



Public Transport Capacity Analysis

Proposed Residential Development at Beaumont Road / Beaumont Grove /
Grace Park Court / Ellenfield Road, Beaumont, Dublin 9

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Comments

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1. Introduction

1.1 Introduction

This Public Transport Capacity Analysis has been prepared by Waterman Moylan on behalf Urban Life (BMD) Ltd, as part of the planning application for a large-scale residential development on a site comprises of 100 no. units located at Beaumont Road / Beaumont Grove / Grace Park Court / Ellenfield Road, Beaumont, Dublin 9.

The proposed Large Scale Residential Development (LRD) will comprise 100 no. apartments/duplexes (17 no. studios, 45 no. 1-beds, 27 no. 2-beds and 11 no. 3 beds) within 4 no. blocks ranging in height from 3 to 6 storeys. All residential units will be provided with associated private balconies/terraces to the north/ south/ east/ west elevations. Provision of internal amenity space and lobby/reception area at ground floor of the apartment block. Vehicular/pedestrian/cyclist access from Grace Park Court and pedestrian/cyclist and emergency access via Ellenfield Road. All associated site development works including import, export and reuse of material to achieve appropriate site levels, infrastructure and enabling works including water services provision and upgrades, public utilities, open spaces (including play areas), surface car parking, set down areas, cycle parking areas/buildings, landscaping and boundary treatment works, plant areas (at ground and roof level), green roofs, roof mounted photovoltaic (PV) panels, ESB substation, and waste storage.

The Schedule of Accommodation is shown in the table below.

Description	Studio	1-bed	2-bed	3-bed	Total
Apartments/Duplexes	17	45	27	11	100

Table 1 | *Schedule of Accommodation*

1.2 Location

The subject site is located at Beaumont Road, Beaumont, Dublin 9 as shown in **Figure 1** below. The subject site is approximately 0.58 hectares. The subject site is bounded by the Beaumont Grove Road to the northeast, by the Grace Park Court and Beaumont Road to the southeast and by Grace Park Court to the southwest and existing neighbouring houses to the north and west.



Figure 1 | Site Location Map

2. Bus Services

The nearest bus stops to the site are located on Beaumont Road. The closest stop is immediately adjacent to the subject development, with additional stops approximately 150 m (2-minute walk) from the site. These stops are served by bus routes 14 and 16.

Dublin Bus Route 14 links Beaumont with the LUAS Green Line Stop at Dundrum via Connolly Station, the City Centre and Rathmines. Services run at a frequency of 15-minute intervals up to 09:00, 12-minute intervals up to 15:30, 10 – 12 minutes intervals up to 19:30 and 15-minute intervals up to 23:30. On average, there are 5 services per hour in both directions.

Dublin Bus Route 16 links Dublin Airport with Ballinteer serving O'Connell Street, Harold's Cross and Terenure. Services run at a frequency of 10-minute intervals up to 09:30, 12-minute intervals up to 19:06 and 15 minutes intervals up to 23:30. On average, there are 5 services per hour in both directions.

There are also several bus routes which serve the site in the road network surrounding. Along Collins Avenue approximately 750m (10-minute walk), the subject development is served by bus route N4.

Dublin Bus Route N4 was introduced by Bus Connects at the end of May 2022. Services generally operate at 10-minute intervals between 05:30 and 22:50 with 6 buses per hour in each direction.

The subject site is located approximately 550m (8-minute walk), from the N1/Swords Road, which is a Quality Bus Corridor (QBC), that is served by additional bus routes. There are optional walking routes to the bus stops on the N1/Swords Road as shown in **Figure 2** below. **Table 2** below shows the frequency of the bus routes serving Swords Road.

Route No	Operator	Origin	Destination	Frequency
1	Dublin Bus	Santry	City Centre	10 -12 minutes
16D	Dublin Bus	Dublin Airport	Ballinteer	6 per day at intervals of 20 minutes between 7.10 and 8.50
33	Dublin Bus	Balbriggan	City Centre	8 per day
41	Dublin Bus	Swords	City Centre	20 minutes
41b	Dublin Bus	Swords	City Centre	4 per day
41c	Dublin Bus	Swords	City Centre	20 minutes
41d	Dublin Bus	Swords	City Centre	2 per day
44	Dublin Bus	DCU	Enniskerry	60 minutes
101	Bus Eireann	Drogheda	City Centre	30 minutes
900	Matthews	Dundalk	City Centre	30 minutes
901	Matthews	Dundalk	City Centre	60 minutes
910	Matthews	Drogheda	City Centre	6 per day

Table 2 | Bus Routes serving Swords Road

The location of the bus routes and walking distances is shown in **Figure 2** below.

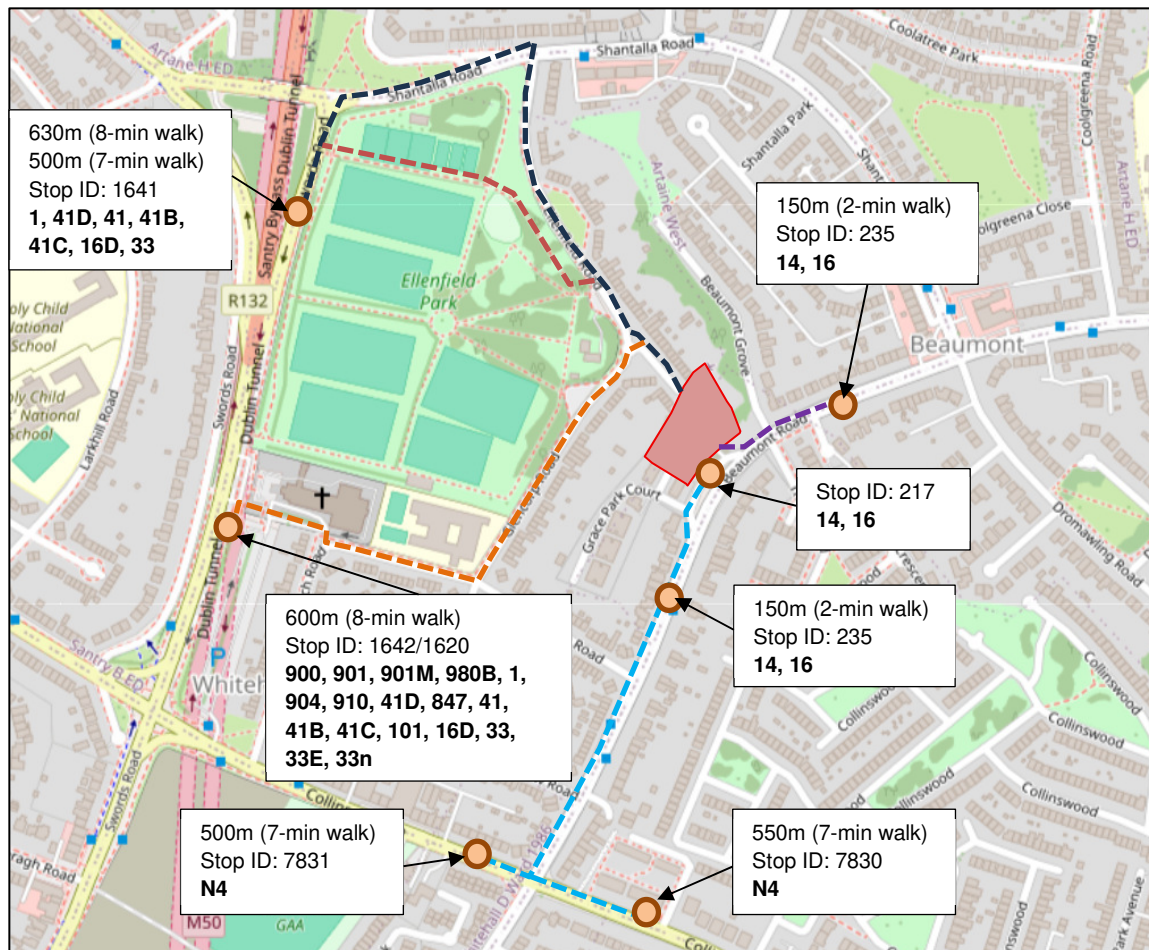


Figure 2 | *Bus Network – Walking distance from development to Bus Stops*

3. Subject Development

3.1 Residential Population

The proposed development consists of construction of a Large-Scale Residential Development of 100 no. apartments/duplexes (comprising 17 no. studios, 45 no. 1-beds, 27 no. 2-beds and 11 no. 3 beds) within 4 no. blocks ranging in height from 3 to 6 storeys.

The projected population at the development is calculated in **Table 3** below:

Type	Unit Size	Number of Units	People per unit	Total residents
Apartments / Duplexes	Studi (1P)	17	2	34
	1-bed (2P)	45	2	90
	2-bed (3P)	11	3	33
	2-bed (4P)	16	4	64
	3-bed (5P)	11	5	55
Total		100	-	276

Table 3 | Development population

3.2 Existing modal Split

To understand the mode of travel choice of the residents in the area, public information from the Census 2022 was used. The Census was conducted by the Central Statistics Office on 3rd April 2022, and distributed information in small areas that divide the territory.

The modal split based on statistical data provides insight into the behaviour of residents in the surrounding area of the subject developments. It is therefore likely that residents of the subject development exhibit similar behaviour to that statistically surveyed.

It is important to choose a wide number of areas to obtain representative values that will enable us to anticipate the future behaviour of the people residing in the subject site. For this reason, 20 representative areas have been selected to reflect the subject developments.

