

**consulting  
engineers**

**NRB**

**Traffic & Transportation  
Statement**

*For*

**Proposed Public House  
and Apartment  
Development**

*At*

**Finches Public House,  
Neilstown Neighbourhood  
Centre, Neilstown Road,  
Dublin 22.**

**SUBMISSION ISSUE**

## 1.0 INTRODUCTION

NRB Consulting Engineers Ltd were appointed to address the Traffic/Transportation issues associated with a proposal to redevelop the existing Finches Public House at Neilstown Neighbourhood Centre, Neilstown Road, Dublin 22 and replace it with 29 new residential apartments plus a small public house element at ground floor level.

The application site is located in a well-established residential area in Neilstown. The site is surrounded by residential dwellings, with employment uses and services within a short walk including at Neilstown Neighbourhood Centre site and at Liffey Valley. The area contains a strong public transport network including multiple adjacent and nearby bus routes with the Clondalkin / Fonthill train station also available to residents.

We are in receipt of the drawings in connection with the proposed development. This neighbourhood centre site is very clearly well placed to benefit from Multi-Modal Accessibility, and we comment as follows under the following headings:

- Traffic/Transportation Impact
- Car Parking Provision
- Cycle Parking Provision
- Servicing of the Development
- Multi Modal Accessibility

## 2.0 TRAFFIC/TRANSPORTATION IMPACT ASSESSMENT

The small public house element at ground floor level is serving a local need and will generate negligible if any vehicular traffic. The Trip Rate Information Computer System (TRICS) database is ordinarily used to ascertain vehicular trip generation associated with the use of any particular site. This represents industry standard practice for Transportation Assessments in Ireland. We have used TRICS to assess and quantify the traffic generated by the proposed apartments in the development.

The full TRICS output for the scheme is included herein. It should be borne in mind that the development is a very low generator of traffic movements indeed, and this assessment is provided in order to demonstrate to SDCC that the traffic generated is very unlikely to result in any associated congestion or traffic management issues arising.

The resulting estimation of traffic from the TRICS database for the scheme is summarised in **Table 1.1** below. The peak hour traffic is 8 (or less) two-way trips and, in reality, will be even lower for this development given the limited provision of car parking.

**Table 1.1: Worst Case - TRICS Data Summary, 29 Apartments**

29 Apartments	Equiv. Car Arrivals		Equiv. Car Departures		Total 2-Way Traffic Generated
	Per Unit	Total	Per Unit	Total	
Weekday AM Peak	0.056	2	0.193	6	8
Weekday PM Peak	0.177	5	0.083	2	7
24 Hour Daily Av AADT	1.080	31	1.159	34	65

It is clear from this assessment that the proposed development generates very low levels of traffic during the weekday AM and weekday PM Commuter peaks, and indeed during a normal 24-Hour period.

The site is currently in use as a much larger Public House which would have had similar, if not more onerous, traffic generation characteristics in its own right.

In terms of the traffic volumes on Neilstown, the proposed development is therefore sub-threshold in terms of Traffic Impact Assessment Guidelines and will therefore have a negligible and unnoticeable impact upon Traffic Conditions.

### **3.0 CAR PARKING PROVISION**

14 car parking spaces, including one disabled car parking space are proposed for the apartments within the site curtilage in a secure ground floor car park accessed from the existing neighbourhood car park. No car parking is proposed for the small public house element of the scheme. There is currently no car parking provided within the site curtilage for the existing much larger public house.

The SDCC Development Plan (2016-2022) sets out the car parking requirements for developments. Table 11.24 sets out the maximum parking rates for residential development. Parking rates are divided into two main categories. In Zone 2 (Residential), more restrictive rates apply within town and village centres and within 400 metres of a high-quality public transport service (includes a train station, Luas station or bus stop with a high-quality service).

A high frequency route is noted as where buses operate with a minimum 10-minute frequency at peak times and a 20-minute off-peak frequency. Bus routes 40, 76 & 76 A serve the site with stops on the Neilstown Road. The number 40 alone operates every 10-12 minutes in each direction from 05.50 to 19.00 weekdays with the numbers 76 and 76A further increasing the frequency of buses serving the development. Bus timetables are enclosed with this report.

For Apartments, the maximum allowable car parking in Zone 2 is 0.75 per one bed and 1 per two bed. 9 one beds and 20 two beds are proposed. If this parking standard were applied, this suggests the provision of a maximum of 27 parking spaces as being appropriate for 29 apartments. Clearly the provision of excessive numbers of spaces is contrary to principles of sustainability.

The recently adopted '*Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities*', updates previous Policy and Guidance in the context of greater evidence and knowledge of current and likely future housing demand in Ireland. It takes account of the Housing Agency National Statement on Housing Demand and Supply and projected need for additional housing supply out to 2020, the Government's action programme on housing & homelessness, Rebuilding Ireland and the National Planning Framework – Ireland 2040, published since the 2015 guidelines.

These new guidelines address car parking and include an objective to 'Remove requirements for car-parking in certain circumstances where there are better mobility solutions and to reduce costs.' Under Car Parking - Section 4.18, the guidelines acknowledge that the quantum of car parking or the requirement for any such provision for apartment developments will vary, having regard to the types of location in cities and towns which may be suitable for apartment development, broadly based on proximity and accessibility criteria.

Section 4.19 of the guidelines notes that in larger-scale & higher-density developments, comprising wholly of apartments in more central locations that are well served by public transport, the default policy is for car parking provision to be "**wholly eliminated or substantially reduced**". This may apply in very accessible areas such as in or adjoining city cores or at a confluence of public transport systems.

Section 4.20 specifically describes these suitable locations. These locations are most likely to be in cities, especially in or adjacent to (i.e., within 15 minutes walking distance of) city centres or centrally located employment locations. This includes 10 minutes walking distance of DART or Luas stops or within 5 minutes walking distance of high frequency (min 10-minute peak hour frequency) bus services. The site is in a neighbourhood centre and adjacent a high frequency bus service. These guidelines support the case for limited parking provision as part of this development.

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We have also reviewed CSO data drawn from the 2016 census for car ownership and commuting rates in the census Small Area north and adjacent to the site which is mainly residential (as opposed to Neighbourhood Centre at the site). The census data in the local area is mainly for traditional houses as opposed to apartments and car parking demand is typically much lower for residential apartment developments. Despite this, ownership rates in surrounding residential developments in these small areas are relatively low and commuting via non-private car means is high, supporting the feasibility of residents in the proposed development foregoing private car use in favour of public and shared transport and/or cycling. (Refer Extracts included below).

As can be seen from the census data below in Figures 1.1, 1.2 & 1.3, the Census Small Areas adjacent where the development site is located has an average car ownership rate of ~0.64 cars per household in 2016 but more importantly in this case, the 2016 census data also showed that ~42% of households within the development site's *Census Small Area* do not own a car which clearly shows an existing demand for residential units with no parking.

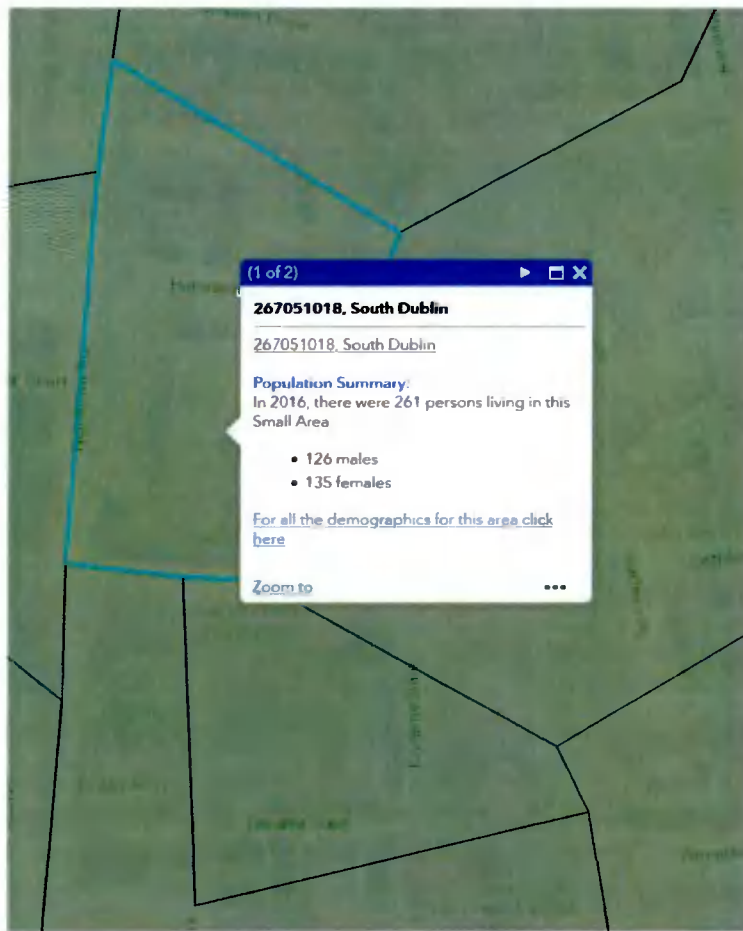


Figure 1.1 - CSO Small Area Map Adjacent Site Location

### Theme 15: Motor Car Availability, PC Ownership and Internet Access

PDF Excel Print

Number of households with cars

Motor cars	Households
No motor car	34
One motor car	31
Two motor cars	10
Three motor cars	0
Four or more motor cars	0
Not stated	5
Total	80

