 | 207 | 219 | 6% | 0.8 | 1554 | 1092 | -30% | 12.7 |
| 4186 | 4187 | 0 | To B | 2007 | 14 Feb | 1226 | 1109 | -10% | 3.4 | 156 | 179 | 15% | 1.8 | 1382 | 1289 | -7% | 2.6 |
| 4187 | 4186 | 0 | Fm B | 2007 | 14 Feb | 1253 | 886 | -29% | 11.2 | 195 | 215 | 10% | 1.4 | 1448 | 1101 | -24% | 9.7 |
| 4187 | 4188 | N81 / KILLINARDEN HEIGHTS (EAST) | Fm C | 2006 | 08/06 | 1117 | 1228 | 10% | 3.2 | 222 | 213 | -4% | 0.6 | 1339 | 1441 | 8% | 2.7 |
| 4188 | 4005 | N81 / KILLINARDEN HEIGHTS (EAST) | To B | 2006 | 08/06 | 445 | 22 | -95% | 27.7 | 39 | 2 | -95% | 8.2 | 484 | 24 | -95% | 28.9 |
| 4188 | 4187 | N81 / KILLINARDEN HEIGHTS (EAST) | To C | 2006 | 08/06 | 1601 | 1744 | 9% | 3.5 | 204 | 246 | 20% | 2.8 | 1805 | 1990 | 10% | 4.2 |
| 4188 | 4189 | N81 / KILLINARDEN HEIGHTS (EAST) | To A | 2006 | 08/06 | 1088 | 1087 | 0% | 0.0 | 219 | 207 | -6% | 0.8 | 1307 | 1294 | -1% | 0.4 |
| 4189 | 4147 | N81 / COOKSTOWN ROAD | To A | 2006 | 08/06 | 482 | 427 | -11% | 2.6 | 54 | 62 | 16% | 1.1 | 536 | 489 | -9% | 2.1 |
| 4189 | 4180 | N81 / COOKSTOWN ROAD | To B | 2006 | 08/06 | 746 | 780 | 5% | 1.2 | 177 | 228 | 29% | 3.6 | 923 | 1008 | 9% | 2.7 |
| 4189 | 4188 | N81 / KILLINARDEN HEIGHTS (EAST) | Fm A | 2006 | 08/06 | 1739 | 1730 | -1% | 0.2 | 186 | 210 | 13% | 1.7 | 1925 | 1940 | 1% | 0.3 |
| 4190 | 4180 | N81 / KILLINARDEN HEIGHTS (WEST) | To C | 2006 | 08/06 | 1081 | 1170 | 8% | 2.6 | 183 | 182 | -1% | 0.1 | 1264 | 1352 | 7% | 2.4 |
| 4190 | 4191 | N81 / KILLINARDEN HEIGHTS (WEST) | To A | 2006 | 08/06 | 849 | 623 | -27% | 8.3 | 168 | 215 | 28% | 3.4 | 1017 | 838 | -18% | 5.9 |
| 4191 | 4153 | N81 / FORTUNESTOWN ROAD | To A | 2006 | 08/06 | 194 | 106 | -46% | 7.2 | 6 | 37 | 514% | 6.7 | 200 | 142 | -29% | 4.4 |
| 4191 | 4190 | N81 / KILLINARDEN HEIGHTS (WEST) | Fm A | 2006 | 08/06 | 1051 | 985 | -6% | 2.1 | 159 | 176 | 11% | 1.3 | 1210 | 1161 | -4% | 1.4 |
| 4191 | 4195 | N81 / FORTUNESTOWN ROAD | To B | 2006 | 08/06 | 669 | 433 | -35% | 10.0 | 174 | 182 | 5% | 0.6 | 843 | 616 | -27% | 8.4 |
| 4195 | 4191 | N81 / FORTUNESTOWN ROAD | Fm B | 2006 | 08/06 | 720 | 770 | 7% | 1.8 | 156 | 63 | -60% | 8.9 | 876 | 832 | -5% | 1.5 |
| 4233 | 4242 | R113 Belgard Road | S bd | 2006 | 16/11 | 1137 | 1153 | 1% | 0.5 | 237 | 241 | 2% | 0.2 | 1374 | 1394 | 1% | 0.5 |
| 4242 | 4233 | R113 Belgard Road | N bd | 2006 | 16/11 | 1004 | 613 | -39% | 13.7 | 198 | 197 | 0% | 0.1 | 1202 | 810 | -33% | 12.3 |
| 4256 | 4257 | 0 | East Bnd | 2007 | 28 March | 640 | 924 | 44% | 10.2 | 78 | 95 | 21% | 1.8 | 718 | 1019 | 42% | 10.2 |
| 4257 | 4151 | 0 | East Bnd | 2007 | 28 March | 1057 | 853 | -19% | 6.6 | 78 | 89 | 14% | 1.2 | 1135 | 942 | -17% | 6.0 |
| 4257 | 4256 | 0 | West Bnd | 2007 | 28 March | 717 | 703 | -2% | 0.5 | 36 | 57 | 58% | 3.1 | 753 | 760 | 1% | 0.3 |
| 4273 | 4293 | Ballymount | Wbd | 2006 | 16/11 | 384 | 872 | 127% | 19.5 | 324 | 317 | -2% | 0.4 | 708 | 1190 | 68% | 15.6 |
| 4275 | 4123 | B24 | 2 E to W | 2005 | 15/11 | 678 | 754 | 11% | 2.8 | 96 | 89 | -7% | 0.7 | 774 | 844 | 9% | 2.4 |
| 4284 | 4161 | Templeogue Rd / Templeville Rd / Springfield | Fm A | 2006 | Oct | 543 | 804 | 48% | 10.1 | 48 | 59 | 23% | 1.5 | 591 | 864 | 46% | 10.1 |
| 4284 | 4162 | 0 | from A | 2007 | 6 March | 419 | 386 | -8% | 1.6 | 24 | 18 | -25% | 1.3 | 443 | 404 | -9% | 1.9 |
| 4284 | 4287 | 0 | North Bnd | 2007 | 31 May | 534 | 365 | -32% | 8.0 | 57 | 16 | -72% | 6.8 | 591 | 381 | -36% | 9.5 |
| 4286 | 4163 | Tallaght Rd / Wellington Lane / Spawell Rd | Fm A | 2006 | Oct | 706 | 337 | -52% | 16.1 | 18 | 28 | 58% | 2.2 | 724 | 366 | -49% | 15.3 |
| 4287 | 4284 | 0 | South Bnd | 2007 | 31 May | 419 | 282 | -33% | 7.3 | 24 | 20 | -15% | 0.8 | 443 | 303 | -32% | 7.3 |
| 4292 | 4174 | Tymon M50-17 (2005 data) | 0 | 2006 | Weekday | 2348 | 1910 | -19% | 9.5 | 697 | 519 | -26% | 7.2 | 3044 | 2429 | -20% | 11.8 |
| 4293 | 4273 | BALLYMONT | 1 W to E | 2005 | 15/11 | 1694 | 1421 | -16% | 6.9 | 168 | 173 | 3% | 0.4 | 1862 | 1594 | -14% | 6.4 |
| 4311 | 2814 | The Oval | W to E | 2006 | Nov | 1724 | 2005 | 16% | 6.5 | 287 | 282 | -2% | 0.3 | 2010 | 2286 | 14% | 6.0 |
| 4314 | 4396 | LiffeyValley Approach Road | E bd | 2006 | 16/11 | 646 | 555 | -14% | 3.7 | 87 | 88 | 1% | 0.1 | 733 | 643 | -12% | 3.4 |
| 4315 | 4386 | Fonthill Road (N) | 3 N to W | 2005 | 17/11 | 709 | 950 | 34% | 8.4 | 219 | 211 | -4% | 0.6 | 928 | 1161 | 25% | 7.2 |

**Additional Count Comparisons not included in the Cordon Analysis**

AM2 - 08:00 - 09:00

| | | | | | | AM2 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | HGV | | | | Car | | | | Total | | | |
| 4323 | 4327 | Dead Mans Inn N04-40 | 0 | 2006 | Weekday | 1765 | 2863 | 62% | 22.8 | 654 | 599 | -9% | 2.2 | 2419 | 3462 | 43% | 19.2 |
| 4332 | 4333 | Lucan Road | W to E | 2005 | 17/11 | 867 | 315 | -64% | 22.7 | 15 | 16 | 6% | 0.2 | 882 | 330 | -63% | 22.4 |
| 4333 | 4331 | Ballyfermot Road | W to E | 2005 | 17/11 | 571 | 948 | 66% | 13.7 | 45 | 137 | 204% | 9.6 | 616 | 1085 | 76% | 16.1 |
| 4333 | 4334 | Fonthill Road (S) | N to S | 2005 | 17/11 | 713 | 357 | -50% | 15.4 | 279 | 155 | -44% | 8.4 | 992 | 512 | -48% | 17.5 |
| 4333 | 4336 | Fonthill Road (N) | S to N | 2005 | 17/11 | 1095 | 203 | -81% | 35.0 | 267 | 131 | -51% | 9.6 | 1362 | 334 | -75% | 35.3 |
| 4334 | 4333 | Fonthill Road (S) | S to N | 2005 | 17/11 | 924 | 1042 | 13% | 3.8 | 252 | 215 | -15% | 2.4 | 1176 | 1257 | 7% | 2.3 |
| 4336 | 4333 | Fonthill Road (N) | N to S | 2005 | 17/11 | 547 | 131 | -76% | 22.6 | 273 | 221 | -19% | 3.3 | 820 | 353 | -57% | 19.3 |
| 4377 | 4383 | NEILSTOWN ROAD | Nbd | 2006 | 01/06 | 323 | 294 | -9% | 1.6 | 33 | 32 | -3% | 0.2 | 356 | 326 | -8% | 1.6 |
| 4378 | 4382 | Coldcut Road / Cloverhill Road | Fm C | 2006 | Mar | 589 | 680 | 15% | 3.6 | 93 | 55 | -41% | 4.4 | 682 | 734 | 8% | 2.0 |
| 4379 | 4381 | Ballyfermot Road / Coldcut Road | Fm A | 2006 | Mar | 467 | 670 | 44% | 8.5 | 54 | 15 | -72% | 6.6 | 521 | 685 | 32% | 6.7 |
| 4380 | 2829 | Ballyfermot Road / Clifden Road | Fm A | 2006 | Mar | 518 | 804 | 55% | 11.1 | 57 | 84 | 47% | 3.2 | 575 | 888 | 54% | 11.6 |
| 4380 | 4381 | Ballyfermot Road / Coldcut Road | Fm C | 2006 | Mar | 360 | 476 | 32% | 5.7 | 57 | 60 | 5% | 0.4 | 417 | 536 | 29% | 5.4 |
| 4381 | 4379 | Ballyfermot Road / Coldcut Road | To A | 2006 | Mar | 522 | 380 | -27% | 6.7 | 60 | 40 | -34% | 2.9 | 582 | 420 | -28% | 7.3 |
| 4381 | 4380 | Ballyfermot Road / Coldcut Road | To C | 2006 | Mar | 703 | 850 | 21% | 5.3 | 81 | 90 | 11% | 1.0 | 784 | 939 | 20% | 5.3 |
| 4382 | 2835 | Cloverhill Road / Cedar Brook Avenue | Fm A | 2006 | Mar | 602 | 653 | 8% | 2.0 | 96 | 63 | -34% | 3.7 | 698 | 716 | 3% | 0.7 |
| 4382 | 4378 | Coldcut Road / Cloverhill Road | To C | 2006 | Mar | 757 | 801 | 6% | 1.6 | 104 | 81 | -23% | 2.4 | 861 | 882 | 2% | 0.7 |
| 4382 | 4395 | Liffey Valley Access/Coldcut Rd | From C | 2006 | 16/11 | 476 | 462 | -3% | 0.6 | 111 | 96 | -13% | 1.4 | 587 | 558 | -5% | 1.2 |
| 4383 | 4377 | Neilstown Road | N to S | 2005 | 17/11 | 266 | 214 | -20% | 3.4 | 12 | 46 | 281% | 6.3 | 278 | 260 | -7% | 1.1 |
| 4383 | 4394 | Coldcut Road (W) | E to W | 2005 | 17/11 | 377 | 487 | 29% | 5.3 | 87 | 71 | -18% | 1.8 | 464 | 558 | 20% | 4.2 |
| 4383 | 4395 | Liffey Valley Access/Coldcut Rd | From B | 2006 | 16/11 | 790 | 723 | -8% | 2.4 | 60 | 77 | 28% | 2.0 | 850 | 799 | -6% | 1.8 |
| 4385 | 4430 | Station Road / Newlands Road | Fm A | 2006 | Mar | 752 | 1004 | 34% | 8.5 | 54 | 45 | -16% | 1.2 | 806 | 1050 | 30% | 8.0 |
| 4386 | 4315 | Fonthill Road (N) | S to N | 2005 | 17/11 | 908 | 845 | -7% | 2.1 | 249 | 162 | -35% | 6.1 | 1157 | 1008 | -13% | 4.5 |
| 4386 | 4387 | Fonthill Road (S) | N to S | 2005 | 17/11 | 566 | 314 | -45% | 12.0 | 189 | 194 | 3% | 0.4 | 755 | 508 | -33% | 9.8 |
| 4386 | 4393 | Coldcut Road (E) | W to E | 2005 | 17/11 | 381 | 768 | 101% | 16.1 | 51 | 59 | 15% | 1.1 | 432 | 827 | 91% | 15.7 |
| 4387 | 4386 | Fonthill Road (S) | S to N | 2005 | 17/11 | 1066 | 535 | -50% | 18.8 | 198 | 142 | -28% | 4.3 | 1264 | 677 | -46% | 18.8 |
| 4387 | 4410 | Newlands Rd / Foxdene Av | from C | 2005 | Jan | 267 | 294 | 10% | 1.6 | 27 | 166 | 515% | 14.1 | 294 | 460 | 57% | 8.6 |
| 4393 | 4386 | Coldcut Road (E) | E to W | 2005 | 17/11 | 362 | 436 | 20% | 3.7 | 87 | 67 | -23% | 2.3 | 449 | 503 | 12% | 2.5 |
| 4394 | 4383 | Coldcut Road (W) | W to E | 2005 | 17/11 | 366 | 733 | 100% | 15.7 | 57 | 58 | 2% | 0.1 | 423 | 791 | 87% | 14.9 |
| 4395 | 4382 | Liffey Valley Access/Coldcut Rd | To C | 2006 | 16/11 | 1198 | 992 | -17% | 6.2 | 93 | 104 | 11% | 1.1 | 1291 | 1095 | -15% | 5.7 |
| 4395 | 4383 | Liffey Valley Access/Coldcut Rd | To B | 2006 | 16/11 | 395 | 393 | 0% | 0.1 | 90 | 103 | 15% | 1.3 | 485 | 496 | 2% | 0.5 |
| 4395 | 4396 | Liffey Valley Access/Coldcut Rd | To A | 2006 | 16/11 | 152 | 1 | -100% | 17.3 | 36 | 0 | -100% | 8.4 | 188 | 1 | -100% | 19.3 |
| 4396 | 4314 | LiffeyValley Approach Road | W bd | 2006 | 16/11 | 149 | 23 | -85% | 13.6 | 42 | 32 | -25% | 1.7 | 191 | 55 | -71% | 12.3 |
| 4396 | 4395 | Liffey Valley Access/Coldcut Rd | From A | 2006 | 16/11 | 479 | 307 | -36% | 8.7 | 48 | 6 | -87% | 8.1 | 527 | 314 | -41% | 10.4 |
| 4410 | 4387 | Newlands Rd / Foxdene Av | to C | 2005 | Jan | 1442 | 1462 | 1% | 0.5 | 45 | 88 | 95% | 5.3 | 1487 | 1550 | 4% | 1.6 |
| 4410 | 4411 | Newlands Rd / Foxdene Av | to A | 2005 | Jan | 257 | 265 | 3% | 0.5 | 27 | 75 | 178% | 6.7 | 284 | 340 | 20% | 3.2 |
| 4411 | 4410 | Newlands Rd / Foxdene Av | from A | 2005 | Jan | 1393 | 1395 | 0% | 0.1 | 45 | 73 | 63% | 3.7 | 1438 | 1468 | 2% | 0.8 |
| 4430 | 2835 | CLOVERHILL ROAD | 1 W to E | 2005 | 17/11 | 581 | 389 | -33% | 8.7 | 36 | 22 | -40% | 2.7 | 617 | 411 | -33% | 9.1 |
| 4430 | 4385 | Station Road / Newlands Road | To A | 2006 | Mar | 165 | 329 | 100% | 10.5 | 60 | 45 | -26% | 2.1 | 225 | 374 | 66% | 8.6 |
| 4430 | 4444 | Station Road / Newlands Road | To B | 2006 | Mar | 571 | 828 | 45% | 9.7 | 84 | 70 | -16% | 1.6 | 655 | 898 | 37% | 8.7 |
| 4442 | 2838 | Park West Road / Park West Avenue | Fm C | 2006 | Mar | 547 | 191 | -65% | 18.5 | 108 | 76 | -30% | 3.4 | 655 | 267 | -59% | 18.1 |
| 4442 | 4443 | Park West Avenue / Nangor Road | To B | 2006 | Mar | 523 | 507 | -3% | 0.7 | 153 | 274 | 79% | 8.3 | 676 | 781 | 16% | 3.9 |
| 4443 | 4442 | R134 / NANGOR ROAD | 1 W to E | 2005 | 17/11 | 1022 | 1190 | 16% | 5.1 | 93 | 92 | -1% | 0.1 | 1115 | 1283 | 15% | 4.8 |
| 4443 | 4444 | Newlands Road / Nangor Road | Fm D | 2006 | Mar | 397 | 599 | 51% | 9.1 | 174 | 126 | -27% | 3.9 | 571 | 726 | 27% | 6.1 |

**Additional Count Comparisons not included in the Cordon Analysis**

AM2 - 08:00 - 09:00

| | | | | | | AM2 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | HGV | | | | Car | | | | Total | | | |
| 4444 | 4430 | Station Road / Newlands Road | Fm B | 2006 | Mar | 503 | 585 | 16% | 3.5 | 108 | 102 | -6% | 0.6 | 611 | 687 | 12% | 3.0 |
| 4444 | 4443 | Newlands Road / Nangor Road | To D | 2006 | Mar | 867 | 1199 | 38% | 10.3 | 192 | 74 | -61% | 10.2 | 1059 | 1273 | 20% | 6.3 |
| 4444 | 4445 | Newlands Road / Nangor Road | To B | 2006 | Mar | 430 | 611 | 42% | 7.9 | 174 | 101 | -42% | 6.3 | 604 | 712 | 18% | 4.2 |
| 4444 | 4471 | Newlands Road / Nangor Road | To C | 2006 | Mar | 398 | 314 | -21% | 4.5 | 60 | 47 | -22% | 1.8 | 458 | 361 | -21% | 4.8 |
| 4445 | 4444 | Newlands Road / Nangor Road | Fm B | 2006 | Mar | 921 | 1052 | 14% | 4.2 | 183 | 61 | -67% | 11.0 | 1104 | 1114 | 1% | 0.3 |
| 4471 | 4444 | Newlands Road / Nangor Road | Fm C | 2006 | Mar | 309 | 233 | -25% | 4.6 | 84 | 63 | -25% | 2.4 | 393 | 296 | -25% | 5.2 |
| 5014 | 5015 | Junction N11 | 0 | 2006 | Nov | 1242 | 1130 | -9% | 3.2 | 66 | 75 | 13% | 1.0 | 1308 | 1205 | -8% | 2.9 |
| 5015 | 5014 | Junction N11 | S to N | 2006 | Nov | 2630 | 1992 | -24% | 13.3 | 80 | 130 | 64% | 5.0 | 2709 | 2122 | -22% | 11.9 |
| 5019 | 5020 | STILLORGAN RD / LOWER KILMACUD RD | To D | 2005 | 06/04 | 503 | 371 | -26% | 6.3 | 42 | 15 | -64% | 5.0 | 545 | 386 | -29% | 7.4 |
| 5019 | 5021 | STILLORGAN RD / LOWER KILMACUD RD | To C | 2005 | 06/04 | 1122 | 1158 | 3% | 1.1 | 144 | 60 | -59% | 8.4 | 1266 | 1218 | -4% | 1.4 |
| 5019 | 5180 | THE HILL / LOWER KILMACUD RD / DUBLIN RD | Fm D | 2005 | 06/04 | 480 | 869 | 81% | 15.0 | 33 | 69 | 111% | 5.1 | 513 | 938 | 83% | 15.8 |
| 5020 | 5019 | STILLORGAN RD / LOWER KILMACUD RD | Fm D | 2005 | 06/04 | 433 | 634 | 46% | 8.7 | 15 | 54 | 260% | 6.6 | 448 | 688 | 54% | 10.1 |
| 5021 | 5019 | STILLORGAN RD / LOWER KILMACUD RD | Fm C | 2005 | 06/04 | 1047 | 2198 | 110% | 28.6 | 102 | 96 | -6% | 0.6 | 1149 | 2294 | 100% | 27.6 |
| 5034 | 5049 | Newtownpark Avenue | W to E | 2005 | 19/01 | 531 | 247 | -54% | 14.4 | 15 | 21 | 41% | 1.5 | 546 | 268 | -51% | 13.8 |
| 5036 | 5037 | 0 | To B | 2007 | 17/01 | 422 | 149 | -65% | 16.2 | 66 | 41 | -37% | 3.4 | 488 | 190 | -61% | 16.2 |
| 5036 | 5050 | Deans Grange Road | S to N | 2005 | 19/01 | 464 | 277 | -40% | 9.7 | 42 | 49 | 17% | 1.1 | 506 | 326 | -36% | 8.8 |
| 5036 | 5051 | Deans Grange Road (S) | W to E | 2005 | 19/01 | 197 | 190 | -4% | 0.5 | 3 | 10 | 236% | 2.8 | 200 | 200 | 0% | 0.0 |
| 5037 | 5036 | Abbey Road | S to N | 2005 | 19/01 | 620 | 414 | -33% | 9.1 | 69 | 59 | -14% | 1.2 | 689 | 473 | -31% | 9.0 |
| 5037 | 5052 | Kill Lane | W to E | 2005 | 19/01 | 591 | 344 | -42% | 11.4 | 45 | 55 | 21% | 1.4 | 636 | 399 | -37% | 10.4 |
| 5038 | 5053 | Pottery Road | S to N | 2005 | 19/01 | 364 | 148 | -59% | 13.5 | 12 | 13 | 7% | 0.2 | 376 | 161 | -57% | 13.1 |
| 5038 | 5055 | Johnstown Road | W to E | 2005 | 19/01 | 466 | 380 | -18% | 4.2 | 21 | 10 | -54% | 2.9 | 487 | 390 | -20% | 4.7 |
| 5048 | 5049 | 0 | To B | 2007 | 17/01 | 606 | 377 | -38% | 10.4 | 108 | 116 | 8% | 0.8 | 714 | 493 | -31% | 9.0 |
| 5048 | 5081 | Monkstown Road | N to E | 2005 | 19/01 | 534 | 447 | -16% | 3.9 | 18 | 42 | 131% | 4.3 | 552 | 489 | -11% | 2.8 |
| 5049 | 5034 | 0 | To B | 2007 | 17/01 | 684 | 217 | -68% | 22.0 | 27 | 31 | 15% | 0.8 | 711 | 248 | -65% | 21.1 |
| 5049 | 5048 | Stradbrook Road | S to NE | 2005 | 19/01 | 856 | 786 | -8% | 2.4 | 69 | 80 | 15% | 1.2 | 925 | 866 | -6% | 2.0 |
| 5049 | 5050 | 0 | To C | 2007 | 17/01 | 650 | 291 | -55% | 16.5 | 102 | 87 | -14% | 1.5 | 752 | 378 | -50% | 15.7 |
| 5050 | 5036 | 0 | To B | 2007 | 17/01 | 297 | 73 | -75% | 16.5 | 57 | 36 | -37% | 3.1 | 354 | 109 | -69% | 16.1 |
| 5050 | 5049 | 0 | Fm C | 2007 | 17/01 | 1114 | 744 | -33% | 12.1 | 75 | 58 | -23% | 2.1 | 1189 | 802 | -33% | 12.3 |
| 5050 | 5051 | Stradbrook Road (E) | W to E | 2005 | 19/01 | 413 | 262 | -37% | 8.2 | 15 | 52 | 248% | 6.4 | 428 | 314 | -27% | 5.9 |
| 5051 | 5036 | Deans Grange Road (S) | E to W | 2005 | 19/01 | 255 | 93 | -64% | 12.3 | 3 | 4 | 27% | 0.4 | 258 | 96 | -63% | 12.1 |
| 5051 | 5050 | 0 | Fm C | 2007 | 17/01 | 672 | 579 | -14% | 3.7 | 39 | 8 | -79% | 6.3 | 711 | 587 | -17% | 4.8 |
| 5051 | 5052 | Abbey Road (S) | N to S | 2005 | 19/01 | 337 | 207 | -38% | 7.9 | 21 | 50 | 138% | 4.9 | 358 | 257 | -28% | 5.7 |
| 5051 | 5061 | 0 | To E | 2007 | 17/01 | 591 | 469 | -21% | 5.3 | 30 | 27 | -9% | 0.5 | 621 | 496 | -20% | 5.3 |
| 5052 | 5037 | Kill Lane | E to W | 2005 | 19/01 | 725 | 480 | -34% | 10.0 | 54 | 51 | -5% | 0.4 | 779 | 531 | -32% | 9.7 |
| 5052 | 5051 | 0 | Fm C | 2007 | 17/01 | 553 | 481 | -13% | 3.1 | 36 | 16 | -55% | 3.9 | 589 | 498 | -16% | 3.9 |
| 5052 | 5053 | Rochestown Avenue | N to S | 2005 | 19/01 | 545 | 416 | -24% | 5.9 | 33 | 56 | 69% | 3.4 | 578 | 471 | -18% | 4.7 |
| 5052 | 5062 | Kill Avenue | W to E | 2005 | 19/01 | 427 | 308 | -28% | 6.2 | 39 | 26 | -33% | 2.3 | 466 | 334 | -28% | 6.6 |
| 5053 | 5038 | Pottery Road | N to S | 2005 | 19/01 | 224 | 51 | -77% | 14.7 | 6 | 6 | -7% | 0.2 | 230 | 57 | -75% | 14.5 |
| 5053 | 5052 | Rochestown Avenue | S to N | 2005 | 19/01 | 928 | 860 | -7% | 2.3 | 48 | 53 | 9% | 0.6 | 976 | 912 | -7% | 2.1 |
| 5053 | 5054 | Rochestown Avenue (SE) | W to SE | 2005 | 19/01 | 326 | 232 | -29% | 5.6 | 27 | 16 | -42% | 2.5 | 353 | 248 | -30% | 6.1 |
| 5054 | 5053 | Rochestown Avenue (SE) | SE to W | 2005 | 19/01 | 581 | 442 | -24% | 6.2 | 27 | 19 | -30% | 1.7 | 608 | 461 | -24% | 6.4 |
| 5054 | 5055 | 0 | To B | 2007 | 16/01 | 267 | 236 | -11% | 1.9 | 63 | 18 | -72% | 7.1 | 330 | 254 | -23% | 4.4 |
| 5054 | 5063 | Sallynogin Road | W to E | 2005 | 19/01 | 307 | 119 | -61% | 12.8 | 0 | 3 | #DIV/0! | 2.6 | 307 | 123 | -60% | 12.6 |

**Additional Count Comparisons not included in the Cordon Analysis**

AM2 - 08:00 - 09:00

| | | | | | | | AM2 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | HGV | | | | Car | | | | Total | | | |
| 5055 | 5038 | | 0 | To B | 2007 | 16/01 | 383 | 406 | 6% | 1.2 | 33 | 10 | -68% | 4.8 | 416 | 417 | 0% | 0.0 |
| 5055 | 5054 | Rochestown Avenue (S) | | S to N | 2005 | 19/01 | 657 | 647 | -1% | 0.4 | 33 | 10 | -71% | 5.1 | 690 | 657 | -5% | 1.3 |
| 5055 | 5056 | | 0 | To C | 2007 | 16/01 | 379 | 301 | -21% | 4.2 | 57 | 5 | -92% | 9.4 | 436 | 306 | -30% | 6.8 |
| 5056 | 5055 | | 0 | Fm C | 2007 | 16/01 | 495 | 452 | -9% | 2.0 | 48 | 1 | -97% | 9.4 | 543 | 454 | -16% | 4.0 |
| 5056 | 5057 | | 0 | To C | 2007 | 16/01 | 970 | 805 | -17% | 5.5 | 120 | 96 | -20% | 2.3 | 1090 | 901 | -17% | 6.0 |
| 5056 | 5063 | R 118 | | S to N | 2005 | 19/01 | 779 | 709 | -9% | 2.6 | 30 | 30 | -2% | 0.1 | 809 | 738 | -9% | 2.5 |
| 5056 | 5066 | Avondale road | | NW to NE | 2005 | 19/01 | 712 | 263 | -63% | 20.4 | 9 | 9 | -5% | 0.2 | 721 | 271 | -62% | 20.2 |
| 5057 | 5056 | Church Road | | S to N | 2005 | 19/01 | 1539 | 1224 | -20% | 8.5 | 42 | 40 | -4% | 0.3 | 1581 | 1264 | -20% | 8.4 |
| 5061 | 5051 | | 0 | Fm E | 2007 | 17/01 | 479 | 218 | -54% | 14.0 | 42 | 9 | -77% | 6.4 | 521 | 228 | -56% | 15.2 |
| 5061 | 5062 | | 0 | To C | 2007 | 17/01 | 160 | 145 | -9% | 1.2 | 6 | 10 | 67% | 1.4 | 166 | 155 | -7% | 0.9 |
| 5061 | 5071 | Monkstown Avenue | | S to E | 2005 | 19/01 | 643 | 680 | 6% | 1.4 | 0 | 20 | #DIV/0! | 6.4 | 643 | 700 | 9% | 2.2 |
| 5062 | 5052 | Kill Avenue | | E to W | 2005 | 19/01 | 435 | 218 | -50% | 12.0 | 51 | 21 | -58% | 4.9 | 486 | 239 | -51% | 13.0 |
| 5062 | 5061 | | 0 | Fm C | 2007 | 17/01 | 343 | 339 | -1% | 0.2 | 30 | 2 | -94% | 7.0 | 373 | 341 | -9% | 1.7 |
| 5063 | 5054 | Sallynogin Road | | E to W | 2005 | 19/01 | 204 | 63 | -69% | 12.2 | 15 | 8 | -49% | 2.2 | 219 | 70 | -68% | 12.4 |
| 5063 | 5056 | | 0 | Fm A | 2007 | 16/01 | 363 | 434 | 20% | 3.5 | 90 | 91 | 1% | 0.1 | 453 | 525 | 16% | 3.2 |
| 5066 | 5056 | Avondale road | | NE to NW | 2005 | 19/01 | 643 | 271 | -58% | 17.4 | 24 | 3 | -86% | 5.6 | 667 | 275 | -59% | 18.1 |
| 5070 | 5071 | Carrickbrennan Road (N) | | N to S | 2005 | 19/01 | 272 | 202 | -26% | 4.6 | 3 | 13 | 340% | 3.6 | 275 | 215 | -22% | 3.9 |
| 5070 | 5081 | Carrickbrennan Road | | S to N | 2005 | 19/01 | 546 | 894 | 64% | 13.0 | 6 | 21 | 258% | 4.2 | 552 | 916 | 66% | 13.4 |
| 5071 | 5061 | | 0 | To B | 2007 | 17/01 | 303 | 161 | -47% | 9.3 | 21 | 12 | -43% | 2.2 | 324 | 173 | -47% | 9.6 |
| 5071 | 5070 | Carrickbrennan Road (N) | | S to N | 2005 | 19/01 | 688 | 844 | 23% | 5.7 | 0 | 20 | #DIV/0! | 6.3 | 688 | 864 | 26% | 6.3 |
| 5071 | 5072 | Mountown Upper | | S to E | 2005 | 19/01 | 367 | 240 | -35% | 7.3 | 3 | 5 | 70% | 1.0 | 370 | 245 | -34% | 7.2 |
| 5072 | 5071 | | 0 | Fm D | 2007 | 17/01 | 323 | 335 | 4% | 0.7 | 15 | 2 | -87% | 4.5 | 338 | 337 | 0% | 0.0 |
| 5072 | 5082 | York Road | | S to N | 2005 | 16/11 | 206 | 621 | 201% | 20.4 | 21 | 19 | -8% | 0.4 | 227 | 640 | 182% | 19.8 |
| 5073 | 5084 | Glenageary Road | | S to N | 2005 | 16/11 | 264 | 185 | -30% | 5.3 | 18 | 7 | -60% | 3.0 | 282 | 192 | -32% | 5.8 |
| 5079 | 5082 | Cumberland Street | | W to E | 2005 | 16/11 | 252 | 70 | -72% | 14.3 | 6 | 8 | 31% | 0.7 | 258 | 78 | -70% | 13.9 |
| 5080 | 5081 | Monistown Crescent | | E to W | 2005 | 19/01 | 156 | 522 | 235% | 19.9 | 12 | 26 | 115% | 3.2 | 168 | 548 | 226% | 20.1 |
| 5081 | 5048 | Monkstown Road | | E to N | 2005 | 19/01 | 619 | 937 | 51% | 11.4 | 12 | 34 | 185% | 4.6 | 631 | 971 | 54% | 12.0 |
| 5081 | 5070 | | 0 | To C | 2007 | 17/01 | 255 | 216 | -15% | 2.5 | 9 | 13 | 48% | 1.3 | 264 | 230 | -13% | 2.2 |
| 5081 | 5080 | Monistown Crescent | | W to E | 2005 | 19/01 | 294 | 211 | -28% | 5.2 | 12 | 43 | 262% | 6.0 | 306 | 255 | -17% | 3.1 |
| 5081 | 5093 | To Longford Terrace | | S to N | 2005 | 19/01 | 47 | 571 | 1114% | 29.8 | 3 | 28 | 844% | 6.4 | 50 | 599 | 1098% | 30.5 |
| 5082 | 5072 | York Road | | N to S | 2005 | 16/11 | 139 | 157 | 13% | 1.5 | 42 | 61 | 45% | 2.6 | 181 | 218 | 21% | 2.6 |
| 5082 | 5079 | Cumberland Street | | E to W | 2005 | 16/11 | 176 | 645 | 267% | 23.2 | 30 | 18 | -39% | 2.4 | 206 | 664 | 222% | 21.9 |
| 5082 | 5094 | Clarence Street | | S to N | 2005 | 16/11 | 182 | 158 | -13% | 1.9 | 18 | 4 | -80% | 4.4 | 200 | 161 | -19% | 2.9 |
| 5083 | 5082 | Georges Street Lower | | E to W | 2005 | 16/11 | 105 | 186 | 77% | 6.7 | 21 | 2 | -91% | 5.6 | 126 | 188 | 49% | 4.9 |
| 5083 | 5095 | Marine Road | | S to N | 2005 | 16/11 | 122 | 12 | -90% | 13.5 | 24 | 22 | -8% | 0.4 | 146 | 34 | -77% | 11.8 |
| 5083 | 5097 | George Street Upper | | W to E | 2005 | 16/11 | 143 | 200 | 40% | 4.4 | 39 | 31 | -22% | 1.4 | 182 | 231 | 27% | 3.4 |
| 5084 | 5073 | Glenageary Road | | N to S | 2005 | 16/11 | 98 | 61 | -38% | 4.1 | 18 | 29 | 62% | 2.3 | 116 | 90 | -22% | 2.5 |
| 5084 | 5095 | Queens Road | | E to W | 2005 | 16/11 | 601 | 433 | -28% | 7.4 | 21 | 11 | -49% | 2.6 | 622 | 443 | -29% | 7.7 |
| 5084 | 5098 | George's Street Upper | | E to W | 2005 | 16/11 | 326 | 672 | 106% | 15.5 | 24 | 24 | -1% | 0.0 | 350 | 696 | 99% | 15.1 |
| 5084 | 5099 | Summerhill Road | | W to E | 2005 | 16/11 | 88 | 63 | -28% | 2.8 | 12 | 12 | -2% | 0.1 | 100 | 75 | -25% | 2.7 |
| 5094 | 5082 | Clarence Street | | N to S | 2005 | 16/11 | 109 | 84 | -22% | 2.5 | 57 | 54 | -6% | 0.4 | 166 | 138 | -17% | 2.2 |
| 5095 | 5083 | Marine Road | | N to S | 2005 | 16/11 | 173 | 198 | 14% | 1.8 | 42 | 30 | -28% | 2.0 | 215 | 228 | 6% | 0.9 |
| 5095 | 5084 | Queens Road | | W to E | 2005 | 16/11 | 335 | 36 | -89% | 22.0 | 15 | 11 | -28% | 1.2 | 350 | 46 | -87% | 21.6 |