Detailed information regarding the consulted Small Areas is provided in **Appendix A**.

The consulted Small Areas are illustrated in **Figure 3** below.



Figure 3 | Consulted Small Areas – Census 2022

The results show that there are 1,992 houses and 5,440 people living in the 20 small areas considered. The total number of trips is 3,771 with the following breakdown.

Modal Split									
Zone	House	Persons	On foot	Bike	Bus, minibus or coach	Train, DART or LUAS	Motors (*)	Other or not stated	Total travels
1	93	225	42	16	24	0	60	18	142
2	97	254	42	14	24	1	50	31	131
3	110	298	44	16	23	5	95	29	183
4	93	254	35	18	28	1	78	34	160
5	74	206	22	10	17	1	60	51	110
6	75	195	20	22	26	0	68	13	136
7	106	270	38	17	32	3	56	21	146
8	81	222	34	19	12	0	71	19	136
9	94	261	36	11	31	2	71	23	151

10	106	307	52	18	27	3	111	32	211
11	167	539	89	45	63	6	140	64	343
12	92	282	37	19	39	5	99	30	199
13	127	411	44	25	57	5	150	34	281
14	94	299	43	17	57	3	89	41	209
15	132	303	25	27	35	3	82	29	172
16	108	235	32	12	30	3	56	22	133
17	86	202	16	9	28	0	72	9	125
18	96	219	33	5	28	3	62	11	131
19	66	207	35	11	28	1	54	17	129
20	95	251	34	18	31	0	60	22	143
Total	1992	5440	753	349	640	45	1584	550	3371
			22.3%	10.4%	19.0%	1.3%	47.0%		100%

Table 4 | Modal Split

() Includes Motorcycle or Scooter, Car Drivers, Car Passengers, and Vans*

The table above shows that 19.0% of people living in the surrounding area choose the bus as their main mode of transport to work.

In addition, using the information from the census 2022, it is possible to obtain the distribution of travel time during the AM peak hour for all modal split, as shown in the following table.

Time distribution of trips										
Zone	before 06:30	6:30 - 7:00	7:01 - 7:30	7:31 - 8:00	8:01 - 8:30	08:31 - 9:00	09:01 - 9:30	After 9:30	Not Stated	Total Travels
1	9	13	12	25	50	6	5	14	6	140
2	13	13	26	25	39	6	0	5	10	137
3	11	18	20	52	35	16	3	8	9	172
4	15	24	20	37	35	6	1	5	16	159
5	8	11	10	17	36	10	2	8	8	110
6	17	15	14	31	26	13	4	8	8	136
7	10	17	15	39	36	15	1	7	6	146
8	10	22	15	25	37	13	2	7	8	139
9	12	23	17	23	40	9	3	16	14	157
10	11	24	17	55	50	16	8	15	8	204
11	13	37	24	107	99	18	4	20	52	374
12	11	22	17	51	53	13	5	14	20	206
13	22	42	35	69	58	23	6	14	14	283
14	11	24	17	64	57	9	3	11	13	209
15	8	15	22	53	31	12	3	19	14	177
16	13	18	14	28	30	9	1	9	16	138
17	8	23	14	25	31	6	4	8	4	123
18	12	20	15	23	34	13	1	8	4	130
19	4	14	15	27	38	13	2	7	4	124

20	3	25	18	25	31	18	1	11	18	150
	221	420	357	801	846	244	59	214	252	3414
	6%	12%	10%	23%	25%	7%	2%	6%		100%

Table 5 | Time Distribution of trips

The table above shows that peak travel occurs between 07:30 AM and 08:30 AM.

Based on the analysis of the behaviour observed during the surveys carried out (refer to **Section 4** below), it can be assumed that during the 70% of residents can be expected to travel southbound towards the Dublin City Centre and 15% northbound towards Dublin Airport. It can be further assumed that 10 % of residents can be expected to travel westbound towards Blanchardstown and 5% eastbound towards The Point.

3.3 Target Modal Split

The targets presented in this section are set out with the objective of developing the strategies on which the Mobility Management Plan report is based (refer to *Waterman Moylan Report 20-048r.018 Mobility Management Plan*, included in the documentation package).

The 2032 target proposal for modal split for the residents' journeys to and from work, school or college are presented in the table below:

Mode	Census 2022	Target 2032 (opening year + 5 years)
Car	47.0%	20%
Public Transport	20.3%	40%
Walk	22.3%	25%
Cycle	10.4%	15%
Total	100%	100%

Table 6 | Target Modal Split for Residents Journey to Work, School, or College in 2032

The table above outlines the target modal split for the subject site. These targets reflect a significant reduction in car usage, in line with the objectives set out in the Dublin City Development Plan and the proposed car parking spaces within the subject site.

Based on the number of residents within the subject site, the expected modal split is detailed bellow.

Mode	Target	Number of Residents	Trips during peak hour: 07:30-08:30 (40%)
	Modal Split	(Total: 276)	
Car	20%	56	27
Public Transport (Bus)	40%	111	Northbound: 8
			Southbound: 37
			Eastbound: 3
			Westbound: 5
Walk	25%	68	33
Cycle	15%	41	21
Total	100%	276	134

Table 7 | Projected Modal Split for Residents during the AM peak hour

Regarding the PM peak hour, given the Census 2022 only provides detailed time distribution of trips for the morning, the PM peak hour is assumed to be between 17:00 and 18:00. This assumption is based on the public transport capacity survey results presented in **Section 4** below.

It is also assumed that the number of residents traveling to/from the subject site and the selected modal split are the same during both the AM and PM peak hours. This is an overestimation, as shown in **Table 5** above, the number of people traveling from the site between 7:30 and 8:30 is c. 48 %, while the number of people traveling after 9:30 is c. 6%.

Therefore, for the PM peak hour the expected modal split is detailed below.

Mode	Target	Number of Residents	Trips during peak hour: 17:00-18:00 (40%)
	Modal Split	(Total: 276)	
Car	20%	56	27
Public Transport (Bus)	40%	111	Northbound: 8
			Southbound: 37
			Eastbound: 3
			Westbound: 5
Walk	25%	68	33
Cycle	15%	41	21
Total	100%	276	134

Table 8 | Projected Modal Split for Residents during the PM peak hour

4. Public Transport Survey

As part of the transportation capacity assessment, Waterman Moylan Consulting Engineers conducted bus capacity surveys during both the AM and PM peak hours.

The surveyed bus stops are:

- Bus Stop 217 Northbound (to Dublin Airport)
- Bus Stop 234 Southbound (to Dublin City Centre)
- Bus Stop 1620 Northbound (to Dublin Airport)
- Bus Stop 1641 Southbound (to Dublin City Centre)
- Bus Stop 237 Westbound (to Blanchardstown)
- Bus Stop 7851 Eastbound (to The Point)

The bus routes surveyed at Bus Stop 217 and 234 are 14 and 16.

The bus routes surveyed at Bus Stop 1620 and 1641 are 1, 41, 41D, 41B, 41C, 16D, 33, 141, 900, 901, 101, 910, 980.

The bus routes surveyed at Bus Stop 237 and 7851 is N4.

4.1 Survey criteria

The demand profile for public transport services, similar to road traffic, is quite seasonal in nature. The timing and basis for the survey undertaken is vindicated by the reality of public transport usage patterns.

- Demand for bus is generally lower during the summer and school holidays.
- Demand tends to be somewhat higher in the late Autumn and in the run up to the busy Christmas holiday. Surveys conducted during non-holiday weeks in the first four or five months of the year and early autumn provide a reliable indication of base-level demand before any developments.
- Demand also varies by day of the week, and demand generally lower on Mondays and Fridays, with some exceptions. Public transport usage on Saturdays and Sundays (in particular) is lower than mid-week demand.
- Demand for travel varies throughout the standard weekday - the morning peak is shorter but has patronage levels that are higher than the corresponding evening peak flows.

It follows that in determining whether spare capacity is available to meet increasing demand from any development site, it is best to undertake surveys and test the midweek morning peaks outside of the summer period and when schools are open. This advice was followed in the timing of the survey undertaken for this report.

Therefore, Tuesday, Wednesday or Thursday is regarded as neutral days in terms of transportation surveys when the most reliable indicators of demand and capacity can be ascertained.

4.2 Survey Dates

The public transport surveys were carried out on Tuesday 7th October 2025, in the morning between 07:30 and 09:30 and in the evening between 16:30 and 18:30, in line with the expected demand profile for bus journeys.

The survey records the number of services passing through each Bus Stop as well as the number of people on the buses, the passengers boarding and disembarking, and the available capacity of each unit.

4.3 Bus Capacity Survey – AM and PM Peak Hour

During the survey, the following bus models were observed:

- B5TL (Euro 6) with Gemini 3 bodywork - 95 total passengers.
- B9TL (Euro 5) with Eclipse Gemini Bodywork – 78-81 passengers.
- B7TL (Mk. II) with ALX400 bodywork - 91 total passengers.
- B9TL (Euro 4) with Enviro 400 bodywork – 94 passengers.
- Wright StreetDeck Electroliner – 73-104 passengers
- B9TL (Euro 4) with Eclipse Gemini – 88 passengers.

4.3.1 Bus Stop ID 217 and 234

This section of the report shows the results of the survey carried out during the AM and PM peak hour at Bus Stop 217 Northbound (to Dublin Airport) and Bus Stop 234 Southbound (to Dublin City Centre).

A full breakdown of the bus capacity survey results is provided in **Appendix B**.

