

APPENDIX B – RESULTS OF INITIAL ASSESSMENT JULIANSTOWN TRAFFIC RELIEF SCHEME

The figures shown in the tables below relate to the forecast modelling year 2042.

- **Scenario 1:** Do-Minimum Scenario (i.e. assumes the current national road and public transport network).
- **Scenario 2:** No Toll, Scenario 1 plus removal of M1 Toll Plaza.
- **Scenario 3:** Rail Enhancement, Scenario 2 plus improving rail services.
- **Scenario 4:** Bus Enhancement, Scenario 2 plus improving bus services.

Road	Direction	Traffic Flow – AM Peak Hour				Traffic Flow – PM Peak Hour			
		Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 1	Scenario 2	Scenario 3	Scenario 4
R132	1 Northbound	833	560	554	552	1,262	1,206	1,212	1,171
	1 Southbound	1,281	1,206	1,207	1,171	838	577	572	572
R150	2 Eastbound	402	282	291	279	601	328	323	326
	2 Westbound	580	393	384	400	347	275	278	273
M1	3 Southbound	2,345	3,462	3,475	3,469	680	1,410	1,400	1,410
	3 Northbound	1,025	1,706	1,697	1,708	1,853	2,585	2,607	2,589

Road	Direction	Difference Traffic Flow – AM Peak Hour			Difference Traffic Flow – PM Peak Hour		
		Scenario 2 - Scenario 1	Scenario 3 - Scenario 2	Scenario 4 - Scenario 2	Scenario 2 - Scenario 1	Scenario 3 - Scenario 2	Scenario 4 - Scenario 2
R132	1 Northbound	-20%	-1%	-1%	-2%	0%	-1%
	1 Southbound	-3%	0%	-2%	-18%	0%	0%
R150	2 Eastbound	-18%	2%	-1%	-29%	-1%	0%
	2 Westbound	-19%	-1%	1%	-12%	0%	0%
M1	3 Southbound	19%	0%	0%	35%	0%	0%
	3 Northbound	25%	0%	0%	16%	0%	0%