Figure 1.2 - CSO Car Ownership for Small Area Map Adjacent Site Location

## Theme 11: Commuting

PDF Excel Print

Population aged 5 years and over by means of travel to work, school or college

Means of Travel	Work	School or College	Total
On foot	13	37	50
Bicycle	1	3	4
Bus, minibus or coach	13	15	28
Train, DART or LUAS	0	0	0
Motorcycle or scooter	1	0	1
Car driver	26	0	26
Car passenger	0	4	4
Van	4	0	4
Other (incl. lorry)	0	0	0
Work mainly at or from home	0	0	0
Not stated	13	5	18
Total	71	64	135

**Figure 1.3 - CSO Commuting Pattern for Small Area Map Adjacent Site Location**

As can be seen from the census data above, the Census Small Area where the development site is located has a low commuting car usage rate of only ~22% with other respondents using public transport, walking, cycling and other means to travel to work and college. This highlights the accessibility of the site location and the suitability of limited car parking provision.

#### 4.0 CYCLE PARKING PROVISION

Similar to car parking, the SDCC Development Plan (2016-2022) sets out the cycle parking requirements for developments. This is 1 long stay space per 5 apartments and 1 short stay space per 10 apartments. The public house element requires 1 long stay space per 5 staff for bars and 1 short stay space per 150sq.m GFA of a bar. This is ~12 cycle parking spaces.

The 'Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities' states that 1 bicycle parking space per bedspace plus 1 visitor space per 2 units is a requirement, which would indicate that significantly more cycle parking is required than is set out in the SDCC Development Plan i.e., 64 spaces for the apartments.

The New Apartments Guidelines also states that any deviation from these standards shall be at the discretion of the planning authority and shall be justified with respect to factors such as location, quality of facilities proposed, flexibility for future enhancement/enlargement, etc. In this case high quality cycle parking is provided in a location which is within walking distance of many services, employment zones and public transport options.



45 cycle parking spaces are proposed within the development which is well over and above the SDCC requirements and in line with the national Design Standards for Apartments. These are secure, internal, communal parking at ground floor level close to the car park entrance. This generous level of cycle parking also supports the case for limited car parking provision.

## **5.0 SERVICING OF THE DEVELOPMENT**

The development consists of private residential apartments containing a total of 29 units with a small public house element at ground floor. In these terms, apartments have a very limited servicing requirement, primarily to do with refuse collection. In this case, each apartment and the public house has access to a managed bin storage area located within the development near the proposed car park entry.

The scheme's Property Management Company will be responsible for the weekly movement of the bins to a collection point on the day of refuse collection. On collection day, bins will be located so as not to block pedestrian access or the existing footpaths.

Collection can be facilitated from the recessed set down space along the site frontage on Collinstown Road using traditional refuse lorries in a safe and appropriate fashion, with bins wheeled to and from the point of collection without any issues arising, similar to the existing residential dwellings and businesses local to the site.

Deliveries and collections are also possible from the neighbourhood centre car park area from which the new undercroft car park is accessed. This is similar to the existing arrangements and those of neighbouring businesses.

In this case, it is anticipated that the refuse collection company will collect bins directly from the bin store given its accessible location adjacent the car park entrance, returning the empty bins to the storage area.

The existing much larger public house would have similar or higher servicing trip generation characteristics to the current and proposed use.

## **6.0 MULTI MODAL ACCESSIBILITY**

Being located within the heart of a neighbourhood area, the site is ideally located to take advantage of alternative modes of travel to the private car, and this section of the report highlights the accessibility by mode.

### **Walking**

The key to pedestrian accessibility is short, convenient, and safe links. Walking is the most widely used form of transport. Nearly all journeys involve some walking, therefore better pedestrian facilities can have a wide impact. As a main method of travel, a distance of up to 3 km is considered reasonable for walking.

The site is well served by existing footpaths, with wide footpaths and pedestrian crossings located along Neilstown Road and Collinstown Road linking the wider area. Many of the residents service and amenity needs are served in the subject neighbourhood centre and at Liffey Valley which is ~15 minutes' walk.



**Figure 1.1 – Walking Distance to Liffey Valley**

**Cycling**

The key to cycle accessibility is convenient safe links, with secure and carefully sited cycle parking. Cycling is ideal for shorter journeys and cycling has an important role to play in reducing car use.

The site is ideally located on Neilstown Road with dedicated cycle tracks and cyclist facilities, and in these terms the development will help in promoting cycling as a sustainable mode of travel. The current cycle lane provision on Neilstown Road is highlighted in **Figure 1.2** below.





**Figure 1.2 – Cycle tracks on Neilstown Road**

**Public Transport - Bus**

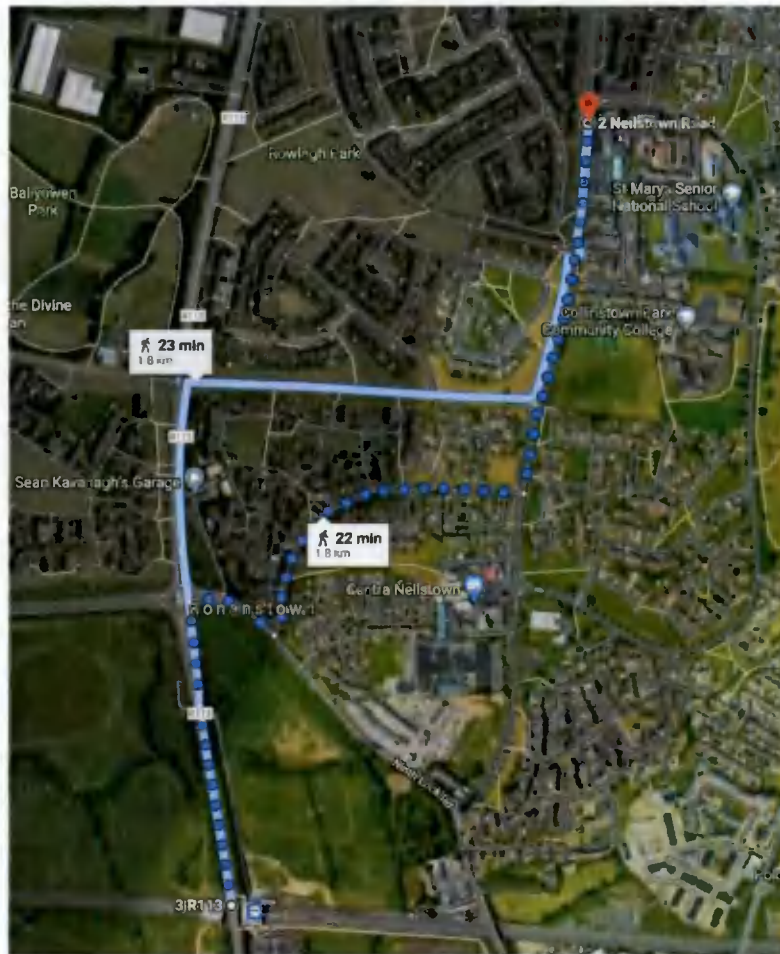
For suburban and outer urban connectivity, the site is located within easy access to a number of Dublin Bus Services. These provide access to the city centre and local employment zones and they also connect with both Luas and mainline train services within the City Centre. These services will be improved as part of Bus Connects proposals.

The proposed development is well placed to take advantage of the existing Bus services, with several stops in close proximity to the site along the site frontage. The development is currently very well serviced by a number of frequent Dublin Bus / Go Ahead services as noted above including route numbers 40, 76 & 76A.

Real time information is available at the nearby Bus Stops, and information is available through the use of Bus Passenger Apps for Mobile Phones. All of the Dublin Bus routes currently passing the development are operated using new low-floor wheelchair accessible city buses. Details of routes, timetables and fares are provided on the Dublin Bus App, and on the Transport for Ireland National Journey Planner App.

**Public Transport - Train**

The site is within 1800m commuting distance or a ~22-minute walk of Clondalkin / Fonthill Train station. This represents an easy walk time for commuting workers who choose to use the train depending on their destination. The route to the station is illustrated below as **Figure 1.2**.



**Figure 1.2 - Train Station Accessibility**

In terms of number of routes of trains and more so buses easily available to Residents, it is considered that the proposed development is highly sustainable in terms of public transport accessibility. The proximity of the development to existing public transport services means that all residents will have viable alternatives to the private car for accessing the site and will not be reliant upon the car as a primary mode of travel.

## 7.0 CONCLUSION

This report demonstrates that the proposed development will have an unnoticeable impact upon the established local traffic conditions and can easily be accommodated on the road network.