**Additional Count Comparisons not included in the Cordon Analysis**

AM2 - 08:00 - 09:00

| | | | | | | AM2 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | HGV | | | | Car | | | | Total | | | |
| 5095 | 5096 | Crofton Road | E to W | 2005 | 16/11 | 637 | 444 | -30% | 8.3 | 33 | 33 | -1% | 0.0 | 670 | 477 | -29% | 8.1 |
| 5096 | 5095 | Crofton Road | W to E | 2005 | 16/11 | 458 | 233 | -49% | 12.1 | 42 | 41 | -3% | 0.2 | 500 | 274 | -45% | 11.5 |
| 5097 | 5083 | George Street Upper | E to W | 2005 | 16/11 | 287 | 198 | -31% | 5.7 | 24 | 24 | 0% | 0.0 | 311 | 222 | -29% | 5.4 |
| 5098 | 5084 | George's Street Upper | W to E | 2005 | 16/11 | 134 | 89 | -34% | 4.3 | 30 | 30 | 0% | 0.0 | 164 | 119 | -28% | 3.8 |
| 5099 | 5084 | Summerhill Road | E to W | 2005 | 16/11 | 241 | 940 | 290% | 28.8 | 12 | 28 | 133% | 3.6 | 253 | 968 | 283% | 28.9 |
| 5102 | 4061 | 0 | From D | 2007 | 6 March | 639 | 438 | -32% | 8.7 | 51 | 43 | -17% | 1.2 | 690 | 480 | -30% | 8.7 |
| 5109 | 5125 | HAROLDS GRANGE ROAD | 1 N to S | 2005 | 16/11 | 638 | 109 | -83% | 27.4 | 27 | 4 | -86% | 5.9 | 665 | 113 | -83% | 28.0 |
| 5125 | 5109 | B32 | 2 S to N | 2005 | 16/11 | 397 | 305 | -23% | 4.9 | 18 | 13 | -27% | 1.2 | 415 | 318 | -23% | 5.0 |
| 5127 | 5128 | SANDYFORD RD / WYCKHAM WAY | to B | 2005 | 05/04 | 682 | 930 | 36% | 8.7 | 54 | 56 | 5% | 0.3 | 736 | 986 | 34% | 8.5 |
| 5127 | 5134 | SANDYFORD RD / WYCKHAM WAY | to A | 2005 | 05/04 | 177 | 82 | -54% | 8.3 | 27 | 5 | -81% | 5.4 | 204 | 87 | -57% | 9.7 |
| 5127 | 5135 | SANDYFORD ROAD / BALALLY ROAD | Fm A | 2005 | 05/04 | 469 | 383 | -18% | 4.2 | 60 | 64 | 7% | 0.5 | 529 | 447 | -16% | 3.7 |
| 5127 | 5146 | SANDYFORD RD / WYCKHAM WAY | to D | 2005 | 05/04 | 732 | 778 | 6% | 1.7 | 9 | 48 | 433% | 7.3 | 741 | 826 | 12% | 3.0 |
| 5128 | 5127 | SANDYFORD RD / WYCKHAM WAY | fm B | 2005 | 05/04 | 908 | 832 | -8% | 2.6 | 78 | 86 | 11% | 0.9 | 986 | 918 | -7% | 2.2 |
| 5128 | 5148 | DUNDRUM BYPASS / WYCKHAM WAY | to C | 2005 | 05/04 | 544 | 281 | -48% | 13.0 | 90 | 62 | -31% | 3.2 | 634 | 343 | -46% | 13.2 |
| 5128 | 5149 | DUNDRUM BYPASS / WYCKHAM WAY | to D | 2005 | 05/04 | 786 | 433 | -45% | 14.3 | 78 | 33 | -57% | 6.0 | 864 | 466 | -46% | 15.4 |
| 5134 | 5127 | Sandyford Road (N) | N to S | 2006 | 21/03 | 160 | 231 | 44% | 5.1 | 3 | 20 | 575% | 5.1 | 163 | 251 | 54% | 6.1 |
| 5135 | 5127 | SANDYFORD ROAD / BALALLY ROAD | To A | 2005 | 05/04 | 718 | 908 | 26% | 6.7 | 63 | 55 | -13% | 1.1 | 781 | 963 | 23% | 6.2 |
| 5135 | 5142 | SANDYFORD ROAD / BALALLY ROAD | To B | 2005 | 05/04 | 542 | 317 | -42% | 10.9 | 75 | 62 | -18% | 1.6 | 617 | 378 | -39% | 10.7 |
| 5136 | 5142 | SANDYFORD ROAD / BLACKTHORN DRIVE | To A | 2005 | 05/04 | 620 | 450 | -27% | 7.3 | 36 | 48 | 33% | 1.8 | 656 | 498 | -24% | 6.6 |
| 5136 | 5169 | SANDYFORD ROAD / BLACKTHORN DRIVE | To C | 2005 | 05/04 | 830 | 97 | -88% | 34.1 | 63 | 3 | -95% | 10.4 | 893 | 100 | -89% | 35.6 |
| 5142 | 5135 | SANDYFORD ROAD / BALALLY ROAD | Fm B | 2005 | 05/04 | 639 | 645 | 1% | 0.2 | 54 | 49 | -8% | 0.6 | 693 | 694 | 0% | 0.0 |
| 5142 | 5136 | Sandyford Road (N) | N to S | 2006 | 21/03 | 522 | 397 | -24% | 5.8 | 27 | 28 | 4% | 0.2 | 549 | 425 | -23% | 5.6 |
| 5144 | 5165 | MOUNT ANVILLE RD / LOWER KILMACUD RD | Fm B | 2005 | 06/04 | 823 | 758 | -8% | 2.3 | 57 | 37 | -35% | 2.9 | 880 | 795 | -10% | 2.9 |
| 5146 | 5127 | Wyckham Way Extension | E to W | 2006 | 21/03 | 366 | 204 | -44% | 9.6 | 9 | 11 | 21% | 0.6 | 375 | 215 | -43% | 9.3 |
| 5148 | 5128 | DUNDRUM BYPASS / WYCKHAM WAY | fm C | 2005 | 05/04 | 956 | 483 | -49% | 17.6 | 93 | 66 | -29% | 3.1 | 1049 | 549 | -48% | 17.7 |
| 5149 | 5128 | DUNDRUM BYPASS / WYCKHAM WAY | fm D | 2005 | 05/04 | 637 | 152 | -76% | 24.4 | 75 | 57 | -24% | 2.2 | 712 | 209 | -71% | 23.4 |
| 5164 | 5165 | MOUNT ANVILLE RD / LOWER KILMACUD RD | Fm A | 2005 | 06/04 | 444 | 500 | 13% | 2.6 | 24 | 31 | 29% | 1.3 | 468 | 531 | 13% | 2.8 |
| 5165 | 5144 | MOUNT ANVILLE RD / LOWER KILMACUD RD | To B | 2005 | 06/04 | 558 | 406 | -27% | 6.9 | 57 | 60 | 6% | 0.4 | 615 | 466 | -24% | 6.4 |
| 5165 | 5164 | MOUNT ANVILLE RD / LOWER KILMACUD RD | To A | 2005 | 06/04 | 393 | 684 | 74% | 12.6 | 27 | 31 | 15% | 0.7 | 420 | 715 | 70% | 12.4 |
| 5165 | 5166 | MOUNT ANVILLE RD / LOWER KILMACUD RD | To C | 2005 | 06/04 | 683 | 506 | -26% | 7.3 | 60 | 25 | -59% | 5.4 | 743 | 530 | -29% | 8.4 |
| 5165 | 5172 | MOUNT ANVILLE RD / LOWER KILMACUD RD | To D | 2005 | 06/04 | 822 | 678 | -18% | 5.3 | 54 | 29 | -45% | 3.8 | 876 | 708 | -19% | 6.0 |
| 5166 | 5165 | MOUNT ANVILLE RD / LOWER KILMACUD RD | Fm C | 2005 | 06/04 | 717 | 815 | 14% | 3.5 | 63 | 58 | -8% | 0.6 | 780 | 873 | 12% | 3.2 |
| 5166 | 5176 | EDEN PARK RD / LOWER KILMACUD RD | To D | 2005 | 06/04 | 675 | 348 | -48% | 14.5 | 45 | 14 | -69% | 5.8 | 720 | 361 | -50% | 15.4 |
| 5168 | 9571 | DRUMMARTIN ROAD | 1 N to S | 2005 | 16/11 | 1491 | 660 | -56% | 25.3 | 129 | 341 | 165% | 13.9 | 1620 | 1002 | -38% | 17.1 |
| 5169 | 5136 | Blackthorn Drive | E to W | 2006 | 21/03 | 324 | 14 | -96% | 23.8 | 36 | 3 | -92% | 7.5 | 360 | 17 | -95% | 25.0 |
| 5172 | 5165 | MOUNT ANVILLE RD / LOWER KILMACUD RD | Fm D | 2005 | 06/04 | 472 | 269 | -43% | 10.6 | 54 | 22 | -60% | 5.2 | 526 | 290 | -45% | 11.7 |
| 5176 | 5166 | EDEN PARK RD / LOWER KILMACUD RD | Fm D | 2005 | 06/04 | 566 | 70 | -88% | 27.8 | 33 | 17 | -47% | 3.1 | 599 | 87 | -85% | 27.6 |
| 5179 | 5180 | THE HILL / LOWER KILMACUD RD / DUBLIN RD | Fm B | 2005 | 06/04 | 631 | 174 | -72% | 22.8 | 51 | 13 | -75% | 6.8 | 682 | 187 | -73% | 23.7 |
| 5180 | 5019 | THE HILL / LOWER KILMACUD RD / DUBLIN RD | To D | 2005 | 06/04 | 515 | 666 | 29% | 6.2 | 51 | 47 | -8% | 0.6 | 566 | 713 | 26% | 5.8 |
| 5180 | 5179 | THE HILL / LOWER KILMACUD RD / DUBLIN RD | To B | 2005 | 06/04 | 623 | 341 | -45% | 12.9 | 63 | 45 | -28% | 2.4 | 686 | 386 | -44% | 13.0 |
| 9568 | 9577 | B37 | 2 S to N | 2005 | 16/11 | 694 | 1072 | 54% | 12.7 | 162 | 15 | -90% | 15.6 | 856 | 1087 | 27% | 7.4 |
| 9571 | 5168 | B36 | 2 S to N | 2005 | 16/11 | 324 | 642 | 98% | 14.5 | 81 | 12 | -85% | 10.1 | 405 | 654 | 62% | 10.8 |
| 9577 | 9568 | LEOPARDSTOWN ROAD | 1 N to S | 2005 | 16/11 | 2648 | 430 | -84% | 56.5 | 111 | 119 | 7% | 0.7 | 2759 | 548 | -80% | 54.4 |

**Additional Count Comparisons not included in the Cordon Analysis**

AM3 - 09:00 - 10:00

| | | | | | | AM3 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | HGV | | | | Car | | | | Total | | | |
| A Node | B Node | Location | Direction | Year | Date | Count | Model | % Diff | GEH | Count | Model | % Diff | GEH | Count | Model | % Diff | GEH |
| 1101 | 1306 | North Wall Quay | E to W | 2006 | Nov | 270 | 314 | 16% | 2.6 | 362 | 355 | -2% | 0.3 | 632 | 669 | 6% | 1.5 |
| 1102 | 2212 | East Wall Rd / N Wall Quay / E Link Toll Bridge | To C | 2006 | 18/05 | 757 | 578 | -24% | 6.9 | 348 | 179 | -49% | 10.4 | 1105 | 757 | -31% | 11.4 |
| 1103 | 1309 | Sheriff St Upper | E to W | 2006 | Nov | 449 | 488 | 9% | 1.8 | 122 | 237 | 95% | 8.6 | 571 | 724 | 27% | 6.0 |
| 1105 | 1106 | East Wall Rd / Tolka Quay | To C | 2006 | 18/05 | 198 | 142 | -28% | 4.3 | 267 | 273 | 2% | 0.3 | 465 | 415 | -11% | 2.4 |
| 1105 | 1121 | East Wall Rd / Tolka Quay | To A | 2006 | 18/05 | 385 | 553 | 44% | 7.7 | 411 | 449 | 9% | 1.8 | 796 | 1002 | 26% | 6.9 |
| 1106 | 1105 | East Wall Rd / Tolka Quay | Fm C | 2006 | 18/05 | 87 | 100 | 14% | 1.3 | 714 | 682 | -4% | 1.2 | 801 | 782 | -2% | 0.7 |
| 1113 | 1131 | Ossory Road | N to S | 2006 | Nov | 122 | 50 | -59% | 7.8 | 3 | 0 | -100% | 2.4 | 125 | 50 | -60% | 8.1 |
| 1121 | 1105 | East Wall Rd / Tolka Quay | Fm A | 2006 | 18/05 | 443 | 537 | 21% | 4.3 | 270 | 272 | 1% | 0.1 | 713 | 809 | 14% | 3.5 |
| 1131 | 1113 | Ossory Road | 0 | 2006 | Nov | 94 | 53 | -43% | 4.7 | 2 | 0 | -100% | 1.7 | 96 | 53 | -44% | 4.9 |
| 1301 | 1302 | Eden Quay | W to E | 2005 | 22/02 | 758 | 574 | -24% | 7.1 | 399 | 438 | 10% | 1.9 | 1157 | 1013 | -12% | 4.4 |
| 1301 | 1361 | O'Connell Street | S to N | 2005 | 22/02 | 615 | 823 | 34% | 7.8 | 111 | 7 | -94% | 13.5 | 726 | 830 | 14% | 3.7 |
| 1301 | 2001 | O'Connell Bridge | N to S | 2005 | 22/02 | 834 | 1138 | 36% | 9.7 | 75 | 73 | -2% | 0.2 | 909 | 1211 | 33% | 9.3 |
| 1302 | 1303 | 0 | W to E | 2005 | 22/02 | 791 | 470 | -41% | 12.8 | 420 | 441 | 5% | 1.0 | 1211 | 911 | -25% | 9.2 |
| 1302 | 1351 | Marlborough St / Abbey St Lwr | Fm C | 2006 | 17/05 | 43 | 107 | 149% | 7.4 | 0 | 0 | #DIV/0! | 0.7 | 43 | 107 | 149% | 7.4 |
| 1303 | 1304 | 0 | W to E | 2005 | 22/02 | 819 | 401 | -51% | 16.9 | 432 | 476 | 10% | 2.1 | 1251 | 877 | -30% | 11.5 |
| 1303 | 1311 | Abbey St Lwr / Beresford Pl | Fm C | 2006 | 17/05 | 1207 | 1469 | 22% | 7.2 | 69 | 144 | 109% | 7.3 | 1276 | 1613 | 26% | 8.9 |
| 1306 | 1101 | North Wall Quay | 0 | 2006 | Nov | 64 | 81 | 27% | 2.0 | 414 | 419 | 1% | 0.3 | 478 | 501 | 5% | 1.0 |
| 1309 | 1103 | Sheriff St Upper | 0 | 2006 | Nov | 206 | 377 | 84% | 10.1 | 60 | 122 | 104% | 6.5 | 266 | 500 | 88% | 12.0 |
| 1312 | 1313 | Abbey St Lwr / Beresford Pl | To D | 2006 | 17/05 | 571 | 1475 | 158% | 28.3 | 66 | 149 | 125% | 8.0 | 637 | 1624 | 155% | 29.3 |
| 1312 | 1341 | Abbey St Lwr / Beresford Pl | To A | 2006 | 17/05 | 773 | 1042 | 35% | 8.9 | 48 | 62 | 29% | 1.9 | 821 | 1103 | 34% | 9.1 |
| 1333 | 1334 | NORTH CIRCULAR ROAD (A4) | 2 E to W | 2006 | May | 495 | 414 | -16% | 3.8 | 171 | 112 | -35% | 5.0 | 666 | 526 | -21% | 5.7 |
| 1334 | 1333 | NORTH CIRCULAR ROAD (A4) | 1 W to E | 2006 | May | 701 | 785 | 12% | 3.1 | 129 | 184 | 43% | 4.4 | 830 | 969 | 17% | 4.6 |
| 1334 | 1394 | North Circular Road (E) | E to W | 2005 | 07/11 | 310 | 496 | 60% | 9.3 | 120 | 117 | -2% | 0.3 | 430 | 614 | 43% | 8.0 |
| 1346 | 1393 | Gardiner Street Upper | E to W | 2005 | 07/11 | 315 | 395 | 25% | 4.2 | 72 | 43 | -41% | 3.9 | 387 | 438 | 13% | 2.5 |
| 1351 | 1302 | Marlborough St / Abbey St Lwr | To C | 2006 | 17/05 | 85 | 0 | -100% | 13.0 | 30 | 0 | -100% | 7.7 | 115 | 0 | -100% | 15.1 |
| 1351 | 1311 | Marlborough St / Abbey St Lwr | To D | 2006 | 17/05 | 152 | 2 | -99% | 17.1 | 42 | 0 | -99% | 9.1 | 194 | 2 | -99% | 19.4 |
| 1352 | 1351 | Marlborough St / Abbey St Lwr | Fm A | 2006 | 17/05 | 192 | 271 | 41% | 5.2 | 54 | 0 | -100% | 10.4 | 246 | 271 | 10% | 1.5 |
| 1359 | 1392 | Temple Street | E to W | 2005 | 07/11 | 174 | 379 | 118% | 12.4 | 9 | 11 | 19% | 0.6 | 183 | 390 | 113% | 12.2 |
| 1361 | 1301 | O'Connell Street | N to S | 2005 | 22/02 | 406 | 826 | 103% | 16.9 | 33 | 48 | 44% | 2.3 | 439 | 873 | 99% | 17.0 |
| 1367 | 1391 | North Frederick Street | E to W | 2005 | 07/11 | 36 | 58 | 60% | 3.2 | 9 | 1 | -84% | 3.3 | 45 | 59 | 31% | 1.9 |
| 1372 | 1390 | Granby Row | E to W | 2005 | 07/11 | 234 | 159 | -32% | 5.4 | 51 | 1 | -98% | 9.8 | 285 | 160 | -44% | 8.4 |
| 1373 | 1301 | BACHELOR'S WALK (A1) | 1 E to W | 2006 | May | 984 | 806 | -18% | 6.0 | 375 | 314 | -16% | 3.3 | 1359 | 1120 | -18% | 6.8 |
| 1382 | 1377 | 0 | W to E | 2005 | 22/02 | 1398 | 1055 | -25% | 9.8 | 366 | 314 | -14% | 2.8 | 1764 | 1370 | -22% | 10.0 |
| 1382 | 2005 | Capel Street Bridge | N to S | 2005 | 22/02 | 497 | 725 | 46% | 9.2 | 87 | 67 | -23% | 2.2 | 584 | 793 | 36% | 8.0 |
| 1383 | 1382 | Capel Street | N to S | 2005 | 22/02 | 521 | 746 | 43% | 9.0 | 119 | 72 | -39% | 4.8 | 639 | 818 | 28% | 6.6 |
| 1384 | 1383 | Capel Street | N to S | 2005 | 22/02 | 302 | 641 | 112% | 15.6 | 72 | 73 | 1% | 0.1 | 374 | 714 | 91% | 14.6 |
| 1389 | 1390 | Dorset Street Upper (S) | S to N | 2005 | 07/11 | 458 | 232 | -49% | 12.2 | 72 | 73 | 2% | 0.1 | 530 | 305 | -43% | 11.0 |
| 1390 | 1391 | Dorset Street Upper (N) | S to N | 2005 | 07/11 | 543 | 242 | -55% | 15.2 | 84 | 77 | -8% | 0.8 | 627 | 319 | -49% | 14.1 |
| 1390 | 1406 | St. Mary's Place | E to W | 2005 | 07/11 | 136 | 351 | 158% | 13.8 | 33 | 34 | 2% | 0.1 | 169 | 385 | 128% | 13.0 |
| 1391 | 1390 | Dorset Street Upper (N) | N toS | 2005 | 07/11 | 718 | 534 | -26% | 7.4 | 117 | 94 | -20% | 2.3 | 835 | 627 | -25% | 7.7 |
| 1391 | 1392 | Dorset Street Lower (N) | S to N | 2005 | 07/11 | 632 | 309 | -51% | 14.9 | 117 | 115 | -2% | 0.2 | 749 | 424 | -43% | 13.4 |
| 1392 | 1391 | Dorset Street Lower (N) | N to S | 2005 | 07/11 | 719 | 442 | -38% | 11.5 | 90 | 92 | 2% | 0.2 | 809 | 534 | -34% | 10.6 |
| 1392 | 1393 | Dorset Street Lower (N) | S to N | 2005 | 07/11 | 697 | 545 | -22% | 6.1 | 129 | 130 | 1% | 0.1 | 826 | 675 | -18% | 5.5 |

**Additional Count Comparisons not included in the Cordon Analysis**

AM3 - 09:00 - 10:00

| | | | | | | AM3 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | HGV | | | | Car | | | | Total | | | |
| 1392 | 1417 | Eccles Street | E to W | 2005 | 07/11 | 208 | 475 | 128% | 14.4 | 18 | 16 | -10% | 0.4 | 226 | 491 | 117% | 14.0 |
| 1393 | 1346 | Gardiner Street Upper | W to E | 2005 | 07/11 | 554 | 655 | 18% | 4.1 | 147 | 32 | -78% | 12.1 | 701 | 687 | -2% | 0.5 |
| 1393 | 1392 | Dorset Street Lower (N) | N to S | 2005 | 07/11 | 856 | 846 | -1% | 0.3 | 108 | 100 | -7% | 0.8 | 964 | 947 | -2% | 0.6 |
| 1393 | 1394 | Dorset Street Lower (N) | S to N | 2005 | 07/11 | 888 | 729 | -18% | 5.6 | 180 | 151 | -16% | 2.3 | 1068 | 880 | -18% | 6.0 |
| 1393 | 1409 | Synott Place | E to W | 2005 | 07/11 | 141 | 275 | 95% | 9.3 | 6 | 23 | 282% | 4.5 | 147 | 298 | 103% | 10.1 |
| 1394 | 1334 | North Circular Road (E) | W to E | 2005 | 07/11 | 366 | 979 | 168% | 23.6 | 162 | 151 | -7% | 0.9 | 528 | 1130 | 114% | 20.9 |
| 1394 | 1393 | Dorset Street Lower (N) | N to S | 2005 | 07/11 | 1250 | 913 | -27% | 10.3 | 210 | 110 | -47% | 7.9 | 1460 | 1023 | -30% | 12.4 |
| 1394 | 1413 | North Circular Road (W) | E to W | 2005 | 07/11 | 297 | 317 | 7% | 1.1 | 123 | 109 | -11% | 1.3 | 420 | 426 | 1% | 0.3 |
| 1395 | 1382 | Ormond Quay | W to E | 2005 | 22/02 | 1370 | 1043 | -24% | 9.4 | 318 | 309 | -3% | 0.5 | 1688 | 1351 | -20% | 8.6 |
| 1396 | 1383 | Marys Street | W to E | 2005 | 22/02 | 130 | 76 | -41% | 5.3 | 27 | 2 | -92% | 6.6 | 157 | 78 | -50% | 7.3 |
| 1407 | 1391 | Blesssington Street | W to E | 2005 | 07/11 | 190 | 102 | -46% | 7.3 | 51 | 39 | -23% | 1.7 | 241 | 141 | -41% | 7.2 |
| 1408 | 1415 | 0 | from B | 2007 | 19/04 | 106 | 185 | 75% | 6.6 | 6 | 7 | 14% | 0.3 | 112 | 192 | 71% | 6.5 |
| 1409 | 1393 | Synott Place | W to E | 2005 | 07/11 | 188 | 655 | 248% | 22.7 | 51 | 25 | -51% | 4.2 | 239 | 680 | 185% | 20.6 |
| 1410 | 1411 | Dorset Street Lower (N) | S to N | 2005 | 07/11 | 957 | 758 | -21% | 6.8 | 264 | 215 | -19% | 3.2 | 1221 | 973 | -20% | 7.5 |
| 1411 | 1410 | Dorset Street Lower (N) | N to S | 2005 | 07/11 | 1537 | 1500 | -2% | 1.0 | 315 | 236 | -25% | 4.8 | 1852 | 1735 | -6% | 2.8 |
| 1411 | 1851 | Drumcondra Road Lower (S) | S to N | 2005 | 07/11 | 971 | 1002 | 3% | 1.0 | 264 | 235 | -11% | 1.9 | 1235 | 1236 | 0% | 0.0 |
| 1413 | 1394 | North Circular Road (W) | W to E | 2005 | 07/11 | 277 | 399 | 44% | 6.6 | 150 | 60 | -60% | 8.8 | 427 | 459 | 7% | 1.5 |
| 1414 | 1415 | 0 | from A | 2007 | 19/04 | 452 | 608 | 34% | 6.8 | 84 | 122 | 45% | 3.7 | 536 | 730 | 36% | 7.7 |
| 1415 | 1408 | 0 | to B | 2007 | 19/04 | 500 | 400 | -20% | 4.7 | 30 | 2 | -92% | 6.8 | 530 | 403 | -24% | 5.9 |
| 1415 | 1414 | 0 | to A | 2007 | 19/04 | 545 | 960 | 76% | 15.1 | 69 | 87 | 26% | 2.0 | 614 | 1047 | 70% | 15.0 |
| 1415 | 1416 | 0 | to C | 2007 | 19/04 | 513 | 703 | 37% | 7.7 | 75 | 128 | 70% | 5.2 | 588 | 831 | 41% | 9.1 |
| 1416 | 1415 | 0 | from C | 2007 | 19/04 | 1000 | 1300 | 30% | 8.9 | 84 | 90 | 7% | 0.6 | 1084 | 1390 | 28% | 8.7 |
| 1416 | 1428 | 0 | from B | 2007 | 19/04 | 539 | 703 | 30% | 6.6 | 69 | 128 | 85% | 5.9 | 608 | 831 | 37% | 8.3 |
| 1417 | 1392 | Eccles Street | W to E | 2005 | 07/11 | 264 | 425 | 61% | 8.7 | 60 | 12 | -80% | 8.0 | 324 | 437 | 35% | 5.8 |
| 1420 | 1468 | 0 | from C | 2007 | 19/04 | 245 | 436 | 78% | 10.4 | 9 | 31 | 240% | 4.9 | 254 | 467 | 84% | 11.2 |
| 1427 | 1428 | 0 | from C | 2007 | 19/04 | 510 | 573 | 12% | 2.7 | 54 | 107 | 98% | 5.9 | 564 | 680 | 21% | 4.6 |
| 1428 | 1416 | 0 | to B | 2007 | 19/04 | 925 | 1300 | 41% | 11.2 | 60 | 90 | 49% | 3.4 | 985 | 1390 | 41% | 11.7 |
| 1428 | 1427 | 0 | to C | 2007 | 19/04 | 660 | 1162 | 76% | 16.6 | 45 | 95 | 112% | 6.0 | 705 | 1258 | 78% | 17.6 |
| 1428 | 1431 | 0 | Wbd | 2007 | Apr | 576 | 533 | -7% | 1.8 | 66 | 123 | 86% | 5.8 | 642 | 656 | 2% | 0.6 |
| 1431 | 1428 | 0 | Ebd | 2007 | Apr | 777 | 1108 | 43% | 10.8 | 72 | 80 | 12% | 1.0 | 849 | 1189 | 40% | 10.6 |
| 1454 | 1464 | Blackhall Place/ Blackhall Street | From C | 2005 | 17/05 | 272 | 187 | -31% | 5.6 | 27 | 10 | -62% | 3.9 | 299 | 197 | -34% | 6.5 |
| 1460 | 1465 | Blackhall Place/ King Street North | From A | 2005 | 17/05 | 472 | 303 | -36% | 8.6 | 108 | 74 | -31% | 3.6 | 580 | 377 | -35% | 9.3 |
| 1461 | 1451 | 0 | 0 | 2007 | 24/04 | 1015 | 1011 | 0% | 0.1 | 129 | 286 | 121% | 10.9 | 1144 | 1297 | 13% | 4.4 |
| 1461 | 1462 | 0 | 0 | 2007 | 24/04 | 402 | 171 | -58% | 13.7 | 51 | 64 | 26% | 1.7 | 453 | 235 | -48% | 11.8 |
| 1463 | 1464 | 0 | from C | 2007 | 24/04 | 347 | 171 | -51% | 10.9 | 54 | 64 | 19% | 1.3 | 401 | 235 | -41% | 9.3 |
| 1464 | 1460 | Blackhall Place/ Blackhall Street | To B | 2005 | 17/05 | 481 | 319 | -34% | 8.1 | 105 | 74 | -29% | 3.3 | 586 | 393 | -33% | 8.7 |
| 1464 | 1463 | Blackhall Place/ Blackhall Street | To A | 2005 | 17/05 | 218 | 36 | -83% | 16.1 | 18 | 2 | -92% | 5.3 | 236 | 38 | -84% | 16.9 |
| 1465 | 1455 | Blackhall Place/ King Street North | To C | 2005 | 17/05 | 638 | 863 | 35% | 8.2 | 81 | 54 | -34% | 3.3 | 719 | 916 | 27% | 6.9 |
| 1465 | 1466 | Blackhall Place/ King Street North | To B | 2005 | 17/05 | 336 | 333 | -1% | 0.2 | 69 | 77 | 12% | 0.9 | 405 | 410 | 1% | 0.2 |
| 1466 | 1456 | Rosemount Terrace / Stoneybatter / Brunswick Street North | To B | 2005 | 17/05 | 498 | 608 | 22% | 4.7 | 42 | 47 | 13% | 0.8 | 540 | 656 | 21% | 4.7 |
| 1466 | 1465 | Blackhall Place/ King Street North | From B | 2005 | 17/05 | 562 | 796 | 42% | 9.0 | 54 | 52 | -4% | 0.3 | 616 | 848 | 38% | 8.6 |
| 1466 | 1467 | Rosemount Terrace / Stoneybatter / Brunswick Street North | To A | 2005 | 17/05 | 256 | 182 | -29% | 5.0 | 51 | 68 | 34% | 2.2 | 307 | 250 | -18% | 3.4 |
| 1466 | 1478 | Rosemount Terrace / Stoneybatter / Brunswick Street North | To D | 2005 | 17/05 | 135 | 85 | -37% | 4.8 | 6 | 9 | 51% | 1.1 | 141 | 94 | -33% | 4.3 |

