APPENDIX 2: SURFACE TRANSPORT INFRASTRUCTURE

Table 1: Capacities and RFCs of main roads close to the study area

							Forecast Actual	Forecast Actual	Forecast Demand	Forecast Demand
Road number and Section	**Current Stand-ard**	**Current peak hour flow (one direction)**	**Approx current capacity (one direction)**	**Current Ratio of flow to capacity (RFC)**	**Programmed Improvements**	**Capacity with improvements**	**2016 Peak hour flow (one-direction)**	**2016 RFC with improvements**	**2016 Peak hour flow (one-direction)**	**2016 RFC with improvements**
M50 - J3 to J4	D2M	1,496	3,600	0.42	Widening to D3M	5,400	4,024	0.75	5,659	1.05
M50 - J4 to J5	D2M	2,185	3,600	0.61	Widening to D3M	5,400	4,347	0.8	5,741	1.06
M50 - J5 to J6	D2M	3,031	3,600	0.84	Widening to D3M	5,400	4,343	0.8	5,916	1.1
N1 - Swords to Cloghran	S2AP	1,971	2,000	0.99	Replaced by M1 D2M	3,600	1,443	0.36	1,443	0.4
M1 - Swords to Cloghran	*Under construction*				New Road D2M	3,600	7,153	1.99	7,153	1.99
M1 - Turnapin to Cloghran	D2M	1,457	3,600	0.41	Introduction of auxiliary lanes	5,000	7,072	1.41	7,173	1.44
N2 - Ashbourne to Finglas	S2AP	1,958	2,000	0.98	Replaced by D2AP	3,400	1,902	0.56	2,313	0.68

Notes

1. Current peak hour flows are based on data from the DTO SATURN model.
2. The current capacity estimates are based on the maximum AADTs for Level of Service D as provided in the National Roads Needs Study published by the NRA. Traffic flows in each of the peak hours have been assumed as 10% of AADT.
3. The Demand flows are based on the DTO SATURN model. They represent the maximum traffic flow anticipated assuming no other capacity restraints on the network.
4. The Actual flows are also based on the DTO SATURN model. They represent the maximum attainable flows given the constraint of the network.
5. The SATURN data provided by the DTO has been appended to this report.
6. The flows on the M1 north of the M50 are not simulated as per the rest of the SATURN model. Flows on the M1 should therefore be treated with caution