The layout, access and the traffic management and control measures have been specifically and carefully designed to ensure that the proposed development works in an efficient manner.

The site is clearly highly accessible by Non-Car modes of travel, accessible via Bus, and within walking distance of employment zones and local services and amenities.

We believe that there are therefore no Traffic/Transportation/Roads related issues that would prevent a grant of planning permission from SDCC.

### ***Enclosures:***

- *TRICS output for Residential Apartment Development*
- *NRB-TA-001 showing the Proposed Site Layout*
- *Bus Timetables – Numbers 40,76 & 76A*

Calculation Reference: AUDIT-160301-210326-0330

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 03 - RESIDENTIAL  
 Category : C - FLATS PRIVATELY OWNED

**TOTAL VEHICLES**Selected regions and areas:

<b>03</b>	<b>SOUTH WEST</b>	
	DC DORSET	1 days
	DV DEVON	1 days
<b>04</b>	<b>EAST ANGLIA</b>	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
	SF SUFFOLK	2 days
<b>05</b>	<b>EAST MIDLANDS</b>	
	DS DERBYSHIRE	1 days
	NT NOTTINGHAMSHIRE	2 days
<b>06</b>	<b>WEST MIDLANDS</b>	
	WM WEST MIDLANDS	1 days
<b>07</b>	<b>YORKSHIRE &amp; NORTH LINCOLNSHIRE</b>	
	RI EAST RIDING OF YORKSHIRE	1 days
	SY SOUTH YORKSHIRE	1 days
<b>08</b>	<b>NORTH WEST</b>	
	MS MERSEYSIDE	2 days
<b>09</b>	<b>NORTH</b>	
	CB CUMBRIA	3 days
<b>10</b>	<b>WALES</b>	
	CO CONWY	1 days
<b>11</b>	<b>SCOTLAND</b>	
	EB CITY OF EDINBURGH	1 days
	SA SOUTH AYRSHIRE	1 days
	SR STIRLING	3 days
<b>12</b>	<b>CONNAUGHT</b>	
	GA GALWAY	1 days
<b>13</b>	<b>MUNSTER</b>	
	WA WATERFORD	1 days
<b>14</b>	<b>LEINSTER</b>	
	LU LOUTH	3 days
<b>15</b>	<b>GREATER DUBLIN</b>	
	DL DUBLIN	6 days
<b>16</b>	<b>ULSTER (REPUBLIC OF IRELAND)</b>	
	MG MONAGHAN	1 days
<b>17</b>	<b>ULSTER (NORTHERN IRELAND)</b>	
	AN ANTRIM	1 days

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



TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

**TOTAL VEHICLES****Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	37	55	0.045	37	55	0.157	37	55	0.202
08:00 - 09:00	37	55	0.056	<b>37</b>	<b>55</b>	<b>0.193</b>	37	55	0.249
09:00 - 10:00	37	55	0.069	37	55	0.095	37	55	0.164
10:00 - 11:00	37	55	0.056	37	55	0.075	37	55	0.131
11:00 - 12:00	37	55	0.065	37	55	0.076	37	55	0.141
12:00 - 13:00	37	55	0.085	37	55	0.079	37	55	0.164
13:00 - 14:00	37	55	0.068	37	55	0.083	37	55	0.151
14:00 - 15:00	37	55	0.081	37	55	0.079	37	55	0.160
15:00 - 16:00	37	55	0.102	37	55	0.061	37	55	0.163
16:00 - 17:00	37	55	0.115	37	55	0.082	37	55	0.197
17:00 - 18:00	<b>37</b>	<b>55</b>	<b>0.177</b>	37	55	0.083	<b>37</b>	<b>55</b>	<b>0.260</b>
18:00 - 19:00	37	55	0.161	37	55	0.096	37	55	0.257
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>1.080</b>			<b>1.159</b>			<b>2.239</b>

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

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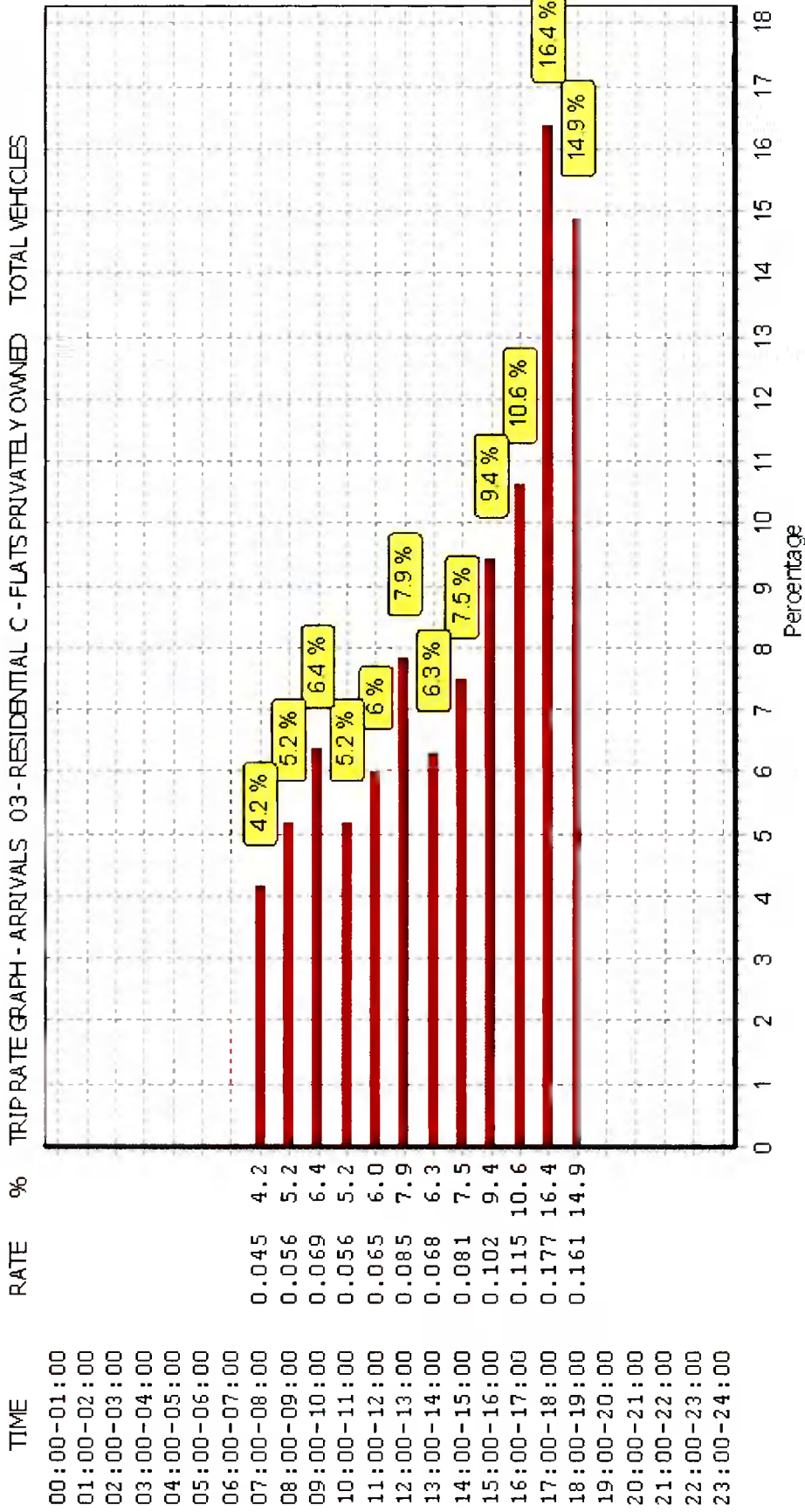
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**Parameter summary**