In the Northbound direction, the results are as shown below.

Bus Stop ID 217					Survey Results			Spare capacity
AM (07:30 – 08:30)								
Time	Route No.	Direction	Code	Full Capacity	Total on board	Boarding	Disembarking	Sitting & Standing
07:40	14	Northbound	SG	95	39	1	2	57
07:42	16	Northbound	SG	95	36	2	0	57
07:50	14	Northbound	SG	95	8	1	0	86
07:53	14	Northbound	SG	95	23	3	0	69
08:06	16	Northbound	SG	95	30	0	0	65
08:09	14	Northbound	SG	95	21	0	0	74
08:13	14	Northbound	SG	95	13	0	0	82
08:24	14	Northbound	SG	95	7	0	0	88
08:30	14	Northbound	SG	95	9	0	0	86
								664

Table 9 | Northbound Bus Capacity Survey – AM Peak Hour

Bus Stop ID 217					Survey Results			Spare capacity
PM (17:00 – 18:00)								
Time	Route No.	Direction	Code	Full Capacity	Total on board	Boarding	Disembarking	Sitting & Standing
17:02	16	Northbound	EV	94	40	5	2	51
17:04	16	Northbound	EV	94	7	0	1	88
17:08	14	Northbound	SG	95	8	0	1	88
17:28	16	Northbound	EV	94	79	0	3	18

17:28	14	Northbound	SG	95	55	0	1	41
17:28	14	Northbound	SG	95	23	0	1	73
17:33	16	Northbound	EV	94	23	0	1	72
17:33	14	Northbound	SG	95	12	0	1	84
17:43	16	Northbound	EV	94	46	1	1	48
17:56	14	Northbound	SG	95	5	0	0	90
17:56	14	Northbound	SG	95	17	0	1	79
17:58	16	Northbound	AX	88	28	0	2	62
								794

Table 10 | Northbound Bus Capacity Survey – PM Peak Hour

For the Northbound direction, in the AM peak hour, the spare capacity was 664 passengers (**Table 9** above), and in the PM peak hour the spare capacity was 794 passengers (**Table 10** above) which are sufficient to cover the potential future passenger demand of 8 passengers in morning peak hour shown in **Table 7** above, and 8 passengers in evening peak hour shown in **Table 8** above.

In the Southbound direction, the results are as shown below.

Bus Stop ID 234					Survey Results			Spare capacity
AM (07:30 – 08:30)								
Time	Route No.	Direction	Code	Full Capacity	Total on board	Boarding	Disembarking	Sitting & Standing
07:30	14	Southbound	SG	95	26	0	1	70
07:40	14	Southbound	SG	95	20	0	0	75
07:42	16	Southbound	SG	95	25	1	0	69
07:50	14	Southbound	SG	95	42	7	0	46
08:03	14	Southbound	SG	95	52	14	0	29
08:04	16	Southbound	SG	95	28	4	0	63
08:08	14	Southbound	SG	95	41	5	0	49
08:22	14	Southbound	SG	95	24	7	0	64
								465

Table 11 | Southbound Bus Capacity Survey – AM Peak Hour

Bus Stop ID 127					Survey Results			Spare capacity
PM (17:00 – 18:00)								
Time	Route No.	Direction	Code	Full Capacity	Total on board	Boarding	Disembarking	Sitting & Standing
17:02	14	Southbound	SG	95	5	0	0	90
17:12	14	Southbound	SG	95	12	2	0	81
17:27	14	Southbound	SG	95	9	0	0	86
17:33	14	Southbound	GT	81	75	3	2	5
17:40	14	Southbound	SG	95	28	5	0	62
17:47	14	Southbound	SG	95	8	1	0	86
18:00	16	Southbound	SG	95	54	5	4	40
18:00	14	Southbound	SG	95	7	0	1	89
								539

Table 12 | Southbound Bus Capacity Survey – PM Peak Hour

For the Southbound direction, in the AM peak hour, the spare capacity was 465 passengers (**Table 11** above), and in the PM peak hour the spare capacity was 539 passengers (**Table 12** above) which are sufficient to cover the potential future passenger demand of 37 passengers in morning peak hour shown in **Table 7** above, and 37 passengers in evening peak hour shown in **Table 8** above.

4.3.2 Bus Stop ID 1620 and 1641

This section of the report shows the results of the survey carried out during the AM and PM peak hour at Bus Stop 1620 Northbound (to Dublin Airport) and Bus Stop 1641 Southbound (to Dublin City Centre).

A full breakdown of the bus capacity survey results is provided in **Appendix B**.

In the Northbound direction, the results are as shown below.

Bus Stop ID 1620					Survey Results			Spare capacity
AM (07:30 – 08:30)								
Time	Route No.	Direction	Code	Full Capacity	Total on board	Boarding	Disembarking	Sitting & Standing
07:40	41	Northbound	EW	98	70	10	0	18
07:42	41C	Northbound	EW	98	46	0	0	52
07:42	101	Northbound	LF	95	70	0	0	25
07:46	33E	Northbound	AX	88	73	3	0	12
07:46	900	Northbound	Intercity	60	17	25	0	18
07:47	1	Northbound	VG	88	10	0	0	78
07:53	41D	Northbound	EW	98	61	6	0	31
07:55	101	Northbound	LF	95	67	6	0	22
07:55	33	Northbound	AX	88	62	5	0	21
08:00	41	Northbound	SG	95	25	10	0	60
08:03	1	Northbound	SG	95	9	0	0	86
08:04	41D	Northbound	EW	98	45	8	1	46
08:16	900	Northbound	Intercity	60	48	3	0	9
08:16	1	Northbound	SG	95	8	0	5	92
08:17	41	Northbound	EW	98	80	10	1	9
08:20	101	Northbound	LF	95	15	2	0	78
08:23	1	Northbound	VG	88	20	0	0	68
08:25	901	Northbound	Intercity	60	12	1	0	47
								772

Table 13 | Northbound Bus Capacity Survey – AM Peak Hour

Bus Stop ID 1620					Survey Results			Spare capacity
PM (17:00 – 18:00)								
Time	Route No.	Direction	Code	Full Capacity	Total on board	Boarding	Disembarking	Sitting & Standing
17:00	910	Northbound	Intercity	95	60	20	0	15
17:05	41	Northbound	EW	98	94	0	4	8
17:07	1	Northbound	SG	95	61	0	14	48
17:14	41C	Northbound	EW	98	52	9	1	38
17:16	1	Northbound	SG	95	30	0	5	70
17:16	101	Northbound	LF	95	40	15	0	40
17:24	900	Northbound	Intercity	60	52	7	0	1
17:27	901	Northbound	Intercity	95	45	22	0	28
17:27	41	Northbound	EW	98	81	6	0	11
17:27	910	Northbound	Intercity	60	43	15	0	2
17:28	1	Northbound	VG	88	15	2	0	71
17:35	33	Northbound	SG	95	58	10	0	27
17:37	101	Northbound	LF	95	29	10	0	56
17:38	1	Northbound	SG	95	37	0	1	59
17:38	41	Northbound	AX	88	61	0	2	29
17:42	980	Northbound	Intercity	60	48	3	0	9
17:46	33	Northbound	SG	95	41	2	1	53
17:47	41C	Northbound	EW	98	38	1	4	63
17:47	900	Northbound	Intercity	95	76	5	0	14
17:48	41	Northbound	EW	98	20	3	0	75
17:49	1	Northbound	SG	95	39	4	1	53
17:50	901	Northbound	Intercity	60	30	3	0	27
17:52	910	Northbound	Intercity	60	33	9	0	18
								815

Table 14 | Northbound Bus Capacity Survey – PM Peak Hour

For the Northbound direction, in the AM peak hour, the spare capacity was 772 passengers (**Table 13** above), and in the PM peak hour the spare capacity was 815 passengers (**Table 14** above) which are sufficient to cover the potential future passenger demand of 8 passengers in morning peak hour shown in **Table 7** above, and 8 passengers in evening peak hour shown in **Table 8** above.

In the Southbound direction, the results are as shown below.

Bus Stop ID 1641					Survey Results			Spare capacity
AM (07:30 – 08:30)								
Time	Route No.	Direction	Code	Full Capacity	Total on board	Boarding	Disembarking	Sitting & Standing
07:37	910	Southbound	Intercity	60	48	0	3	15
07:40	101	Southbound	LF	95	38	4	0	53
07:45	41c	Southbound	EW	98	89	4	0	5
07:46	1	Southbound	VG	88	7	3	0	78
07:46	101	Southbound	LF	95	45	0	0	50
07:47	41	Southbound	EW	98	72	14	0	12
07:48	900	Southbound	Intercity	60	48	0	5	17

07:49	1	Southbound	VG	88	46	8	0	34
07:54	16D	Southbound	SG	95	41	5	2	51
07:54	41	Southbound	EW	98	21	4	0	73
08:03	1	Southbound	EV	94	80	10	1	5
08:04	41	Southbound	EW	98	81	6	1	12
08:11	41C	Southbound	EW	98	80	9	8	17
08:12	16D	Southbound	SG	95	44	7	1	45
08:14	33	Southbound	AX	88	58	4	2	28
08:14	1	Southbound	VG	88	62	12	2	16
08:15	910	Southbound	Intercity	60	30	0	24	54
08:18	901	Southbound	Intercity	60	48	0	28	40
08:23	1	Southbound	SG	95	52	10	2	35
08:24	101	Southbound	LF	95	60	0	25	60
08:24	41B	Southbound	SG	95	48	3	0	44
08:25	41	Southbound	EW	98	82	3	1	14
08:29	900	Southbound	LF	95	60	0	28	63
08:29	901	Southbound	Intercity	60	40	0	22	42
08:29	33	Southbound	AX	88	59	4	10	35
								940