**Additional Count Comparisons not included in the Cordon Analysis**

AM3 - 09:00 - 10:00

| | | | | | | | AM3 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | HGV | | | | Car | | | | Total | | | |
| 1467 | 1466 | Rosemount Terrace / Stoneybatter / Brunswick Street North | | From A | 2005 | 17/05 | 840 | 735 | -12% | 3.7 | 81 | 55 | -33% | 3.2 | 921 | 790 | -14% | 4.5 |
| 1467 | 1468 | | 0 | from B | 2007 | 19/04 | 302 | 205 | -32% | 6.1 | 57 | 71 | 24% | 1.7 | 359 | 275 | -23% | 4.7 |
| 1467 | 1473 | | 0 | to D | 2007 | 24/04 | 49 | 14 | -71% | 6.2 | 0 | 0 | #DIV/0! | #DIV/0! | 49 | 14 | -71% | 6.2 |
| 1468 | 1420 | | 0 | to C | 2007 | 19/04 | 79 | 89 | 12% | 1.1 | 9 | 2 | -81% | 3.1 | 88 | 91 | 3% | 0.3 |
| 1468 | 1467 | | 0 | to B | 2007 | 19/04 | 752 | 676 | -10% | 2.9 | 66 | 54 | -18% | 1.6 | 818 | 730 | -11% | 3.2 |
| 1468 | 1469 | | 0 | to A | 2007 | 19/04 | 229 | 289 | 26% | 3.7 | 48 | 90 | 88% | 5.1 | 277 | 380 | 37% | 5.7 |
| 1469 | 1468 | | 0 | from A | 2007 | 19/04 | 513 | 337 | -34% | 8.6 | 57 | 33 | -42% | 3.6 | 570 | 369 | -35% | 9.3 |
| 1473 | 1467 | Stoneybatter / Manor Place / Kirwan Street | | From A | 2005 | 17/05 | 169 | 54 | -68% | 10.8 | 6 | 0 | -98% | 3.4 | 175 | 55 | -69% | 11.2 |
| 1474 | 1461 | | 0 | 0 | 2007 | 24/04 | 1125 | 1054 | -6% | 2.2 | 165 | 296 | 79% | 8.6 | 1290 | 1350 | 5% | 1.7 |
| 1478 | 1466 | Rosemount Terrace / Stoneybatter / Brunswick Street North | | From D | 2005 | 17/05 | 302 | 769 | 155% | 20.2 | 12 | 58 | 383% | 7.8 | 314 | 827 | 163% | 21.5 |
| 1651 | 1676 | Ardlea Rd/Malahide Rd/Brookwood Av/Malahide Rd | | SE to NW | 2005 | 24/02 | 602 | 661 | 10% | 2.4 | 57 | 69 | 20% | 1.5 | 659 | 730 | 11% | 2.7 |
| 1667 | 3511 | B5 | | 2 S to N | 2005 | 09/11 | 1243 | 226 | -82% | 37.5 | 249 | 39 | -84% | 17.5 | 1492 | 265 | -82% | 41.4 |
| 1675 | 1676 | Ardlea Rd/Malahide Rd/Brookwood Av/Malahide Rd | | SW to NE | 2005 | 24/02 | 689 | 376 | -45% | 13.6 | 150 | 83 | -45% | 6.2 | 839 | 459 | -45% | 14.9 |
| 1676 | 1651 | Ardlea Rd/Malahide Rd/Brookwood Av/Malahide Rd | | NW to SE | 2005 | 24/02 | 645 | 520 | -19% | 5.2 | 81 | 87 | 7% | 0.6 | 726 | 606 | -16% | 4.6 |
| 1676 | 1675 | Ardlea Rd/Malahide Rd/Brookwood Av/Malahide Rd | | NE to SW | 2005 | 24/02 | 832 | 667 | -20% | 6.0 | 192 | 155 | -20% | 2.8 | 1024 | 822 | -20% | 6.7 |
| 1676 | 1819 | Ardlea Rd/Malahide Rd/Brookwood Av/Malahide Rd | | SE to NW | 2005 | 24/02 | 480 | 126 | -74% | 20.3 | 48 | 1 | -97% | 9.4 | 528 | 128 | -76% | 22.1 |
| 1711 | 1851 | Whitworth Street | | W to E | 2005 | 07/11 | 473 | 466 | -1% | 0.3 | 165 | 124 | -25% | 3.4 | 638 | 590 | -8% | 1.9 |
| 1819 | 1676 | Ardlea Rd/Malahide Rd/Brookwood Av/Malahide Rd | | NW to SE | 2005 | 24/02 | 440 | 234 | -47% | 11.2 | 48 | 14 | -71% | 6.1 | 488 | 248 | -49% | 12.5 |
| 1829 | 1846 | B6 | | 2 S to N | 2005 | 23/11 | 441 | 115 | -74% | 19.6 | 15 | 46 | 207% | 5.6 | 456 | 161 | -65% | 16.8 |
| 1846 | 1829 | CLONSHAUGH ROAD | | 1 N to S | 2005 | 23/11 | 199 | 286 | 44% | 5.6 | 18 | 24 | 36% | 1.4 | 217 | 311 | 43% | 5.8 |
| 1851 | 1411 | Drumcondra Road Lower (S) | | N to S | 2005 | 07/11 | 1569 | 1474 | -6% | 2.4 | 291 | 236 | -19% | 3.4 | 1860 | 1710 | -8% | 3.6 |
| 1851 | 1711 | Whitworth Street | | E to W | 2005 | 07/11 | 162 | 140 | -14% | 1.8 | 93 | 106 | 14% | 1.3 | 255 | 246 | -4% | 0.6 |
| 1851 | 1852 | DRUMCONDRA ROAD LOWER / WHITWORTH ROAD | | S to N | 2005 | 07/11 | 844 | 1041 | 23% | 6.4 | 210 | 223 | 6% | 0.9 | 1054 | 1264 | 20% | 6.2 |
| 1852 | 1851 | Drumcondra Road Lower (N) | | N to S | 2005 | 07/11 | 1140 | 1047 | -8% | 2.8 | 165 | 203 | 23% | 2.8 | 1305 | 1250 | -4% | 1.5 |
| 1855 | 1856 | Drumcondra Road Upper | | S to N | 2005 | 06/11 | 711 | 947 | 33% | 8.2 | 111 | 249 | 124% | 10.3 | 822 | 1196 | 46% | 11.8 |
| 1856 | 1855 | Drumcondra Road Upper | | N to S | 2005 | 06/11 | 865 | 1415 | 64% | 16.3 | 153 | 163 | 7% | 0.8 | 1018 | 1578 | 55% | 15.5 |
| 1859 | 1861 | M1 (A3) | | 1 S to N | 2006 | May | 725 | 1484 | 105% | 22.8 | 258 | 333 | 29% | 4.4 | 983 | 1817 | 85% | 22.3 |
| 1861 | 1859 | M1 (A3) | | 2 N to S | 2006 | May | 616 | 602 | -2% | 0.6 | 147 | 109 | -26% | 3.4 | 763 | 710 | -7% | 1.9 |
| 1861 | 1871 | | 0 | Nbd | 2007 | Apr | 904 | 1114 | 23% | 6.6 | 120 | 318 | 165% | 13.4 | 1024 | 1432 | 40% | 11.6 |
| 1871 | 1861 | | 0 | Sbd | 2007 | Apr | 1049 | 601 | -43% | 15.6 | 90 | 109 | 21% | 1.9 | 1139 | 710 | -38% | 14.1 |
| 1901 | 1911 | | 0 | from A | 2007 | 19/04 | 129 | 271 | 110% | 10.1 | 6 | 32 | 432% | 6.0 | 135 | 303 | 125% | 11.4 |
| 1904 | 1906 | | 0 | from A | 2007 | 19/04 | 449 | 296 | -34% | 7.9 | 39 | 49 | 26% | 1.5 | 488 | 345 | -29% | 7.0 |
| 1906 | 1904 | | 0 | to A | 2007 | 19/04 | 649 | 805 | 24% | 5.8 | 33 | 116 | 252% | 9.6 | 682 | 921 | 35% | 8.4 |
| 1906 | 1914 | | 0 | from A | 2007 | 19/04 | 395 | 180 | -55% | 12.7 | 3 | 44 | 1355% | 8.4 | 398 | 223 | -44% | 9.9 |
| 1906 | 1915 | | 0 | from A | 2007 | 17/04 | 517 | 466 | -10% | 2.3 | 72 | 83 | 16% | 1.3 | 589 | 549 | -7% | 1.7 |
| 1908 | 1911 | | 0 | from B | 2007 | 19/04 | 366 | 139 | -62% | 14.3 | 60 | 44 | -27% | 2.3 | 426 | 182 | -57% | 14.0 |
| 1911 | 1901 | | 0 | to A | 2007 | 19/04 | 73 | 131 | 79% | 5.7 | 12 | 38 | 220% | 5.3 | 85 | 169 | 99% | 7.5 |
| 1911 | 1908 | | 0 | to B | 2007 | 19/04 | 591 | 812 | 37% | 8.3 | 63 | 36 | -42% | 3.8 | 654 | 848 | 30% | 7.1 |
| 1911 | 1912 | | 0 | to C | 2007 | 19/04 | 327 | 353 | 8% | 1.4 | 54 | 88 | 64% | 4.1 | 381 | 442 | 16% | 3.0 |
| 1912 | 1911 | | 0 | from C | 2007 | 19/04 | 496 | 792 | 60% | 11.7 | 63 | 19 | -70% | 6.9 | 559 | 811 | 45% | 9.6 |
| 1912 | 1913 | | 0 | from B | 2007 | 19/04 | 384 | 441 | 15% | 2.8 | 72 | 94 | 30% | 2.4 | 456 | 534 | 17% | 3.5 |
| 1913 | 1903 | | 0 | to A | 2007 | 19/04 | 48 | 104 | 117% | 6.5 | 3 | 34 | 1036% | 7.2 | 51 | 138 | 171% | 9.0 |
| 1913 | 1912 | | 0 | to B | 2007 | 19/04 | 648 | 882 | 36% | 8.5 | 60 | 20 | -66% | 6.3 | 708 | 902 | 27% | 6.8 |

**Additional Count Comparisons not included in the Cordon Analysis**

AM3 - 09:00 - 10:00

| | | | | | | | AM3 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | HGV | | | | Car | | | | Total | | | |
| 1913 | 1914 | | 0 | from B | 2007 | 19/04 | 358 | 389 | 9% | 1.6 | 72 | 67 | -7% | 0.6 | 430 | 456 | 6% | 1.2 |
| 1914 | 1906 | | 0 | to A | 2007 | 19/04 | 87 | 45 | -49% | 5.2 | 0 | 77 | #DIV/0! | 12.4 | 87 | 121 | 40% | 3.4 |
| 1914 | 1913 | | 0 | to B | 2007 | 19/04 | 573 | 804 | 40% | 8.8 | 60 | 16 | -74% | 7.2 | 633 | 820 | 29% | 6.9 |
| 1914 | 1915 | Navan Road | | 0 | 2006 | Nov | 331 | 311 | -6% | 1.1 | 183 | 72 | -61% | 9.9 | 514 | 383 | -26% | 6.2 |
| 1914 | 1917 | | 0 | to C | 2007 | 19/04 | 558 | 402 | -28% | 7.1 | 63 | 53 | -16% | 1.3 | 621 | 455 | -27% | 7.1 |
| 1915 | 1906 | | 0 | to A | 2007 | 17/04 | 546 | 344 | -37% | 9.6 | 117 | 53 | -54% | 6.9 | 663 | 398 | -40% | 11.5 |
| 1915 | 1914 | | 0 | to B | 2007 | 17/04 | 829 | 742 | -11% | 3.1 | 99 | 8 | -92% | 12.5 | 928 | 750 | -19% | 6.2 |
| 1915 | 1916 | | 0 | from B | 2007 | 17/04 | 509 | 405 | -20% | 4.9 | 60 | 75 | 25% | 1.8 | 569 | 480 | -16% | 3.9 |
| 1915 | 1921 | Navan Road / Nephin Road | | To D | 2005 | 17/05 | 157 | 489 | 212% | 18.5 | 15 | 77 | 415% | 9.2 | 172 | 566 | 229% | 20.5 |
| 1916 | 1915 | Navan Road / Nephin Road | | From A | 2005 | 17/05 | 907 | 902 | -1% | 0.2 | 177 | 6 | -97% | 17.8 | 1084 | 909 | -16% | 5.6 |
| 1916 | 1918 | | 0 | from B | 2007 | 17/04 | 584 | 358 | -39% | 10.4 | 63 | 74 | 17% | 1.3 | 647 | 432 | -33% | 9.3 |
| 1917 | 1914 | Old Cabra Road / Cabra Road / Ratoath Road | | From D | 2005 | 17/05 | 317 | 122 | -61% | 13.1 | 99 | 93 | -6% | 0.6 | 416 | 215 | -48% | 11.3 |
| 1918 | 1916 | | 0 | to B | 2007 | 17/04 | 856 | 156 | -82% | 31.1 | 90 | 6 | -94% | 12.2 | 946 | 162 | -83% | 33.3 |
| 1918 | 3421 | Navan Road / Ashtown Roundabout | | From C | 2005 | 17/05 | 640 | 822 | 28% | 6.7 | 168 | 80 | -52% | 7.9 | 808 | 902 | 12% | 3.2 |
| 1919 | 1920 | | 0 | from B | 2007 | 17/04 | 111 | 270 | 143% | 11.5 | 6 | 71 | 1076% | 10.4 | 117 | 341 | 191% | 14.8 |
| 1920 | 1919 | Blackhorse Avenue / Skreen Road | | To C | 2005 | 17/05 | 484 | 600 | 24% | 5.0 | 36 | 72 | 100% | 4.9 | 520 | 672 | 29% | 6.2 |
| 1920 | 1921 | | 0 | to C | 2007 | 17/04 | 127 | 369 | 191% | 15.4 | 9 | 75 | 736% | 10.2 | 136 | 445 | 227% | 18.1 |
| 1921 | 1915 | | 0 | from C | 2007 | 17/04 | 219 | 403 | 84% | 10.4 | 6 | 56 | 827% | 8.9 | 225 | 459 | 104% | 12.6 |
| 1921 | 1920 | Blackhorse Avenue / Skreen Road | | From A | 2005 | 17/05 | 527 | 749 | 42% | 8.8 | 30 | 72 | 141% | 5.9 | 557 | 821 | 47% | 10.1 |
| 1921 | 1922 | | 0 | to C | 2007 | 17/04 | 197 | 309 | 57% | 7.0 | 3 | 21 | 593% | 5.2 | 200 | 329 | 65% | 8.0 |
| 1922 | 1921 | | 0 | from C | 2007 | 17/04 | 714 | 596 | -17% | 4.6 | 12 | 2 | -87% | 4.0 | 726 | 598 | -18% | 5.0 |
| 1922 | 3471 | | 0 | from B | 2007 | 17/04 | 64 | 250 | 290% | 14.8 | 3 | 21 | 593% | 5.2 | 67 | 271 | 304% | 15.7 |
| 2001 | 1301 | O'Connell Bridge | | S to N | 2005 | 22/02 | 702 | 883 | 26% | 6.4 | 123 | 150 | 22% | 2.3 | 825 | 1032 | 25% | 6.8 |
| 2001 | 2002 | | | Wbd | 2007 | Apr | 766 | 364 | -52% | 16.9 | 162 | 431 | 166% | 15.6 | 928 | 795 | -14% | 4.5 |
| 2001 | 2151 | D'Olier Street | | N to S | 2005 | 22/02 | 1334 | 1306 | -2% | 0.8 | 129 | 82 | -37% | 4.6 | 1463 | 1387 | -5% | 2.0 |
| 2004 | 2005 | Wellington Quay | | E to W | 2005 | 22/02 | 769 | 439 | -43% | 13.4 | 504 | 449 | -11% | 2.5 | 1273 | 888 | -30% | 11.7 |
| 2005 | 2008 | Parliament Street | | N to S | 2005 | 22/02 | 486 | 590 | 21% | 4.5 | 168 | 52 | -69% | 11.1 | 654 | 642 | -2% | 0.5 |
| 2008 | 2018 | Parliament Street | | N to S | 2005 | 22/02 | 428 | 436 | 2% | 0.4 | 186 | 52 | -72% | 12.3 | 614 | 488 | -20% | 5.4 |
| 2011 | 2001 | | 0 | S to N | 2005 | 22/02 | 733 | 595 | -19% | 5.4 | 123 | 145 | 18% | 1.9 | 856 | 740 | -14% | 4.1 |
| 2011 | 2006 | Fleet Street | | E to W | 2005 | 22/02 | 108 | 7 | -94% | 13.4 | 24 | 0 | -99% | 6.8 | 132 | 7 | -95% | 15.0 |
| 2011 | 2151 | | 0 | W to E | 2005 | 22/02 | 134 | 129 | -4% | 0.4 | 30 | 6 | -81% | 5.8 | 164 | 135 | -18% | 2.4 |
| 2012 | 2011 | Westmoreland Street | | S to N | 2005 | 22/02 | 982 | 870 | -11% | 3.7 | 192 | 151 | -21% | 3.1 | 1174 | 1021 | -13% | 4.6 |
| 2012 | 2013 | College Street | | N to S | 2005 | 22/02 | 1259 | 1021 | -19% | 7.1 | 42 | 74 | 76% | 4.2 | 1301 | 1095 | -16% | 6.0 |
| 2013 | 2012 | College Street | | S to N | 2005 | 22/02 | 806 | 743 | -8% | 2.3 | 192 | 149 | -23% | 3.3 | 998 | 891 | -11% | 3.5 |
| 2013 | 2014 | College Green | | N to W | 2005 | 22/02 | 563 | 719 | 28% | 6.2 | 21 | 51 | 143% | 5.0 | 584 | 770 | 32% | 7.1 |
| 2013 | 2081 | Grafton Street | | N to S | 2005 | 22/02 | 652 | 302 | -54% | 16.0 | 21 | 23 | 10% | 0.4 | 673 | 325 | -52% | 15.6 |
| 2014 | 2013 | College Green | | W to N | 2005 | 22/02 | 806 | 743 | -8% | 2.3 | 192 | 149 | -23% | 3.3 | 998 | 891 | -11% | 3.5 |
| 2014 | 2015 | | 0 | E to W | 2005 | 22/02 | 588 | 640 | 9% | 2.1 | 57 | 52 | -9% | 0.7 | 645 | 691 | 7% | 1.8 |
| 2015 | 2014 | Dame St / Anglesea St | | To C | 2006 | 17/05 | 581 | 661 | 14% | 3.2 | 138 | 145 | 5% | 0.6 | 719 | 806 | 12% | 3.1 |
| 2015 | 2016 | Dame Street | | E to W | 2005 | 22/02 | 458 | 563 | 23% | 4.6 | 56 | 53 | -5% | 0.4 | 514 | 615 | 20% | 4.3 |
| 2015 | 2061 | Trinity Street | | N to S | 2005 | 22/02 | 303 | 489 | 61% | 9.4 | 60 | 11 | -82% | 8.2 | 363 | 500 | 38% | 6.6 |
| 2016 | 2015 | Dame Street | | W to E | 2005 | 22/02 | 868 | 969 | 12% | 3.3 | 200 | 155 | -23% | 3.4 | 1067 | 1123 | 5% | 1.7 |
| 2016 | 2017 | Dame Street | | E to W | 2005 | 22/02 | 357 | 551 | 54% | 9.1 | 72 | 82 | 13% | 1.1 | 429 | 632 | 47% | 8.8 |

**Additional Count Comparisons not included in the Cordon Analysis**

AM3 - 09:00 - 10:00

| | | | | | | AM3 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | HGV | | | | Car | | | | Total | | | |
| 2016 | 2041 | South Georges Street | N to S | 2005 | 22/02 | 249 | 285 | 15% | 2.2 | 30 | 20 | -34% | 2.1 | 279 | 305 | 9% | 1.5 |
| 2017 | 2016 | Dame Street | W to E | 2005 | 22/02 | 745 | 962 | 29% | 7.4 | 186 | 154 | -17% | 2.5 | 931 | 1116 | 20% | 5.8 |
| 2017 | 2018 | Dame Street | E to W | 2005 | 22/02 | 606 | 551 | -9% | 2.3 | 138 | 82 | -41% | 5.4 | 744 | 632 | -15% | 4.3 |
| 2018 | 2017 | Dame Street | W to E | 2005 | 22/02 | 427 | 962 | 125% | 20.3 | 168 | 154 | -9% | 1.1 | 595 | 1116 | 88% | 17.8 |
| 2018 | 2019 | Lord Edward Street | E to W | 2005 | 22/02 | 771 | 683 | -11% | 3.3 | 144 | 123 | -15% | 1.8 | 915 | 806 | -12% | 3.7 |
| 2019 | 2018 | Lord Edward Street | W to E | 2005 | 22/02 | 313 | 796 | 154% | 20.5 | 108 | 140 | 30% | 2.9 | 421 | 936 | 122% | 19.8 |
| 2031 | 2043 | St Stephen Street Upper | W to E | 2005 | 22/02 | 321 | 413 | 29% | 4.8 | 42 | 57 | 36% | 2.2 | 363 | 470 | 29% | 5.2 |
| 2041 | 2016 | South Georges Street | S to N | 2005 | 22/02 | 267 | 282 | 6% | 0.9 | 42 | 50 | 18% | 1.1 | 309 | 331 | 7% | 1.3 |
| 2041 | 2042 | South Georges Street | N to S | 2005 | 22/02 | 249 | 285 | 15% | 2.2 | 30 | 20 | -34% | 2.1 | 279 | 305 | 9% | 1.5 |
| 2042 | 2041 | South Georges Street | S to N | 2005 | 22/02 | 267 | 282 | 6% | 0.9 | 42 | 50 | 18% | 1.1 | 309 | 331 | 7% | 1.3 |
| 2042 | 2043 | 0 | N to S | 2005 | 22/02 | 229 | 246 | 7% | 1.1 | 29 | 20 | -31% | 1.8 | 258 | 265 | 3% | 0.5 |
| 2042 | 2062 | Exchequer Street | W to E | 2005 | 22/02 | 190 | 147 | -23% | 3.3 | 30 | 0 | -100% | 7.7 | 220 | 147 | -33% | 5.4 |
| 2043 | 2042 | 0 | S to N | 2005 | 22/02 | 475 | 414 | -13% | 2.9 | 80 | 49 | -38% | 3.8 | 554 | 463 | -16% | 4.0 |
| 2043 | 2044 | Aungier Street | N to S | 2005 | 22/02 | 228 | 137 | -40% | 6.7 | 30 | 15 | -51% | 3.2 | 258 | 152 | -41% | 7.4 |
| 2043 | 2065 | St Stephen Street Lower | W to E | 2005 | 22/02 | 258 | 454 | 76% | 10.4 | 27 | 53 | 96% | 4.1 | 285 | 506 | 78% | 11.1 |
| 2044 | 2043 | Aungier Street | S to N | 2005 | 22/02 | 412 | 469 | 14% | 2.7 | 75 | 40 | -47% | 4.6 | 487 | 509 | 4% | 1.0 |
| 2080 | 2014 | Church Lane | S to N | 2005 | 22/02 | 167 | 211 | 27% | 3.2 | 45 | 1 | -98% | 9.3 | 212 | 212 | 0% | 0.0 |
| 2081 | 2082 | Nassau Street | W to E | 2005 | 22/02 | 650 | 302 | -54% | 15.9 | 21 | 23 | 10% | 0.4 | 671 | 325 | -52% | 15.5 |
| 2082 | 2101 | Leinster Street | W to E | 2005 | 22/02 | 1227 | 685 | -44% | 17.5 | 135 | 93 | -31% | 4.0 | 1362 | 778 | -43% | 17.9 |
| 2083 | 2082 | 0 | S to N | 2005 | 22/02 | 698 | 343 | -51% | 15.6 | 140 | 71 | -49% | 6.7 | 837 | 414 | -51% | 16.9 |
| 2083 | 2102 | Moles Worth Street | W to E | 2005 | 22/02 | 536 | 170 | -68% | 19.5 | 51 | 53 | 4% | 0.3 | 587 | 223 | -62% | 18.1 |
| 2084 | 2083 | Dawson Street | S to N | 2005 | 22/02 | 1279 | 697 | -46% | 18.5 | 141 | 124 | -12% | 1.5 | 1420 | 821 | -42% | 17.9 |
| 2085 | 2084 | Dawson Street | S to N | 2005 | 22/02 | 1278 | 669 | -48% | 19.5 | 120 | 123 | 3% | 0.3 | 1398 | 793 | -43% | 18.3 |
| 2101 | 2102 | Kildare Street | N to S | 2005 | 22/02 | 380 | 243 | -36% | 7.7 | 45 | 24 | -47% | 3.6 | 425 | 267 | -37% | 8.4 |
| 2101 | 2131 | ANPR Ebd on Leinster St S | Ebd | 2006 | 17/05 | 707 | 442 | -37% | 11.1 | 66 | 69 | 4% | 0.3 | 773 | 511 | -34% | 10.4 |
| 2102 | 2083 | Moles Worth Street | E to W | 2005 | 22/02 | 44 | 40 | -8% | 0.5 | 12 | 0 | -100% | 4.9 | 56 | 40 | -28% | 2.2 |
| 2102 | 2103 | ANPR Sbd on Kildare St | Sbd | 2006 | 17/05 | 779 | 301 | -61% | 20.6 | 90 | 76 | -15% | 1.5 | 869 | 377 | -57% | 19.7 |
| 2103 | 2085 | St Stephen's Street | E to W | 2005 | 22/02 | 1391 | 954 | -31% | 12.8 | 66 | 123 | 87% | 5.9 | 1457 | 1077 | -26% | 10.7 |
| 2103 | 2104 | St Stephen's Street | W to E | 2005 | 22/02 | 792 | 331 | -58% | 19.5 | 93 | 77 | -17% | 1.7 | 885 | 408 | -54% | 18.8 |
| 2104 | 2103 | St Stephen's Street | E to W | 2005 | 22/02 | 1391 | 954 | -31% | 12.8 | 66 | 123 | 87% | 5.9 | 1457 | 1077 | -26% | 10.7 |
| 2104 | 2121 | Merrion Row / Ely Pl / Merrion St Upr / Baggot St | Fm B | 2006 | 17/05 | 692 | 331 | -52% | 16.0 | 69 | 77 | 12% | 1.0 | 761 | 408 | -46% | 14.6 |
| 2105 | 2104 | St Stephens Grn E / Hume St | To A | 2006 | 17/05 | 1624 | 954 | -41% | 18.7 | 186 | 123 | -34% | 5.0 | 1810 | 1077 | -40% | 19.3 |
| 2106 | 2105 | St Stephens Grn E / Hume St | Fm B | 2006 | 17/05 | 1287 | 852 | -34% | 13.3 | 159 | 123 | -23% | 3.0 | 1446 | 975 | -33% | 13.5 |
| 2121 | 2122 | Merrion Row / Ely Pl / Merrion St Upr / Baggot St | To D | 2006 | 17/05 | 889 | 586 | -34% | 11.2 | 93 | 112 | 21% | 1.9 | 982 | 698 | -29% | 9.8 |
| 2121 | 2125 | Merrion Sq / Merrion St Upr | Fm B | 2006 | 17/05 | 66 | 49 | -25% | 2.2 | 3 | 0 | -99% | 2.4 | 69 | 49 | -29% | 2.6 |
| 2125 | 2121 | Merrion Sq / Merrion St Upr | To B | 2006 | 17/05 | 619 | 405 | -35% | 9.5 | 54 | 35 | -35% | 2.9 | 673 | 440 | -35% | 9.9 |
| 2125 | 2128 | Merrion Sq / Merrion St Upr | To C | 2006 | 17/05 | 199 | 196 | -2% | 0.2 | 12 | 13 | 12% | 0.4 | 211 | 209 | -1% | 0.1 |
| 2125 | 2130 | Merrion Sq / Merrion St Upr | To A | 2006 | 17/05 | 118 | 186 | 57% | 5.5 | 0 | 14 | #DIV/0! | 5.3 | 118 | 200 | 69% | 6.5 |
| 2128 | 2125 | Merrion Sq / Merrion St Upr | Fm C | 2006 | 17/05 | 216 | 336 | 56% | 7.2 | 15 | 10 | -30% | 1.3 | 231 | 347 | 50% | 6.8 |
| 2130 | 2125 | Merrion Sq / Merrion St Upr | Fm A | 2006 | 17/05 | 654 | 631 | -3% | 0.9 | 48 | 48 | -1% | 0.0 | 702 | 679 | -3% | 0.9 |
| 2130 | 2132 | Merrion Sq / Clare St | Fm C | 2006 | 17/05 | 126 | 201 | 60% | 5.9 | 0 | 14 | #DIV/0! | 5.3 | 126 | 215 | 71% | 6.8 |
| 2131 | 2132 | Merrion Sq / Clare St | Fm B | 2006 | 17/05 | 356 | 85 | -76% | 18.3 | 24 | 24 | -1% | 0.0 | 380 | 109 | -71% | 17.3 |
| 2131 | 2141 | Lincoln Place | W to E | 2005 | 22/02 | 603 | 733 | 22% | 5.0 | 51 | 75 | 46% | 3.0 | 654 | 808 | 24% | 5.7 |