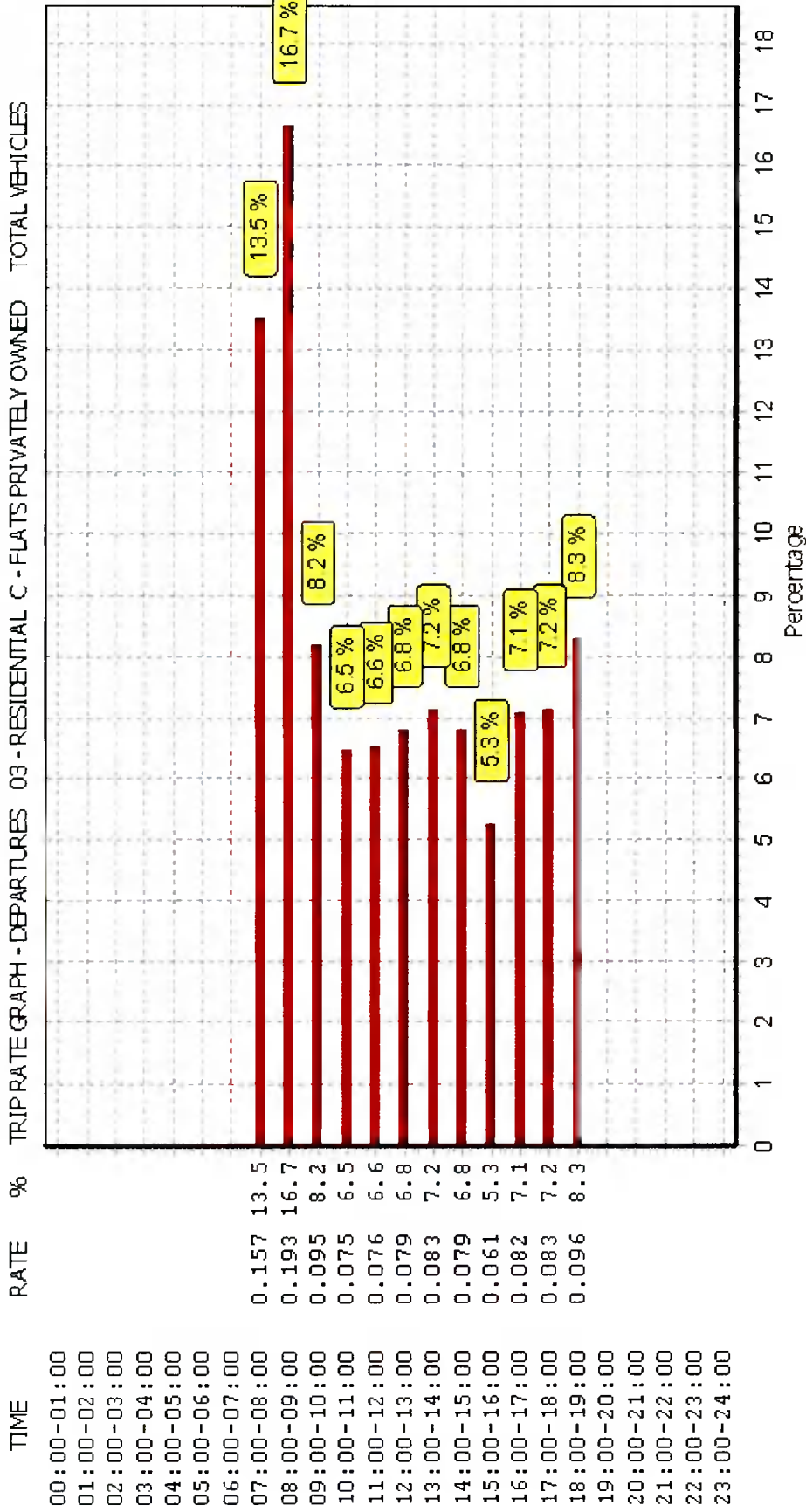
Trip rate parameter range selected:	9 - 184 (units: )
Survey date range:	01/01/12 - 08/09/20
Number of weekdays (Monday-Friday):	37
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

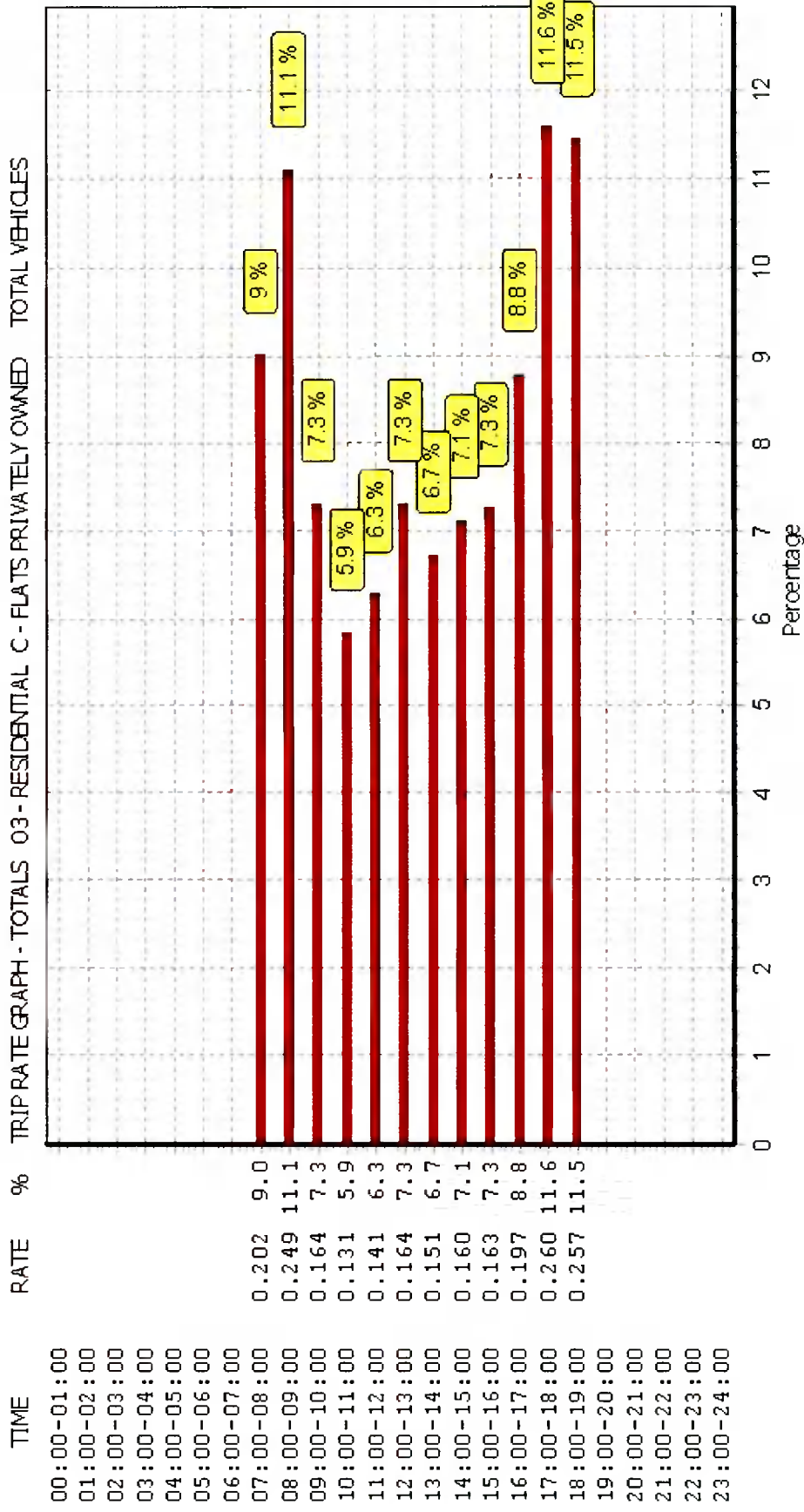




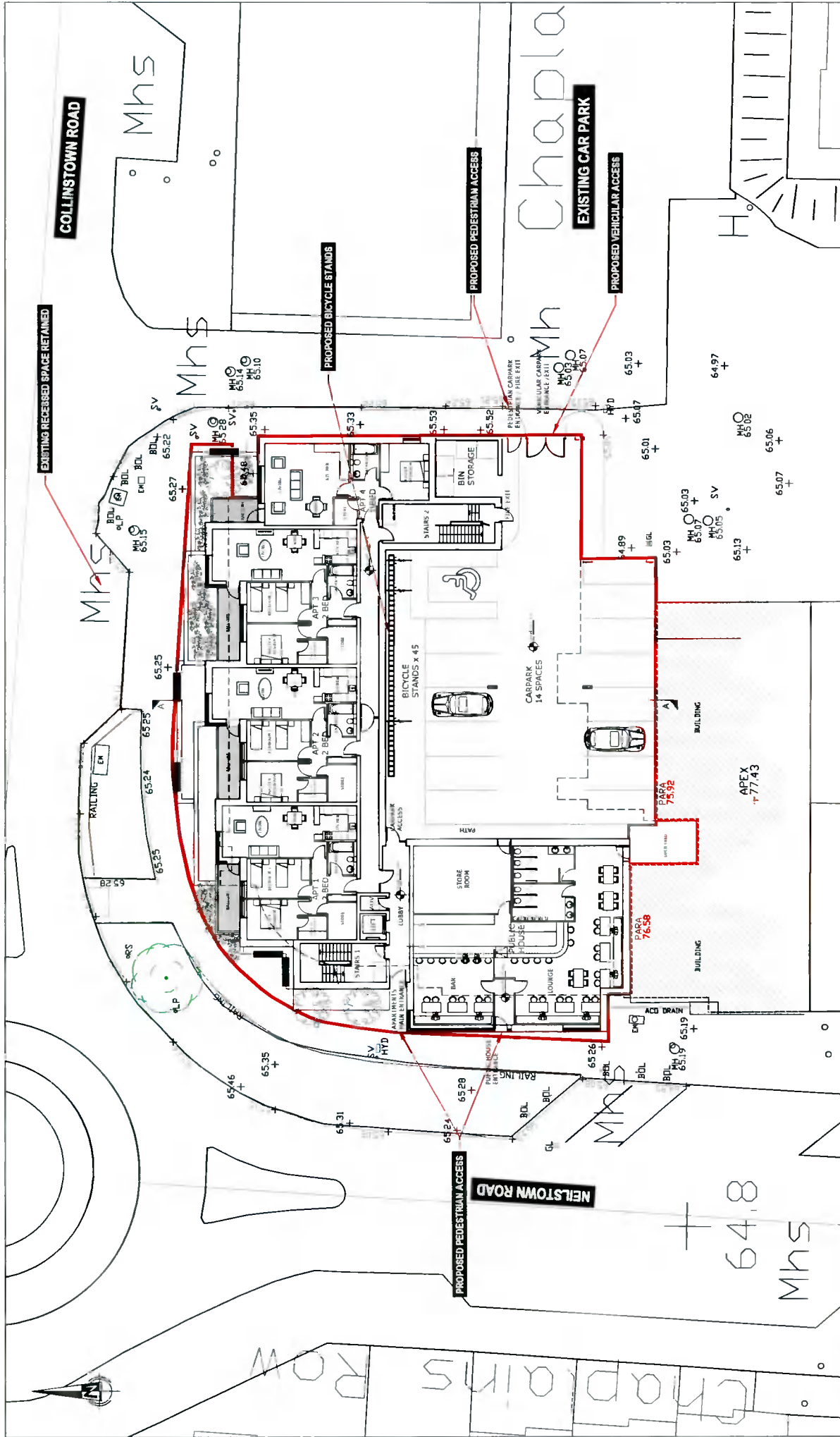
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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Client	Finches Neilstown		Project No.	21-066	Drawing No.	NRB-TA-001
Project	Proposed Development Ground Floor Layout		Drawn	PB	Checked	26/05/21
Title	Proposed Development Ground Floor Layout		Date	26/05/21	Scale @ A3	1:250
Rev	DATE	AMENDMENTS	Drawn	26/05/21	Checked	26/05/21
APP	CHK	DRAWN	Rev	26/05/21	Approved	26/05/21
APPROVED	APPROVED	APPROVED	As Built	As Built	Information	Information
APPROVED	APPROVED	APPROVED	As Built	As Built	Tender	Tender
APPROVED	APPROVED	APPROVED	As Built	As Built	Approval	Approval
APPROVED	APPROVED	APPROVED	As Built	As Built	Construction	Construction