Table 15 | Southbound Bus Capacity Survey – AM Peak Hour

Bus Stop ID 1641					Survey Results			Spare capacity
PM (17:00 – 18:00)								
Time	Route No.	Direction	Code	Full Capacity	Total on board	Boarding	Disembarking	Sitting & Standing
17:04	16	Southbound	SG	95	2	3	0	90
17:04	901	Southbound	Intercity	60	6	0	2	56
17:07	41C	Southbound	EW	98	66	0	12	44
17:07	41	Southbound	GT	95	58	0	8	45
17:17	1	Southbound	SG	95	7	3	0	85
17:19	410	Southbound	SG	95	47	0	4	52
17:20	33	Southbound	AX	88	54	0	2	36
17:22	910	Southbound	Intercity	60	36	0	7	31
17:29	1	Southbound	SG	95	26	1	0	68
17:29	16	Southbound	SG	95	4	0	0	91
17:34	41	Southbound	EW	98	77	0	2	23
17:35	900	Southbound	Intercity	60	0	0	0	60
17:35	847	Southbound	Intercity	60	0	0	0	60
17:40	41C	Southbound	SG	95	76	0	4	23
17:40	1	Southbound	SG	95	26	0	0	69
17:44	901	Southbound	Intercity	60	3	0	0	57
17:48	41	Southbound	EW	98	84	2	5	17
17:52	1	Southbound	VG	88	27	0	0	61
17:56	101	Southbound	LF	95	10	0	4	89
17:56	910	Southbound	Intercity	60	36	0	3	27
18:00	33	Southbound	SG	95	32	0	3	66

18:00	41C	Southbound	EW	98	37	0	2	63
								1213

Table 16 | Southbound Bus Capacity Survey – PM Peak Hour

For the Southbound direction, in the AM peak hour, the spare capacity was 940 passengers (**Table 15** above), and in the PM peak hour the spare capacity was 1213 passengers (**Table 16** above) which are sufficient to cover the potential future passenger demand of 37 passengers in morning peak hour shown in **Table 7** above, and 37 passengers in evening peak hour shown in **Table 8** above.

4.3.3 Bus Stop ID 7851 and 237

This section of the report shows the results of the survey carried out during the AM and PM peak hour at Bus Stop 237 Westbound (to Blanchardstown) and Bus Stop 7851 Eastbound (to The Point).

A full breakdown of the bus capacity survey results is provided in **Appendix B**.

In the Westbound direction, the results are as shown below.

Bus Stop ID 237					Survey Results			Spare capacity
AM (07:30 – 08:30)								
Time	Route No.	Direction	Code	Full Capacity	Total on board	Boarding	Disembarking	Sitting & Standing
7:33	N4	Westbound	GT	81	36	11	3	37
7:53	N4	Westbound	GT	81	52	11	8	26
8:14	N4	Westbound	GT	81	53	7	12	33
8:25	N4	Westbound	GT	81	65	8	11	19
								115

Table 17 | Westbound Bus Capacity Survey – AM Peak Hour

Bus Stop ID 237					Survey Results			Spare capacity
PM (17:00 – 18:00)								
Time	Route No.	Direction	Code	Full Capacity	Total on board	Boarding	Disembarking	Sitting & Standing
17:10	N4	Westbound	SG	95	32	10	0	53
17:22	N4	Westbound	GT	81	39	7	9	44
17:31	N4	Westbound	SG	95	38	5	2	54
17:37	N4	Westbound	GT	81	16	1	2	66
17:52	N4	Westbound	GT	81	57	18	8	14
								231

Table 18 | Westbound Bus Capacity Survey – PM Peak Hour

For the Westbound direction, in the AM peak hour, the spare capacity was 115 passengers (**Table 17** above), and in the PM peak hour the spare capacity was 231 passengers (**Table 18** above) which are sufficient to cover the potential future passenger demand of 5 passengers in morning peak hour shown in **Table 7** above, and 5 passengers in evening peak hour shown in **Table 8** above.

In the Eastbound direction, the results are as shown below.

Bus Stop ID 7851					Survey Results			Spare capacity
AM (07:30 – 08:30)								
Time	Route No.	Direction	Code	Full Capacity	Total on board	Boarding	Disembarking	Sitting & Standing
7:35	N4	Eastbound	GT	81	60	7	2	16
7:54	N4	Eastbound	GT	81	47	4	2	32
8:05	N4	Eastbound	GT	81	60	8	9	22
8:14	N4	Eastbound	GT	81	41	3	3	40
								110

Table 19 | Eastbound Bus Capacity Survey – AM Peak Hour

Bus Stop ID 7851					Survey Results			Spare capacity
PM (17:00 – 18:00)								
Time	Route No.	Direction	Code	Full Capacity	Total on board	Boarding	Disembarking	Sitting & Standing
17:00	N4	Eastbound	SG	95	65	2	1	29
17:22	N4	Eastbound	GT	81	59	12	0	10
17:30	N4	Eastbound	GT	81	62	4	3	18
17:54	N4	Eastbound	SG	95	76	10	7	16
17:58	N4	Eastbound	GT	81	26	3	5	57
								130

Table 20 | Eastbound Bus Capacity Survey – PM Peak Hour

For the Eastbound direction, in the AM peak hour, the spare capacity was 110 passengers (**Table 19** above), and in the PM peak hour the spare capacity was 130 passengers (**Table 20** above) which are sufficient to cover the potential future passenger demand of 3 passengers in morning peak hour shown in **Table 7** above, and 3 passengers in evening peak hour shown in **Table 8** above.

5. Summary

5.1 Demand v Capacity

This public transport capacity assessment was carried out by Waterman Moylan on the bus services which will be available to residents of the proposed development on the subject site.

As shown in the table below, the existing public transport system is sufficient to meet the commuting needs of the residents of the proposed development.

Location	Service Type	No of Services	Spare Capacity	Development Demand	Demand as % of Spare Capacity
AM Peak Hour (7:30 – 8:30)					
Bus Stop ID 217	Bus – Northbound	9	664	8	1%
Bus Stop ID 234	Bus – Southbound	8	465	37	8%
Bus Stop ID 1620	Bus – Northbound	18	772	8	1%
Bus Stop ID 1641	Bus – Southbound	26	940	37	4%
Bus Stop ID 7851	Bus – Eastbound	4	110	3	2%
Bus Stop ID 237	Bus – Westbound	4	115	5	5%
PM Peak Hour (16:30 – 17:30)					
Bus Stop ID 217	Bus – Northbound	12	794	8	1%
Bus Stop ID 234	Bus – Southbound	8	539	37	7%
Bus Stop ID 1620	Bus – Northbound	22	815	8	1%
Bus Stop ID 1641	Bus – Southbound	22	1213	37	3%
Bus Stop ID 7851	Bus – Eastbound	5	130	3	2%
Bus Stop ID 237	Bus – Westbound	10	231	5	2%

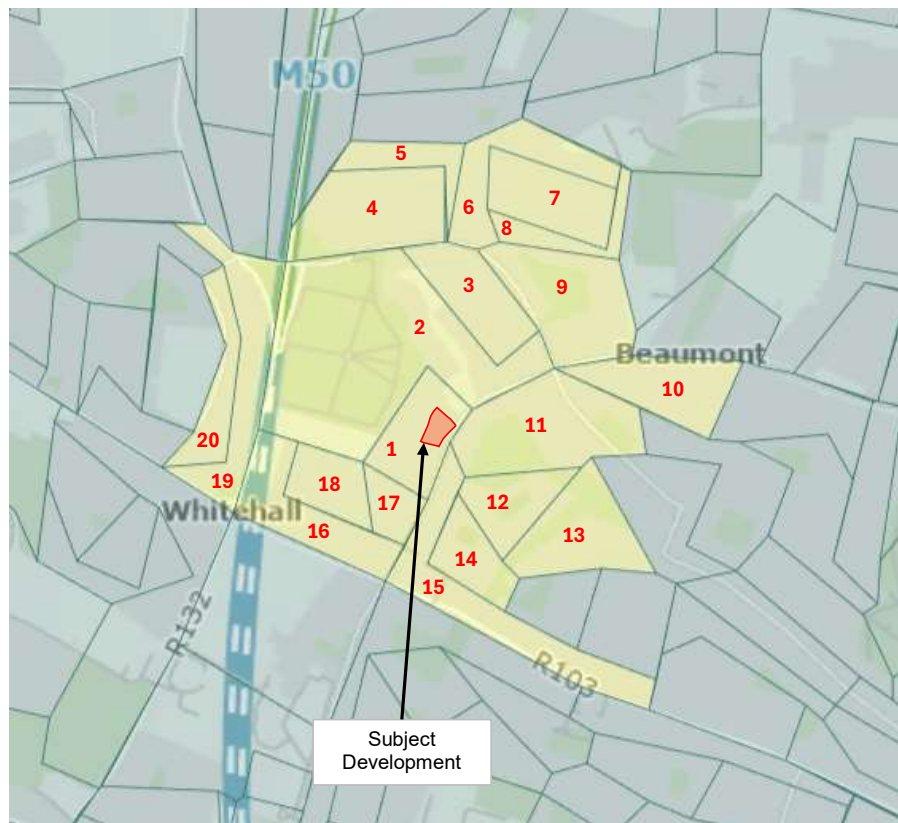
Table 21 | Summary Public Transport Survey - Demand vs Capacity

Therefore, the capacity of the existing public transport services has been demonstrated to be more than adequate to cater for existing demand and from future demand from residents living in the proposed development.