**Additional Count Comparisons not included in the Cordon Analysis**

AM3 - 09:00 - 10:00

| | | | | | | AM3 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | HGV | | | | Car | | | | Total | | | |
| 2132 | 2130 | Merrion Sq / Clare St | To C | 2006 | 17/05 | 671 | 743 | 11% | 2.7 | 51 | 48 | -7% | 0.5 | 722 | 791 | 10% | 2.5 |
| 2132 | 2131 | Merrion Sq / Clare St | To B | 2006 | 17/05 | 397 | 509 | 28% | 5.2 | 15 | 29 | 93% | 3.0 | 412 | 537 | 30% | 5.8 |
| 2132 | 2133 | Merrion Sq / Clare St | To D | 2006 | 17/05 | 500 | 248 | -50% | 13.0 | 42 | 40 | -6% | 0.4 | 542 | 287 | -47% | 12.5 |
| 2133 | 2132 | Merrion Sq / Clare St | Fm D | 2006 | 17/05 | 171 | 268 | 57% | 6.6 | 12 | 15 | 26% | 0.9 | 183 | 283 | 55% | 6.6 |
| 2141 | 2142 | 0 | W to E | 2005 | 22/02 | 840 | 966 | 15% | 4.2 | 75 | 70 | -7% | 0.6 | 915 | 1036 | 13% | 3.9 |
| 2141 | 2148 | Westland Row | S to N | 2005 | 22/02 | 459 | 653 | 42% | 8.2 | 39 | 55 | 41% | 2.3 | 498 | 708 | 42% | 8.6 |
| 2142 | 2132 | Merrion Sq / Clare St | Fm A | 2006 | 17/05 | 915 | 947 | 3% | 1.0 | 72 | 63 | -12% | 1.1 | 987 | 1010 | 2% | 0.7 |
| 2142 | 2143 | 0 | W to E | 2005 | 22/02 | 227 | 69 | -70% | 13.0 | 21 | 13 | -37% | 1.9 | 248 | 82 | -67% | 12.9 |
| 2148 | 2141 | Westland Row | N to S | 2005 | 22/02 | 696 | 786 | 13% | 3.3 | 63 | 49 | -22% | 1.9 | 759 | 835 | 10% | 2.7 |
| 2148 | 2154 | Westland Row | S to N | 2005 | 22/02 | 490 | 636 | 30% | 6.2 | 24 | 53 | 122% | 4.7 | 514 | 690 | 34% | 7.2 |
| 2151 | 2012 | Site 2: Pearse Street/D'Olier Street/College Street | E to W | 2005 | 22/02 | 1754 | 1127 | -36% | 16.5 | 146 | 73 | -50% | 6.9 | 1899 | 1200 | -37% | 17.7 |
| 2152 | 2164 | Tara Street | S to N | 2005 | 22/02 | 1777 | 1953 | 10% | 4.1 | 207 | 202 | -3% | 0.4 | 1984 | 2154 | 9% | 3.7 |
| 2153 | 2152 | Pearse Street | E to W | 2005 | 22/02 | 2061 | 2039 | -1% | 0.5 | 231 | 211 | -9% | 1.4 | 2292 | 2250 | -2% | 0.9 |
| 2154 | 2148 | Westland Row | N to S | 2005 | 22/02 | 749 | 786 | 5% | 1.3 | 66 | 49 | -26% | 2.2 | 815 | 835 | 3% | 0.7 |
| 2154 | 2153 | 0 | E to W | 2005 | 22/02 | 1876 | 2071 | 10% | 4.4 | 168 | 219 | 30% | 3.7 | 2044 | 2290 | 12% | 5.3 |
| 2155 | 2154 | Pearse Street | E to W | 2005 | 22/02 | 1413 | 1237 | -12% | 4.8 | 150 | 145 | -3% | 0.4 | 1563 | 1383 | -12% | 4.7 |
| 2162 | 2172 | Tara Street | S to N | 2005 | 22/02 | 1733 | 1797 | 4% | 1.5 | 189 | 201 | 7% | 0.9 | 1922 | 1999 | 4% | 1.7 |
| 2163 | 2164 | Townsend Street | W to E | 2005 | 22/02 | 493 | 381 | -23% | 5.3 | 45 | 15 | -67% | 5.5 | 538 | 396 | -26% | 6.5 |
| 2164 | 2162 | 0 | S to N | 2005 | 22/02 | 1796 | 1958 | 9% | 3.7 | 204 | 203 | 0% | 0.1 | 2000 | 2161 | 8% | 3.5 |
| 2164 | 2165 | Townsend St / Moss St | Fm B | 2006 | 17/05 | 300 | 210 | -30% | 5.6 | 63 | 14 | -78% | 7.9 | 363 | 224 | -38% | 8.1 |
| 2165 | 2153 | Townsend St / Moss St | To C | 2006 | 17/05 | 193 | 59 | -70% | 12.0 | 21 | 1 | -95% | 6.0 | 214 | 60 | -72% | 13.2 |
| 2165 | 2166 | Townsend St / Moss St | To D | 2006 | 17/05 | 381 | 757 | 99% | 15.8 | 57 | 82 | 44% | 3.0 | 438 | 839 | 92% | 15.9 |
| 2166 | 2154 | Townsend St / Lombard St E | To C | 2006 | 17/05 | 697 | 1054 | 51% | 12.1 | 60 | 78 | 29% | 2.1 | 757 | 1131 | 49% | 12.2 |
| 2166 | 2167 | Townsend St / Lombard St E | To D | 2006 | 17/05 | 564 | 500 | -11% | 2.8 | 57 | 75 | 32% | 2.3 | 621 | 575 | -7% | 1.9 |
| 2171 | 2001 | 0 | E to W | 2005 | 22/02 | 1083 | 827 | -24% | 8.3 | 465 | 446 | -4% | 0.9 | 1548 | 1273 | -18% | 7.3 |
| 2171 | 2161 | Hawkins Street | N to S | 2005 | 22/02 | 9 | 0 | -100% | 4.2 | 0 | 0 | #DIV/0! | #DIV/0! | 9 | 0 | -100% | 4.2 |
| 2172 | 1303 | Butt Bridge | S to N | 2005 | 22/02 | 1261 | 1408 | 12% | 4.0 | 84 | 166 | 98% | 7.4 | 1345 | 1574 | 17% | 6.0 |
| 2172 | 2171 | Burgh Quay | E to W | 2005 | 22/02 | 1085 | 920 | -15% | 5.2 | 429 | 446 | 4% | 0.8 | 1514 | 1365 | -10% | 3.9 |
| 2173 | 2165 | Townsend St / Moss St | Fm A | 2006 | 17/05 | 282 | 520 | 84% | 11.9 | 18 | 71 | 295% | 8.0 | 300 | 591 | 97% | 13.8 |
| 2173 | 2172 | Georges Quay | E to W | 2005 | 22/02 | 606 | 500 | -17% | 4.5 | 288 | 445 | 55% | 8.2 | 894 | 946 | 6% | 1.7 |
| 2174 | 2166 | Townsend St / Lombard St E | Fm A | 2006 | 17/05 | 880 | 829 | -6% | 1.8 | 60 | 71 | 18% | 1.3 | 940 | 900 | -4% | 1.3 |
| 2202 | 2213 | 0 | From C | 2007 | Apr | 62 | 20 | -69% | 6.7 | 3 | 72 | 2305% | 11.3 | 65 | 92 | 41% | 3.0 |
| 2211 | 2213 | East Wall Rd / S Bank Rd / Poolbeg Quay | Fm C | 2006 | 18/05 | 501 | 800 | 60% | 11.7 | 207 | 101 | -51% | 8.5 | 708 | 901 | 27% | 6.8 |
| 2212 | 1102 | East Wall Rd / N Wall Quay / E Link Toll Bridge | Fm C | 2006 | 18/05 | 569 | 754 | 33% | 7.2 | 186 | 67 | -64% | 10.5 | 755 | 821 | 9% | 2.4 |
| 2212 | 2213 | East Wall Rd / S Bank Rd / Poolbeg Quay | Fm A | 2006 | 18/05 | 763 | 536 | -30% | 8.9 | 342 | 178 | -48% | 10.2 | 1105 | 713 | -35% | 13.0 |
| 2213 | 2202 | 0 | To C | 2007 | Apr | 61 | 13 | -79% | 8.0 | 0 | 131 | #DIV/0! | 16.2 | 61 | 144 | 136% | 8.2 |
| 2213 | 2211 | East Wall Rd / S Bank Rd / Poolbeg Quay | To C | 2006 | 18/05 | 771 | 575 | -25% | 7.5 | 282 | 106 | -62% | 12.6 | 1053 | 681 | -35% | 12.6 |
| 2213 | 2212 | East Wall Rd / S Bank Rd / Poolbeg Quay | To A | 2006 | 18/05 | 451 | 808 | 79% | 14.2 | 183 | 76 | -59% | 9.4 | 634 | 883 | 39% | 9.1 |
| 2213 | 2214 | 0 | To E | 2007 | Apr | 80 | 38 | -52% | 5.4 | 297 | 304 | 2% | 0.4 | 377 | 342 | -9% | 1.9 |
| 2214 | 2213 | 0 | From E | 2007 | Apr | 54 | 39 | -29% | 2.3 | 285 | 285 | 0% | 0.0 | 339 | 324 | -5% | 0.8 |
| 2304 | 1461 | 0 | 0 | 2007 | 24/04 | 238 | 162 | -32% | 5.4 | 15 | 64 | 324% | 7.7 | 253 | 226 | -11% | 1.8 |
| 2311 | 2811 | Con Colbert Road / Memorial Road | Fm C | 2006 | Mar | 592 | 1232 | 108% | 21.2 | 429 | 605 | 41% | 7.7 | 1021 | 1837 | 80% | 21.6 |
| 2326 | 2338 | Emmet Road / South Circular Road | Fm A | 2006 | Mar | 593 | 822 | 39% | 8.6 | 45 | 37 | -17% | 1.2 | 638 | 859 | 35% | 8.1 |

**Additional Count Comparisons not included in the Cordon Analysis**

AM3 - 09:00 - 10:00

| | | | | | | AM3 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | HGV | | | | Car | | | | Total | | | |
| 2326 | 2821 | Memorial Road / Inchicore Road | Fm C | 2006 | Mar | 385 | 236 | -39% | 8.5 | 30 | 24 | -21% | 1.2 | 415 | 260 | -37% | 8.5 |
| 2338 | 2326 | Emmet Road / South Circular Road | To A | 2006 | Mar | 685 | 675 | -1% | 0.4 | 33 | 128 | 287% | 10.6 | 718 | 803 | 12% | 3.1 |
| 2338 | 2350 | Emmet Road / South Circular Road | To C | 2006 | Mar | 643 | 610 | -5% | 1.3 | 39 | 31 | -22% | 1.4 | 682 | 641 | -6% | 1.6 |
| 2338 | 2841 | Emmet Road / South Circular Road | To B | 2006 | Mar | 515 | 118 | -77% | 22.3 | 54 | 50 | -8% | 0.6 | 569 | 167 | -71% | 20.9 |
| 2350 | 2338 | Emmet Road / South Circular Road | Fm C | 2006 | Mar | 850 | 566 | -33% | 10.7 | 60 | 126 | 110% | 6.9 | 910 | 692 | -24% | 7.7 |
| 2725 | 4061 | Rathfarnham Rd/ Dodder Park Rd | Fm A | 2006 | Oct | 336 | 375 | 12% | 2.1 | 54 | 25 | -54% | 4.7 | 390 | 399 | 2% | 0.5 |
| 2801 | 2825 | Sarsfield Road / St Laurence Road | Fm A | 2006 | Mar | 164 | 110 | -33% | 4.6 | 3 | 10 | 234% | 2.8 | 167 | 120 | -28% | 3.9 |
| 2811 | 2311 | Con Colbert Road / Memorial Road | To C | 2006 | Mar | 1856 | 2383 | 28% | 11.4 | 408 | 507 | 24% | 4.6 | 2264 | 2890 | 28% | 12.3 |
| 2811 | 2812 | N4 / Con Colbert Road | Fm C | 2006 | Mar | 858 | 1383 | 61% | 15.7 | 444 | 619 | 39% | 7.6 | 1302 | 2002 | 54% | 17.2 |
| 2812 | 2811 | N4 / Con Colbert Road | To C | 2006 | Mar | 1578 | 1904 | 21% | 7.8 | 384 | 410 | 7% | 1.3 | 1962 | 2313 | 18% | 7.6 |
| 2812 | 2813 | N4 / Con Colbert Road | To A | 2006 | Mar | 531 | 692 | 30% | 6.5 | 384 | 452 | 18% | 3.3 | 915 | 1144 | 25% | 7.1 |
| 2812 | 2823 | Sarsfield Road / Con Colbert Road | Fm A | 2006 | Mar | 328 | 691 | 111% | 16.1 | 102 | 167 | 63% | 5.6 | 430 | 858 | 100% | 16.9 |
| 2813 | 2812 | N4 / Con Colbert Road | Fm A | 2006 | Mar | 1291 | 1537 | 19% | 6.5 | 345 | 347 | 1% | 0.1 | 1636 | 1884 | 15% | 5.9 |
| 2814 | 4311 | The Oval | 0 | 2006 | Nov | 843 | 919 | 9% | 2.5 | 537 | 566 | 5% | 1.3 | 1380 | 1485 | 8% | 2.8 |
| 2819 | 2825 | Sarsfield Road / St Laurence Road | Fm B | 2006 | Mar | 587 | 671 | 14% | 3.4 | 120 | 123 | 3% | 0.3 | 707 | 794 | 12% | 3.2 |
| 2819 | 2826 | Ballyfermot Rd/Kylemore Rd (Ballyfermot Rdbt) | Fm D | 2006 | Mar | 345 | 482 | 40% | 6.7 | 135 | 105 | -22% | 2.8 | 480 | 586 | 22% | 4.6 |
| 2820 | 2826 | Ballyfermot Rd/Kylemore Rd (Ballyfermot Rdbt) | Fm C | 2006 | Mar | 513 | 449 | -12% | 2.9 | 201 | 132 | -34% | 5.3 | 714 | 581 | -19% | 5.2 |
| 2821 | 2811 | Con Colbert Road / Memorial Road | Fm B | 2006 | Mar | 544 | 634 | 17% | 3.7 | 39 | 108 | 177% | 8.0 | 583 | 742 | 27% | 6.2 |
| 2821 | 2822 | Memorial Road / Inchicore Road | To B | 2006 | Mar | 250 | 164 | -34% | 6.0 | 9 | 21 | 137% | 3.2 | 259 | 186 | -28% | 4.9 |
| 2822 | 2821 | Memorial Road / Inchicore Road | Fm B | 2006 | Mar | 379 | 524 | 38% | 6.8 | 33 | 101 | 206% | 8.3 | 412 | 625 | 52% | 9.4 |
| 2822 | 2842 | Sarsfield Road / Grattan Crescent | To B | 2006 | Mar | 655 | 699 | 7% | 1.7 | 27 | 58 | 116% | 4.8 | 682 | 757 | 11% | 2.8 |
| 2823 | 2812 | N4 / Con Colbert Road | Fm B | 2006 | Mar | 273 | 367 | 34% | 5.3 | 60 | 62 | 4% | 0.3 | 333 | 429 | 29% | 4.9 |
| 2823 | 2822 | Sarsfield Road / Con Colbert Road | To C | 2006 | Mar | 460 | 477 | 4% | 0.8 | 48 | 35 | -26% | 2.0 | 508 | 512 | 1% | 0.2 |
| 2823 | 2824 | Sarsfield Road / Con Colbert Road | To B | 2006 | Mar | 363 | 686 | 89% | 14.1 | 114 | 167 | 46% | 4.5 | 477 | 853 | 79% | 14.6 |
| 2824 | 2823 | Sarsfield Road / Con Colbert Road | Fm B | 2006 | Mar | 751 | 846 | 13% | 3.4 | 141 | 98 | -30% | 3.9 | 892 | 945 | 6% | 1.7 |
| 2824 | 2825 | Sarsfield Road / Landen Road | To A | 2006 | Mar | 332 | 413 | 24% | 4.2 | 99 | 97 | -2% | 0.2 | 431 | 510 | 18% | 3.6 |
| 2824 | 2831 | Sarsfield Road / Landen Road | To B | 2006 | Mar | 76 | 218 | 186% | 11.7 | 9 | 70 | 676% | 9.7 | 85 | 288 | 238% | 14.8 |
| 2825 | 2801 | Sarsfield Road / St Laurence Road | To A | 2006 | Mar | 56 | 48 | -14% | 1.1 | 3 | 32 | 962% | 6.9 | 59 | 80 | 36% | 2.5 |
| 2825 | 2819 | Sarsfield Road / St Laurence Road | To B | 2006 | Mar | 329 | 470 | 43% | 7.1 | 102 | 104 | 2% | 0.2 | 431 | 575 | 33% | 6.4 |
| 2825 | 2824 | Sarsfield Road / Landen Road | Fm A | 2006 | Mar | 684 | 754 | 10% | 2.6 | 144 | 96 | -34% | 4.4 | 828 | 849 | 3% | 0.7 |
| 2826 | 2819 | Ballyfermot Rd/Kylemore Rd (Ballyfermot Rdbt) | To D | 2006 | Mar | 536 | 728 | 36% | 7.6 | 126 | 123 | -2% | 0.3 | 662 | 851 | 29% | 6.9 |
| 2826 | 2820 | Ballyfermot Rd/Kylemore Rd (Ballyfermot Rdbt) | To C | 2006 | Mar | 531 | 466 | -12% | 2.9 | 156 | 50 | -68% | 10.5 | 687 | 515 | -25% | 7.0 |
| 2826 | 2827 | Ballyfermot Rd/Kylemore Rd (Ballyfermot Rdbt) | To A | 2006 | Mar | 292 | 115 | -61% | 12.4 | 108 | 75 | -30% | 3.4 | 400 | 190 | -52% | 12.2 |
| 2826 | 2830 | Ballyfermot Rd/Kylemore Rd (Ballyfermot Rdbt) | To B | 2006 | Mar | 520 | 455 | -13% | 3.0 | 75 | 98 | 31% | 2.5 | 595 | 553 | -7% | 1.8 |
| 2827 | 2826 | Ballyfermot Rd/Kylemore Rd (Ballyfermot Rdbt) | Fm A | 2006 | Mar | 484 | 152 | -69% | 18.6 | 60 | 33 | -45% | 3.9 | 544 | 185 | -66% | 18.8 |
| 2827 | 2828 | Bally Fermot Road / Le Fanu Road | Fm A | 2006 | Mar | 363 | 272 | -25% | 5.1 | 24 | 129 | 437% | 12.0 | 387 | 400 | 3% | 0.7 |
| 2828 | 2827 | Bally Fermot Road / Le Fanu Road | To A | 2006 | Mar | 219 | 235 | 7% | 1.0 | 30 | 139 | 363% | 11.8 | 249 | 374 | 50% | 7.1 |
| 2828 | 2829 | Bally Fermot Road / Le Fanu Road | To B | 2006 | Mar | 475 | 349 | -27% | 6.2 | 66 | 77 | 17% | 1.3 | 541 | 426 | -21% | 5.2 |
| 2828 | 2830 | Bally Fermot Road / Le Fanu Road | To D | 2006 | Mar | 565 | 506 | -10% | 2.6 | 84 | 70 | -17% | 1.6 | 649 | 575 | -11% | 3.0 |
| 2829 | 2828 | Bally Fermot Road / Le Fanu Road | Fm B | 2006 | Mar | 651 | 554 | -15% | 4.0 | 96 | 103 | 8% | 0.7 | 747 | 657 | -12% | 3.4 |
| 2829 | 2832 | Ballyfermot Road / Clifden Road | To B | 2006 | Mar | 128 | 163 | 27% | 2.9 | 21 | 2 | -92% | 5.7 | 149 | 164 | 10% | 1.2 |
| 2829 | 4380 | Ballyfermot Road / Clifden Road | To A | 2006 | Mar | 402 | 312 | -22% | 4.8 | 54 | 78 | 44% | 2.9 | 456 | 390 | -15% | 3.2 |
| 2830 | 2826 | Ballyfermot Rd/Kylemore Rd (Ballyfermot Rdbt) | Fm B | 2006 | Mar | 537 | 698 | 30% | 6.5 | 69 | 73 | 6% | 0.5 | 606 | 771 | 27% | 6.3 |

**Additional Count Comparisons not included in the Cordon Analysis**

AM3 - 09:00 - 10:00

| | | | | | | AM3 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | HGV | | | | Car | | | | Total | | | |
| 2830 | 2828 | Bally Fermot Road / Le Fanu Road | Fm D | 2006 | Mar | 410 | 378 | -8% | 1.6 | 72 | 97 | 35% | 2.7 | 482 | 475 | -1% | 0.3 |
| 2831 | 2824 | Sarsfield Road / Landen Road | Fm B | 2006 | Mar | 98 | 25 | -75% | 9.3 | 0 | 2 | #DIV/0! | 1.9 | 98 | 27 | -73% | 9.1 |
| 2832 | 2829 | Ballyfermot Road / Clifden Road | Fm B | 2006 | Mar | 154 | 114 | -26% | 3.4 | 18 | 0 | -98% | 5.9 | 172 | 115 | -33% | 4.8 |
| 2835 | 2837 | Cloverhill Road / Cedar Brook Avenue | To C | 2006 | Mar | 603 | 753 | 25% | 5.8 | 123 | 144 | 17% | 1.8 | 726 | 897 | 24% | 6.0 |
| 2835 | 4382 | Cloverhill Road / Cedar Brook Avenue | To A | 2006 | Mar | 310 | 243 | -22% | 4.0 | 162 | 140 | -14% | 1.8 | 472 | 383 | -19% | 4.3 |
| 2835 | 4430 | Cloverhill Road / Cedar Brook Avenue | To B | 2006 | Mar | 198 | 93 | -53% | 8.7 | 75 | 2 | -98% | 11.9 | 273 | 95 | -65% | 13.2 |
| 2837 | 2835 | Cloverhill Road / Cedar Brook Avenue | Fm C | 2006 | Mar | 207 | 155 | -25% | 3.8 | 102 | 142 | 39% | 3.6 | 309 | 297 | -4% | 0.7 |
| 2837 | 2838 | Cedar Brook Avenue / Cherry Orchard | To B | 2006 | Mar | 617 | 786 | 27% | 6.4 | 117 | 146 | 24% | 2.5 | 734 | 931 | 27% | 6.8 |
| 2838 | 2837 | Cedar Brook Avenue / Cherry Orchard | Fm B | 2006 | Mar | 223 | 153 | -31% | 5.1 | 165 | 142 | -14% | 1.9 | 388 | 295 | -24% | 5.1 |
| 2838 | 4442 | Park West Road / Park West Avenue | To C | 2006 | Mar | 436 | 655 | 50% | 9.4 | 147 | 212 | 44% | 4.8 | 583 | 866 | 49% | 10.5 |
| 2841 | 2338 | Emmet Road / South Circular Road | Fm B | 2006 | Mar | 242 | 501 | 107% | 13.4 | 24 | 46 | 92% | 3.7 | 266 | 547 | 105% | 13.9 |
| 2842 | 2822 | Sarsfield Road / Grattan Crescent | Fm B | 2006 | Mar | 358 | 577 | 61% | 10.1 | 33 | 102 | 210% | 8.4 | 391 | 679 | 74% | 12.5 |
| 2842 | 2847 | Grattan Crescent / Emmet Road | To C | 2006 | Mar | 654 | 744 | 14% | 3.4 | 42 | 67 | 59% | 3.3 | 696 | 810 | 16% | 4.2 |
| 2842 | 2848 | Grattan Crescent / Emmet Road | To B | 2006 | Mar | 493 | 605 | 23% | 4.8 | 75 | 74 | -1% | 0.1 | 568 | 679 | 20% | 4.5 |
| 2847 | 2842 | Grattan Crescent / Emmet Road | Fm C | 2006 | Mar | 328 | 311 | -5% | 0.9 | 60 | 45 | -24% | 2.0 | 388 | 357 | -8% | 1.6 |
| 2848 | 2842 | Grattan Crescent / Emmet Road | Fm B | 2006 | Mar | 572 | 921 | 61% | 12.8 | 66 | 140 | 112% | 7.3 | 638 | 1061 | 66% | 14.5 |
| 2899 | 4161 | Templeogue Rd / Templeville Rd / Springfield | Fm D | 2006 | Oct | 565 | 478 | -15% | 3.8 | 24 | 42 | 75% | 3.1 | 589 | 520 | -12% | 2.9 |
| 2931 | 2932 | 0 | Ebd | 2007 | Apr | 499 | 679 | 36% | 7.4 | 48 | 74 | 55% | 3.4 | 547 | 753 | 38% | 8.1 |
| 2932 | 2931 | 0 | Wbd | 2007 | Apr | 472 | 606 | 28% | 5.8 | 51 | 101 | 99% | 5.8 | 523 | 707 | 35% | 7.4 |
| 2932 | 2951 | MESPIL ROAD (A5) | 1 W to E | 2006 | May | 263 | 597 | 127% | 16.1 | 57 | 65 | 14% | 1.0 | 320 | 662 | 107% | 15.4 |
| 2951 | 2932 | MESPIL ROAD (A5) | 2 E to W | 2006 | May | 370 | 540 | 46% | 8.0 | 66 | 90 | 36% | 2.7 | 436 | 630 | 44% | 8.4 |
| 2999 | 3301 | Blanchardstown Road south (N) | N to S | 2005 | 22/11 | 558 | 403 | -28% | 7.1 | 96 | 109 | 14% | 1.3 | 654 | 512 | -22% | 5.9 |
| 3300 | 3301 | Blanchardstown Road south (S) | S to N | 2005 | 22/11 | 837 | 992 | 19% | 5.1 | 69 | 216 | 213% | 12.3 | 906 | 1208 | 33% | 9.3 |
| 3301 | 2999 | Blanchardstown Road south (N) | S to N | 2005 | 22/11 | 702 | 1165 | 66% | 15.1 | 102 | 216 | 112% | 9.0 | 804 | 1380 | 72% | 17.4 |
| 3301 | 3300 | Blanchardstown Road south (S) | N to S | 2005 | 22/11 | 323 | 360 | 12% | 2.0 | 60 | 197 | 228% | 12.1 | 383 | 557 | 46% | 8.0 |
| 3301 | 3302 | Blakestown Way | E to W | 2005 | 22/11 | 284 | 215 | -24% | 4.4 | 27 | 3 | -87% | 6.0 | 311 | 218 | -30% | 5.7 |
| 3302 | 3301 | Blakestown Way | W to E | 2005 | 22/11 | 777 | 344 | -56% | 18.3 | 12 | 91 | 659% | 11.0 | 789 | 435 | -45% | 14.3 |
| 3339 | 3343 | DISWELLSTOWN | 1 W to E | 2005 | 22/11 | 322 | 159 | -51% | 10.5 | 6 | 3 | -55% | 1.6 | 328 | 162 | -51% | 10.6 |
| 3340 | 3343 | CARPENTERSTOWN ROAD | 1 W to E | 2005 | 22/11 | 339 | 360 | 6% | 1.1 | 3 | 74 | 2351% | 11.4 | 342 | 434 | 27% | 4.6 |
| 3343 | 3339 | B16 | 2 E to W | 2005 | 22/11 | 257 | 433 | 68% | 9.5 | 12 | 177 | 1373% | 17.0 | 269 | 610 | 127% | 16.2 |
| 3343 | 3340 | B15 | 2 E to W | 2005 | 22/11 | 241 | 200 | -17% | 2.8 | 24 | 37 | 55% | 2.4 | 265 | 237 | -10% | 1.7 |
| 3347 | 3349 | R121 | N bd | 2006 | 16/11 | 343 | 420 | 22% | 3.9 | 24 | 331 | 1278% | 23.0 | 367 | 750 | 104% | 16.2 |
| 3349 | 3347 | R121 | S bd | 2006 | 16/11 | 301 | 197 | -35% | 6.6 | 33 | 102 | 210% | 8.4 | 334 | 299 | -10% | 1.9 |
| 3392 | 3421 | Navan Road / Ashtown Roundabout | From A | 2005 | 17/05 | 1364 | 838 | -39% | 15.8 | 201 | 203 | 1% | 0.2 | 1565 | 1042 | -33% | 14.5 |
| 3400 | 3401 | Cappagh Road | W bd | 2006 | 16/11 | 641 | 728 | 14% | 3.3 | 123 | 123 | 0% | 0.0 | 764 | 851 | 11% | 3.1 |
| 3401 | 3400 | CAPPAGH ROAD | 1 N to S | 2005 | 24/11 | 604 | 818 | 35% | 8.0 | 171 | 155 | -10% | 1.3 | 775 | 972 | 25% | 6.7 |
| 3411 | 3421 | 0 | from A | 2007 | 17/04 | 237 | 281 | 19% | 2.7 | 12 | 15 | 28% | 0.9 | 249 | 296 | 19% | 2.9 |
| 3421 | 1918 | Navan Road / Ashtown Roundabout | To C | 2005 | 17/05 | 919 | 361 | -61% | 22.1 | 174 | 8 | -95% | 17.4 | 1093 | 369 | -66% | 26.8 |
| 3421 | 3392 | Navan Road / Ashtown Roundabout | To A | 2005 | 17/05 | 733 | 1033 | 41% | 10.1 | 183 | 173 | -5% | 0.7 | 916 | 1206 | 32% | 8.9 |
| 3421 | 3411 | Navan Road / Ashtown Roundabout | To B | 2005 | 17/05 | 261 | 137 | -48% | 8.8 | 21 | 3 | -84% | 5.1 | 282 | 140 | -50% | 9.8 |
| 3421 | 3471 | 0 | to C | 2007 | 17/04 | 680 | 579 | -15% | 4.0 | 21 | 73 | 248% | 7.6 | 701 | 653 | -7% | 1.9 |
| 3471 | 1922 | 0 | to B | 2007 | 17/04 | 423 | 460 | 9% | 1.8 | 12 | 1 | -88% | 4.1 | 435 | 462 | 6% | 1.3 |
| 3471 | 3421 | 0 | from C | 2007 | 17/04 | 408 | 182 | -55% | 13.2 | 9 | 12 | 31% | 0.9 | 417 | 194 | -54% | 12.8 |