NRB Consulting Engineers Ltd recommend that Road and land ownership boundaries are verified through Legal & Land searches by the Client.

This drawing is based upon architects drawing 9816.03\_2100\_Planing Drawings\_Apartments received 20/05/21. NRB Consulting Engineers Ltd shall not be liable for any inaccuracies or deficiencies.

**NRB consulting engineers**

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A A A

# 40

Buses from/to  
**From Charlestown Shopping Centre Towards Liffey Valley Shopping Centre**  
 Operative Date: 13/12/2020  
 Version: TT 20.1

## From Charlestown Shopping Centre Towards Liffey Valley Shopping Centre



Larionad Baile Chathail, Sráidbhaile Fhionnghlaise, Bothar San Eiléana (Gleann na Tulchann), Sráid Dorest Iochtarach (An Cuarbhóthar Thuaidh), Sráid Uí Chonaill, Inse Chór, Bothar Bhaile Formaid, Bothar Bhaile Néill, Larionad Ghleann na Life

	Monday to Friday				Saturday				Sunday			
<b>Buses leave terminus at:</b>	05:05	05:20	05:35	05:50	06:10*	06:25*	06:40	06:55	07:30*	08:00	08:30	09:00
	then every 10-12 minutes until 1900				then every 15 minutes until 1040				09:30	10:00	10:20	10:40
<b>Route Variations</b>	19:15	19:30	19:45	20:00	then every 10 minutes until 1910				11:00	11:20	11:40	12:00
c To City Centre	20:15	20:30	20:45	21:00	19:25	19:40	19:55	20:10	then every 15 minutes until 1800			
* See below for routing	21:15	21:30	21:45	22:00	20:30	20:50	21:10	21:30	18:20	18:40	19:00	19:20
	22:15	22:30	22:45	23:00	21:50	22:10	22:30	22:50	19:40	20:00	20:20	20:40
	23:15	23:30			23:20c				21:00	21:20	21:40	22:00
									22:20	22:40	23:00	23:20c

Charlestown Shopping Centre → 5mins → Finglas Village → 12mins → St. Helena's Rd. (Tolka Valley) → 17mins → Dorset St. Lwr. (North Circular Rd.) → 8mins → O'Connell St. → 20mins → Inchicore → 10mins → Ballyfermot Rd. (Markievicz Park) → 10mins → Neilstown Rd. (Finches) → 5mins → Liffey Valley Shopping Centre

All times are off peak estimates

## From Liffey Valley Shopping Centre Towards Charlestown Shopping Centre



Larionad Ghleann na Life, Bothar Bhaile Néill, Bothar Bhaile Formaid, Inse Chór, Sráid Uí Chonaill, Sráid Dorest Iochtarach (An Cuarbhóthar Thuaidh), Bothar San Eiléana (Gleann na Tulchann), Sráidbhaile Fhionnghlaise, Larionad Baile Chathail

	Monday to Friday				Saturday				Sunday			
<b>Buses leave terminus at:</b>	05:05	05:20	05:35	05:50	06:05	06:20	06:35	06:50	08:20	08:50	09:20	09:50
	then every 10-12 minutes until 1915				then every 15 minutes until 1050				10:10	10:30	10:50	11:10
<b>Route Variations</b>	19:30	19:45	20:00	20:15	then every 10-15 minutes until 1900				11:30	11:50	12:10	12:30
c To City Centre	20:30	20:45	21:00	21:15	19:15	19:30	19:45	20:00	12:45	13:00	13:10	13:30
	21:30	21:45	22:00	22:15	20:20	20:40	21:00	21:20	then every 15 minutes until 1830			
	22:30	22:45	23:00	23:15	21:40	22:00	22:20	22:40	18:50	19:10	19:30	19:50
	23:30				23:00c	23:20c			20:10	20:30	20:50	21:10
									21:30	21:50	22:10	22:30
									22:50	23:10c	23:30c	

Liffey Valley Shopping Centre → 5mins → Neilstown Rd. (Finches) → 10mins → Ballyfermot Rd. (Markievicz Park) → 10mins → Inchicore → 20mins → O'Connell St. → 8mins → Dorset St. Lwr. (North Circular Rd.) → 17mins → St. Helena's Rd. (Tolka Valley) → 12mins → Finglas Village → 5mins → Charlestown Shopping Centre

All times are off peak estimates

### Fare Stages

13 87 Charlestown Shopping Centre	28 72 Thomas St. (Walling St.)
14 86 Finglas Village	29 71 James St. (St. James's Hospital)
15 85 St. Margaret's Rd.	30 70 Old Kilmainham
16 84 Cardiffsbridge Rd.	31 69 Emmet Rd. (Kilmainham Cross)
17 83 St. Helena's Rd. (Tolka Valley)	32 68 Sarsfield Rd. (Model Schools)
18 82 Finglas Rd. (Tolka Vale)	33 67 Sarsfield Rd. (The Ranch)
19 81 Finglas Rd. (Dublin Industrial Estate)	34 66 Ballyfermot Rd. (Markievicz Park)
20 80 Finglas Rd. (Glasnevin Cemetery)	35 65 Ballyfermot Rd. (Church)
21 79 Finglas Rd. (Hart's Corner)	36 64 Ballyfermot Rd. (Gala Centre)
22 78 Whitworth Rd. (Wigan Rd.)	37 63 Ballyfermot Rd. (Cleggan Park)
23 77 Dorset St. Lwr. (North Circular Rd.)	38 62 Ballyfermot Rd. (Cherry Orchard Hospital)
24 76 Dorset St. (North Frederick St.)	39 61 Neilstown Rd. (Finches)
25 75 O'Connell St.	40 60 Quarryvale
26 74 Lord Edward St.	41 59 Liffey Valley Shopping Centre
27 73 Thomas St. (Francis St.)	

### Route Information

\* On Saturday and Sunday these trips operate as follows:

From Charlestown via St Margaret's Road, Plunkett Avenue to Cardiffsbridge Road, then Dunsink Avenue, Wellmount Road, Finglas Road (N2), Phibsboro, Western Way, Mountjoy Square, O'Connell Street to Liffey Valley.