APPENDICES

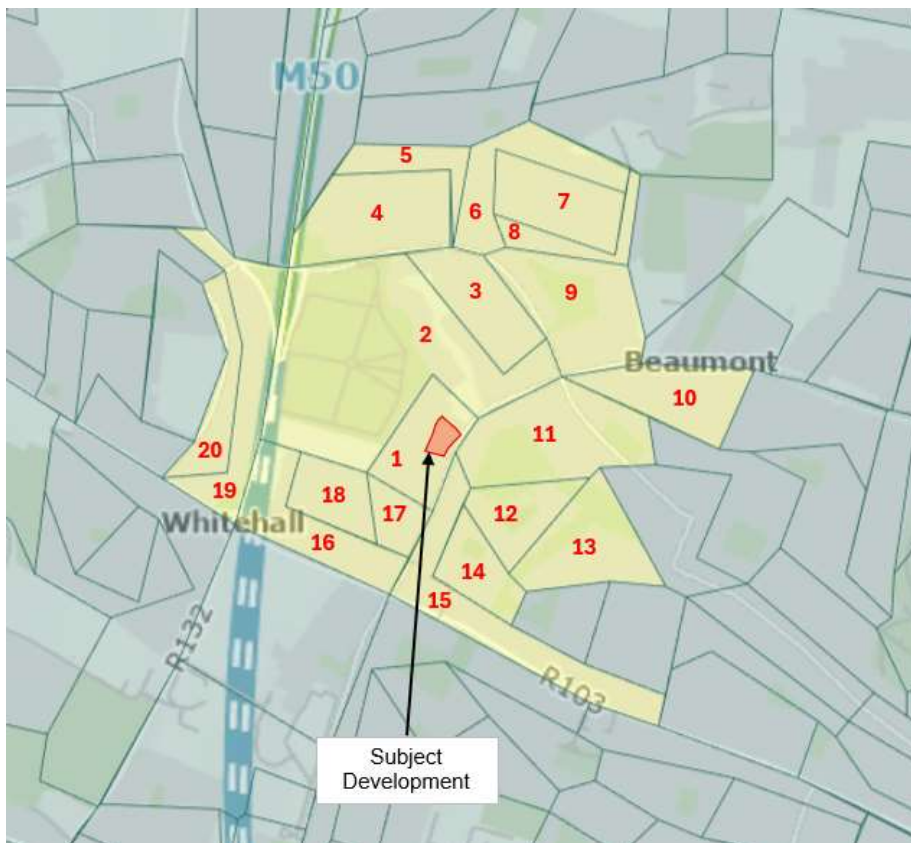
A. Census 2022

Car Ownership									
Zone	House	Persons	0	1	2	3	4	Total	Total car/house
1	93	225	33	41	14	1	0	72	0.774
2	97	254	27	43	18	5	2	102	1.052
3	110	298	24	55	25	1	1	112	1.018
4	93	254	12	42	35	0	1	116	1.247
5	74	206	10	31	30	1	1	98	1.324
6	75	195	15	33	24	1	2	92	1.227
7	106	270	28	46	24	5	1	113	1.066
8	81	222	18	33	22	1	2	88	1.086
9	94	261	19	43	20	3	3	104	1.106
10	106	307	15	44	33	5	3	137	1.292
11	167	539	28	65	38	6	3	171	1.024
12	92	282	27	35	11	3	0	66	0.717
13	127	411	9	50	42	9	7	189	1.488
14	94	299	12	39	30	6	4	133	1.415
15	132	303	42	43	32	4	4	135	1.023
16	108	235	36	52	9	5	1	89	0.824
17	86	202	23	44	15	2	0	80	0.930
18	96	219	28	47	18	2	0	89	0.927
19	66	207	6	33	20	4	1	89	1.348
20	95	251	27	42	15	5	0	87	0.916
Total	1992	5440	439	861	475	69	36	2162	1.09

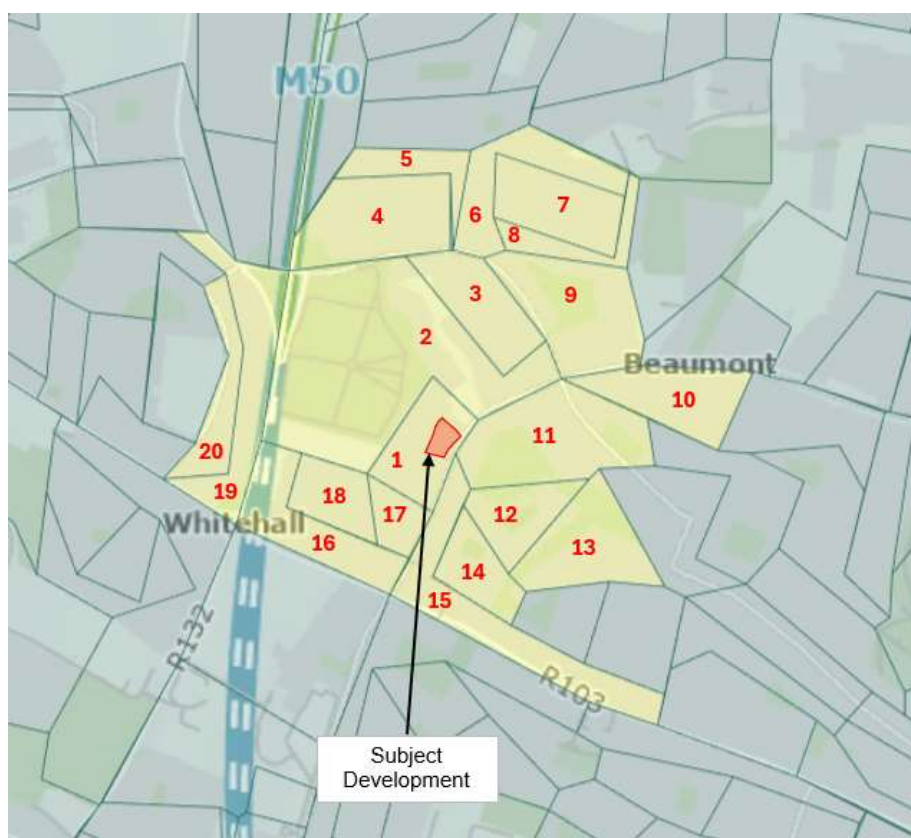


Modal Split									
Zone	House	Persons	On foot	Bike	Bus, minibus or coach	Train, DART or LUAS	Motors (*)	Other or not stated	Total travels
1	93	225	42	16	24	0	60	18	142
2	97	254	42	14	24	1	50	31	131
3	110	298	44	16	23	5	95	29	183
4	93	254	35	18	28	1	78	34	160
5	74	206	22	10	17	1	60	51	110
6	75	195	20	22	26	0	68	13	136
7	106	270	38	17	32	3	56	21	146
8	81	222	34	19	12	0	71	19	136
9	94	261	36	11	31	2	71	23	151
10	106	307	52	18	27	3	111	32	211
11	167	539	89	45	63	6	140	64	343
12	92	282	37	19	39	5	99	30	199
13	127	411	44	25	57	5	150	34	281
14	94	299	43	17	57	3	89	41	209
15	132	303	25	27	35	3	82	29	172
16	108	235	32	12	30	3	56	22	133
17	86	202	16	9	28	0	72	9	125
18	96	219	33	5	28	3	62	11	131
19	66	207	35	11	28	1	54	17	129
20	95	251	34	18	31	0	60	22	143
Total	1992	5440	753	349	640	45	1584	550	3371
			22.3%	10.4%	19.0%	1.3%	47.0%		100%

(*) Includes Motorcycle or Scooter, Car Drivers, Car Passengers, and Vans



Time Distribution of Trips										
zone	before 06:30	6:30 - 7:00	7:01 - 7:30	7:31 - 8:00	8:01 - 8:30	08:31 - 9:00	09:01 - 9:30	After 9:30	Not Stated	
1	9	13	12	25	50	6	5	14	6	140
2	13	13	26	25	39	6	0	5	10	137
3	11	18	20	52	35	16	3	8	9	172
4	15	24	20	37	35	6	1	5	16	159
5	8	11	10	17	36	10	2	8	8	110
6	17	15	14	31	26	13	4	8	8	136
7	10	17	15	39	36	15	1	7	6	146
8	10	22	15	25	37	13	2	7	8	139
9	12	23	17	23	40	9	3	16	14	157
10	11	24	17	55	50	16	8	15	8	204
11	13	37	24	107	99	18	4	20	52	374
12	11	22	17	51	53	13	5	14	20	206
13	22	42	35	69	58	23	6	14	14	283
14	11	24	17	64	57	9	3	11	13	209
15	8	15	22	53	31	12	3	19	14	177
16	13	18	14	28	30	9	1	9	16	138
17	8	23	14	25	31	6	4	8	4	123
18	12	20	15	23	34	13	1	8	4	130
19	4	14	15	27	38	13	2	7	4	124
20	3	25	18	25	31	18	1	11	18	150
	221	420	357	801	846	244	59	214	252	3414
	6%	12%	10%	23%	25%	7%	2%	6%		100%