**Additional Count Comparisons not included in the Cordon Analysis**

AM3 - 09:00 - 10:00

| | | | | | | | AM3 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | HGV | | | | Car | | | | Total | | | |
| 3471 | 3472 | | 0 | to D | 2007 | 17/04 | 83 | 276 | 233% | 14.4 | 9 | 21 | 134% | 3.1 | 92 | 298 | 223% | 14.7 |
| 3472 | 3471 | | 0 | from D | 2007 | 17/04 | 418 | 701 | 68% | 12.0 | 6 | 5 | -21% | 0.5 | 424 | 706 | 66% | 11.9 |
| 3484 | 3485 | Main Street | | E to W | 2005 | 22/11 | 295 | 254 | -14% | 2.5 | 69 | 33 | -53% | 5.1 | 364 | 287 | -21% | 4.3 |
| 3485 | 3484 | Main Street | | W to E | 2005 | 22/11 | 488 | 288 | -41% | 10.1 | 42 | 10 | -75% | 6.2 | 530 | 299 | -44% | 11.4 |
| 3511 | 1667 | MALAHIDE ROAD | | 1 N to S | 2005 | 09/11 | 831 | 325 | -61% | 21.0 | 237 | 74 | -69% | 13.0 | 1068 | 400 | -63% | 24.7 |
| 3535 | 3551 | Turnapin Nth M01-20M | | 0 | 2006 | Weekday | 2132 | 2750 | 29% | 12.5 | 872 | 807 | -7% | 2.3 | 3005 | 3557 | 18% | 9.6 |
| 3551 | 3535 | Turnapin Nth M01-20M | | 0 | 2006 | Weekday | 2731 | 2808 | 3% | 1.5 | 910 | 801 | -12% | 3.8 | 3641 | 3609 | -1% | 0.5 |
| 3643 | 3651 | Ballymun Nth R108-02 | | 0 | 2006 | Weekday | 621 | 539 | -13% | 3.4 | 254 | 180 | -29% | 5.0 | 875 | 719 | -18% | 5.5 |
| 3651 | 3643 | Ballymun Nth R108-02 | | 0 | 2006 | Weekday | 531 | 347 | -35% | 8.8 | 303 | 330 | 9% | 1.5 | 834 | 678 | -19% | 5.7 |
| 3730 | 3731 | R112 | | 1 N to S | 2005 | 24/11 | 229 | 1006 | 339% | 31.3 | 141 | 196 | 39% | 4.2 | 370 | 1201 | 225% | 29.7 |
| 3731 | 3730 | B10 | | 2 S to N | 2005 | 24/11 | 662 | 834 | 26% | 6.3 | 123 | 116 | -6% | 0.7 | 785 | 950 | 21% | 5.6 |
| 3761 | 3771 | Kilshane Rd | | W bd | 2006 | 16/11 | 520 | 537 | 3% | 0.7 | 288 | 279 | -3% | 0.5 | 808 | 816 | 1% | 0.3 |
| 3771 | 3761 | Kilshane Rd | | E bd | 2006 | 16/11 | 215 | 225 | 4% | 0.7 | 285 | 286 | 0% | 0.1 | 500 | 511 | 2% | 0.5 |
| 4000 | 4001 | Old Bawn Rd / Seskin View Rd / Old Bawn Way | | Fm A | 2006 | Oct | 317 | 223 | -30% | 5.8 | 18 | 12 | -32% | 1.5 | 335 | 235 | -30% | 5.9 |
| 4000 | 4184 | N81 Tallaght ByPass / Old Bawn Rd / Tallaght Village | | Fm C | 2006 | Oct | 757 | 962 | 27% | 7.0 | 39 | 38 | -2% | 0.1 | 796 | 1000 | 26% | 6.8 |
| 4001 | 4000 | Old Bawn Rd / Seskin View Rd / Old Bawn Way | | To A | 2006 | Oct | 712 | 397 | -44% | 13.4 | 24 | 15 | -38% | 2.0 | 736 | 411 | -44% | 13.5 |
| 4001 | 4002 | | 0 | Sbd | 2007 | Jan | 311 | 361 | 16% | 2.7 | 97 | 14 | -86% | 11.2 | 408 | 375 | -8% | 1.7 |
| 4001 | 4182 | Old Bawn Rd / Seskin View Rd / Old Bawn Way | | To D | 2006 | Oct | 235 | 1 | -100% | 21.5 | 9 | 0 | -99% | 4.2 | 244 | 1 | -100% | 21.9 |
| 4002 | 4001 | | 0 | Nbd | 2007 | Jan | 458 | 510 | 11% | 2.4 | 33 | 15 | -53% | 3.5 | 491 | 525 | 7% | 1.5 |
| 4002 | 4003 | Old Bawn Rd / Kiltipper Rd | | Fm A | 2006 | Oct | 486 | 322 | -34% | 8.2 | 60 | 62 | 4% | 0.3 | 546 | 384 | -30% | 7.5 |
| 4002 | 4104 | Old Bawn Rd / Firhouse Rd West | | To B | 2006 | Oct | 560 | 417 | -26% | 6.5 | 54 | 60 | 10% | 0.8 | 614 | 476 | -22% | 5.9 |
| 4003 | 4002 | Old Bawn Rd / Kiltipper Rd | | To A | 2006 | Oct | 888 | 486 | -45% | 15.3 | 57 | 65 | 13% | 1.0 | 945 | 550 | -42% | 14.4 |
| 4003 | 4021 | Firhouse Rd / Old Bawn Way / Killinny Rd / Bohernabreena Rd | | Fm A | 2006 | Oct | 592 | 533 | -10% | 2.5 | 66 | 64 | -3% | 0.2 | 658 | 597 | -9% | 2.4 |
| 4005 | 4104 | | 0 | Fm B | 2007 | 14 Feb | 353 | 236 | -33% | 6.8 | 87 | 63 | -27% | 2.8 | 440 | 299 | -32% | 7.3 |
| 4005 | 4188 | N81 / KILLINARDEN HEIGHTS (EAST) | | Fm B | 2006 | 08/06 | 283 | 136 | -52% | 10.2 | 66 | 3 | -95% | 10.6 | 349 | 139 | -60% | 13.4 |
| 4011 | 4012 | Springfield / Fairways | | To B | 2006 | Oct | 153 | 184 | 20% | 2.4 | 21 | 15 | -31% | 1.5 | 174 | 198 | 14% | 1.8 |
| 4011 | 4061 | | 0 | From B | 2007 | 6 March | 633 | 748 | 18% | 4.4 | 48 | 46 | -4% | 0.3 | 681 | 794 | 17% | 4.2 |
| 4011 | 4161 | Springfield / Fairways | | To A | 2006 | Oct | 586 | 636 | 8% | 2.0 | 36 | 40 | 10% | 0.6 | 622 | 675 | 9% | 2.1 |
| 4012 | 4011 | Springfield / Fairways | | Fm B | 2006 | Oct | 531 | 353 | -34% | 8.5 | 18 | 8 | -56% | 2.8 | 549 | 361 | -34% | 8.8 |
| 4012 | 4013 | Butterfield Ave / Fairways | | To B | 2006 | Oct | 293 | 339 | 16% | 2.6 | 69 | 52 | -25% | 2.2 | 362 | 391 | 8% | 1.5 |
| 4012 | 4062 | Butterfield Ave / Rathfarnham Rd / Grange Rd | | Fm B | 2006 | Oct | 485 | 748 | 54% | 10.6 | 87 | 98 | 13% | 1.1 | 572 | 846 | 48% | 10.3 |
| 4013 | 4012 | Butterfield Ave / Fairways | | Fm B | 2006 | Oct | 680 | 683 | 0% | 0.1 | 81 | 85 | 5% | 0.4 | 761 | 768 | 1% | 0.2 |
| 4013 | 4014 | Butterfield Ave / Marian Road | | To B | 2006 | Oct | 296 | 272 | -8% | 1.4 | 78 | 51 | -35% | 3.4 | 374 | 323 | -14% | 2.7 |
| 4013 | 4031 | Butterfield Ave / Marian Road | | To C | 2006 | Oct | 64 | 15 | -76% | 7.8 | 6 | 0 | -100% | 3.4 | 70 | 15 | -78% | 8.4 |
| 4014 | 4013 | Butterfield Ave / Marian Road | | Fm B | 2006 | Oct | 567 | 417 | -26% | 6.8 | 84 | 85 | 1% | 0.1 | 651 | 502 | -23% | 6.2 |
| 4014 | 4015 | | 0 | Wbd | 2007 | Jan | 419 | 410 | -2% | 0.4 | 39 | 13 | -66% | 5.1 | 458 | 423 | -8% | 1.7 |
| 4014 | 4031 | Firhouse Rd / Ballyroan Rd / Old Br Rd / Butterfield Ave | | To C | 2006 | Oct | 238 | 167 | -30% | 5.0 | 27 | 16 | -41% | 2.4 | 265 | 183 | -31% | 5.5 |
| 4014 | 4162 | Templeogue Rd / Old Bridge Rd / Cypress Grove Rd | | Fm C | 2006 | Oct | 560 | 1112 | 99% | 19.1 | 33 | 93 | 180% | 7.5 | 593 | 1205 | 103% | 20.4 |
| 4015 | 4014 | Firhouse Rd / Ballyroan Rd / Old Br Rd / Butterfield Ave | | Fm B | 2006 | Oct | 588 | 608 | 3% | 0.8 | 59 | 27 | -55% | 4.9 | 646 | 634 | -2% | 0.5 |
| 4015 | 4016 | Firhouse Rd / Knocklyon Rd | | To B | 2006 | Oct | 388 | 437 | 13% | 2.4 | 45 | 6 | -87% | 7.7 | 433 | 443 | 2% | 0.5 |
| 4015 | 4032 | Firhouse Rd / Knocklyon Rd | | To C | 2006 | Oct | 326 | 228 | -30% | 5.9 | 24 | 8 | -66% | 3.9 | 350 | 237 | -32% | 6.6 |
| 4016 | 4015 | | 0 | Ebd | 2007 | Jan | 409 | 321 | -22% | 4.6 | 48 | 21 | -56% | 4.6 | 457 | 342 | -25% | 5.8 |
| 4016 | 4163 | Tallaght Rd / Wellington Lane / Spawell Rd | | Fm C | 2006 | Oct | 679 | 776 | 14% | 3.6 | 75 | 4 | -95% | 11.3 | 754 | 780 | 3% | 0.9 |

**Additional Count Comparisons not included in the Cordon Analysis**

AM3 - 09:00 - 10:00

| | | | | | | AM3 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | HGV | | | | Car | | | | Total | | | |
| 4017 | 4019 | Firhouse Rd / Delaford Ave | To B | 2006 | Oct | 445 | 605 | 36% | 7.0 | 27 | 17 | -36% | 2.1 | 472 | 622 | 32% | 6.4 |
| 4017 | 4033 | Firhouse Rd / Delaford Ave | To C | 2006 | Oct | 121 | 16 | -87% | 12.7 | 18 | 0 | -99% | 5.9 | 139 | 16 | -89% | 14.0 |
| 4019 | 4017 | Firhouse Rd / Delaford Ave | Fm B | 2006 | Oct | 579 | 571 | -1% | 0.3 | 18 | 17 | -8% | 0.3 | 597 | 587 | -2% | 0.4 |
| 4019 | 4020 | Firhouse Rd / Ballycullen Rd / Mt Carmel Pk | To B | 2006 | Oct | 361 | 209 | -42% | 9.0 | 15 | 15 | 3% | 0.1 | 376 | 224 | -40% | 8.8 |
| 4019 | 4041 | 0 | Sbd | 2007 | Jan | 74 | 72 | -2% | 0.2 | 5 | 0 | -97% | 3.1 | 79 | 72 | -8% | 0.8 |
| 4020 | 4019 | Firhouse Rd / Ballycullen Rd / Mt Carmel Pk | Fm B | 2006 | Oct | 485 | 298 | -38% | 9.4 | 15 | 16 | 7% | 0.3 | 500 | 314 | -37% | 9.2 |
| 4020 | 4021 | Firhouse Rd / Ballycullen Drive | To B | 2006 | Oct | 304 | 345 | 14% | 2.3 | 12 | 34 | 184% | 4.6 | 316 | 379 | 20% | 3.4 |
| 4020 | 4041 | Ballycullen Drive / Ballycullen Rd | Fm B | 2006 | Oct | 294 | 146 | -50% | 10.0 | 12 | 25 | 104% | 2.9 | 306 | 170 | -44% | 8.8 |
| 4021 | 4003 | Firhouse Rd / Old Bawn Way / Killinny Rd / Bohernabreena Rd | To A | 2006 | Oct | 1000 | 693 | -31% | 10.6 | 57 | 79 | 38% | 2.6 | 1057 | 772 | -27% | 9.4 |
| 4021 | 4020 | Firhouse Rd / Ballycullen Drive | Fm B | 2006 | Oct | 398 | 438 | 10% | 2.0 | 18 | 41 | 125% | 4.2 | 416 | 479 | 15% | 3.0 |
| 4021 | 4022 | Firhouse Rd / Old Bawn Way / Killinny Rd / Bohernabreena Rd | To B | 2006 | Oct | 104 | 454 | 336% | 20.9 | 54 | 38 | -30% | 2.4 | 158 | 492 | 211% | 18.5 |
| 4021 | 4043 | Firhouse Rd / Old Bawn Way / Killinny Rd / Bohernabreena Rd | To C | 2006 | Oct | 455 | 399 | -12% | 2.7 | 69 | 70 | 1% | 0.1 | 524 | 469 | -11% | 2.5 |
| 4022 | 4021 | Firhouse Rd / Old Bawn Way / Killinny Rd / Bohernabreena Rd | Fm B | 2006 | Oct | 405 | 430 | 6% | 1.2 | 45 | 47 | 4% | 0.3 | 450 | 477 | 6% | 1.2 |
| 4031 | 4013 | Butterfield Ave / Marian Road | Fm C | 2006 | Oct | 179 | 186 | 4% | 0.5 | 6 | 1 | -90% | 2.9 | 185 | 187 | 1% | 0.1 |
| 4031 | 4014 | Firhouse Rd / Ballyroan Rd / Old Br Rd / Butterfield Ave | Fm C | 2006 | Oct | 337 | 469 | 39% | 6.6 | 21 | 31 | 45% | 1.9 | 358 | 500 | 40% | 6.8 |
| 4032 | 4015 | Firhouse Rd / Knocklyon Rd | Fm C | 2006 | Oct | 315 | 126 | -60% | 12.7 | 15 | 6 | -60% | 2.8 | 330 | 132 | -60% | 13.0 |
| 4032 | 4035 | Knocklyon Rd / Templeroan Rd | To C | 2006 | Oct | 242 | 188 | -22% | 3.7 | 9 | 8 | -10% | 0.3 | 251 | 196 | -22% | 3.7 |
| 4033 | 4017 | Firhouse Rd / Delaford Ave | Fm C | 2006 | Oct | 192 | 133 | -31% | 4.6 | 24 | 6 | -76% | 4.7 | 216 | 139 | -36% | 5.8 |
| 4033 | 4034 | Knocklyon Rd / Scholarstown Rd | To B | 2006 | Oct | 360 | 173 | -52% | 11.5 | 12 | 4 | -67% | 2.8 | 372 | 177 | -53% | 11.8 |
| 4034 | 4033 | Knocklyon Rd / Scholarstown Rd | Fm B | 2006 | Oct | 214 | 145 | -32% | 5.1 | 21 | 25 | 17% | 0.7 | 235 | 170 | -28% | 4.6 |
| 4034 | 4092 | R113 / Scholarstown Rd / Orlagh Grove | To B | 2006 | Oct | 866 | 1103 | 27% | 7.5 | 30 | 18 | -41% | 2.5 | 896 | 1120 | 25% | 7.1 |
| 4035 | 4032 | Knocklyon Rd / Templeroan Rd | Fm C | 2006 | Oct | 227 | 84 | -63% | 11.5 | 15 | 6 | -60% | 2.8 | 242 | 90 | -63% | 11.8 |
| 4035 | 4051 | Scholarstown Rd / Templeroan Rd / Ballyboden Way | To C | 2006 | Oct | 128 | 44 | -66% | 9.0 | 18 | 15 | -19% | 0.8 | 146 | 59 | -60% | 8.6 |
| 4035 | 4066 | Scholarstown Rd / Templeroan Rd / Ballyboden Way | To D | 2006 | Oct | 422 | 334 | -21% | 4.5 | 87 | 51 | -42% | 4.4 | 509 | 385 | -24% | 5.9 |
| 4041 | 4019 | 0 | Nbd | 2007 | Jan | 118 | 123 | 5% | 0.5 | 11 | 0 | -98% | 4.6 | 129 | 123 | -4% | 0.5 |
| 4041 | 4020 | Firhouse Rd / Ballycullen Drive | Fm C | 2006 | Oct | 180 | 137 | -24% | 3.4 | 3 | 19 | 526% | 4.8 | 183 | 155 | -15% | 2.1 |
| 4041 | 4042 | Killininny Rd / Ballycullen Rd / St Colmcille's Way | Fm A | 2006 | Oct | 568 | 646 | 14% | 3.2 | 27 | 27 | 1% | 0.0 | 595 | 673 | 13% | 3.1 |
| 4042 | 4041 | Killininny Rd / Ballycullen Rd / St Colmcille's Way | To A | 2006 | Oct | 370 | 467 | 26% | 4.7 | 3 | 28 | 819% | 6.3 | 373 | 495 | 33% | 5.8 |
| 4042 | 4043 | Killininny Rd / Ballycullen Rd / St Colmcille's Way | To B | 2006 | Oct | 451 | 230 | -49% | 12.0 | 66 | 41 | -38% | 3.5 | 517 | 270 | -48% | 12.4 |
| 4042 | 4090 | R113 / M50 Interchange West Rdbt | Fm B | 2006 | Oct | 860 | 1189 | 38% | 10.3 | 195 | 87 | -55% | 9.1 | 1055 | 1276 | 21% | 6.5 |
| 4043 | 4021 | Firhouse Rd / Old Bawn Way / Killinny Rd / Bohernabreena Rd | Fm C | 2006 | Oct | 630 | 726 | 15% | 3.7 | 69 | 84 | 22% | 1.7 | 699 | 810 | 16% | 4.1 |
| 4043 | 4042 | Killininny Rd / Ballycullen Rd / St Colmcille's Way | Fm B | 2006 | Oct | 353 | 204 | -42% | 8.9 | 63 | 58 | -9% | 0.7 | 416 | 262 | -37% | 8.4 |
| 4051 | 4035 | Scholarstown Rd / Templeroan Rd / Ballyboden Way | Fm C | 2006 | Oct | 143 | 188 | 32% | 3.5 | 51 | 6 | -88% | 8.4 | 194 | 194 | 0% | 0.0 |
| 4061 | 2725 | Rathfarnham Rd/ Dodder Park Rd | To A | 2006 | Oct | 870 | 862 | -1% | 0.3 | 54 | 49 | -10% | 0.7 | 924 | 911 | -1% | 0.4 |
| 4061 | 4011 | Springfield Avenue | West | 2005 | Jan | 333 | 345 | 3% | 0.6 | 39 | 33 | -17% | 1.1 | 372 | 377 | 1% | 0.3 |
| 4061 | 4062 | 0 | To C | 2007 | 6 March | 389 | 345 | -11% | 2.3 | 33 | 22 | -33% | 2.1 | 422 | 367 | -13% | 2.8 |
| 4061 | 5102 | Rathfarnham Rd/ Dodder Park Rd | To D | 2006 | Oct | 840 | 606 | -28% | 8.7 | 48 | 33 | -32% | 2.4 | 888 | 639 | -28% | 9.0 |
| 4062 | 4012 | Butterfield Ave / Rathfarnham Rd / Grange Rd | To B | 2006 | Oct | 384 | 500 | 30% | 5.5 | 72 | 58 | -20% | 1.7 | 456 | 558 | 22% | 4.5 |
| 4062 | 4061 | Rathfarnham Rd/ Dodder Park Rd | Fm C | 2006 | Oct | 741 | 649 | -12% | 3.5 | 51 | 14 | -72% | 6.5 | 792 | 663 | -16% | 4.8 |
| 4062 | 4063 | Butterfield Ave / Rathfarnham Rd / Grange Rd | To C | 2006 | Oct | 507 | 676 | 33% | 6.9 | 102 | 110 | 8% | 0.8 | 609 | 786 | 29% | 6.7 |
| 4063 | 4062 | Butterfield Ave / Rathfarnham Rd / Grange Rd | Fm C | 2006 | Oct | 747 | 732 | -2% | 0.5 | 111 | 62 | -44% | 5.2 | 858 | 795 | -7% | 2.2 |
| 4063 | 4064 | Willbrook Rd / Grange Rd | To B | 2006 | Oct | 206 | 315 | 53% | 6.8 | 9 | 25 | 175% | 3.8 | 215 | 340 | 58% | 7.5 |
| 4063 | 4081 | Willbrook Rd / Grange Rd | To C | 2006 | Oct | 503 | 530 | 5% | 1.2 | 111 | 92 | -17% | 1.9 | 614 | 622 | 1% | 0.3 |

**Additional Count Comparisons not included in the Cordon Analysis**

AM3 - 09:00 - 10:00

| | | | | | | AM3 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | HGV | | | | Car | | | | Total | | | |
| 4064 | 4063 | Willbrook Rd / Grange Rd | Fm B | 2006 | Oct | 342 | 281 | -18% | 3.5 | 33 | 1 | -97% | 7.7 | 375 | 282 | -25% | 5.1 |
| 4064 | 4065 | 0 | South Bnd | 2007 | 31 May | 292 | 293 | 0% | 0.1 | 12 | 24 | 103% | 2.9 | 304 | 317 | 4% | 0.8 |
| 4065 | 4066 | Ballyboden Rd | West Bnd | 2006 | May | 457 | 411 | -10% | 2.2 | 36 | 37 | 4% | 0.2 | 493 | 448 | -9% | 2.1 |
| 4066 | 4035 | Scholarstown Rd / Templeroan Rd / Ballyboden Way | Fm D | 2006 | Oct | 498 | 426 | -14% | 3.3 | 54 | 15 | -73% | 6.7 | 552 | 441 | -20% | 5.0 |
| 4066 | 4065 | Ballyboden Rd | East Bnd | 2006 | May | 541 | 578 | 7% | 1.6 | 63 | 33 | -48% | 4.3 | 604 | 611 | 1% | 0.3 |
| 4081 | 4063 | Willbrook Rd / Grange Rd | Fm C | 2006 | Oct | 599 | 648 | 8% | 2.0 | 87 | 70 | -19% | 1.9 | 686 | 718 | 5% | 1.2 |
| 4090 | 4042 | R113 / M50 Interchange West Rdbt | To B | 2006 | Oct | 540 | 445 | -18% | 4.3 | 186 | 106 | -43% | 6.6 | 726 | 551 | -24% | 6.9 |
| 4090 | 4091 | M50 Nbd On slip / R133 INTERCHANGE | Nbd | 2006 | 31/05 | 600 | 1206 | 101% | 20.2 | 84 | 37 | -56% | 6.1 | 684 | 1242 | 82% | 18.0 |
| 4090 | 4092 | R113 /M50 Interchange East Rdbt | Fm B | 2006 | Oct | 661 | 728 | 10% | 2.5 | 96 | 84 | -12% | 1.2 | 757 | 812 | 7% | 2.0 |
| 4091 | 4092 | M50 Sbd Off slip / R133 INTERCHANGE | Sbd | 2006 | 31/05 | 201 | 350 | 74% | 9.0 | 96 | 90 | -6% | 0.6 | 297 | 440 | 48% | 7.5 |
| 4092 | 4034 | R113 / Scholarstown Rd / Orlagh Grove | Fm B | 2006 | Oct | 463 | 400 | -14% | 3.0 | 96 | 78 | -19% | 2.0 | 559 | 478 | -14% | 3.6 |
| 4092 | 4090 | R113 /M50 Interchange East Rdbt | To B | 2006 | Oct | 750 | 815 | 9% | 2.3 | 135 | 52 | -62% | 8.6 | 885 | 867 | -2% | 0.6 |
| 4092 | 4093 | M50 Sbd On slip / R133 INTERCHANGE | Sbd | 2006 | 31/05 | 599 | 958 | 60% | 12.9 | 63 | 70 | 11% | 0.9 | 662 | 1028 | 55% | 12.6 |
| 4093 | 4090 | M50 Nbd Off slip / R133 INTERCHANGE | Nbd | 2006 | 31/05 | 223 | 380 | 70% | 9.0 | 72 | 89 | 24% | 1.9 | 295 | 469 | 59% | 8.9 |
| 4100 | 4113 | 0 | Fm A | 2007 | 14 Feb | 498 | 416 | -16% | 3.8 | 96 | 61 | -36% | 4.0 | 594 | 477 | -20% | 5.0 |
| 4101 | 4102 | 0 | Fm A | 2007 | 14 Feb | 1261 | 872 | -31% | 11.9 | 336 | 407 | 21% | 3.7 | 1597 | 1279 | -20% | 8.4 |
| 4102 | 4101 | 0 | To A | 2007 | 14 Feb | 762 | 556 | -27% | 8.0 | 207 | 227 | 10% | 1.4 | 969 | 783 | -19% | 6.3 |
| 4102 | 4105 | 0 | To B | 2007 | 14 Feb | 552 | 413 | -25% | 6.3 | 147 | 61 | -59% | 8.4 | 699 | 474 | -32% | 9.3 |
| 4102 | 4107 | 0 | To C | 2007 | 14 Feb | 810 | 844 | 4% | 1.2 | 294 | 437 | 49% | 7.5 | 1104 | 1280 | 16% | 5.1 |
| 4104 | 4002 | Old Bawn Rd / Firhouse Rd West | Fm B | 2006 | Oct | 449 | 272 | -39% | 9.3 | 42 | 59 | 41% | 2.4 | 491 | 331 | -33% | 7.9 |
| 4104 | 4005 | 0 | To B | 2007 | 14 Feb | 493 | 168 | -66% | 17.9 | 63 | 11 | -82% | 8.5 | 556 | 179 | -68% | 19.6 |
| 4104 | 4186 | 0 | To A | 2007 | 14 Feb | 616 | 358 | -42% | 11.7 | 72 | 56 | -23% | 2.1 | 688 | 414 | -40% | 11.7 |
| 4105 | 4102 | 0 | Fm B | 2007 | 14 Feb | 378 | 476 | 26% | 4.7 | 132 | 148 | 12% | 1.3 | 510 | 624 | 22% | 4.8 |
| 4106 | 4113 | 0 | Fm B | 2007 | 14 Feb | 533 | 395 | -26% | 6.4 | 78 | 136 | 75% | 5.6 | 611 | 531 | -13% | 3.3 |
| 4107 | 4102 | 0 | Fm C | 2007 | 14 Feb | 485 | 469 | -3% | 0.7 | 180 | 166 | -8% | 1.1 | 665 | 635 | -4% | 1.2 |
| 4112 | 4114 | 0 | To D | 2007 | 13 Feb | 217 | 581 | 168% | 18.2 | 216 | 208 | -4% | 0.6 | 433 | 789 | 82% | 14.4 |
| 4112 | 4120 | 0 | To A | 2007 | 13 Feb | 570 | 435 | -24% | 6.0 | 180 | 166 | -8% | 1.1 | 750 | 601 | -20% | 5.7 |
| 4112 | 4132 | 0 | To C | 2007 | 13 Feb | 795 | 833 | 5% | 1.3 | 167 | 342 | 105% | 11.0 | 961 | 1175 | 22% | 6.5 |
| 4113 | 4100 | 0 | To A | 2007 | 14 Feb | 474 | 497 | 5% | 1.1 | 186 | 148 | -21% | 3.0 | 660 | 645 | -2% | 0.6 |
| 4113 | 4106 | 0 | To B | 2007 | 14 Feb | 280 | 178 | -36% | 6.7 | 30 | 44 | 47% | 2.3 | 310 | 222 | -28% | 5.4 |
| 4113 | 4140 | 0 | To C | 2007 | 14 Feb | 582 | 407 | -30% | 7.9 | 96 | 40 | -58% | 6.8 | 678 | 447 | -34% | 9.7 |
| 4114 | 4112 | 0 | Fm D | 2007 | 13 Feb | 306 | 407 | 33% | 5.3 | 105 | 43 | -59% | 7.3 | 411 | 449 | 9% | 1.9 |
| 4120 | 4112 | 0 | Fm A | 2007 | 13 Feb | 795 | 910 | 14% | 3.9 | 288 | 446 | 55% | 8.3 | 1083 | 1356 | 25% | 7.8 |
| 4121 | 4122 | Tymon Rd / Tallaght Rd | from C | 2005 | Jan | 739 | 577 | -22% | 6.3 | 57 | 61 | 7% | 0.5 | 796 | 639 | -20% | 5.9 |
| 4122 | 4121 | Tymon Rd / Tallaght Rd | to C | 2005 | Jan | 398 | 75 | -81% | 21.0 | 48 | 25 | -48% | 3.8 | 446 | 100 | -77% | 20.9 |
| 4122 | 4123 | Tymon Rd / Tallaght Rd | to A | 2005 | Jan | 448 | 207 | -54% | 13.3 | 45 | 22 | -51% | 3.9 | 493 | 229 | -53% | 13.9 |
| 4122 | 4127 | Tymon Rd / Tallaght Rd | to B | 2005 | Jan | 458 | 226 | -51% | 12.5 | 27 | 8 | -72% | 4.7 | 485 | 234 | -52% | 13.3 |
| 4123 | 4122 | Tymon Rd / Tallaght Rd | from A | 2005 | Jan | 313 | 90 | -71% | 15.8 | 48 | 32 | -33% | 2.5 | 361 | 122 | -66% | 15.4 |
| 4123 | 4124 | Greenhills Road (N) | N toS | 2005 | 19/04 | 839 | 587 | -30% | 9.4 | 120 | 113 | -5% | 0.6 | 959 | 701 | -27% | 9.0 |
| 4123 | 4275 | GREENHILLS ROAD | 1 W to E | 2005 | 15/11 | 919 | 868 | -5% | 1.7 | 87 | 150 | 72% | 5.8 | 1006 | 1018 | 1% | 0.4 |
| 4124 | 4123 | Greenhills Road (N) | S to N | 2005 | 19/04 | 721 | 759 | 5% | 1.4 | 174 | 131 | -25% | 3.5 | 895 | 890 | -1% | 0.2 |
| 4124 | 4125 | Greenhills Road (S) | N toS | 2005 | 19/04 | 666 | 345 | -48% | 14.3 | 105 | 82 | -22% | 2.4 | 771 | 427 | -45% | 14.1 |
| 4124 | 4131 | Mayberry Road | E to W | 2005 | 19/04 | 359 | 133 | -63% | 14.4 | 54 | 52 | -4% | 0.3 | 413 | 185 | -55% | 13.2 |