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

Monday to Friday

Valid from 11th April 2021

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76A

Tallaght - Chapelizod  
via Liffey Valley  
Tallaght - Blanchardstown  
via Liffey Valley

Service Number	76	76A	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76
The Square (4341)	0630	0650	0715	0735	0755	0815	0835	0855	0915	0935	0955	1015	1035	1055	1115	1135	1200	1220	1240
Belgard Road (5011)	0637	0658	0723	0743	0803	0824	0844	0904	0924	0944	1004	1024	1044	1104	1124	1144	1209	1229	1249
Oakfield (2115)	0603	0707	0731	0752	0811	0833	0853	0913	0933	0953	1015	1035	1055	1115	1136	1156	1221	1241	1301
Collinstown College (2120)	0609	0649	0712	0735	0815	0838	0858	0918	0938	0958	1020	1040	1100	1120	1142	1202	1227	1247	1307
Coldcut Road (2685)	0609	0651	0715	0737	0800	0840	0900	0920	0940	1000	1022	1042	1102	1122	1144	1204	1230	1250	1311
Liffey Valley SC (4795) arr	0610	0652	0716	0739	0819	0842	0902	0922	0942	1002	1024	1044	1104	1124	1146	1206	1232	1252	1314
Liffey Valley SC (4795) dep	0612	0654	0718	0742	0803	0826	0846	0906	0926	1006	1026	1046	1106	1126	1148	1208	1234	1254	1318
Cherry Orchard Hosp (2205)	0615	0658	0722	0746	0807	0826	0850	0910	0930	0950	1010	1030	1050	1110	1130	1154	1214	1238	1322
Ballyfermot (2696)	0618	0701	0726	0749	0811	0829	0853	0913	0933	0953	1013	1034	1054	1114	1134	1157	1217	1242	1326
Glennauin (2243)	0705	0753	0833	0857	0917	0937	0957	1017	1037	1057	1117	1137	1157	1217	1237	1257	1308	1332	1332
Kennelsfort (4401)	0624	0733	0818	0838	0858	0918	0938	0958	1018	1038	1058	1118	1138	1158	1218	1238	1258	1308	1332
Blanchardstown Vige (1813)	0632	0740	0825	0845	0865	0885	0905	0925	0945	0965	0985	1005	1025	1045	1065	1085	1105	1125	1145
Blanchardstown SC (7026)	0638	0747	0832	0852	0912	0932	0952	1012	1032	1052	1072	1092	1112	1132	1152	1212	1232	1252	1332

Service Number	76	76A	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76
The Square (4341)	1300	1320	1340	1400	1420	1440	1500	1520	1540	1600	1620	1640	1700	1720	1740	1800	1820	1840	1900
Belgard Road (5011)	1309	1329	1349	1409	1428	1449	1509	1528	1549	1609	1631	1649	1709	1731	1749	1809	1829	1849	1909
Oakfield (2115)	1321	1341	1401	1421	1437	1501	1521	1537	1601	1621	1640	1701	1721	1740	1801	1820	1840	1859	1919
Collinstown College (2120)	1327	1347	1407	1427	1442	1507	1527	1542	1607	1627	1647	1707	1727	1747	1807	1826	1845	1903	1943
Coldcut Road (2685)	1331	1351	1411	1431	1445	1511	1531	1545	1611	1631	1650	1711	1731	1750	1810	1829	1847	1905	1945
Liffey Valley SC (4795) arr	1334	1354	1414	1434	1446	1514	1534	1546	1614	1634	1652	1714	1734	1752	1812	1831	1849	1907	1947
Liffey Valley SC (4795) dep	1338	1358	1418	1438	1448	1518	1538	1548	1618	1638	1654	1718	1738	1754	1814	1833	1851	1909	1949
Cherry Orchard Hosp (2205)	1342	1402	1422	1442	1452	1522	1542	1552	1622	1642	1659	1722	1742	1759	1818	1837	1855	1913	1953
Ballyfermot (2696)	1346	1406	1426	1446	1456	1526	1546	1556	1626	1646	1703	1726	1746	1803	1822	1841	1859	1917	1957
Glennauin (2243)	1352	1412	1432	1452	1503	1532	1552	1603	1632	1652	1711	1732	1752	1811	1828	1847	1905	1923	2003
Kennelsfort (4401)	1352	1412	1432	1452	1503	1532	1552	1603	1632	1652	1711	1732	1752	1811	1828	1847	1905	1923	2003
Blanchardstown Vige (1813)	1352	1412	1432	1452	1503	1532	1552	1603	1632	1652	1711	1732	1752	1811	1828	1847	1905	1923	2003
Blanchardstown SC (7026)	1352	1412	1432	1452	1503	1532	1552	1603	1632	1652	1711	1732	1752	1811	1828	1847	1905	1923	2003

Service Number	76	76A	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76
The Square (4341)	1940	2000	2020	2040	2100	2120	2140	2200	2220	2240	2300	2320	2350	2350	2350	2350	2350	2350	2350
Belgard Road (5011)	1949	2009	2028	2048	2108	2127	2147	2207	2227	2247	2307	2327	2357	2357	2357	2357	2357	2357	2357
Oakfield (2115)	1959	2018	2036	2056	2116	2135	2155	2215	2235	2255	2314	2334	2404	2404	2404	2404	2404	2404	2404
Collinstown College (2120)	2003	2023	2040	2100	2120	2139	2159	2219	2239	2259	2318	2338	2408	2408	2408	2408	2408	2408	2408
Coldcut Road (2685)	2005	2025	2042	2102	2122	2141	2201	2221	2241	2301	2320	2340	2410	2410	2410	2410	2410	2410	2410
Liffey Valley SC (4795) arr	2007	2027	2044	2104	2124	2142	2202	2222	2242	2302	2321	2341	2411	2411	2411	2411	2411	2411	2411
Liffey Valley SC (4795) dep	2009	2031	2047	2107	2127	2144	2204	2224	2244	2304	2323	2343	2413	2413	2413	2413	2413	2413	2413
Cherry Orchard Hosp (2205)	2013	2035	2051	2111	2131	2148	2208	2228	2248	2308	2327	2347	2417	2417	2417	2417	2417	2417	2417
Ballyfermot (2696)	2017	2038	2054	2114	2134	2151	2211	2231	2251	2311	2330	2350	2420	2420	2420	2420	2420	2420	2420
Glennauin (2243)	2023	2042	2058	2118	2138	2155	2215	2235	2255	2315	2334	2354	2424	2424	2424	2424	2424	2424	2424

Monday to Friday

Valid from 11th April 2021

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Chapelizod - Tallaght  
via Liffey Valley  
Blanchardstown - Liffey Valley  
via Chapelizod

Service Number	76	76A	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76
Blanchardstown SC (4747)	0637	0637	0710	0730	0745	0805	0813	0850	0910	0930	0950	1010	1030	1050	1110	1130	1150	1230	1230
Old Navan Road (1842)	0643	0643	0716	0736	0751	0811	0820	0856	0916	0937	0956	1016	1037	1057	1117	1137	1157	1217	1237
Kennelsfort (2241)	0652	0652	0718	0738	0754	0814	0823	0859	0918	0940	0959	1019	1040	1100	1120	1140	1200	1220	1240
Glenaulin (2243)	0655	0655	0718	0740	0756	0816	0825	0901	0920	0942	1001	1021	1042	1103	1123	1143	1205	1225	1245
Ballyfermot Comm Cen (2668)	0701	0701	0718	0744	0800	0820	0829	0905	0924	0946	1005	1025	1046	1107	1127	1147	1209	1229	1249
Coldcut Road (4798)	0704	0704	0720	0748	0805	0825	0835	0910	0928	0952	1010	1030	1052	1112	1132	1152	1214	1234	1254
Liffey Valley SC (4795) arr	0706	0706	0724	0753	0810	0830	0842	0915	0933	0959	1015	1035	1059	1118	1138	1158	1220	1240	1300
Liffey Valley SC (4795) dep	0708	0708	0724	0748	0805	0825	0835	0910	0928	0952	1010	1030	1052	1112	1132	1152	1214	1234	1300
Collinstown College (2127)	0714	0714	0728	0753	0810	0830	0842	0915	0933	0959	1015	1035	1059	1118	1138	1158	1220	1240	1300
Oakfield (2158)	0720	0720	0733	0755	0813	0833	0847	0918	0935	1004	1018	1038	1104	1121	1141	1201	1223	1243	1303
Knockmeenagh Road (2174)	0723	0723	0743	0803	0821	0841	0855	0926	0943	1012	1026	1046	1112	1129	1149	1209	1234	1254	1314
Belgard (2620)	0733	0733	0743	0803	0821	0841	0855	0926	0943	1012	1026	1046	1112	1129	1149	1209	1234	1254	1314
Belgard Square South (7181)	0740	0740	0750	0810	0828	0848	0905	0933	0950	1022	1033	1053	1122	1138	1158	1218	1243	1303	1323