B. Bus Capacity Survey

Bus Stop No. 217 - Beaumont Road Northbound

Bus service					Maximum			Survey Results					Spare Capacity		Spare capacity
AM															
Time	Route No.	Direction	Bus Code / model	No. of decks	Full Capacity	Sitting	Standing	Sitting	Standing	Total on board	Boarding	Disembarking	Sitting	Standing	Sitting & Standing
07:40	14	Northbound	SG	2	95	64	31	39	0	39	1	2	26	31	57
07:42	16	Northbound	SG	2	95	64	31	36	0	36	2	0	26	31	57
07:50	14	Northbound	SG	2	95	64	31	8	0	8	1	0	55	31	86
07:53	14	Northbound	SG	2	95	64	31	20	3	23	3	0	41	28	69
08:06	16	Northbound	SG	2	95	64	31	26	4	30	0	0	38	27	65
08:09	14	Northbound	SG	2	95	64	31	21	0	21	0	0	43	31	74
08:13	14	Northbound	SG	2	95	64	31	13	0	13	0	0	51	31	82
08:24	14	Northbound	SG	2	95	64	31	7	0	7	0	0	57	31	88
08:30	14	Northbound	SG	2	95	64	31	9	0	9	0	0	55	31	86
08:33	16	Northbound	SG	2	95	64	31	58	4	62	0	0	6	27	33
08:48	14	Northbound	SG	2	95	64	31	6	0	6	0	0	58	31	89
08:48	16	Northbound	AX	2	88	67	21	48	0	48	0	0	19	21	40
08:54	16	Northbound	SG	2	95	64	31	4	0	4	0	0	60	31	91
09:02	14	Northbound	SG	2	95	64	31	5	0	5	0	0	59	31	90
09:08	14	Northbound	SG	2	95	64	31	6	0	6	0	1	59	31	90
09:15	16	Northbound	AX	2	88	67	21	36	0	36	1	1	31	21	52
09:23	14	Northbound	SG	2	95	64	31	15	0	15	0	0	49	31	80
													733	496	1229
PM															
16:36	14	Northbound	SG	2	95	64	31	7	0	7	0	2	59	31	90
16:38	16	Northbound	GT	2	81	60	21	12	0	12	0	0	48	21	69
16:45	14	Northbound	SG	2	95	64	31	18	0	18	0	1	47	31	78
17:02	16	Northbound	EV	2	94	64	30	40	0	40	5	2	21	30	51
17:04	16	Northbound	EV	2	94	64	30	7	0	7	0	1	58	30	88
17:08	14	Northbound	SG	2	95	64	31	8	0	8	0	1	57	31	88
17:28	16	Northbound	EV	2	94	64	30	64	15	79	0	3	3	15	18
17:28	14	Northbound	SG	2	95	64	31	49	6	55	0	1	16	25	41
17:28	14	Northbound	SG	2	95	64	31	23	0	23	0	1	42	31	73
17:33	16	Northbound	EV	2	94	64	30	23	0	23	0	1	42	30	72
17:33	14	Northbound	SG	2	95	64	31	11	1	12	0	1	54	30	84
17:43	16	Northbound	EV	2	94	64	30	45	1	46	1	1	19	29	48
17:56	14	Northbound	SG	2	95	64	31	5	0	5	0	0	59	31	90
17:56	14	Northbound	SG	2	95	64	31	17	0	17	0	1	48	31	79
17:58	16	Northbound	AX	2	88	67	21	28	0	28	0	2	41	21	62
18:07	16	Northbound	AX	2	88	67	21	40	0	40	1	0	26	21	47
18:10	16	Northbound	SG	2	95	64	31	38	0	38	2	3	27	31	58
18:10	14	Northbound	SG	2	95	64	31	23	0	23	3	3	41	31	72
18:10	14	Northbound	SG	2	95	64	31	25	0	25	2	3	40	31	71
													748	531	1279

Bus Stop No. 234 - Beaumont Road Southbound

Bus service					Maximum			Survey Results					Spare Capacity		Spare capacity
AM															
Time	Route No.	Direction	Bus Code / model	No. of decks	Full Capacity	Sitting	Standing	Sitting	Standing	Total on board	Boarding	Disembarking	Sitting	Standing	Sitting & Standing
07:30	14	Southbound	SG	2	95	64	31	26	0	26	0	1	39	31	70
07:40	14	Southbound	SG	2	95	64	31	20	0	20	0	0	44	31	75
07:42	16	Southbound	SG	2	95	64	31	25	0	25	1	0	38	31	69
07:50	14	Southbound	SG	2	95	64	31	42	0	42	7	0	15	31	46
08:03	14	Southbound	SG	2	95	64	31	52	0	52	14	0	12	17	29
08:04	16	Southbound	SG	2	95	64	31	26	2	28	4	0	34	29	63
08:08	14	Southbound	SG	2	95	64	31	41	0	41	5	0	18	31	49
08:22	14	Southbound	SG	2	95	64	31	23	1	24	7	0	34	30	64
08:33	14	Southbound	SG	2	95	64	31	4	0	4	5	0	55	31	86
08:42	16	Southbound	SG	2	95	64	31	45	3	48	1	0	18	28	46
08:45	14	Southbound	SG	2	95	64	31	27	1	28	5	0	32	30	62
08:51	16	Southbound	AX	2	88	67	21	24	0	24	0	0	43	21	64
08:58	14	Southbound	SG	2	95	64	31	20	0	20	0	0	44	31	75
09:07	16	Southbound	SG	2	95	64	31	51	2	53	8	0	5	29	34
09:13	14	Southbound	SG	2	95	64	31	32	0	32	6	0	26	31	57
09:21	14	Southbound	SG	2	95	64	31	7	0	7	4	0	53	31	84
													510	463	973
PM															
16:33	14	Southbound	SG	2	95	64	31	10	0	10	0	1	55	31	86
16:51	14	Southbound	SG	2	95	64	31	58	0	58	2	0	4	31	35
16:59	14	Southbound	SG	2	95	64	31	23	0	23	0	0	41	31	72
17:02	14	Southbound	SG	2	95	64	31	5	0	5	0	0	59	31	90
17:12	14	Southbound	SG	2	95	64	31	12	0	12	2	0	50	31	81
17:27	14	Southbound	SG	2	95	64	31	9	0	9	0	0	55	31	86
17:33	14	Southbound	GT	2	81	60	21	60	15	75	3	2	0	5	5
17:40	14	Southbound	SG	2	95	64	31	28	0	28	5	0	31	31	62
17:47	14	Southbound	SG	2	95	64	31	8	0	8	1	0	55	31	86
18:00	16	Southbound	SG	2	95	64	31	49	5	54	5	4	14	26	40
18:00	14	Southbound	SG	2	95	64	31	7	0	7	0	1	58	31	89
18:13	16	Southbound	EV	2	94	64	30	49	0	49	1	0	14	30	44
18:16	14	Southbound	SG	2	95	64	31	23	0	23	0	0	41	31	72
18:17	16	Southbound	EV	2	94	64	30	6	0	6	0	4	62	30	92
													539	401	940

Bus Stop No. 1620 - Swords Road Northbound

Bus service					Maximum			Survey Results					Spare Capacity		Spare capacity
AM															
Time	Route No.	Direction	Bus Code / model	No. of decks	Full Capacity	Sitting	Standing	Sitting	Standing	Total on board	Boarding	Disembarking	Sitting	Standing	Sitting & Standing
7:40	41	Northbound	EW	2	98	74	24	60	10	70	10	0	4	14	18
7:42	41C	Northbound	EW	2	98	74	24	22	24	46	0	0	52	0	52
7:42	101	Northbound	LF	2	95	95	0	70	0	70	0	0	25	0	25
7:46	33E	Northbound	AX	2	88	67	21	67	6	73	3	0	0	12	12
7:46	900	Northbound	Intercity	1	60	60	0	17	0	17	25	0	18	0	18
7:47	1	Northbound	VG	2	88	66	22	10	0	10	0	0	56	22	78
7:53	41D	Northbound	EW	2	98	74	24	61	0	61	6	0	7	24	31
7:55	101	Northbound	LF	2	95	95	0	67	0	67	6	0	22	0	22
7:55	33	Northbound	AX	2	88	67	21	62	0	62	5	0	0	21	21
8:00	41	Northbound	SG	2	95	64	31	25	0	25	10	0	29	31	60
8:03	1	Northbound	SG	2	95	64	31	8	1	9	0	0	56	30	86
8:04	41D	Northbound	EW	2	98	74	24	45	0	45	8	1	22	24	46
8:16	900	Northbound	Intercity	1	60	60	0	48	0	48	3	0	9	0	9
8:16	1	Northbound	SG	2	95	64	31	8	0	8	0	5	61	31	92
8:17	41	Northbound	EW	2	98	74	24	65	15	80	10	1	0	9	9
8:20	101	Northbound	LF	2	95	95	0	15	0	15	2	0	78	0	78
8:23	1	Northbound	VG	2	88	66	22	20	0	20	0	0	46	22	68
8:25	901	Northbound	Intercity	1	60	60	0	12	0	12	1	0	47	0	47
8:31	41C	Northbound	EW	2	98	74	24	61	3	64	15	4	2	21	23
8:36	1	Northbound	SG	2	95	64	31	35	0	35	0	6	35	31	66
8:45	33	Northbound	AX	2	88	67	21	59	10	69	2	0	6	11	17
8:45	41	Northbound	EW	2	98	74	24	55	0	55	0	0	19	24	43
8:45	101	Northbound	LF	2	95	95	0	20	0	20	3	0	72	0	72
8:45	1	Northbound	SG	2	95	64	31	3	0	3	0	0	61	31	92
8:47	901	Northbound	Intercity	1	60	60	0	10	0	10	4	0	46	0	46
8:55	41C	Northbound	EW	2	98	74	24	70	2	72	3	1	2	22	24
9:00	101	Northbound	LF	2	95	95	0	10	0	10	2	0	83	0	83
9:02	41	Northbound	EW	2	98	74	24	28	0	28	3	0	43	24	67
9:02	1	Northbound	SG	2	95	64	31	32	0	32	0	1	33	31	64
9:04	1	Northbound	SG	2	95	64	31	15	1	16	0	3	52	30	82
9:08	1	Northbound	VG	2	88	66	22	8	0	8	1	0	57	22	79
9:15	910	Northbound	Intercity	1	60	60	0	10	0	10	2	0	48	0	48
9:16	33	Northbound	SG	2	95	64	31	21	0	21	4	0	39	31	70
9:25	101	Northbound	LF	2	95	95	0	10	0	10	0	0	85	0	85
9:25	41	Northbound	EW	2	98	74	24	10	0	10	0	0	64	24	88
9:28	41C	Northbound	EW	2	98	74	24	15	0	15	3	0	56	24	80
													1335	566	1901