**Additional Count Comparisons not included in the Cordon Analysis**

AM3 - 09:00 - 10:00

| | | | | | | AM3 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | HGV | | | | Car | | | | Total | | | |
| 4125 | 4124 | Greenhills Road (S) | S to N | 2005 | 19/04 | 440 | 198 | -55% | 13.6 | 126 | 70 | -44% | 5.6 | 566 | 268 | -53% | 14.6 |
| 4125 | 4133 | 0 | Fm D | 2007 | 13 Feb | 411 | 200 | -51% | 12.1 | 111 | 40 | -64% | 8.1 | 522 | 240 | -54% | 14.4 |
| 4127 | 4122 | Tymon Rd / Tallaght Rd | from B | 2005 | Jan | 252 | 2 | -99% | 22.2 | 15 | 1 | -97% | 5.2 | 267 | 2 | -99% | 22.8 |
| 4131 | 4124 | Mayberry Rd (petrol st) | East Bnd | 2006 | May | 421 | 251 | -40% | 9.3 | 63 | 80 | 27% | 2.0 | 484 | 331 | -32% | 7.6 |
| 4131 | 4132 | Mayberry Rd (parking bay) | West Bnd | 2006 | May | 552 | 150 | -73% | 21.5 | 81 | 53 | -35% | 3.4 | 633 | 203 | -68% | 21.0 |
| 4132 | 4112 | 0 | Fm C | 2007 | 13 Feb | 629 | 523 | -17% | 4.4 | 188 | 236 | 25% | 3.3 | 817 | 758 | -7% | 2.1 |
| 4132 | 4131 | 0 | To C | 2007 | 13 Feb | 412 | 170 | -59% | 14.2 | 78 | 79 | 2% | 0.2 | 490 | 249 | -49% | 12.5 |
| 4132 | 4133 | 0 | To B | 2007 | 13 Feb | 995 | 635 | -36% | 12.6 | 234 | 126 | -46% | 8.0 | 1229 | 761 | -38% | 14.8 |
| 4133 | 4125 | 0 | To D | 2007 | 13 Feb | 493 | 121 | -75% | 21.2 | 96 | 30 | -69% | 8.3 | 589 | 151 | -74% | 22.8 |
| 4133 | 4132 | 0 | Fm B | 2007 | 13 Feb | 599 | 575 | -4% | 1.0 | 186 | 123 | -34% | 5.1 | 785 | 697 | -11% | 3.2 |
| 4133 | 4134 | 0 | To C | 2007 | 13 Feb | 984 | 426 | -57% | 21.0 | 144 | 41 | -71% | 10.7 | 1128 | 468 | -59% | 23.4 |
| 4134 | 4133 | 0 | Fm C | 2007 | 13 Feb | 825 | 603 | -27% | 8.3 | 123 | 94 | -24% | 2.8 | 948 | 696 | -27% | 8.8 |
| 4134 | 4135 | 0 | To C | 2007 | 13 Feb | 585 | 284 | -51% | 14.4 | 87 | 88 | 1% | 0.1 | 672 | 372 | -45% | 13.1 |
| 4134 | 4141 | 0 | Fm C | 2007 | 14 Feb | 569 | 37 | -93% | 30.5 | 168 | 1 | -99% | 18.2 | 737 | 38 | -95% | 35.5 |
| 4135 | 4134 | 0 | Fm C | 2007 | 13 Feb | 448 | 824 | 84% | 14.9 | 81 | 122 | 51% | 4.1 | 529 | 947 | 79% | 15.4 |
| 4135 | 4185 | 0 | To C | 2007 | 13 Feb | 450 | 284 | -37% | 8.6 | 75 | 88 | 17% | 1.4 | 525 | 372 | -29% | 7.2 |
| 4136 | 4184 | N81 Tallaght ByPass / Old Bawn Rd / Tallaght Village | Fm A | 2006 | Oct | 160 | 19 | -88% | 14.9 | 15 | 0 | -100% | 5.5 | 175 | 19 | -89% | 15.9 |
| 4140 | 4113 | 0 | Fm C | 2007 | 14 Feb | 310 | 273 | -12% | 2.2 | 132 | 33 | -75% | 10.9 | 442 | 306 | -31% | 7.0 |
| 4140 | 4141 | 0 | Fm A | 2007 | 14 Feb | 411 | 332 | -19% | 4.1 | 48 | 35 | -28% | 2.1 | 459 | 367 | -20% | 4.5 |
| 4141 | 4134 | 0 | To C | 2007 | 14 Feb | 379 | 295 | -22% | 4.6 | 90 | 72 | -20% | 2.1 | 469 | 367 | -22% | 5.0 |
| 4141 | 4140 | 0 | To A | 2007 | 14 Feb | 333 | 85 | -75% | 17.2 | 58 | 27 | -53% | 4.7 | 391 | 112 | -71% | 17.6 |
| 4141 | 4142 | Belgard Square West | N to S | 2005 | 15/11 | 218 | 180 | -18% | 2.7 | 9 | 15 | 67% | 1.7 | 227 | 195 | -14% | 2.2 |
| 4142 | 4141 | 0 | To A | 2007 | 14 Feb | 805 | 477 | -41% | 13.0 | 162 | 107 | -34% | 4.7 | 967 | 584 | -40% | 13.7 |
| 4142 | 4186 | Belgard Square East | W to E | 2005 | 15/11 | 218 | 116 | -47% | 7.9 | 9 | 1 | -89% | 3.6 | 227 | 117 | -48% | 8.4 |
| 4147 | 4189 | N81 / COOKSTOWN ROAD | Fm A | 2006 | 08/06 | 708 | 681 | -4% | 1.0 | 78 | 81 | 4% | 0.4 | 786 | 763 | -3% | 0.8 |
| 4151 | 4257 | 0 | West Bnd | 2007 | 28 March | 592 | 555 | -6% | 1.5 | 108 | 55 | -49% | 5.8 | 700 | 610 | -13% | 3.5 |
| 4153 | 4191 | N81 / FORTUNESTOWN ROAD | Fm A | 2006 | 08/06 | 659 | 28 | -96% | 34.0 | 288 | 13 | -95% | 22.4 | 947 | 41 | -96% | 40.8 |
| 4161 | 2899 | Templeogue Rd / Templeville Rd / Springfield | To D | 2006 | Oct | 581 | 641 | 10% | 2.4 | 36 | 54 | 51% | 2.7 | 617 | 695 | 13% | 3.1 |
| 4161 | 4011 | Springfield / Fairways | Fm A | 2006 | Oct | 677 | 730 | 8% | 2.0 | 57 | 61 | 7% | 0.5 | 734 | 791 | 8% | 2.1 |
| 4161 | 4162 | 0 | from D | 2007 | 6 March | 474 | 640 | 35% | 7.0 | 54 | 55 | 3% | 0.2 | 528 | 695 | 32% | 6.8 |
| 4161 | 4284 | Templeogue Rd / Templeville Rd / Springfield | To A | 2006 | Oct | 342 | 419 | 23% | 4.0 | 27 | 28 | 2% | 0.1 | 369 | 447 | 21% | 3.8 |
| 4162 | 4014 | 0 | to C | 2007 | 6 March | 413 | 694 | 68% | 12.0 | 39 | 110 | 182% | 8.2 | 452 | 804 | 78% | 14.1 |
| 4162 | 4161 | Templeogue Rd / Templeville Rd / Springfield | Fm B | 2006 | Oct | 476 | 465 | -2% | 0.5 | 30 | 53 | 76% | 3.5 | 506 | 518 | 2% | 0.5 |
| 4162 | 4163 | Templeogue Rd / Old Bridge Rd / Cypress Grove Rd | To B | 2006 | Oct | 873 | 1638 | 88% | 21.6 | 66 | 126 | 90% | 6.1 | 939 | 1764 | 88% | 22.4 |
| 4162 | 4284 | Templeogue Rd / Old Bridge Rd / Cypress Grove Rd | To A | 2006 | Oct | 675 | 748 | 11% | 2.7 | 51 | 49 | -4% | 0.3 | 726 | 797 | 10% | 2.6 |
| 4163 | 4016 | Tallaght Rd / Wellington Lane / Spawell Rd | To C | 2006 | Oct | 332 | 365 | 10% | 1.8 | 54 | 14 | -75% | 7.0 | 386 | 379 | -2% | 0.4 |
| 4163 | 4162 | Templeogue Rd / Old Bridge Rd / Cypress Grove Rd | Fm B | 2006 | Oct | 973 | 771 | -21% | 6.8 | 75 | 150 | 101% | 7.1 | 1048 | 922 | -12% | 4.0 |
| 4163 | 4286 | Tallaght Rd / Wellington Lane / Spawell Rd | To A | 2006 | Oct | 736 | 421 | -43% | 13.1 | 66 | 27 | -59% | 5.7 | 802 | 449 | -44% | 14.1 |
| 4174 | 4292 | Tymon M50-17 (2005 data) | 0 | 2006 | Weekday | 2627 | 2958 | 13% | 6.3 | 1024 | 346 | -66% | 25.9 | 3651 | 3305 | -9% | 5.9 |
| 4177 | 4174 | M 50 North Bound On-Slip | North Bd | 2006 | 05/12 | 954 | 563 | -41% | 14.2 | 165 | 21 | -87% | 15.0 | 1119 | 584 | -48% | 18.3 |
| 4180 | 4189 | N81 / COOKSTOWN ROAD | Fm B | 2006 | 08/06 | 979 | 1083 | 11% | 3.2 | 270 | 255 | -6% | 0.9 | 1249 | 1338 | 7% | 2.5 |
| 4180 | 4190 | N81 / KILLINARDEN HEIGHTS (WEST) | Fm C | 2006 | 08/06 | 679 | 494 | -27% | 7.6 | 258 | 214 | -17% | 2.9 | 937 | 708 | -24% | 8.0 |
| 4182 | 4001 | Old Bawn Rd / Seskin View Rd / Old Bawn Way | Fm D | 2006 | Oct | 231 | 0 | -100% | 21.5 | 9 | 0 | -100% | 4.2 | 240 | 0 | -100% | 21.9 |

**Additional Count Comparisons not included in the Cordon Analysis**

AM3 - 09:00 - 10:00

| | | | | | | AM3 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | HGV | | | | Car | | | | Total | | | |
| 4183 | 4184 | N81 Tallaght ByPass / Old Bawn Rd / Tallaght Village | Fm D | 2006 | Oct | 1457 | 1466 | 1% | 0.2 | 282 | 277 | -2% | 0.3 | 1739 | 1743 | 0% | 0.1 |
| 4184 | 4000 | N81 Tallaght ByPass / Old Bawn Rd / Tallaght Village | To C | 2006 | Oct | 338 | 564 | 67% | 10.7 | 18 | 27 | 49% | 1.9 | 356 | 591 | 66% | 10.8 |
| 4184 | 4136 | N81 Tallaght ByPass / Old Bawn Rd / Tallaght Village | To A | 2006 | Oct | 385 | 71 | -82% | 20.8 | 21 | 6 | -70% | 4.0 | 406 | 77 | -81% | 21.2 |
| 4184 | 4183 | N81 Tallaght ByPass / Old Bawn Rd / Tallaght Village | To D | 2006 | Oct | 1153 | 1089 | -6% | 1.9 | 285 | 271 | -5% | 0.9 | 1438 | 1360 | -5% | 2.1 |
| 4184 | 4185 | N81 Tallaght ByPass / Old Bawn Rd / Tallaght Village | To B | 2006 | Oct | 1844 | 1661 | -10% | 4.4 | 303 | 280 | -8% | 1.3 | 2147 | 1941 | -10% | 4.6 |
| 4185 | 4135 | 0 | Fm C | 2007 | 13 Feb | 1401 | 823 | -41% | 17.3 | 132 | 122 | -7% | 0.9 | 1533 | 945 | -38% | 16.7 |
| 4185 | 4184 | 0 | To C | 2007 | 13 Feb | 1315 | 944 | -28% | 11.0 | 306 | 263 | -14% | 2.6 | 1621 | 1207 | -26% | 11.0 |
| 4185 | 4186 | 0 | Fm D | 2007 | 14 Feb | 1144 | 1051 | -8% | 2.8 | 300 | 213 | -29% | 5.5 | 1444 | 1263 | -13% | 4.9 |
| 4186 | 4104 | 0 | Fm A | 2007 | 14 Feb | 361 | 54 | -85% | 21.3 | 93 | 1 | -99% | 13.5 | 454 | 55 | -88% | 25.0 |
| 4186 | 4142 | 0 | To A | 2007 | 14 Feb | 428 | 502 | 17% | 3.4 | 129 | 42 | -67% | 9.4 | 557 | 544 | -2% | 0.6 |
| 4186 | 4185 | 0 | To D | 2007 | 14 Feb | 1447 | 872 | -40% | 16.9 | 222 | 230 | 4% | 0.5 | 1669 | 1103 | -34% | 15.2 |
| 4186 | 4187 | 0 | To B | 2007 | 14 Feb | 1134 | 986 | -13% | 4.5 | 234 | 224 | -4% | 0.7 | 1368 | 1210 | -12% | 4.4 |
| 4187 | 4186 | 0 | Fm B | 2007 | 14 Feb | 1299 | 851 | -34% | 13.7 | 219 | 226 | 3% | 0.5 | 1518 | 1077 | -29% | 12.3 |
| 4187 | 4188 | N81 / KILLINARDEN HEIGHTS (EAST) | Fm C | 2006 | 08/06 | 962 | 1071 | 11% | 3.4 | 288 | 265 | -8% | 1.4 | 1250 | 1336 | 7% | 2.4 |
| 4188 | 4005 | N81 / KILLINARDEN HEIGHTS (EAST) | To B | 2006 | 08/06 | 334 | 93 | -72% | 16.5 | 51 | 4 | -92% | 8.9 | 385 | 97 | -75% | 18.6 |
| 4188 | 4187 | N81 / KILLINARDEN HEIGHTS (EAST) | To C | 2006 | 08/06 | 1455 | 1665 | 14% | 5.3 | 327 | 334 | 2% | 0.4 | 1782 | 1999 | 12% | 5.0 |
| 4188 | 4189 | N81 / KILLINARDEN HEIGHTS (EAST) | To A | 2006 | 08/06 | 1001 | 990 | -1% | 0.3 | 330 | 270 | -18% | 3.5 | 1331 | 1260 | -5% | 2.0 |
| 4189 | 4147 | N81 / COOKSTOWN ROAD | To A | 2006 | 08/06 | 470 | 346 | -26% | 6.1 | 96 | 44 | -54% | 6.2 | 566 | 390 | -31% | 8.0 |
| 4189 | 4180 | N81 / COOKSTOWN ROAD | To B | 2006 | 08/06 | 675 | 736 | 9% | 2.3 | 249 | 239 | -4% | 0.6 | 924 | 975 | 6% | 1.7 |
| 4189 | 4188 | N81 / KILLINARDEN HEIGHTS (EAST) | Fm A | 2006 | 08/06 | 1543 | 1668 | 8% | 3.1 | 333 | 320 | -4% | 0.7 | 1876 | 1988 | 6% | 2.5 |
| 4190 | 4180 | N81 / KILLINARDEN HEIGHTS (WEST) | To C | 2006 | 08/06 | 965 | 1083 | 12% | 3.7 | 264 | 255 | -4% | 0.6 | 1229 | 1338 | 9% | 3.0 |
| 4190 | 4191 | N81 / KILLINARDEN HEIGHTS (WEST) | To A | 2006 | 08/06 | 747 | 528 | -29% | 8.7 | 282 | 311 | 10% | 1.7 | 1029 | 839 | -18% | 6.2 |
| 4191 | 4153 | N81 / FORTUNESTOWN ROAD | To A | 2006 | 08/06 | 158 | 91 | -42% | 6.0 | 27 | 66 | 143% | 5.7 | 185 | 157 | -15% | 2.2 |
| 4191 | 4190 | N81 / KILLINARDEN HEIGHTS (WEST) | Fm A | 2006 | 08/06 | 925 | 831 | -10% | 3.2 | 309 | 250 | -19% | 3.5 | 1234 | 1081 | -12% | 4.5 |
| 4191 | 4195 | N81 / FORTUNESTOWN ROAD | To B | 2006 | 08/06 | 591 | 362 | -39% | 10.5 | 279 | 137 | -51% | 9.9 | 870 | 499 | -43% | 14.2 |
| 4195 | 4191 | N81 / FORTUNESTOWN ROAD | Fm B | 2006 | 08/06 | 659 | 705 | 7% | 1.8 | 288 | 66 | -77% | 16.7 | 947 | 771 | -19% | 6.0 |
| 4233 | 4242 | R113 Belgard Road | S bd | 2006 | 16/11 | 1084 | 938 | -13% | 4.6 | 381 | 407 | 7% | 1.3 | 1465 | 1346 | -8% | 3.2 |
| 4242 | 4233 | R113 Belgard Road | N bd | 2006 | 16/11 | 700 | 522 | -25% | 7.2 | 255 | 262 | 3% | 0.4 | 955 | 784 | -18% | 5.8 |
| 4256 | 4257 | 0 | East Bnd | 2007 | 28 March | 754 | 812 | 8% | 2.1 | 213 | 96 | -55% | 9.4 | 967 | 908 | -6% | 1.9 |
| 4257 | 4151 | 0 | East Bnd | 2007 | 28 March | 903 | 729 | -19% | 6.1 | 183 | 91 | -50% | 7.9 | 1086 | 820 | -24% | 8.6 |
| 4257 | 4256 | 0 | West Bnd | 2007 | 28 March | 396 | 588 | 49% | 8.7 | 48 | 65 | 36% | 2.3 | 444 | 653 | 47% | 8.9 |
| 4273 | 4293 | Ballymount | Wbd | 2006 | 16/11 | 426 | 627 | 47% | 8.8 | 309 | 299 | -3% | 0.6 | 735 | 926 | 26% | 6.6 |
| 4275 | 4123 | B24 | 2 E to W | 2005 | 15/11 | 695 | 580 | -17% | 4.6 | 96 | 142 | 48% | 4.2 | 791 | 722 | -9% | 2.5 |
| 4284 | 4161 | Templeogue Rd / Templeville Rd / Springfield | Fm A | 2006 | Oct | 528 | 779 | 48% | 9.8 | 63 | 65 | 3% | 0.2 | 591 | 844 | 43% | 9.4 |
| 4284 | 4162 | 0 | from A | 2007 | 6 March | 362 | 390 | 8% | 1.4 | 33 | 28 | -14% | 0.8 | 395 | 418 | 6% | 1.1 |
| 4284 | 4287 | 0 | North Bnd | 2007 | 31 May | 515 | 300 | -42% | 10.6 | 39 | 28 | -27% | 1.8 | 554 | 329 | -41% | 10.7 |
| 4286 | 4163 | Tallaght Rd / Wellington Lane / Spawell Rd | Fm A | 2006 | Oct | 692 | 378 | -45% | 13.6 | 18 | 26 | 46% | 1.7 | 710 | 404 | -43% | 12.9 |
| 4287 | 4284 | 0 | South Bnd | 2007 | 31 May | 391 | 302 | -23% | 4.8 | 57 | 26 | -54% | 4.8 | 448 | 329 | -27% | 6.1 |
| 4292 | 4174 | Tymon M50-17 (2005 data) | 0 | 2006 | Weekday | 2262 | 1962 | -13% | 6.5 | 925 | 677 | -27% | 8.8 | 3187 | 2639 | -17% | 10.2 |
| 4293 | 4273 | BALLYMONT | 1 W to E | 2005 | 15/11 | 1528 | 970 | -37% | 15.8 | 333 | 312 | -6% | 1.2 | 1861 | 1282 | -31% | 14.6 |
| 4311 | 2814 | The Oval | W to E | 2006 | Nov | 1602 | 1962 | 22% | 8.5 | 392 | 373 | -5% | 0.9 | 1994 | 2335 | 17% | 7.3 |
| 4314 | 4396 | LiffeyValley Approach Road | E bd | 2006 | 16/11 | 879 | 517 | -41% | 13.7 | 108 | 110 | 2% | 0.2 | 987 | 628 | -36% | 12.6 |
| 4315 | 4386 | Fonthill Road (N) | 3 N to W | 2005 | 17/11 | 706 | 752 | 7% | 1.7 | 339 | 144 | -57% | 12.5 | 1045 | 896 | -14% | 4.8 |

**Additional Count Comparisons not included in the Cordon Analysis**

AM3 - 09:00 - 10:00

| | | | | | | AM3 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | HGV | | | | Car | | | | Total | | | |
| 4323 | 4327 | Dead Mans Inn N04-40 | 0 | 2006 | Weekday | 1681 | 2693 | 60% | 21.6 | 753 | 754 | 0% | 0.0 | 2434 | 3448 | 42% | 18.7 |
| 4332 | 4333 | Lucan Road | W to E | 2005 | 17/11 | 790 | 366 | -54% | 17.6 | 30 | 29 | -3% | 0.2 | 820 | 395 | -52% | 17.2 |
| 4333 | 4331 | Ballyfermot Road | W to E | 2005 | 17/11 | 508 | 957 | 88% | 16.6 | 54 | 114 | 111% | 6.5 | 562 | 1070 | 90% | 17.8 |
| 4333 | 4334 | Fonthill Road (S) | N to S | 2005 | 17/11 | 673 | 423 | -37% | 10.7 | 339 | 29 | -91% | 22.8 | 1012 | 453 | -55% | 20.7 |
| 4333 | 4336 | Fonthill Road (N) | S to N | 2005 | 17/11 | 928 | 78 | -92% | 37.9 | 345 | 0 | -100% | 26.3 | 1273 | 78 | -94% | 46.0 |
| 4334 | 4333 | Fonthill Road (S) | S to N | 2005 | 17/11 | 693 | 986 | 42% | 10.1 | 297 | 114 | -62% | 12.8 | 990 | 1100 | 11% | 3.4 |
| 4336 | 4333 | Fonthill Road (N) | N to S | 2005 | 17/11 | 536 | 108 | -80% | 23.8 | 330 | 0 | -100% | 25.7 | 866 | 108 | -87% | 34.3 |
| 4377 | 4383 | NEILSTOWN ROAD | Nbd | 2006 | 01/06 | 346 | 320 | -8% | 1.4 | 18 | 96 | 432% | 10.3 | 364 | 415 | 14% | 2.6 |
| 4378 | 4382 | Coldcut Road / Cloverhill Road | Fm C | 2006 | Mar | 636 | 615 | -3% | 0.9 | 112 | 85 | -24% | 2.7 | 749 | 700 | -6% | 1.8 |
| 4379 | 4381 | Ballyfermot Road / Coldcut Road | Fm A | 2006 | Mar | 504 | 559 | 11% | 2.4 | 69 | 20 | -71% | 7.4 | 573 | 579 | 1% | 0.3 |
| 4380 | 2829 | Ballyfermot Road / Clifden Road | Fm A | 2006 | Mar | 467 | 566 | 21% | 4.3 | 63 | 103 | 63% | 4.4 | 530 | 668 | 26% | 5.7 |
| 4380 | 4381 | Ballyfermot Road / Coldcut Road | Fm C | 2006 | Mar | 389 | 377 | -3% | 0.6 | 90 | 79 | -13% | 1.2 | 479 | 456 | -5% | 1.1 |
| 4381 | 4379 | Ballyfermot Road / Coldcut Road | To A | 2006 | Mar | 441 | 389 | -12% | 2.6 | 84 | 34 | -60% | 6.5 | 525 | 423 | -19% | 4.7 |
| 4381 | 4380 | Ballyfermot Road / Coldcut Road | To C | 2006 | Mar | 755 | 638 | -15% | 4.4 | 66 | 105 | 58% | 4.2 | 821 | 743 | -10% | 2.8 |
| 4382 | 2835 | Cloverhill Road / Cedar Brook Avenue | Fm A | 2006 | Mar | 503 | 532 | 6% | 1.3 | 135 | 96 | -29% | 3.7 | 638 | 627 | -2% | 0.4 |
| 4382 | 4378 | Coldcut Road / Cloverhill Road | To C | 2006 | Mar | 639 | 730 | 14% | 3.5 | 81 | 124 | 54% | 4.3 | 720 | 855 | 19% | 4.8 |
| 4382 | 4395 | Liffey Valley Access/Coldcut Rd | From C | 2006 | 16/11 | 481 | 402 | -16% | 3.8 | 189 | 189 | 0% | 0.0 | 670 | 592 | -12% | 3.1 |
| 4383 | 4377 | Neilstown Road | N to S | 2005 | 17/11 | 295 | 180 | -39% | 7.5 | 30 | 38 | 25% | 1.3 | 325 | 217 | -33% | 6.5 |
| 4383 | 4394 | Coldcut Road (W) | E to W | 2005 | 17/11 | 339 | 316 | -7% | 1.3 | 126 | 127 | 1% | 0.1 | 465 | 443 | -5% | 1.0 |
| 4383 | 4395 | Liffey Valley Access/Coldcut Rd | From B | 2006 | 16/11 | 827 | 834 | 1% | 0.2 | 159 | 152 | -4% | 0.5 | 986 | 987 | 0% | 0.0 |
| 4385 | 4430 | Station Road / Newlands Road | Fm A | 2006 | Mar | 622 | 830 | 33% | 7.7 | 102 | 112 | 9% | 0.9 | 724 | 942 | 30% | 7.5 |
| 4386 | 4315 | Fonthill Road (N) | S to N | 2005 | 17/11 | 700 | 722 | 3% | 0.8 | 285 | 215 | -25% | 4.4 | 985 | 937 | -5% | 1.6 |
| 4386 | 4387 | Fonthill Road (S) | N to S | 2005 | 17/11 | 515 | 227 | -56% | 15.0 | 240 | 96 | -60% | 11.1 | 755 | 323 | -57% | 18.6 |
| 4386 | 4393 | Coldcut Road (E) | W to E | 2005 | 17/11 | 430 | 681 | 58% | 10.6 | 81 | 79 | -2% | 0.2 | 511 | 760 | 49% | 9.9 |
| 4387 | 4386 | Fonthill Road (S) | S to N | 2005 | 17/11 | 809 | 542 | -33% | 10.3 | 207 | 125 | -40% | 6.4 | 1016 | 666 | -34% | 12.1 |
| 4387 | 4410 | Newlands Rd / Foxdene Av | from C | 2005 | Jan | 377 | 403 | 7% | 1.3 | 66 | 165 | 151% | 9.2 | 443 | 568 | 28% | 5.6 |
| 4393 | 4386 | Coldcut Road (E) | E to W | 2005 | 17/11 | 350 | 335 | -4% | 0.8 | 132 | 122 | -8% | 0.9 | 482 | 457 | -5% | 1.2 |
| 4394 | 4383 | Coldcut Road (W) | W to E | 2005 | 17/11 | 431 | 666 | 55% | 10.0 | 87 | 51 | -41% | 4.3 | 518 | 717 | 38% | 8.0 |
| 4395 | 4382 | Liffey Valley Access/Coldcut Rd | To C | 2006 | 16/11 | 1025 | 857 | -16% | 5.5 | 204 | 185 | -9% | 1.3 | 1229 | 1042 | -15% | 5.5 |
| 4395 | 4383 | Liffey Valley Access/Coldcut Rd | To B | 2006 | 16/11 | 361 | 341 | -6% | 1.1 | 120 | 171 | 43% | 4.2 | 481 | 512 | 7% | 1.4 |
| 4395 | 4396 | Liffey Valley Access/Coldcut Rd | To A | 2006 | 16/11 | 369 | 0 | -100% | 27.1 | 90 | 0 | -100% | 13.4 | 459 | 1 | -100% | 30.2 |
| 4396 | 4314 | LiffeyValley Approach Road | W bd | 2006 | 16/11 | 212 | 29 | -86% | 16.7 | 108 | 101 | -6% | 0.6 | 320 | 130 | -59% | 12.7 |
| 4396 | 4395 | Liffey Valley Access/Coldcut Rd | From A | 2006 | 16/11 | 447 | 212 | -53% | 13.0 | 66 | 6 | -91% | 10.0 | 513 | 218 | -58% | 15.4 |
| 4410 | 4387 | Newlands Rd / Foxdene Av | to C | 2005 | Jan | 886 | 1197 | 35% | 9.6 | 96 | 219 | 128% | 9.8 | 982 | 1416 | 44% | 12.5 |
| 4410 | 4411 | Newlands Rd / Foxdene Av | to A | 2005 | Jan | 373 | 365 | -2% | 0.4 | 63 | 83 | 32% | 2.3 | 436 | 448 | 3% | 0.6 |
| 4411 | 4410 | Newlands Rd / Foxdene Av | from A | 2005 | Jan | 855 | 1137 | 33% | 8.9 | 93 | 165 | 78% | 6.4 | 948 | 1303 | 37% | 10.6 |
| 4430 | 2835 | CLOVERHILL ROAD | 1 W to E | 2005 | 17/11 | 422 | 414 | -2% | 0.4 | 57 | 19 | -66% | 6.1 | 479 | 433 | -10% | 2.1 |
| 4430 | 4385 | Station Road / Newlands Road | To A | 2006 | Mar | 302 | 354 | 17% | 2.9 | 48 | 76 | 57% | 3.5 | 350 | 429 | 23% | 4.0 |
| 4430 | 4444 | Station Road / Newlands Road | To B | 2006 | Mar | 627 | 584 | -7% | 1.7 | 150 | 160 | 7% | 0.8 | 777 | 744 | -4% | 1.2 |
| 4442 | 2838 | Park West Road / Park West Avenue | Fm C | 2006 | Mar | 605 | 259 | -57% | 16.6 | 162 | 163 | 1% | 0.1 | 767 | 422 | -45% | 14.1 |
| 4442 | 4443 | Park West Avenue / Nangor Road | To B | 2006 | Mar | 483 | 336 | -30% | 7.2 | 213 | 236 | 11% | 1.5 | 696 | 572 | -18% | 4.9 |
| 4443 | 4442 | R134 / NANGOR ROAD | 1 W to E | 2005 | 17/11 | 780 | 942 | 21% | 5.5 | 132 | 127 | -4% | 0.4 | 912 | 1069 | 17% | 5.0 |
| 4443 | 4444 | Newlands Road / Nangor Road | Fm D | 2006 | Mar | 385 | 364 | -5% | 1.1 | 171 | 166 | -3% | 0.4 | 556 | 530 | -5% | 1.1 |

**Additional Count Comparisons not included in the Cordon Analysis**

AM3 - 09:00 - 10:00

| | | | | | | AM3 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | HGV | | | | Car | | | | Total | | | |
| 4444 | 4430 | Station Road / Newlands Road | Fm B | 2006 | Mar | 577 | 590 | 2% | 0.5 | 117 | 155 | 32% | 3.3 | 694 | 745 | 7% | 1.9 |
| 4444 | 4443 | Newlands Road / Nangor Road | To D | 2006 | Mar | 717 | 1039 | 45% | 10.9 | 264 | 164 | -38% | 6.9 | 981 | 1202 | 23% | 6.7 |
| 4444 | 4445 | Newlands Road / Nangor Road | To B | 2006 | Mar | 362 | 341 | -6% | 1.1 | 219 | 113 | -48% | 8.2 | 581 | 454 | -22% | 5.6 |
| 4444 | 4471 | Newlands Road / Nangor Road | To C | 2006 | Mar | 377 | 151 | -60% | 13.9 | 51 | 91 | 79% | 4.8 | 428 | 243 | -43% | 10.1 |
| 4445 | 4444 | Newlands Road / Nangor Road | Fm B | 2006 | Mar | 773 | 941 | 22% | 5.7 | 246 | 132 | -46% | 8.3 | 1019 | 1073 | 5% | 1.7 |
| 4471 | 4444 | Newlands Road / Nangor Road | Fm C | 2006 | Mar | 277 | 233 | -16% | 2.8 | 93 | 65 | -30% | 3.2 | 370 | 297 | -20% | 4.0 |
| 5014 | 5015 | Junction N11 | 0 | 2006 | Nov | 943 | 810 | -14% | 4.5 | 86 | 88 | 3% | 0.3 | 1028 | 898 | -13% | 4.2 |
| 5015 | 5014 | Junction N11 | S to N | 2006 | Nov | 2514 | 1896 | -25% | 13.1 | 89 | 106 | 20% | 1.8 | 2602 | 2003 | -23% | 12.5 |
| 5019 | 5020 | STILLORGAN RD / LOWER KILMACUD RD | To D | 2005 | 06/04 | 410 | 456 | 11% | 2.2 | 33 | 42 | 29% | 1.5 | 443 | 499 | 13% | 2.6 |
| 5019 | 5021 | STILLORGAN RD / LOWER KILMACUD RD | To C | 2005 | 06/04 | 1014 | 809 | -20% | 6.8 | 174 | 155 | -11% | 1.5 | 1188 | 964 | -19% | 6.8 |
| 5019 | 5180 | THE HILL / LOWER KILMACUD RD / DUBLIN RD | Fm D | 2005 | 06/04 | 374 | 596 | 59% | 10.1 | 24 | 45 | 88% | 3.6 | 398 | 641 | 61% | 10.7 |
| 5020 | 5019 | STILLORGAN RD / LOWER KILMACUD RD | Fm D | 2005 | 06/04 | 431 | 461 | 7% | 1.4 | 9 | 2 | -81% | 3.1 | 440 | 463 | 5% | 1.1 |
| 5021 | 5019 | STILLORGAN RD / LOWER KILMACUD RD | Fm C | 2005 | 06/04 | 1410 | 1775 | 26% | 9.1 | 117 | 115 | -2% | 0.2 | 1527 | 1890 | 24% | 8.8 |
| 5034 | 5049 | Newtownpark Avenue | W to E | 2005 | 19/01 | 591 | 171 | -71% | 21.5 | 30 | 10 | -67% | 4.5 | 621 | 181 | -71% | 22.0 |
| 5036 | 5037 | 0 | To B | 2007 | 17/01 | 365 | 112 | -69% | 16.4 | 72 | 3 | -95% | 11.2 | 437 | 115 | -74% | 19.4 |
| 5036 | 5050 | Deans Grange Road | S to N | 2005 | 19/01 | 350 | 215 | -39% | 8.0 | 60 | 62 | 4% | 0.3 | 410 | 278 | -32% | 7.1 |
| 5036 | 5051 | Deans Grange Road (S) | W to E | 2005 | 19/01 | 172 | 192 | 12% | 1.5 | 0 | 13 | #DIV/0! | 5.2 | 172 | 206 | 20% | 2.5 |
| 5037 | 5036 | Abbey Road | S to N | 2005 | 19/01 | 506 | 387 | -24% | 5.6 | 66 | 76 | 15% | 1.2 | 572 | 463 | -19% | 4.8 |
| 5037 | 5052 | Kill Lane | W to E | 2005 | 19/01 | 650 | 289 | -56% | 16.7 | 84 | 78 | -7% | 0.7 | 734 | 367 | -50% | 15.6 |
| 5038 | 5053 | Pottery Road | S to N | 2005 | 19/01 | 315 | 173 | -45% | 9.1 | 27 | 12 | -57% | 3.5 | 342 | 185 | -46% | 9.7 |
| 5038 | 5055 | Johnstown Road | W to E | 2005 | 19/01 | 453 | 321 | -29% | 6.7 | 36 | 27 | -24% | 1.5 | 489 | 349 | -29% | 6.8 |
| 5048 | 5049 | 0 | To B | 2007 | 17/01 | 560 | 333 | -41% | 10.7 | 90 | 87 | -3% | 0.3 | 650 | 421 | -35% | 9.9 |
| 5048 | 5081 | Monkstown Road | N to E | 2005 | 19/01 | 525 | 383 | -27% | 6.7 | 21 | 60 | 185% | 6.1 | 546 | 443 | -19% | 4.6 |
| 5049 | 5034 | 0 | To B | 2007 | 17/01 | 434 | 203 | -53% | 12.9 | 27 | 25 | -8% | 0.4 | 461 | 228 | -51% | 12.5 |
| 5049 | 5048 | Stradbrook Road | S to NE | 2005 | 19/01 | 890 | 671 | -25% | 7.8 | 96 | 130 | 36% | 3.2 | 986 | 801 | -19% | 6.2 |
| 5049 | 5050 | 0 | To C | 2007 | 17/01 | 647 | 245 | -62% | 19.0 | 126 | 68 | -46% | 5.9 | 773 | 313 | -59% | 19.7 |
| 5050 | 5036 | 0 | To B | 2007 | 17/01 | 269 | 39 | -85% | 18.5 | 63 | 3 | -96% | 10.5 | 332 | 42 | -87% | 21.2 |
| 5050 | 5049 | 0 | Fm C | 2007 | 17/01 | 872 | 620 | -29% | 9.2 | 102 | 99 | -3% | 0.3 | 974 | 719 | -26% | 8.8 |
| 5050 | 5051 | Stradbrook Road (E) | W to E | 2005 | 19/01 | 365 | 243 | -33% | 7.0 | 0 | 66 | #DIV/0! | 11.5 | 365 | 309 | -15% | 3.0 |
| 5051 | 5036 | Deans Grange Road (S) | E to W | 2005 | 19/01 | 186 | 87 | -53% | 8.5 | 15 | 1 | -95% | 5.1 | 201 | 88 | -56% | 9.4 |
| 5051 | 5050 | 0 | Fm C | 2007 | 17/01 | 516 | 486 | -6% | 1.3 | 42 | 37 | -12% | 0.8 | 558 | 523 | -6% | 1.5 |
| 5051 | 5052 | Abbey Road (S) | N to S | 2005 | 19/01 | 268 | 186 | -31% | 5.4 | 6 | 48 | 695% | 8.0 | 274 | 234 | -15% | 2.5 |
| 5051 | 5061 | 0 | To E | 2007 | 17/01 | 460 | 410 | -11% | 2.4 | 30 | 42 | 39% | 2.0 | 490 | 452 | -8% | 1.8 |
| 5052 | 5037 | Kill Lane | E to W | 2005 | 19/01 | 495 | 386 | -22% | 5.2 | 90 | 61 | -32% | 3.4 | 585 | 447 | -24% | 6.1 |
| 5052 | 5051 | 0 | Fm C | 2007 | 17/01 | 440 | 452 | 3% | 0.6 | 45 | 44 | -3% | 0.2 | 485 | 495 | 2% | 0.5 |
| 5052 | 5053 | Rochestown Avenue | N to S | 2005 | 19/01 | 515 | 307 | -40% | 10.3 | 51 | 49 | -4% | 0.3 | 566 | 356 | -37% | 9.8 |
| 5052 | 5062 | Kill Avenue | W to E | 2005 | 19/01 | 543 | 214 | -61% | 16.9 | 63 | 56 | -11% | 0.9 | 606 | 270 | -55% | 16.0 |
| 5053 | 5038 | Pottery Road | N to S | 2005 | 19/01 | 181 | 35 | -81% | 14.1 | 15 | 4 | -76% | 3.7 | 196 | 38 | -80% | 14.6 |
| 5053 | 5052 | Rochestown Avenue | S to N | 2005 | 19/01 | 828 | 721 | -13% | 3.8 | 81 | 75 | -8% | 0.7 | 909 | 796 | -12% | 3.9 |
| 5053 | 5054 | Rochestown Avenue (SE) | W to SE | 2005 | 19/01 | 344 | 159 | -54% | 11.7 | 36 | 18 | -51% | 3.5 | 380 | 176 | -54% | 12.2 |
| 5054 | 5053 | Rochestown Avenue (SE) | SE to W | 2005 | 19/01 | 519 | 374 | -28% | 6.9 | 48 | 21 | -57% | 4.7 | 567 | 394 | -30% | 7.9 |
| 5054 | 5055 | 0 | To B | 2007 | 16/01 | 282 | 179 | -36% | 6.8 | 45 | 12 | -73% | 6.1 | 327 | 191 | -41% | 8.4 |
| 5054 | 5063 | Sallynogin Road | W to E | 2005 | 19/01 | 366 | 73 | -80% | 19.8 | 0 | 20 | #DIV/0! | 6.4 | 366 | 93 | -75% | 18.0 |