Service Number	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76
Blanchardstown SC (4747)	1245	1300	1340	1400	1420	1440	1500	1520	1540	1600	1620	1640	1700	1727	1740	1800	1827	1850	1915
Old Navan Road (1842)	1252	1307	1347	1407	1427	1447	1507	1527	1547	1607	1627	1647	1707	1735	1747	1807	1835	1855	1921
Kennelsfort (2241)	1255	1310	1350	1410	1430	1450	1510	1530	1550	1610	1630	1650	1710	1739	1750	1810	1839	1858	1924
Glenaulin (2243)	1300	1315	1355	1415	1435	1455	1515	1535	1555	1615	1635	1655	1715	1743	1755	1815	1843	1903	1927
Ballyfermot Comm Cen (2668)	1304	1319	1359	1419	1439	1459	1519	1539	1559	1619	1639	1659	1719	1748	1759	1819	1848	1907	1931
Coldcut Road (4798)	1309	1324	1364	1424	1444	1464	1524	1544	1564	1624	1644	1704	1724	1754	1804	1824	1854	1912	1937
Liffey Valley SC (4795) arr	1315	1330	1370	1430	1450	1470	1530	1550	1570	1630	1650	1710	1730	1760	1810	1830	1900	1918	1943
Liffey Valley SC (4795) dep	1318	1333	1373	1433	1453	1473	1533	1553	1573	1633	1653	1713	1733	1763	1813	1833	1904	1921	1947
Collinstown College (2127)	1329	1344	1404	1464	1484	1504	1564	1584	1604	1664	1684	1744	1764	1794	1844	1864	1911	1929	1954
Oakfield (2158)	1338	1353	1413	1473	1493	1513	1573	1593	1613	1673	1693	1753	1773	1803	1853	1873	1919	1937	2002
Knockmeenagh Road (2174)																			
Belgard (2620)																			
Belgard Square South (7181)																			

Service Number	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76
Blanchardstown SC (4747)	1935	1955	2015	2035	2115	2135	2155	2215	2235	2255	2325	2350	2375	2400	2425	2450	2475	2500	2525
Old Navan Road (1842)	1940	2000	2021	2040	2100	2120	2140	2200	2220	2240	2300	2330	2355	2380	2405	2430	2455	2480	2505
Kennelsfort (2241)	1943	2003	2024	2042	2102	2122	2142	2202	2222	2242	2302	2332	2357	2382	2407	2432	2457	2482	2507
Glenaulin (2243)	1948	2007	2026	2045	2105	2125	2145	2205	2225	2245	2305	2335	2360	2385	2410	2435	2460	2485	2510
Ballyfermot Comm Cen (2668)	1952	2011	2030	2048	2108	2128	2148	2208	2228	2248	2308	2338	2363	2388	2413	2438	2463	2488	2513
Coldcut Road (4798)	1957	2015	2035	2052	2112	2132	2152	2212	2232	2252	2312	2342	2367	2392	2417	2442	2467	2492	2517
Liffey Valley SC (4795) arr	2003	2021	2040	2058	2118	2138	2158	2218	2238	2258	2318	2348	2373	2398	2423	2448	2473	2498	2523
Liffey Valley SC (4795) dep	2006	2024	2043	2101	2121	2141	2201	2221	2241	2261	2321	2351	2376	2401	2426	2451	2476	2501	2526
Collinstown College (2127)	2014	2032	2051	2106	2126	2146	2206	2226	2246	2306	2336	2361	2386	2411	2436	2461	2486	2511	2536
Oakfield (2158)	2022	2040	2058	2112	2132	2152	2212	2232	2252	2312	2342	2367	2392	2417	2442	2467	2492	2517	2542
Knockmeenagh Road (2174)																			
Belgard (2620)																			
Belgard Square South (7181)																			

Tallaght - Chapelizod  
via Liffey Valley

Valid from 11th April 2021

Saturday

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Service Number	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76
The Square (4341)	0645	0715	0745	0815	0845	0900	0920	0940	1000	1020	1040	1100	1120	1140	1200	1220	1240	1240
Belgard Road (5011)	0652	0722	0752	0823	0853	0908	0928	0949	1009	1029	1049	1109	1129	1149	1209	1229	1249	1249
Oakfield (2115)	0700	0730	0800	0831	0901	0916	0936	0958	1018	1039	1059	1119	1139	1159	1221	1241	1301	1301
Collinstown College (2120)	0703	0733	0803	0835	0905	0920	0940	1003	1023	1045	1105	1125	1145	1205	1227	1247	1307	1307
Coldcut Road (2685)	0705	0735	0805	0837	0907	0922	0942	1005	1025	1047	1107	1127	1147	1207	1229	1249	1311	1311
Liffey Valley SC (4795) arr	0705	0738	0808	0842	0909	0924	0944	1007	1027	1049	1109	1129	1149	1209	1231	1251	1314	1314
Liffey Valley SC (4795) dep	0708	0738	0808	0842	0912	0927	0947	1011	1031	1053	1113	1133	1153	1213	1235	1255	1318	1318
Cherry Orchard Hosp (2205)	0712	0742	0812	0846	0916	0931	0951	1015	1035	1057	1117	1137	1157	1217	1239	1259	1322	1322
Ballyfermot (2696)	0715	0745	0815	0849	0919	0934	0954	1018	1038	1100	1120	1140	1200	1220	1242	1302	1326	1326
Glenaulin (2243)	0719	0749	0819	0853	0923	0938	0958	1022	1042	1104	1124	1144	1204	1224	1246	1306	1332	1332

Service Number	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76
The Square (4341)	1300	1320	1340	1400	1420	1440	1500	1520	1540	1600	1620	1640	1700	1720	1740	1800	1820	1820
Belgard Road (5011)	1309	1329	1349	1409	1429	1449	1509	1529	1549	1609	1629	1649	1709	1729	1749	1809	1829	1829
Oakfield (2115)	1321	1341	1401	1421	1441	1501	1521	1541	1601	1621	1641	1701	1721	1740	1800	1820	1840	1840
Collinstown College (2120)	1327	1347	1407	1427	1447	1507	1527	1547	1607	1627	1647	1707	1727	1746	1806	1826	1845	1845
Coldcut Road (2685)	1331	1351	1411	1431	1451	1511	1531	1551	1611	1631	1650	1710	1730	1749	1809	1829	1847	1847
Liffey Valley SC (4795) arr	1334	1354	1414	1434	1454	1514	1534	1554	1614	1634	1652	1712	1732	1751	1811	1831	1849	1849
Liffey Valley SC (4795) dep	1338	1358	1418	1438	1458	1518	1538	1558	1618	1638	1654	1714	1734	1753	1813	1833	1851	1851
Cherry Orchard Hosp (2205)	1342	1402	1422	1442	1502	1522	1542	1602	1622	1642	1658	1718	1738	1757	1817	1837	1855	1855
Ballyfermot (2696)	1346	1406	1426	1446	1506	1526	1546	1606	1626	1646	1702	1722	1742	1801	1821	1841	1859	1859
Glenaulin (2243)	1352	1412	1432	1452	1512	1532	1552	1612	1632	1652	1708	1728	1748	1807	1827	1847	1905	1905

Service Number	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76
The Square (4341)	1840	1900	1920	1940	2000	2020	2040	2100	2120	2140	2200	2220	2240	2300	2320	2350	2350	2350
Belgard Road (5011)	1849	1909	1929	1949	2009	2027	2047	2107	2127	2147	2207	2227	2247	2307	2327	2357	2357	2357
Oakfield (2115)	1859	1919	1939	1959	2019	2035	2055	2115	2135	2155	2215	2235	2255	2314	2334	2404	2404	2404
Collinstown College (2120)	1903	1923	1943	2003	2023	2039	2059	2119	2139	2159	2219	2239	2259	2318	2338	2408	2408	2408
Coldcut Road (2685)	1905	1925	1945	2005	2025	2041	2101	2121	2141	2201	2221	2241	2301	2320	2340	2410	2410	2410
Liffey Valley SC (4795) arr	1907	1927	1947	2007	2027	2042	2102	2122	2142	2202	2222	2242	2302	2321	2341	2411	2411	2411
Liffey Valley SC (4795) dep	1909	1929	1949	2009	2029	2044	2104	2124	2144	2204	2224	2244	2304	2323	2343	2413	2413	2413
Cherry Orchard Hosp (2205)	1913	1933	1953	2013	2033	2048	2108	2128	2148	2208	2228	2248	2308	2327	2347	2417	2417	2417
Ballyfermot (2696)	1917	1937	1957	2017	2037	2051	2111	2131	2151	2211	2231	2251	2311	2330	2350	2420	2420	2420
Glenaulin (2243)	1923	1943	2003	2023	2043	2055	2115	2135	2155	2215	2235	2255	2315	2334	2354	2424	2424	2424

Chapelizod - Tallaght  
via Liffey Valley

Valid from 11th April 2021

Saturday

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Service Number	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76
Glenaulin (2243)	0630	0700	0730	0800	0830	0855	0920	0940	1000	1020	1040	1100	1120	1140	1200	1220	1240	1240
Ballyfermot Comm Cen (2668)	0635	0705	0735	0805	0835	0900	0926	0946	1006	1027	1047	1107	1127	1147	1207	1227	1247	1247
Coldcut Road (4798)	0637	0707	0737	0807	0837	0902	0928	0948	1009	1030	1050	1110	1130	1150	1210	1230	1250	1250
Liffey Valley SC (4795) arr	0639	0709	0739	0809	0839	0904	0930	0950	1011	1033	1053	1113	1133	1155	1215	1235	1255	1255
Liffey Valley SC (4795) dep	0643	0713	0743	0813	0843	0908	0934	0954	1015	1037	1057	1117	1137	1159	1219	1239	1259	1259
Collinstown College (2127)	0647	0717	0747	0817	0847	0912	0938	0958	1020	1042	1102	1122	1142	1204	1224	1244	1304	1304
Oakfield (2158)	0652	0722	0752	0822	0852	0917	0943	1003	1025	1048	1108	1128	1148	1210	1230	1250	1310	1310
Knockmeenagh Road (2174)	0654	0724	0754	0824	0854	0919	0945	1005	1028	1051	1111	1131	1151	1213	1233	1253	1313	1313
Belgard (2620)	0700	0730	0800	0830	0900	0925	0953	1013	1036	1059	1119	1139	1159	1224	1244	1304	1324	1324
Belgard Square South (7181)	0707	0737	0807	0837	0907	0932	1000	1020	1043	1108	1128	1148	1208	1233	1253	1313	1333	1333