PM															
Time	Route No.	Direction	Bus Code / model	No. of decks	Full Capacity	Sitting	Standing	Sitting	Standing	Total on board	Boarding	Disembarking	Sitting	Standing	Sitting & Standing
16:48	1	Northbound	SG	2	95	64	31	30	0	30	10	1	25	31	56
16:49	1	Northbound	SG	2	95	64	31	15	0	15	0	1	50	31	81
16:54	33	Northbound	AX	2	88	67	21	52	10	62	3	0	12	11	23
16:54	41	Northbound	EW	2	98	74	24	55	15	70	1	0	18	9	27
16:54	900	Northbound	Intercity	2	95	95	0	60	0	60	30	0	5	0	5
16:54	901	Northbound	Intercity	1	60	60	0	20	0	20	30	0	10	0	10
16:54	41C	Northbound	EW	2	98	74	24	46	10	56	3	0	25	14	39
16:57	101	Northbound	LF	2	95	95	0	10	0	10	21	0	64	0	64
16:58	41B	Northbound	EW	2	98	74	24	44	5	49	0	3	33	19	52
17:00	910	Northbound	Intercity	2	95	95	0	60	0	60	20	0	15	0	15
17:05	41	Northbound	EW	2	98	74	24	74	20	94	0	4	4	4	8
17:07	1	Northbound	SG	2	95	64	31	49	12	61	0	14	29	19	48
17:14	41C	Northbound	EW	2	98	74	24	42	10	52	9	1	24	14	38
17:16	1	Northbound	SG	2	95	64	31	22	8	30	0	5	47	23	70
17:16	101	Northbound	LF	2	95	95	0	40	0	40	15	0	40	0	40
17:24	900	Northbound	Intercity	1	60	60	0	52	0	52	7	0	1	0	1
17:27	901	Northbound	Intercity	2	95	95	0	45	0	45	22	0	28	0	28
17:27	41	Northbound	EW	2	98	74	24	61	20	81	6	0	7	4	11
17:27	910	Northbound	Intercity	1	60	60	0	43	0	43	15	0	2	0	2
17:28	1	Northbound	VG	2	88	66	22	15	0	15	2	0	49	22	71
17:35	33	Northbound	SG	2	95	64	31	58	0	58	10	0	6	21	27
17:37	101	Northbound	LF	2	95	95	0	29	0	29	10	0	56	0	56
17:38	1	Northbound	SG	2	95	64	31	37	0	37	0	1	28	31	59
17:38	41	Northbound	AX	2	88	67	21	61	0	61	0	2	8	21	29
17:42	980	Northbound	Intercity	1	60	60	0	48	0	48	3	0	9	0	9
17:46	33	Northbound	SG	2	95	64	31	39	2	41	2	1	24	29	53
17:47	41C	Northbound	EW	2	98	74	24	35	3	38	1	4	42	21	63
17:47	900	Northbound	Intercity	2	95	95	0	76	0	76	5	0	14	0	14
17:48	41	Northbound	EW	2	98	74	24	20	0	20	3	0	51	24	75
17:49	1	Northbound	SG	2	95	64	31	39	0	39	4	1	22	31	53
17:50	901	Northbound	Intercity	1	60	60	0	30	0	30	3	0	27	0	27
17:52	910	Northbound	Intercity	1	60	60	0	33	0	33	9	0	18	0	18
18:02	41	Northbound	GT	2	81	60	20	60	18	78	2	1	0	1	1
18:04	1	Northbound	GT	2	81	60	20	55	20	75	2	1	4	0	4
18:05	101	Northbound	LF	2	95	95	0	19	0	19	17	0	59	0	59
18:10	1	Northbound	SG	2	95	64	31	52	7	59	0	6	18	24	42
18:10	41	Northbound	AX	2	88	67	21	34	2	36	0	3	36	19	55
18:15	33	Northbound	SG	2	95	64	31	61	0	61	15	0	3	16	19
18:19	1	Northbound	SG	2	95	64	31	28	1	29	3	2	35	30	65
18:19	41C	Northbound	EW	2	98	74	24	41	1	42	10	0	23	23	46
18:21	41	Northbound	EW	2	98	74	24	50	2	52	5	0	19	22	41
18:25	101	Northbound	LF	2	95	95	0	60	0	60	35	0	0	0	0
18:30	910	Northbound	Intercity	1	60	60	0	20	0	20	10	0	30	0	30
18:30	901	Northbound	Intercity	1	60	60	0	42	0	42	12	0	6	0	6
													1026	514	1540

Bus Stop No. 1641 - Swords Road Southbound															
Bus service					Maximum			Survey Results					Spare Capacity		Spare capacity
Time	Route No.	Direction	Bus Code / model	No. of decks	Full Capacity	AM									
						Sitting	Standing	Sitting	Standing	Total on board	Boarding	Disembarking	Sitting	Standing	Sitting & Standing
7:37	910	Southbound	Intercity	1	60	60	0	48	0	48	0	3	15	0	15
7:40	101	Southbound	LF	2	95	95	0	38	0	38	4	0	53	0	53
7:45	41c	Southbound	EW	2	98	74	24	74	15	89	4	0	0	5	5
7:46	1	Southbound	VG	2	88	66	22	7	0	7	3	0	56	22	78
7:46	101	Southbound	LF	2	95	95	0	45	0	45	0	0	50	0	50
7:47	41	Southbound	EW	2	98	74	24	67	5	72	14	0	7	5	12
7:48	900	Southbound	Intercity	1	60	60	0	48	0	48	0	5	17	0	17
7:49	1	Southbound	VG	2	88	66	22	46	0	46	8	0	12	22	34
7:54	16D	Southbound	SG	2	95	64	31	41	0	41	5	2	20	31	51
7:54	41	Southbound	EW	2	98	74	24	21	0	21	4	0	49	24	73
8:03	1	Southbound	EV	2	94	72	22	68	12	80	10	1	4	1	5
8:04	41	Southbound	EW	2	98	74	24	74	7	81	6	1	0	12	12
8:11	41C	Southbound	EW	2	98	74	24	60	20	80	9	8	13	4	17
8:12	16D	Southbound	SG	2	95	64	31	44	0	44	7	1	14	31	45
8:14	33	Southbound	AX	2	88	67	21	53	5	58	4	2	12	16	28
8:14	1	Southbound	VG	2	88	66	22	60	2	62	12	2	6	10	16
8:15	910	Southbound	Intercity	1	60	60	0	30	0	30	0	24	54	0	54
8:18	901	Southbound	Intercity	1	60	60	0	48	0	48	0	28	40	0	40
8:23	1	Southbound	SG	2	95	64	31	40	12	52	10	2	16	19	35
8:24	101	Southbound	LF	2	95	95	0	60	0	60	0	25	60	0	60
8:24	41B	Southbound	SG	2	95	64	31	48	0	48	3	0	13	31	44
8:25	41	Southbound	EW	2	98	74	24	72	10	82	3	1	0	14	14
8:29	900	Southbound	LF	2	95	95	0	60	0	60	0	28	63	0	63
8:29	901	Southbound	Intercity	1	60	60	0	40	0	40	0	22	42	0	42
8:29	33	Southbound	AX	2	88	67	21	54	5	59	4	10	19	16	35
8:29	700K	Southbound	Intercity	1	60	60	0	30	0	30	0	12	42	0	42
8:32	1	Southbound	SG	2	95	64	31	42	6	48	8	3	17	25	42
8:40	901	Southbound	Intercity	1	60	60	0	50	0	50	0	21	31	0	31
8:45	16D	Southbound	SG	2	95	64	31	35	0	35	10	2	21	31	52
8:45	41D	Southbound	EW	2	98	74	24	58	0	58	2	3	17	24	41
8:45	41C	Southbound	GT	2	95	64	31	31	0	31	0	0	33	31	64
8:46	1	Southbound	SG	2	95	64	31	58	0	58	0	3	9	31	40
8:47	41C	Southbound	VG	2	88	66	22	23	0	23	0	4	47	22	69
8:48	700	Southbound	Intercity	1	60	60	0	15	0	15	0	5	50	0	50
8:50	101	Southbound	LF	2	95	95	0	41	0	41	0	28	82	0	82
8:53	41	Southbound	EW	2	98	74	24	53	0	53	2	3	22	24	46
8:54	900	Southbound	Intercity	1	60	60	0	33	0	33	0	23	50	0	50
8:54	1	Southbound	VG	2	88	66	22	15	0	15	2	1	50	22	72
8:56	16D	Southbound	SG	2	95	64	31	30	0	30	2	1	33	31	64
8:58	41C	Southbound	SG	2	95	64	31	45	0	45	2	8	25	31	56
9:00	33	Southbound	AX	2	88	67	21	38	0	38	3	0	26	21	47
9:05	901	Southbound	Intercity	1	60	60	0	32	0	32	0	25	53	0	53
9:07	700K	Southbound	Intercity	1	60	60	0	15	0	15	0	0	45	0	45
9:08	33	Southbound	SG	2	95	64	31	36	0	36	1	15	42	31	73
9:08	41	Southbound	SG	2	95	64	31	19	0	19	0	0	45	31	76
9:08	1	Southbound	SG	2	95	64	31	34	0	34	2	0	28	31	59
9:10	900	Southbound	Intercity	1	60	60	0	42	0	42	0	29	47	0	47
9:15	910	Southbound	Intercity	1	60	60	0	21	0	21	0	15	54	0	54
9:17	1	Southbound	SG	2	95	64	31	28	0	28	10	2	28	31	59
9:20	41C	Southbound	EW	2	98	74	24	38	0	38	8	3	31	24	55
9:22	101	Southbound	LF	2	95	95	0	42	0	42	0	24	77	0	77
9:23	41C	Southbound	EW	2	98	74	24	35	0	35	0	6	45	24	69
9:25	33	Southbound	AX	2	88	67	21	19	0	19	2	0	46	21	67
													1731	749	2480