**Additional Count Comparisons not included in the Cordon Analysis**

AM3 - 09:00 - 10:00

| | | | | | | | AM3 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | HGV | | | | Car | | | | Total | | | |
| 5055 | 5038 | | 0 | To B | 2007 | 16/01 | 323 | 263 | -18% | 3.5 | 42 | 4 | -91% | 8.0 | 365 | 267 | -27% | 5.5 |
| 5055 | 5054 | Rochestown Avenue (S) | | S to N | 2005 | 19/01 | 602 | 503 | -16% | 4.2 | 33 | 27 | -17% | 1.0 | 635 | 530 | -16% | 4.3 |
| 5055 | 5056 | | 0 | To C | 2007 | 16/01 | 404 | 195 | -52% | 12.1 | 45 | 5 | -90% | 8.1 | 449 | 200 | -55% | 13.8 |
| 5056 | 5055 | | 0 | Fm C | 2007 | 16/01 | 498 | 393 | -21% | 5.0 | 51 | 0 | -99% | 10.0 | 549 | 394 | -28% | 7.2 |
| 5056 | 5057 | | 0 | To C | 2007 | 16/01 | 1021 | 740 | -28% | 9.5 | 138 | 130 | -6% | 0.7 | 1159 | 869 | -25% | 9.1 |
| 5056 | 5063 | R 118 | | S to N | 2005 | 19/01 | 750 | 625 | -17% | 4.8 | 33 | 14 | -57% | 3.9 | 783 | 639 | -18% | 5.4 |
| 5056 | 5066 | Avondale road | | NW to NE | 2005 | 19/01 | 466 | 197 | -58% | 14.8 | 15 | 58 | 287% | 7.1 | 481 | 255 | -47% | 11.8 |
| 5057 | 5056 | Church Road | | S to N | 2005 | 19/01 | 1381 | 1028 | -26% | 10.2 | 54 | 74 | 37% | 2.5 | 1435 | 1102 | -23% | 9.3 |
| 5061 | 5051 | | 0 | Fm E | 2007 | 17/01 | 355 | 211 | -40% | 8.5 | 21 | 3 | -86% | 5.2 | 376 | 214 | -43% | 9.4 |
| 5061 | 5062 | | 0 | To C | 2007 | 17/01 | 214 | 110 | -49% | 8.2 | 27 | 8 | -71% | 4.6 | 241 | 118 | -51% | 9.2 |
| 5061 | 5071 | Monkstown Avenue | | S to E | 2005 | 19/01 | 618 | 552 | -11% | 2.7 | 6 | 12 | 100% | 2.0 | 624 | 564 | -10% | 2.4 |
| 5062 | 5052 | Kill Avenue | | E to W | 2005 | 19/01 | 333 | 188 | -44% | 9.0 | 60 | 33 | -44% | 3.9 | 393 | 221 | -44% | 9.8 |
| 5062 | 5061 | | 0 | Fm C | 2007 | 17/01 | 276 | 267 | -3% | 0.5 | 24 | 2 | -94% | 6.3 | 300 | 269 | -10% | 1.8 |
| 5063 | 5054 | Sallynogin Road | | E to W | 2005 | 19/01 | 190 | 40 | -79% | 14.0 | 45 | 2 | -95% | 8.8 | 235 | 43 | -82% | 16.3 |
| 5063 | 5056 | | 0 | Fm A | 2007 | 16/01 | 460 | 373 | -19% | 4.2 | 81 | 124 | 53% | 4.2 | 541 | 497 | -8% | 1.9 |
| 5066 | 5056 | Avondale road | | NE to NW | 2005 | 19/01 | 448 | 259 | -42% | 10.1 | 33 | 2 | -95% | 7.5 | 481 | 260 | -46% | 11.5 |
| 5070 | 5071 | Carrickbrennan Road (N) | | N to S | 2005 | 19/01 | 277 | 305 | 10% | 1.6 | 9 | 9 | 2% | 0.1 | 286 | 314 | 10% | 1.6 |
| 5070 | 5081 | Carrickbrennan Road | | S to N | 2005 | 19/01 | 619 | 864 | 40% | 9.0 | 15 | 14 | -8% | 0.3 | 634 | 878 | 38% | 8.9 |
| 5071 | 5061 | | 0 | To B | 2007 | 17/01 | 309 | 180 | -42% | 8.2 | 18 | 3 | -82% | 4.5 | 327 | 183 | -44% | 9.0 |
| 5071 | 5070 | Carrickbrennan Road (N) | | S to N | 2005 | 19/01 | 620 | 839 | 35% | 8.1 | 6 | 13 | 124% | 2.4 | 626 | 852 | 36% | 8.3 |
| 5071 | 5072 | Mountown Upper | | S to E | 2005 | 19/01 | 352 | 192 | -45% | 9.7 | 9 | 7 | -27% | 0.9 | 361 | 199 | -45% | 9.7 |
| 5072 | 5071 | | 0 | Fm D | 2007 | 17/01 | 283 | 351 | 24% | 3.8 | 15 | 1 | -90% | 4.7 | 298 | 353 | 18% | 3.0 |
| 5072 | 5082 | York Road | | S to N | 2005 | 16/11 | 253 | 211 | -17% | 2.8 | 45 | 6 | -87% | 7.7 | 298 | 217 | -27% | 5.0 |
| 5073 | 5084 | Glenageary Road | | S to N | 2005 | 16/11 | 301 | 164 | -46% | 9.0 | 54 | 18 | -67% | 6.1 | 355 | 181 | -49% | 10.6 |
| 5079 | 5082 | Cumberland Street | | W to E | 2005 | 16/11 | 268 | 83 | -69% | 14.0 | 24 | 3 | -89% | 5.8 | 292 | 86 | -71% | 15.0 |
| 5080 | 5081 | Monistown Crescent | | E to W | 2005 | 19/01 | 157 | 299 | 90% | 9.4 | 12 | 13 | 6% | 0.2 | 169 | 312 | 84% | 9.2 |
| 5081 | 5048 | Monkstown Road | | E to N | 2005 | 19/01 | 686 | 699 | 2% | 0.5 | 21 | 17 | -18% | 0.9 | 707 | 716 | 1% | 0.4 |
| 5081 | 5070 | | 0 | To C | 2007 | 17/01 | 267 | 321 | 20% | 3.1 | 24 | 9 | -62% | 3.6 | 291 | 330 | 13% | 2.2 |
| 5081 | 5080 | Monistown Crescent | | W to E | 2005 | 19/01 | 295 | 237 | -20% | 3.6 | 18 | 25 | 41% | 1.6 | 313 | 262 | -16% | 3.0 |
| 5081 | 5093 | To Longford Terrace | | S to N | 2005 | 19/01 | 52 | 455 | 775% | 25.3 | 3 | 44 | 1383% | 8.5 | 55 | 499 | 808% | 26.7 |
| 5082 | 5072 | York Road | | N to S | 2005 | 16/11 | 146 | 180 | 23% | 2.7 | 27 | 33 | 21% | 1.0 | 173 | 213 | 23% | 2.9 |
| 5082 | 5079 | Cumberland Street | | E to W | 2005 | 16/11 | 210 | 190 | -9% | 1.4 | 95 | 8 | -92% | 12.1 | 305 | 198 | -35% | 6.7 |
| 5082 | 5094 | Clarence Street | | S to N | 2005 | 16/11 | 191 | 134 | -30% | 4.5 | 60 | 5 | -92% | 9.6 | 251 | 139 | -44% | 8.0 |
| 5083 | 5082 | Georges Street Lower | | E to W | 2005 | 16/11 | 123 | 113 | -8% | 0.9 | 15 | 7 | -53% | 2.4 | 138 | 120 | -13% | 1.6 |
| 5083 | 5095 | Marine Road | | S to N | 2005 | 16/11 | 195 | 25 | -87% | 16.2 | 51 | 44 | -14% | 1.0 | 246 | 69 | -72% | 14.1 |
| 5083 | 5097 | George Street Upper | | W to E | 2005 | 16/11 | 148 | 167 | 13% | 1.5 | 39 | 44 | 12% | 0.7 | 187 | 211 | 13% | 1.7 |
| 5084 | 5073 | Glenageary Road | | N to S | 2005 | 16/11 | 95 | 40 | -58% | 6.7 | 21 | 31 | 47% | 2.0 | 116 | 71 | -39% | 4.7 |
| 5084 | 5095 | Queens Road | | E to W | 2005 | 16/11 | 520 | 296 | -43% | 11.1 | 54 | 9 | -83% | 7.9 | 574 | 306 | -47% | 12.8 |
| 5084 | 5098 | George's Street Upper | | E to W | 2005 | 16/11 | 282 | 566 | 101% | 13.8 | 137 | 56 | -59% | 8.2 | 419 | 623 | 49% | 8.9 |
| 5084 | 5099 | Summerhill Road | | W to E | 2005 | 16/11 | 96 | 40 | -59% | 6.9 | 18 | 2 | -87% | 4.9 | 114 | 42 | -63% | 8.2 |
| 5094 | 5082 | Clarence Street | | N to S | 2005 | 16/11 | 147 | 97 | -34% | 4.5 | 30 | 30 | 0% | 0.0 | 177 | 127 | -28% | 4.0 |
| 5095 | 5083 | Marine Road | | N to S | 2005 | 16/11 | 193 | 166 | -14% | 2.0 | 162 | 43 | -73% | 11.7 | 355 | 210 | -41% | 8.6 |
| 5095 | 5084 | Queens Road | | W to E | 2005 | 16/11 | 306 | 15 | -95% | 23.0 | 36 | 1 | -99% | 8.3 | 342 | 15 | -96% | 24.5 |

**Additional Count Comparisons not included in the Cordon Analysis**

AM3 - 09:00 - 10:00

| | | | | | | AM3 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | HGV | | | | Car | | | | Total | | | |
| 5095 | 5096 | Crofton Road | E to W | 2005 | 16/11 | 251 | 322 | 28% | 4.2 | 128 | 53 | -58% | 7.8 | 379 | 375 | -1% | 0.2 |
| 5096 | 5095 | Crofton Road | W to E | 2005 | 16/11 | 441 | 181 | -59% | 14.7 | 48 | 44 | -9% | 0.6 | 489 | 225 | -54% | 14.0 |
| 5097 | 5083 | George Street Upper | E to W | 2005 | 16/11 | 383 | 139 | -64% | 15.1 | 51 | 51 | 0% | 0.0 | 434 | 190 | -56% | 13.8 |
| 5098 | 5084 | George's Street Upper | W to E | 2005 | 16/11 | 143 | 65 | -55% | 7.7 | 33 | 33 | 0% | 0.0 | 176 | 97 | -45% | 6.7 |
| 5099 | 5084 | Summerhill Road | E to W | 2005 | 16/11 | 262 | 699 | 167% | 19.9 | 30 | 48 | 60% | 2.9 | 292 | 747 | 156% | 20.0 |
| 5102 | 4061 | 0 | From D | 2007 | 6 March | 458 | 391 | -15% | 3.2 | 63 | 52 | -18% | 1.5 | 521 | 443 | -15% | 3.5 |
| 5109 | 5125 | HAROLDS GRANGE ROAD | 1 N to S | 2005 | 16/11 | 519 | 71 | -86% | 26.1 | 21 | 6 | -70% | 4.0 | 540 | 77 | -86% | 26.4 |
| 5125 | 5109 | B32 | 2 S to N | 2005 | 16/11 | 402 | 152 | -62% | 15.0 | 18 | 18 | -1% | 0.1 | 420 | 170 | -60% | 14.6 |
| 5127 | 5128 | SANDYFORD RD / WYCKHAM WAY | to B | 2005 | 05/04 | 694 | 774 | 12% | 3.0 | 48 | 53 | 10% | 0.7 | 742 | 827 | 11% | 3.0 |
| 5127 | 5134 | SANDYFORD RD / WYCKHAM WAY | to A | 2005 | 05/04 | 239 | 53 | -78% | 15.4 | 18 | 8 | -58% | 2.9 | 257 | 61 | -76% | 15.6 |
| 5127 | 5135 | SANDYFORD ROAD / BALALLY ROAD | Fm A | 2005 | 05/04 | 348 | 303 | -13% | 2.5 | 36 | 42 | 17% | 1.0 | 384 | 346 | -10% | 2.0 |
| 5127 | 5146 | SANDYFORD RD / WYCKHAM WAY | to D | 2005 | 05/04 | 534 | 632 | 18% | 4.1 | 24 | 41 | 71% | 3.0 | 558 | 673 | 21% | 4.6 |
| 5128 | 5127 | SANDYFORD RD / WYCKHAM WAY | fm B | 2005 | 05/04 | 694 | 594 | -14% | 3.9 | 45 | 59 | 31% | 2.0 | 739 | 653 | -12% | 3.3 |
| 5128 | 5148 | DUNDRUM BYPASS / WYCKHAM WAY | to C | 2005 | 05/04 | 515 | 504 | -2% | 0.5 | 84 | 81 | -4% | 0.4 | 599 | 585 | -2% | 0.6 |
| 5128 | 5149 | DUNDRUM BYPASS / WYCKHAM WAY | to D | 2005 | 05/04 | 640 | 446 | -30% | 8.3 | 75 | 30 | -61% | 6.3 | 715 | 476 | -33% | 9.8 |
| 5134 | 5127 | Sandyford Road (N) | N to S | 2006 | 21/03 | 134 | 99 | -26% | 3.2 | 3 | 12 | 284% | 3.2 | 137 | 111 | -19% | 2.4 |
| 5135 | 5127 | SANDYFORD ROAD / BALALLY ROAD | To A | 2005 | 05/04 | 678 | 790 | 17% | 4.1 | 54 | 60 | 11% | 0.8 | 732 | 850 | 16% | 4.2 |
| 5135 | 5142 | SANDYFORD ROAD / BALALLY ROAD | To B | 2005 | 05/04 | 394 | 241 | -39% | 8.6 | 33 | 42 | 27% | 1.4 | 427 | 282 | -34% | 7.7 |
| 5136 | 5142 | SANDYFORD ROAD / BLACKTHORN DRIVE | To A | 2005 | 05/04 | 618 | 363 | -41% | 11.5 | 30 | 60 | 99% | 4.4 | 648 | 423 | -35% | 9.7 |
| 5136 | 5169 | SANDYFORD ROAD / BLACKTHORN DRIVE | To C | 2005 | 05/04 | 472 | 191 | -60% | 15.4 | 84 | 17 | -80% | 9.5 | 556 | 208 | -63% | 17.8 |
| 5142 | 5135 | SANDYFORD ROAD / BALALLY ROAD | Fm B | 2005 | 05/04 | 617 | 524 | -15% | 3.9 | 57 | 60 | 5% | 0.4 | 674 | 584 | -13% | 3.6 |
| 5142 | 5136 | Sandyford Road (N) | N to S | 2006 | 21/03 | 392 | 293 | -25% | 5.3 | 36 | 28 | -23% | 1.5 | 428 | 321 | -25% | 5.5 |
| 5144 | 5165 | MOUNT ANVILLE RD / LOWER KILMACUD RD | Fm B | 2005 | 06/04 | 693 | 658 | -5% | 1.4 | 84 | 31 | -63% | 7.0 | 777 | 688 | -11% | 3.3 |
| 5146 | 5127 | Wyckham Way Extension | E to W | 2006 | 21/03 | 298 | 280 | -6% | 1.0 | 15 | 12 | -21% | 0.8 | 313 | 292 | -7% | 1.2 |
| 5148 | 5128 | DUNDRUM BYPASS / WYCKHAM WAY | fm C | 2005 | 05/04 | 811 | 496 | -39% | 12.3 | 108 | 53 | -51% | 6.2 | 919 | 549 | -40% | 13.7 |
| 5149 | 5128 | DUNDRUM BYPASS / WYCKHAM WAY | fm D | 2005 | 05/04 | 638 | 275 | -57% | 17.0 | 63 | 63 | 0% | 0.0 | 701 | 338 | -52% | 15.9 |
| 5164 | 5165 | MOUNT ANVILLE RD / LOWER KILMACUD RD | Fm A | 2005 | 06/04 | 350 | 321 | -8% | 1.6 | 45 | 53 | 18% | 1.1 | 395 | 374 | -5% | 1.1 |
| 5165 | 5144 | MOUNT ANVILLE RD / LOWER KILMACUD RD | To B | 2005 | 06/04 | 547 | 436 | -20% | 5.0 | 72 | 30 | -58% | 5.8 | 619 | 467 | -25% | 6.5 |
| 5165 | 5164 | MOUNT ANVILLE RD / LOWER KILMACUD RD | To A | 2005 | 06/04 | 403 | 676 | 68% | 11.7 | 24 | 44 | 84% | 3.5 | 427 | 720 | 69% | 12.2 |
| 5165 | 5166 | MOUNT ANVILLE RD / LOWER KILMACUD RD | To C | 2005 | 06/04 | 481 | 283 | -41% | 10.2 | 57 | 49 | -14% | 1.1 | 538 | 331 | -38% | 9.9 |
| 5165 | 5172 | MOUNT ANVILLE RD / LOWER KILMACUD RD | To D | 2005 | 06/04 | 672 | 671 | 0% | 0.0 | 69 | 27 | -61% | 6.1 | 741 | 698 | -6% | 1.6 |
| 5166 | 5165 | MOUNT ANVILLE RD / LOWER KILMACUD RD | Fm C | 2005 | 06/04 | 697 | 893 | 28% | 6.9 | 51 | 47 | -7% | 0.5 | 748 | 940 | 26% | 6.6 |
| 5166 | 5176 | EDEN PARK RD / LOWER KILMACUD RD | To D | 2005 | 06/04 | 576 | 265 | -54% | 15.2 | 54 | 15 | -72% | 6.7 | 630 | 280 | -56% | 16.4 |
| 5168 | 9571 | DRUMMARTIN ROAD | 1 N to S | 2005 | 16/11 | 977 | 646 | -34% | 11.6 | 165 | 424 | 157% | 15.1 | 1142 | 1070 | -6% | 2.2 |
| 5169 | 5136 | Blackthorn Drive | E to W | 2006 | 21/03 | 372 | 53 | -86% | 21.9 | 42 | 36 | -15% | 1.0 | 414 | 89 | -79% | 20.5 |
| 5172 | 5165 | MOUNT ANVILLE RD / LOWER KILMACUD RD | Fm D | 2005 | 06/04 | 363 | 302 | -17% | 3.3 | 42 | 21 | -51% | 3.8 | 405 | 323 | -20% | 4.3 |
| 5176 | 5166 | EDEN PARK RD / LOWER KILMACUD RD | Fm D | 2005 | 06/04 | 508 | 130 | -74% | 21.2 | 51 | 7 | -87% | 8.3 | 559 | 137 | -76% | 22.6 |
| 5179 | 5180 | THE HILL / LOWER KILMACUD RD / DUBLIN RD | Fm B | 2005 | 06/04 | 511 | 158 | -69% | 19.3 | 69 | 49 | -29% | 2.6 | 580 | 207 | -64% | 18.8 |
| 5180 | 5019 | THE HILL / LOWER KILMACUD RD / DUBLIN RD | To D | 2005 | 06/04 | 438 | 582 | 33% | 6.4 | 48 | 55 | 16% | 1.0 | 486 | 637 | 31% | 6.4 |
| 5180 | 5179 | THE HILL / LOWER KILMACUD RD / DUBLIN RD | To B | 2005 | 06/04 | 595 | 151 | -75% | 23.0 | 57 | 3 | -95% | 9.9 | 652 | 154 | -76% | 24.8 |
| 9568 | 9577 | B37 | 2 S to N | 2005 | 16/11 | 735 | 671 | -9% | 2.4 | 162 | 110 | -32% | 4.5 | 897 | 781 | -13% | 4.0 |
| 9571 | 5168 | B36 | 2 S to N | 2005 | 16/11 | 290 | 559 | 93% | 13.1 | 81 | 39 | -52% | 5.5 | 371 | 598 | 61% | 10.3 |
| 9577 | 9568 | LEOPARDSTOWN ROAD | 1 N to S | 2005 | 16/11 | 2012 | 490 | -76% | 43.0 | 210 | 210 | 0% | 0.0 | 2222 | 700 | -68% | 39.8 |

# APPENDIX F

## NOTES ON LUAS CALIBRATION JUNE 2009

steer davies gleave

file note

| | | | |
|---|---|---|---|
| Date | 4th June 2009 | | |
| From | Serbjeet Kohli | | |
| Project | DTO AM Peak Model Calibration | Project No. | 22044501 |

**Subject** **Response to DTO DSEG comments on assignment model calibration results**

## Introduction

This note addresses the queries raised in the 21st May, 2009 DSEG meeting regarding the AM peak model calibration results. These were specifically related to:

- Luas Red line outbound direction patronage being under predicted by the model, and
- the inability of the PT assignment model to reflect impacts of integrated ticketing appropriately.

The table below shows overall observed and modelled boarding's by line during the AM period (07:00-10:00).

**Table 1: Luas Line Level Calibration**

| Luas Line | Boarding & Alighting Passengers | | |
|---|---|---|---|
| | Observed | Modelled | % Diff |
| Green Inbound | 7,290 | 8,163 | 12% |
| Green Outbound | 4,604 | 4,187 | -9% |
| Red Inbound | 7,098 | 8,072 | 14% |
| Red Outbound | 5,175 | 3,644 | -30% |
| **Total** | **24,167** | **24,066** | **0%** |

Three key reasons are considered to be the cause of model discrepancies, especially on Luas Red in the outbound direction:

- Inconsistencies between model inputs at different stages in the modelling process;
- Underestimation of non-work and non-education trip purposes in the demand matrices; and
- Inability of the PT assignment model to represent integrated ticketing resulting in Luas demand for intra city centre movements being allocated to walk only movement by the model.

Overleaf we explain the cause of these issues and provide recommendations on how they might be addressed in the future.

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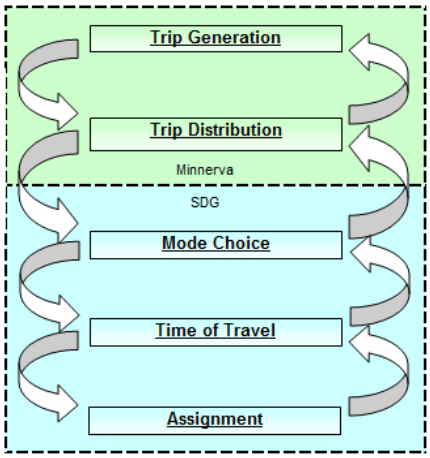
**Inconsistencies between inputs at different stages**

Prior to discussing the details of the issues listed above it is important to recall that the assignment model calibration process is a downstream process in the overall AM peak model update exercise. In other words its is lower down the process and uses inputs from the trip attraction/generation (TAGM) and trip distribution (TDM) stages as shown in the figure below.

**Figure 1: DTO AM peak Model Calibration Process**




Thus the matrices used in the assignment stages are almost 'pre-decided' at the TAGM/TDM stages and then factored into modes (PT or highway) and time periods (by arrival hour) using existing factors. In order to improve the calibration of the assignment models there input matrices have been factored at a global level to obtain good matches against total counts. This process has been fully documented in our "HW and PT Assignment Model Report" dated May 2009.

In many modelling exercises where there are inconsistencies between observed information being used at different levels of model calibration. The model accuracy at one of the stages often suffers at the cost of another. In the case of DTO AM peak model, predictions for Luas have been shown to have a relatively poor fit with observed data, especially for Luas Red in the outbound direction. As the PT matrices are pre-defined at the TAGM/TDM stages and then adjusted using aggregate level PT counts the inconsistency is seen to arise in part from the difference between the factors used in the TAGM/TDM stages, and Luas specific observed travel patterns.

In general terms it is difficult to avoid all such inconsistencies as different model stages use different inputs for calibration. However it is advisable that whenever such inconsistencies are identified they are highlighted and reported and mitigation measures investigated to align different parts of the model. For example in case of the DTO AM period model the highway calibration analysis showed that there was a shortfall in outbound movements from the city centre to rest of the Dublin area and from inside M50 to outside M50 area. However this issue was not identified in the TAGM/TDM stage. A resolution of this issue at the TAGM/TDM stage could have limited the requirement of matrix estimation carried out at the assignment stage.

**Luas Red Line Outbound Demand Analysis – Under-reporting of non work and non education trips**

To understand the under prediction on Luas Red line in the outbound direction the line flow patterns for each of the three individual modelled hour in the AM period have been analysed. Table 2 below shows the comparison of total modelled and observed boarding for each individual AM peak hours for both of the Luas lines.

**Table 2: Luas AM Period Boarding Calibration**

| LUAS | 07:00-08:00 | | | 08:00-09:00 | | | 09:00-10:00 | | |
|---|---|---|---|---|---|---|---|---|---|
| | Observed | Modelled | % Diff | Observed | Modelled | % Diff | Observed | Modelled | % Diff |
| Green IN | 932 | 1,771 | 90% | 3,768 | 4,614 | 22% | 2,084 | 1,778 | -15% |
| Green Out | 1,050 | 1,065 | 1% | 2,516 | 2,229 | -11% | 929 | 894 | -4% |
| **Green Total** | **1,982** | **2,836** | **43%** | **6,284** | **6,843** | **9%** | **3,013** | **2,672** | **-11%** |
| Red In | 1,451 | 1,685 | 16% | 3,337 | 4,180 | 25% | 2,000 | 2,207 | 10% |
| Red Out | 1,170 | 893 | -24% | 2,206 | 2,050 | -7% | 1,527 | 701 | -54% |
| **Red Total** | **2,621** | **2,578** | **-2%** | **5,543** | **6,230** | **12%** | **3,527** | **2,907** | **-18%** |
| **LUAS Total** | **6,585** | **8,249** | **25%** | **11,827** | **13,073** | **11%** | **9,553** | **8,251** | **-14%** |

It can be seen from the table above that it is modelled flows on Luas Red line in outbound direction which show most under prediction across the three modelled AM peak hours. Further detailed analysis has been carried out to understand the reason causing this under prediction.

Figure 2, Figure 3 and Figure 4 below show the line flow and boarding/alighting by station for both modelled and observed volumes on Luas Red line in outbound direction. Obvious inconsistencies between modelled and observed data have been highlighted.