Service Number	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76
Glenaulin (2243)	1300	1320	1340	1400	1420	1440	1500	1520	1540	1600	1620	1640	1700	1720	1740	1800	1820	1820
Ballyfermot Comm Cen (2668)	1307	1327	1347	1407	1427	1447	1507	1527	1547	1607	1627	1647	1707	1727	1747	1807	1827	1827
Coldcut Road (4798)	1310	1330	1350	1410	1430	1450	1510	1530	1550	1610	1630	1650	1710	1730	1750	1810	1830	1830
Liffey Valley SC (4795) arr	1315	1335	1355	1415	1435	1455	1515	1535	1555	1615	1635	1655	1715	1735	1755	1815	1835	1835
Liffey Valley SC (4795) dep	1319	1339	1359	1419	1439	1459	1519	1539	1559	1619	1639	1659	1719	1739	1759	1819	1839	1839
Collinstown College (2127)	1324	1344	1404	1424	1444	1504	1524	1544	1604	1624	1644	1704	1724	1744	1804	1824	1844	1844
Oakfield (2158)	1330	1350	1410	1430	1450	1510	1530	1550	1610	1630	1650	1710	1730	1750	1810	1830	1850	1850
Knockmeenagh Road (2174)	1333	1353	1413	1433	1453	1513	1533	1553	1613	1633	1653	1713	1733	1753	1813	1833	1853	1853
Belgard (2620)	1344	1404	1424	1444	1502	1522	1542	1602	1622	1642	1702	1722	1741	1801	1821	1841	1901	1901
Belgard Square South (7181)	1353	1413	1433	1453	1511	1531	1551	1611	1631	1651	1711	1731	1749	1809	1829	1849	1909	1909

Service Number	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76
Glenaulin (2243)	1840	1900	1915	1935	1955	2015	2035	2055	2115	2135	2155	2215	2235	2255	2325	2325	2325	2325
Ballyfermot Comm Cen (2668)	1847	1905	1920	1940	2000	2020	2040	2100	2120	2140	2200	2220	2240	2300	2330	2330	2330	2330
Coldcut Road (4798)	1850	1908	1923	1943	2003	2023	2042	2102	2122	2142	2202	2222	2242	2302	2332	2332	2332	2332
Liffey Valley SC (4795) arr	1855	1913	1928	1948	2008	2027	2045	2105	2125	2145	2205	2225	2245	2305	2335	2335	2335	2335
Liffey Valley SC (4795) dep	1859	1917	1932	1952	2012	2031	2048	2108	2128	2148	2208	2228	2248	2308	2338	2338	2338	2338
Collinstown College (2127)	1904	1922	1937	1957	2017	2035	2052	2112	2132	2152	2212	2232	2252	2312	2342	2342	2342	2342
Oakfield (2158)	1910	1928	1943	2003	2023	2041	2058	2118	2138	2158	2218	2236	2256	2316	2346	2346	2346	2346
Knockmeenagh Road (2174)	1913	1931	1946	2006	2026	2044	2101	2121	2141	2201	2221	2239	2259	2319	2349	2349	2349	2349
Belgard (2620)	1921	1939	1954	2014	2034	2052	2106	2126	2146	2206	2226	2244	2304	2324	2354	2354	2354	2354
Belgard Square South (7181)	1929	1947	2002	2022	2042	2100	2112	2132	2152	2212	2232	2250	2310	2330	2400	2400	2400	2400





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Service Number	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76
Glenaulin (2243)	0830	0900	0930	1000	1020	1040	1100	1120	1140	1200	1220	1240	1300	1320	1340	1400	1420		
Ballyfermot Comm Cen (2668)	0834	0904	0935	1005	1025	1045	1106	1126	1146	1206	1226	1248	1308	1328	1348	1408	1428		
Coldcut Road (4798)	0837	0907	0938	1008	1028	1048	1109	1129	1149	1209	1229	1252	1312	1332	1352	1412	1432		
Liffey Valley SC (4795) arr	0839	0909	0940	1010	1030	1050	1111	1131	1151	1211	1231	1254	1314	1334	1354	1414	1434		
Liffey Valley SC (4795) dep	0842	0912	0943	1013	1033	1053	1115	1135	1155	1215	1235	1258	1318	1338	1358	1418	1438		
Collinstown College (2127)	0846	0916	0947	1017	1037	1057	1120	1140	1200	1220	1240	1303	1323	1343	1403	1423	1443		
Oakfield (2158)	0851	0921	0952	1022	1042	1102	1126	1146	1206	1226	1246	1309	1329	1349	1409	1429	1449		
Knockmeenagh Road (2174)	0854	0924	0955	1025	1045	1105	1131	1151	1211	1231	1251	1314	1334	1354	1414	1434	1454		
Belgard (2620)	0858	0928	1000	1030	1050	1110	1137	1157	1217	1237	1257	1320	1340	1400	1420	1440	1500		
Belgard Square South (7181)	0905	0935	1007	1037	1057	1117	1144	1204	1224	1244	1304	1327	1347	1407	1427	1447	1507		
Service Number	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76
Glenaulin (2243)	1440	1500	1520	1540	1600	1620	1640	1700	1720	1740	1800	1820	1840	1900	1915	1935	1955		
Ballyfermot Comm Cen (2668)	1448	1508	1528	1548	1608	1628	1648	1708	1727	1747	1807	1827	1847	1907	1922	1941	2001		
Coldcut Road (4798)	1452	1512	1532	1552	1612	1632	1652	1712	1730	1750	1810	1830	1850	1910	1925	1943	2003		
Liffey Valley SC (4795) arr	1454	1514	1534	1554	1614	1634	1654	1714	1732	1752	1812	1832	1852	1912	1927	1945	2005		
Liffey Valley SC (4795) dep	1458	1518	1538	1558	1618	1638	1658	1718	1736	1756	1816	1836	1856	1916	1931	1949	2009		
Collinstown College (2127)	1503	1523	1543	1603	1623	1643	1703	1723	1741	1801	1821	1841	1901	1921	1936	1954	2014		
Oakfield (2158)	1509	1529	1549	1609	1629	1649	1709	1729	1747	1807	1827	1847	1907	1927	1942	2000	2020		
Knockmeenagh Road (2174)	1514	1534	1554	1614	1634	1654	1714	1734	1752	1812	1832	1852	1912	1932	1947	2005	2025		
Belgard (2620)	1520	1540	1600	1620	1640	1700	1720	1740	1758	1818	1838	1858	1918	1938	1953	2011	2031		
Belgard Square South (7181)	1527	1547	1607	1627	1647	1707	1727	1747	1805	1825	1845	1905	1925	1945	2000	2018	2038		
Service Number	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76
Glenaulin (2243)	2015	2035	2055	2125	2155	2225	2255	2325	2355	2425	2455	2525	2555	2625	2655	2725	2755		
Ballyfermot Comm Cen (2668)	2021	2041	2101	2131	2201	2231	2301	2331	2401	2431	2501	2531	2601	2631	2701	2731	2801		
Coldcut Road (4798)	2023	2043	2103	2133	2203	2233	2303	2333	2403	2433	2503	2533	2603	2633	2703	2733	2803		
Liffey Valley SC (4795) arr	2025	2045	2105	2135	2205	2235	2305	2335	2405	2435	2505	2535	2605	2635	2705	2735	2805		
Liffey Valley SC (4795) dep	2028	2048	2108	2138	2208	2237	2307	2337	2407	2437	2507	2537	2607	2637	2707	2737	2807		
Collinstown College (2127)	2032	2052	2112	2142	2212	2241	2311	2341	2411	2441	2511	2541	2611	2641	2711	2741	2811		
Oakfield (2158)	2037	2057	2117	2147	2217	2245	2315	2345	2415	2445	2515	2545	2615	2645	2715	2745	2815		
Knockmeenagh Road (2174)	2041	2101	2121	2151	2221	2248	2318	2348	2418	2448	2518	2548	2618	2648	2718	2748	2818		
Belgard (2620)	2047	2107	2127	2157	2227	2253	2323	2353	2423	2453	2523	2553	2623	2653	2723	2753	2823		
Belgard Square South (7181)	2052	2112	2132	2202	2232	2258	2328	2358	2428	2458	2528	2558	2628	2658	2728	2758	2828		