PM															
Time	Route No.	Direction	Bus Code / model	No. of decks	Full Capacity	Sitting	Standing	Sitting	Standing	Total on board	Boarding	Disembarking	Sitting	Standing	Sitting & Standing
16:52	1	Southbound	VG	2	88	66	22	10	0	10	1	1	56	22	78
16:53	101	Southbound	LF	2	95	95	0	5	0	5	0	1	91	0	91
16:54	41	Southbound	GT	2	95	64	31	64	15	79	0	2	0	14	14
17:04	16	Southbound	SG	2	95	64	31	2	0	2	3	0	59	31	90
17:04	901	Southbound	Intercity	1	60	60	0	6	0	6	0	2	56	0	56
17:07	41C	Southbound	EW	2	98	74	24	60	6	66	0	12	26	18	44
17:07	41	Southbound	GT	2	95	64	31	52	6	58	0	8	20	25	45
17:17	1	Southbound	SG	2	95	64	31	7	0	7	3	0	54	31	85
17:19	410	Southbound	SG	2	95	64	31	45	2	47	0	4	23	29	52
17:20	33	Southbound	AX	2	88	67	21	54	0	54	0	2	15	21	36
17:22	910	Southbound	Intercity	1	60	60	0	36	0	36	0	7	31	0	31
17:29	1	Southbound	SG	2	95	64	31	26	0	26	1	0	37	31	68
17:29	16	Southbound	SG	2	95	64	31	4	0	4	0	0	60	31	91
17:34	41	Southbound	EW	2	98	74	24	67	10	77	0	2	9	14	23
17:35	900	Southbound	Intercity	1	60	60	0	0	0	0	0	0	60	0	60
17:35	847	Southbound	Intercity	1	60	60	0	0	0	0	0	0	60	0	60
17:40	41C	Southbound	SG	2	95	64	31	61	15	76	0	4	7	16	23
17:40	1	Southbound	SG	2	95	64	31	26	0	26	0	0	38	31	69
17:44	901	Southbound	Intercity	1	60	60	0	3	0	3	0	0	57	0	57
17:48	41	Southbound	EW	2	98	74	24	74	10	84	2	5	3	14	17
17:52	1	Southbound	VG	2	88	66	22	27	0	27	0	0	39	22	61
17:56	101	Southbound	LF	2	95	95	0	10	0	10	0	4	89	0	89
17:56	910	Southbound	Intercity	1	60	60	0	36	0	36	0	3	27	0	27
18:00	33	Southbound	SG	2	95	64	31	32	0	32	0	3	35	31	66
18:00	41C	Southbound	EW	2	98	74	24	37	0	37	0	2	39	24	63
													1048	457	1505

Bus Stop No. 7851 / 215 - Collins Avenue Eastbound

Bus service					Maximum			Survey Results					Spare Capacity		Spare capacity
AM															
Time	Route No.	Direction	Bus Code / model	No. of decks	Full Capacity	Sitting	Standing	Sitting	Standing	Total on board	Boarding	Disembarking	Sitting	Standing	Sitting & Standing
7:35	N4	Eastbound	GT	2	81	60	21	53	7	60	7	2	2	14	16
7:54	N4	Eastbound	GT	2	81	60	21	45	2	47	4	2	13	19	32
8:05	N4	Eastbound	GT	2	81	60	21	58	2	60	8	9	2	20	22
8:14	N4	Eastbound	GT	2	81	60	21	41	0	41	3	3	19	21	40
8:31	N4	Eastbound	GT	2	81	60	21	15	0	15	2	2	45	21	66
8:45	N4	Eastbound	SG	2	95	64	31	10	0	10	0	0	54	31	85
8:48	N4	Eastbound	SG	2	95	64	31	27	0	27	5	6	38	31	69
8:51	N4	Eastbound	SG	2	95	64	31	35	0	35	5	0	24	31	55
9:05	N4	Eastbound	GT	2	81	60	21	31	0	31	2	2	29	21	50
9:12	N4	Eastbound	GT	2	81	60	21	10	0	10	0	6	56	21	77
9:25	N4	Eastbound	SG	2	95	64	31	26	0	26	2	1	37	31	68
													0	0	0
													466	448	914
PM															
Time	Route No.	Direction	Bus Code / model	No. of decks	Full Capacity	Sitting	Standing	Sitting	Standing	Total on board	Boarding	Disembarking	Sitting	Standing	Sitting & Standing
16:47	N4	Eastbound	GT	2	81	60	21	48	0	48	15	0	12	6	18
16:50	N4	Eastbound	SG	2	95	64	31	64	4	68	3	5	0	29	29
17:00	N4	Eastbound	SG	2	95	64	31	64	1	65	2	1	0	29	29
17:22	N4	Eastbound	GT	2	81	60	21	57	2	59	12	0	3	7	10
17:30	N4	Eastbound	GT	2	81	60	21	57	5	62	4	3	3	15	18
17:54	N4	Eastbound	SG	2	95	64	31	64	12	76	10	7	0	16	16
17:58	N4	Eastbound	GT	2	81	60	21	26	0	26	3	5	36	21	57
18:19	N4	Eastbound	SG	2	95	64	31	64	10	74	12	3	0	12	12
													197	284	481

Bus Stop No. 237 - Collins Avenue Westbound

Bus service					Maximum			Survey Results					Spare Capacity		Spare capacity		
Time	Route No.	Direction	Bus Code / model	No. of decks	Full Capacity	AM									Sitting	Standing	Sitting & Standing
						Sitting	Standing	Total on board	Boarding	Disembarking	Sitting	Standing					
7:33	N4	Westbound	GT	2	81	60	21	36	0	36	11	3	16	21	37		
7:53	N4	Westbound	GT	2	81	60	21	42	10	52	11	8	15	11	26		
8:14	N4	Westbound	GT	2	81	60	21	48	5	53	7	12	17	16	33		
8:25	N4	Westbound	SG	2	81	60	21	57	8	65	8	11	6	13	19		
8:44	N4	Westbound	SG	2	95	64	31	39	0	39	8	10	27	31	58		
8:52	N4	Westbound	SG	2	95	64	31	21	0	21	5	2	40	31	71		
9:02	N4	Westbound	SG	2	95	64	31	43	0	43	7	14	28	31	59		
9:03	N4	Westbound	GT	2	81	60	21	19	0	19	1	4	44	21	65		
9:12	N4	Westbound	SG	2	95	64	31	41	0	41	10	3	16	31	47		
9:19	N4	Westbound	GT	2	81	60	21	25	0	25	3	2	34	21	55		
9:26	N4	Westbound	SG	2	95	64	31	31	0	31	1	6	38	31	69		
													281	258	539		
PM																	
16:50	N4	Westbound	SG	2	95	64	31	52	3		10	6	8	28	36		
16:56	N4	Westbound	SG	2	95	64	31	14	0		3	0	47	31	78		
17:10	N4	Westbound	SG	2	95	64	31	32	0	32	10	0	22	31	53		
17:22	N4	Westbound	GT	2	81	60	21	36	3	39	7	9	26	18	44		
17:31	N4	Westbound	SG	2	95	64	31	38	0	38	5	2	23	31	54		
17:37	N4	Westbound	GT	2	81	60	21	16	0	16	1	2	45	21	66		
17:52	N4	Westbound	GT	2	81	60	21	53	4	57	18	8	7	7	14		
18:08	N4	Westbound	GT	2	81	60	21	41	2		8	7	18	19	37		
18:09	N4	Westbound	SG	2	95	64	31	2	0		1	0	61	31	92		
18:22	N4	Westbound	SG	2	95	64	31	36	0		10	5	23	31	54		
18:25	N4	Westbound	SG	2	95	64	31	37	0		2	0	25	31	56		
													305	279	584		

UK and Ireland Office Locations