**Figure 2: Luas Red line Outbound Direction AM period 07:00-08:00**

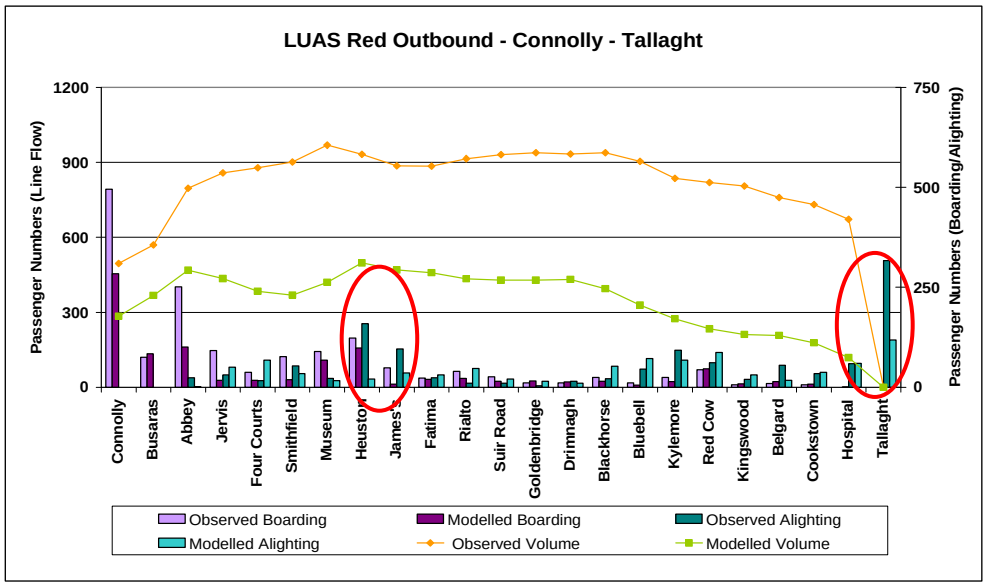


**Figure 3: Luas Red line Outbound Direction AM period 08:00-09:00**

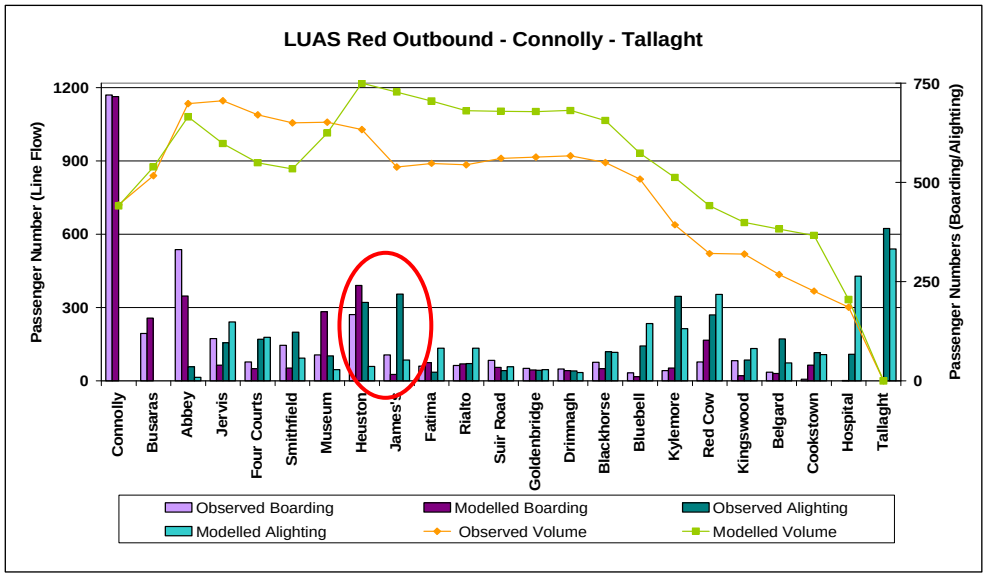
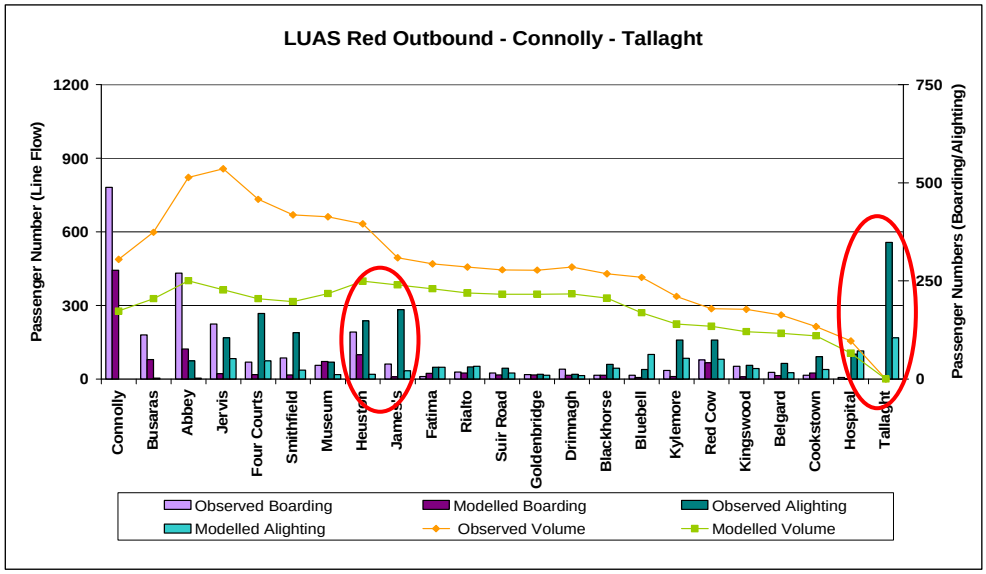



**Figure 4: Luas Red line Outbound Direction AM period 09:00-10:00**




The modelled line flows on Luas Red line in the outbound direction for the pre-peak (07:00-08:00) and post-peak (09:00-10:00) show a poorer fit as compared to the peak hour (08:00-09:00) itself. In both these periods there is a modelled shortfall in demand all across the line. Further detailed examination indicates that the majority of the modelled vs. observed error in each period arises from a lack of passengers alighting in the model at three stations in particular: Heuston, James's and Tallaght.

Note that in the model, Tallaght centre and Hospital stops are located very close to each other in adjacent zones and effectively serve common destinations in particular the Tallaght Hospital.

Corresponding to the shortfall of modelled passengers alighting at these three stations is a shortfall of modelled passengers boarding at Conolly and Abbey stations. The observed information shows a significant number of passengers alighting at Heuston and James's station who are boarding Luas Red line from city centre locations such as Conolly and Abbey stations. We believe that part of the reason for this under prediction is that intra city centre trips are being assigned to walk only paths instead of Luas Red line in the model. The reason for this is discussed in the next section.

The other reason for the shortfall is linked to the demand data used in the model. To understand the nature of demand patterns in the catchments area of Luas Red line the demand matrices were analysed at a time period and trip purpose levels for all zones in the area of Heuston/James's and Tallaght/Hospital. The tables below show the breakdown of demand for zones corresponding to these destinations by journey purpose and arrival hour.

**Table 3: Total Destinations for Zones[1] around Tallaght & Hospital Stations**

| DESTINATION Zones around - Tallaght + Hospital | | | | | |
|---|---|---|---|---|---|
| **Trip Purpose** | **PT** | | | TOTAL | % of total |
| | 07:00-08:00 | 08:00-09:00 | 09:00-10:00 | | |
| H2W | 354 | 499 | 172 | **1025** | 79% |
| W2H | 9 | 11 | 5 | **24** | 2% |
| H2E | 2 | 10 | 3 | **15** | 1% |
| E2H | 0 | 0 | 0 | **0** | 0% |
| H2S | 13 | 27 | 52 | **92** | 7% |
| S2H | 2 | 3 | 2 | **7** | 1% |
| H2O | 9 | 11 | 8 | **28** | 2% |
| O2H | 3 | 4 | 2 | **8** | 1% |
| H2B | 15 | 20 | 6 | **41** | 3% |
| B2H | 1 | 0 | 1 | **2** | 0% |
| NHBB | 4 | 4 | 2 | **10** | 1% |
| NHBO | 8 | 27 | 11 | **47** | 4% |
| TOTAL | **419** | **616** | **264** | **1300** | |

| | | | | |
|---|---|---|---|---|
| **Total Other Purpose (H2O, O2H, NHBO) Trips** | 20 | 43 | 21 | 83 |
| **Other Purpose Trips (H2O, O2H, NHBO) as % of all Trips** | **5%** | **7%** | **8%** | **6%** |

[1] For Tallaght/Hospital stations zones covering Tallaght Centre, Tallaght Hospital and Virginia Heights were selected. Zones covering St. James's Hospital, St. Patrick's Hospital and St. James's Gate Brewery were chosen for Heuston/James's stations.

**Table 4: Total Destinations for Zones around Heuston & James's Stations**

| DESTINATION Zones around - Heuston + James's | | | | | |
|---|---|---|---|---|---|
| Trip Purpose | PT | | | TOTAL | % of total |
| | 07:00-08:00 | 08:00-09:00 | 09:00-10:00 | | |
| H2W | 365 | 511 | 192 | **1068** | 87% |
| W2H | 3 | 4 | 2 | **8** | 1% |
| H2E | 0 | 0 | 0 | **0** | 0% |
| E2H | 0 | 0 | 0 | **0** | 0% |
| H2S | 1 | 2 | 3 | **5** | 0% |
| S2H | 1 | 1 | 1 | **3** | 0% |
| H2O | 14 | 20 | 23 | **57** | 5% |
| O2H | 0 | 1 | 1 | **2** | 0% |
| H2B | 11 | 14 | 5 | **29** | 2% |
| B2H | 0 | 0 | 1 | **1** | 0% |
| NHBB | 1 | 1 | 0 | **3** | 0% |
| NHBO | 6 | 25 | 17 | **48** | 4% |
| TOTAL | **401** | **577** | **245** | **1223** | |

| | | | | |
|---|---|---|---|---|
| **Total Other Purpose (H2O, O2H, NHBO) Trips** | 21 | 46 | 41 | 108 |
| **Other Purpose Trips (H2O, O2H, NHBO) as % of all Trips** | **5%** | **8%** | **17%** | **9%** |

It can be seen from the tables that a vast majority of trips with these areas as a destination are work trips. Despite the presence of significant 'non-work' trip attractors such as the Tallaght Hospital and St. James's Hospital, the total number of other purpose trips (H2O, O2H and NHBO) is very small. Note that even as a proportion of all trips the other purpose share is lower than the share of other purpose trips in the overall AM period (07:00-10:00) matrix which is 10%. Due to the location of such large hospitals these destinations should attract large numbers of other purpose trips, such as out patient visits and other medical appointments. Therefore we would expect that the proportion of other trip purposes would be higher than the average for zones in this area. However the demand matrices developed for DTO AM period model show an underestimation of other purpose trips for such destinations.

The lack of other purpose trips in the TAGM/TDM demand matrices is therefore believed to be one of the primary reasons for under prediction on Luas Red line in the outbound direction as it serves a number of key destinations that attract other purpose trips.

It is likely that a similar under prediction of other purpose trips is affecting bus demand on certain corridors however since no outbound count information is available at the canal cordon level it is not possible to validate the model results.

To address this issue, other trip purposes in the TAGM models (H2O, O2H, NBHO) will require further refinements using any observed information that is available from such key destinations e.g. hospitals. This observed information could be total in and out counts of people accessing these destinations by different modes. This refinement process should ensure that the total attractions to different zones reflect the unique nature of such destinations.

**Modelling of Integrated Ticketing**

As mentioned earlier, part of the reason for Luas Red line outbound direction under prediction is considered to be the lack of representation in the model of integrated ticketing between rail, Luas and bus modes. The figure overleaf shows the Luas Red line outbound direction modelled and observed flow comparisons aggregated across all three model periods.

The majority of the Luas Red line outbound under prediction occurs for intra-city centre movements i.e. between Conolly and Heuston with the modelled number of alighting passengers at Heuston and James's stations being about 80% lower than that of the observed alighting. In fact the under prediction of passengers alighting across all stations within the Dublin city centre canal cordon on outbound Luas Red accounts for 73% of the total under prediction across the whole of Luas Red in the outbound direction during the AM period. The table overleaf illustrates this in more detail.

**Figure 5: Luas Red line Outbound Direction AM period 07:00-10:00**

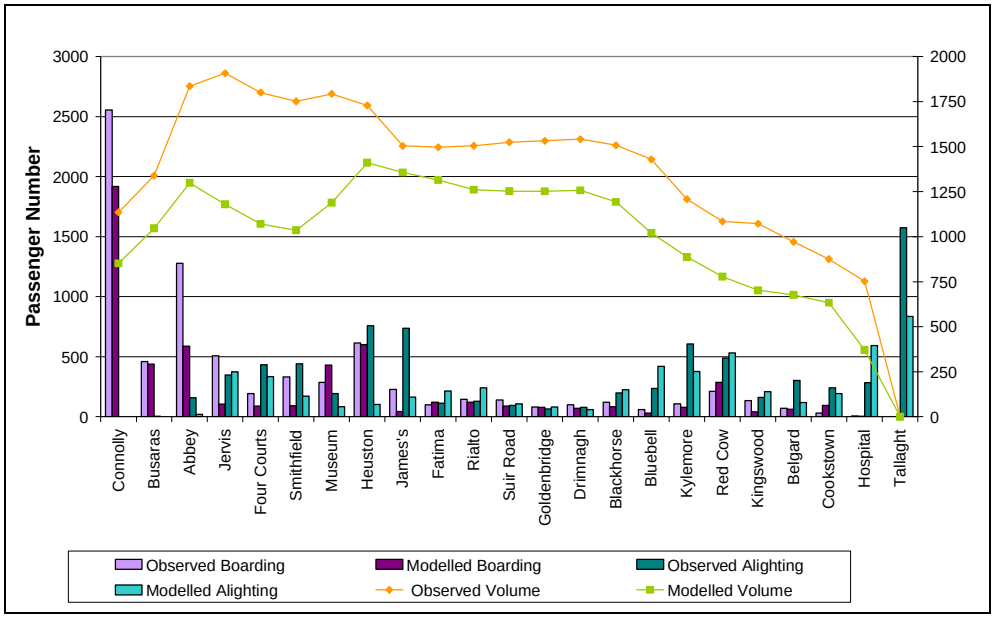


**Table 5: Luas Red Outbound Direction Modelled and Observed Alighting**

| Location | Sation Name | Observed Alighting | Modelled Alighting |
|---|---|---|---|
| Cordon | Connolly | 0 | 0 |
| Cordon | Busaras | 2 | 0 |
| Cordon | Abbey | 106 | 13 |
| Cordon | Jervis | 232 | 250 |
| Cordon | Four Courts | 289 | 224 |
| Cordon | Smithfield | 294 | 115 |
| Cordon | Museum | 128 | 56 |
| Cordon | Heuston | 505 | 69 |
| Cordon | James's | 492 | 110 |
| Cordon | Fatima | 76 | 143 |
| Cordon | Rialto | 85 | 162 |
| Cordon Crossing | Suir Road | 63 | 72 |
| Outer | Goldenbridge | 43 | 54 |
| Outer | Drimnagh | 52 | 40 |
| Outer | Blackhorse | 132 | 151 |
| Outer | Bluebell | 157 | 279 |
| Outer | Kylemore | 405 | 252 |
| Outer | Red Cow | 326 | 355 |
| Outer | Kingswood | 108 | 140 |
| Outer | Belgard | 201 | 79 |
| Outer | Cookstown | 162 | 128 |
| Outer | Hospital | 189 | 395 |
| Outer | Tallaght | 1049 | 556 |
| | **Total** | **5,096** | **3,644** |
| **Difference across the entire line (A)** | | | **1,452** |
| **Difference at Canal Cordon Stations (B)** | | | **1,067** |
| **B as % of A** | | | **73%** |

In reality rail ticket holders are given a rebate (~50%) when purchasing Luas tickets. However in the current version of the PT assignment model such a mechanism does not exist. In other words the model applies a full Luas fare to passengers transferring from heavy rail to Luas. The result of this is that for city centre destinations, the overall generalised cost of a heavy rail + Luas trip is artificially higher than a heavy rail + walk trip. Hence the model allocates transferring trips from rail to walk and Luas is under predicted. Table 6 below illustrates this in more detail taking Connolly to Heuston as an example.

**Table 6: Generalised Cost Comparison for a Rail Trip from Connolly to Heuston**

| Connolly to Heuston | By Luas | | By Foot | |
|---|---|---|---|---|
| | Un-weighted | Weighted | Un-weighted | Weighted |
| Transfer Penalty (Rail to Luas) | 8 minutes | 8 minutes | | |
| Boarding Penalty | 30 seconds | 30 seconds | | |
| Waiting Time | 3 minutes | 4.5 minutes | | |
| In-vehicle Time | 14 minutes | 14 minutes | | |
| Walking Time | | | 40 minutes | 60 minutes |
| Fare | € 1.60 | | | |
| VOT | 8.10 euro/hour | | | |
| **Overall Generalised Cost (Euros)** | | **€ 9.23** | | **€ 8.10** |

A similar under prediction in the intra-city centre movements is not apparent in the inbound direction on Luas Red. This is because there aren't any additional boarding or waiting penalties as in the outbound direction as inbound passengers have already boarded Luas from a station close to their origin location, outside the city centre. Also the incremental fare of travelling further from Heuston to Connolly is very small hence the option of continuing to travel on Luas in the inbound direction is more attractive than alighting from Luas and walking to the final destination in generalised cost terms.

Although this explains the base year calibration results the issue of modelling integrated ticketing accurately still remains. This issue can be addressed by restructuring the PT assignment model within TRIPS.

The TRIPS software is not well suited to the modelling of integrated fares. This is partly because it is 30 years old so developed at a time when fares integration was less prevalent than it is now. There is a possible short term solution that will not produce perfect results, but will offer a significant improvement over the current set up. We have applied this in a previous project in Manchester for GMPTE when faced with the same problem. It involves some initial restructuring of the fares representation with appropriate model runs to ensure no errors are introduced.

The solution involves switching on the "REDF" function in TRIPS which enables one to specify a discount to be applied to the combined fares of a two leg trip. For example, if there is a two-leg bus-LUAS trip where the bus leg costs £1 and the LUAS leg costs £1.50 then the model at present would assume the full trip is £2.50. However, if the REDF is defined for bus-LUAS trips as 50p then the two-leg fare would only cost £2 while the fares for single leg trips would be unaffected.

However there is a problem which is the reason why more work is involved in this restructure of the model than might be expected. The REDF function can only be applied to fares which were defined using the FBOARD function (i.e. fixed fares per board regardless of trip length), not to distance based fares tables. So it would be necessary to introduce an FBOARD element into the fares modelling to enable the REDF function to be used.

Hence the work required to model integrated ticketing in the current DTO model involves amending the model so that fares are based on FBOARD as well as distance fare tables, where both fare elements are added together. If implemented correctly, the results will be identical as the FBOARD element is constant. For example, if an FBOARD boarding fare is defined for bus at 50p, then the existing distance-based bus fare table needs to be lowered by 50p for all trip distances to compensate.

It is recommend that the introduction of the FBOARD element is carried out and the model rerun to ensure the results are identical **BEFORE** any REDF discounts are introduced.

# APPENDIX G

## UPDATES TO LUAS CALIBRATION JULY 2009

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file note

| | | | |
|---|---|---|---|
| Date | 16 July 2009 | | |
| From | Ambarene Saddique | | |
| Project | DTO AM Peak Model Calibration | Project No. | 22044501 |

**Subject** **Updated Matrices**


**Summary**

This note gives detailed results of a test that has been carried out using the AM Peak model. The test involved a demand matrix which contained additional hospital trips to James and Tallaght, the two hospital zones served directly by LUAS red. Our calibration work, undertaken between September 2008 and May 2009 showed an under prediction of outbound trips on LUAS Red during AM Period 07:00-10:00. This is illustrated in our calibration work together with the technical note issued on 4th June 2009.

The discrepancy in the model is mainly due to an underestimation of non-work and non-education trip purposes in the demand matrices. The hospitals located in the James and Tallaght zones are major attractor of morning peak trips, and these trips were not accounted for in the TAGM matrices.

Further the inability of the PT assignment model to reflect the impact of integrated ticketing in the city centre has been a second source of error in the Luas calibration. This issue was discussed in detail in our technical note issued in June.

To address the issue related to underestimation of non-work and non-education trip purposes in the demand matrices, DTO reviewed household survey data and provided information about the number of trips which were expected to be attracted to such hospitals in James and Tallaght in the AM peak.

Table 1 below shows the results of our assignment and compares observed and modelled boarding's by line during the AM period (07:00-10:00). There has been a significant improvement to the Luas calibration, particularly in the outbound direction on the red line.


**TABLE 1 LUAS LINE LEVEL CALIBRATION**

| Luas Line | Boarding & Alighting Passengers | | |
|---|---|---|---|
| | Observed | Modelled | % Diff |
| Green Inbound | 7,290 | 8,253 | 13% |
| Green Outbound | 4,604 | 4,188 | -9% |
| Red Inbound | 7,098 | 8,131 | 15% |
| Red Outbound | 5,175 | 4,373 | -16% |
| **Total** | **24,167** | **24,944** | **3%** |

In the remainder of this note, we explain how the new trip distributions to James and Tallaght zones has been applied to the model and report the results of our tests.


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**Hospital Trips Distribution to James and Tallaght**

The data provided by DTO comprised likely AM peak distribution of hospital trips to two hospital zones i.e. James and Tallaght. These two zones are directly served by the Luas Red line. The trip distribution gave a total number of trips for all modes from each zone to James and Tallaght, individually for the hours: 07:00-08:00, 08:00-09:00 and 09:00-10:00.

For each modelled hour, mode splits were prepared for the James and Tallaght zones separately, using the original base year calibrated matrices. The PT trips could then be identified and added to the AM Peak base matrices. This resulted in a revised PT matrix which included the hospital trips.

The new total for public transport matrices assigned to the model is shown in Table 2 below. We show the additional trips for each hospital separately together with the airport trips that had previously been added.

**TABLE 2 PUBLIC TRANSPORT MATRIX TOTAL**

| | 7 to 8 | 8 to 9 | 9 to 10 | 7 to 10 |
|---|---|---|---|---|
| **Base Year Calibrated Matrices** | 47,331 | 98,192 | 42,168 | 187,690 |
| **Airport Matrices** | 719 | 835 | 1,279 | 2,833 |
| **Hospital Trips from James** | 64 | 412 | 460 | 936 |
| **Hospital Trips from Tallaght** | 61 | 372 | 336 | 768 |
| **Total** | **48,174** | **99,811** | **44,242** | **192,227** |

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**Updated Luas Calibration Results**

The result the new assignment using these revised matrices shows an overall increase in Luas line flow as shown in Table 3. There has been little impact on Luas Green, but a significant change on Luas Red.

Outbound flows on Luas Red have been particularly improved since this line serves both hospitals in James and Tallaght. This confirms that one of the reasons behind the original under prediction of Luas Red in our calibration work was a direct result of Non-work and Non-education trips being omitted from the original matrices.

**TABLE 3 LUAS UPDATED MATRICES - AM PERIOD BOARDING CALIBRATION**

| LUAS | 07:00-08:00 | | | 08:00-09:00 | | | 09:00-10:00 | | |
|---|---|---|---|---|---|---|---|---|---|
| | Observed | Modelled | % Diff | Observed | Modelled | % Diff | Observed | Modelled | % Diff |
| Green IN | 1,522 | 1,775 | 17% | 3,684 | 4,657 | 26% | 2,084 | 1,821 | -13% |
| Green Out | 1,449 | 1,065 | -27% | 2,226 | 2,229 | 0% | 929 | 894 | -4% |
| **Green Total** | **2,971** | **2,839** | **-4%** | **5,910** | **6,886** | **17%** | **3,013** | **2,715** | **-10%** |
| Red In | 1,713 | 1,689 | -1% | 3,385 | 4,204 | 24% | 2,000 | 2,239 | 12% |
| Red Out | 1,525 | 944 | -38% | 2,123 | 2,340 | 10% | 1,527 | 1,089 | -29% |
| **Red Total** | **3,238** | **2,633** | **-19%** | **5,508** | **6,544** | **19%** | **3,527** | **3,327** | **-6%** |
| **LUAS Total** | **6,209** | **5,472** | **-12%** | **11,418** | **13,430** | **18%** | **6,540** | **6,042** | **-8%** |

As in our original work, we have undertaken crowding analysis on Luas Red in the outbound direction for all three time periods. Previous analysis showed that the base year calibrated model was under predicting passengers boarding at Connolly and Abbey stations. It should also be noted that in the model Tallaght and Hospital stops are in adjacent zones, located very close to each other. Due to this, these two stops in fact serve common destinations, in particular the Tallaght Hospital.

Figure1, Figure2 and Figure3 show the 07:00-08:00, 08:00-09:00 and 09:00-10:00 line flow and boarding/alighting by station for both modelled and observed volumes on Luas Red in the outbound direction for our latest assignment.



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**Figure 1: Updated Matrices - LUAS Red line Outbound Direction AM period 07:00-08:00**

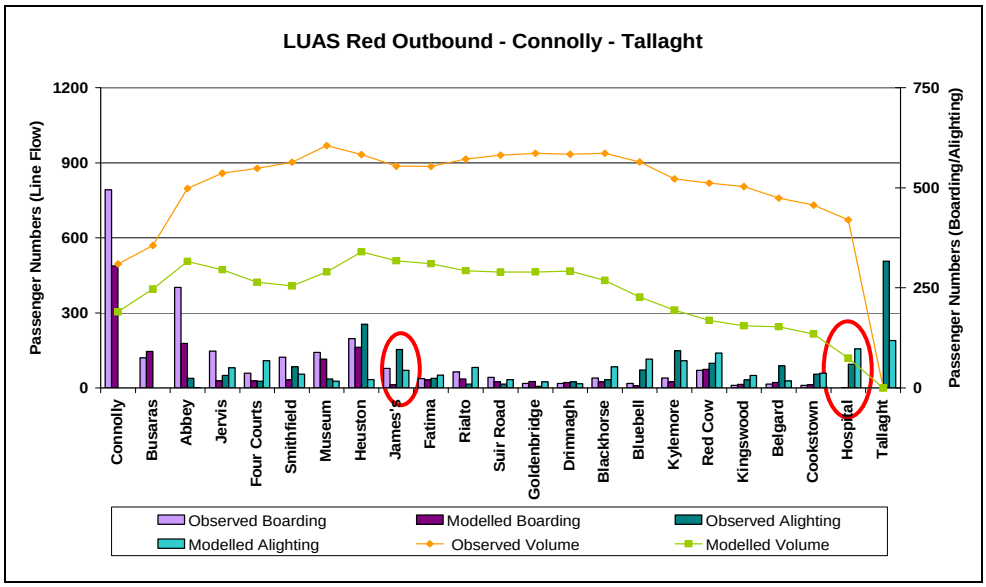


**Figure 2: Updated Matrices - LUAS Red line Outbound Direction AM period 08:00-09:00**

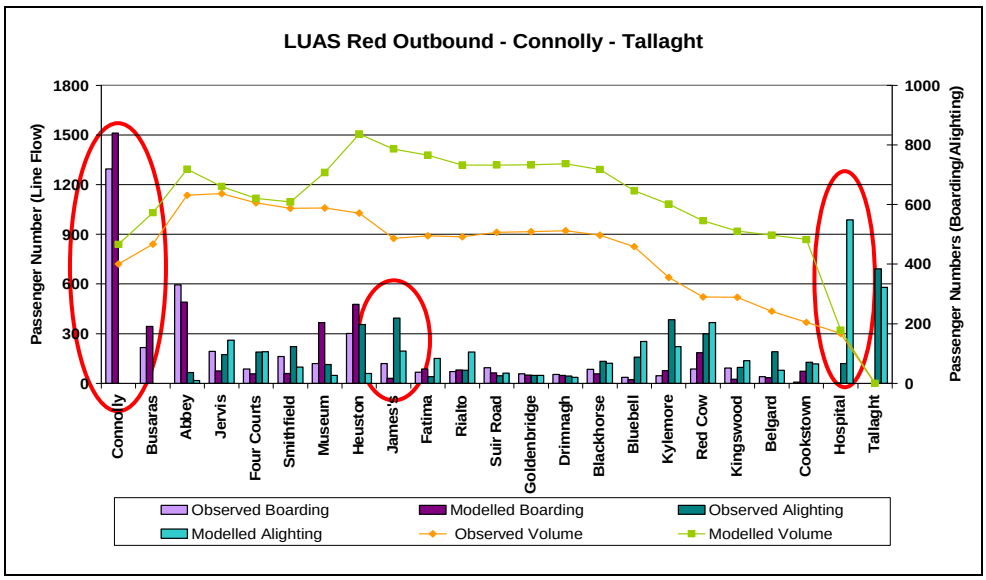


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**Figure 3: Updated Matrices - LUAS Red line Outbound Direction AM period 09:00-10:00**

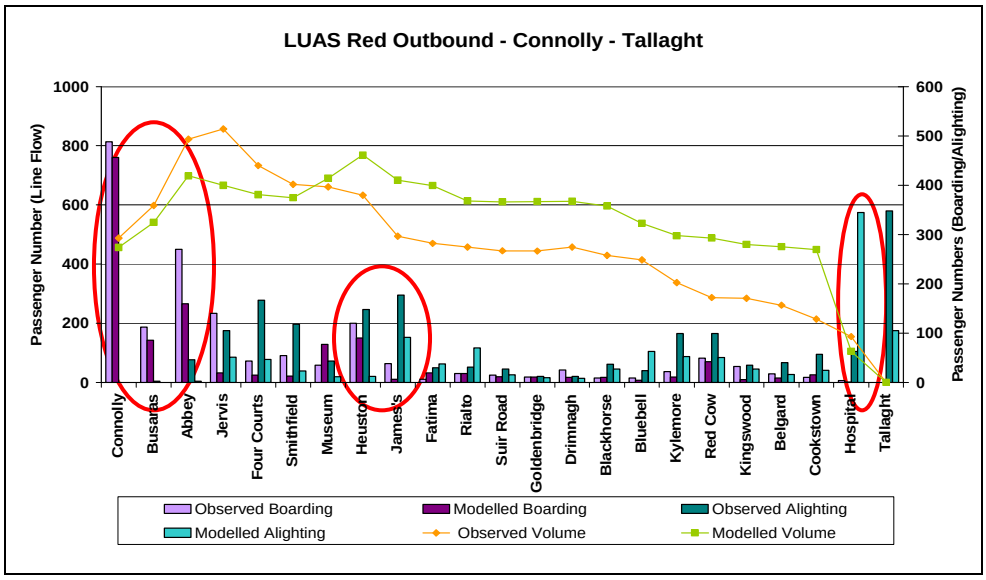


Figure1 shows a very small change in flow for 07:00-08:00, as the number of additional trips included in this period is relatively low. However, there is a slight increase in the number of trips ending in the James and Hospital stations as highlighted in Figure 1.

Figure 2 shows a significant increase in the modelled flow due to an increase in boardings. Also highlighted are the additional alighters at James's and Hospital stations resulting in an improved model fit.

As shown in Table 2, the time period 09:00-10:00 has the largest number of additional hospital trips. This is further illustrated in Figure 3 which shows again an increase in passenger alighting at James's and Hospital stations.

Finally in Figure 4 we display the overall 07:00-10:00 line flow and boarding/alighting profiles for Luas Red. The results show an improved fit compared to that achieved in the base year calibration results (shown in our previous technical note). There is a significant increase in passenger alightings at James's and Hospital stations resulting in an improved level of calibration.



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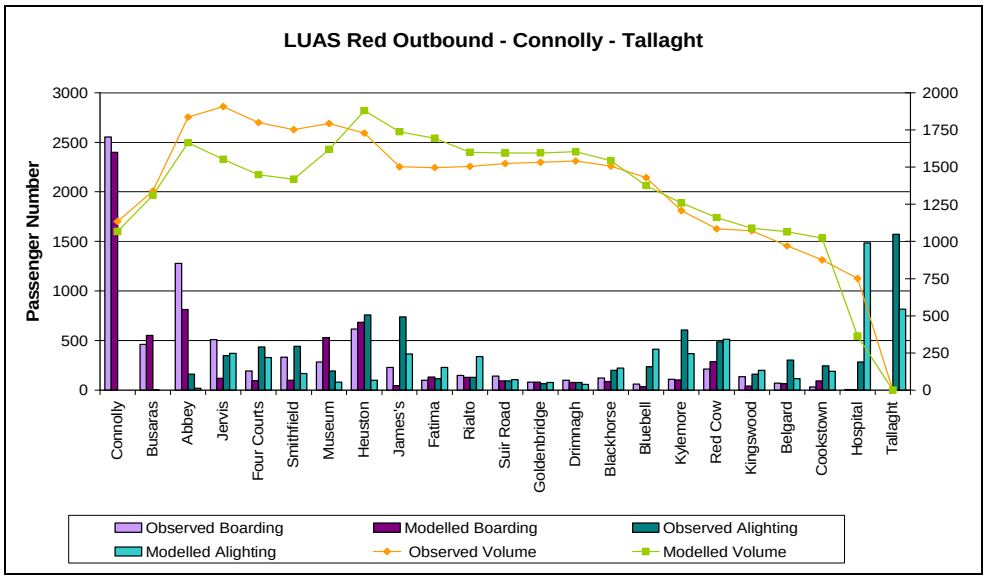
**Figure 4: Updated Matrices - LUAS Red line Outbound Direction AM period 07:00-10:00**




There are still some discrepancies in the model, as some shortfall still exists at Heuston which shows lower number of alighting passengers. As suggested from analysis of the base year model, this shortfall is due to discounted ticketing issues which have been discussed with DTO previously.

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## CONTROL SHEET

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| Project/Proposal Name: | DTO MODEL CALIBRATION |
| Document Title: | Highway and PT Assignment Model Calibration and Validation Report |
| Client Contract/Project Number: | |
| SDG Project/Proposal Number: | 22044501 |

## ISSUE HISTORY

| Issue No. | Date | Details |
|---|---|---|
| 1 | 15th May 2009 | Draft Report |
| 2 | 19th May 2009 | Draft Report v2 |
| 3 | 1st July 2009 | Final Report v1 |
| 4 | 17th July 2009 | Final Report v2 |

## REVIEW

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