



## Traffic Impact Assessment

**Project: 24.145**

**Beaufort, Naas**

## DOCUMENT CONTROL

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## CONTENTS

<b>1. INTRODUCTION .....</b>	<b>3</b>
1.1 PROJECT DESCRIPTION .....	3
1.2 PURPOSE OF THE TRAFFIC ASSESSMENT .....	4
1.3 EXISTING TRAFFIC ENVIRONMENT .....	4
1.4 SCOPE OF THE REPORT .....	6
1.5 ASSUMED GROWTH RATE AND YEAR OF OPENING .....	7
<b>2. THE RECEIVING ENVIRONMENT .....</b>	<b>8</b>
2.1 LOCATION OF PROPOSED DEVELOPMENT .....	8
2.2 EXISTING BUS INFRASTRUCTURE .....	8
2.3 EXISTING CYCLING INFRASTRUCTURE .....	10
<b>3. PARKING REQUIREMENTS AND PROVISION .....</b>	<b>11</b>
3.1 CAR AND CYCLE PARKING REQUIREMENTS AS PER KILDARE COUNTY DEVELOPMENT PLAN 2022 – 2028 .....	11
3.2 CAR AND CYCLE PARKING PROVISION .....	11
<b>4. TRIP GENERATION, DISTRIBUTION AND ASSIGNMENT ESTIMATES FOR PROPOSED DEVELOPMENT FLOWS .....</b>	<b>13</b>
4.1 TRIPS GENERATED BY PROPOSED DEVELOPMENT .....	13
4.2 DISTRIBUTION OF GENERATED FLOWS FROM PROPOSED DEVELOPMENT .....	14
4.3 TRIP ASSIGNMENT .....	15
<b>5. PERCENTAGE INCREASES AT THE SALLINS ROAD / WOLFE TONE STREET JUNCTION ARISING FROM GENERATED FLOWS .....</b>	<b>16</b>
<b>6. TRAFFIC ANALYSIS SALLINS ROAD / WOLFE TONE STREET JUNCTION .....</b>	<b>17</b>
6.1 INTRODUCTION .....	17
6.2 DETAILED ANALYSIS .....	17
<b>7. SUMMARY COMMENTS ON TRAFFIC IMPACT OF PROPOSED DEVELOPMENT .....</b>	<b>18</b>
7.1 SUMMARY OF THE TRAFFIC ANALYSIS .....	18
7.2 CONCLUSIONS FROM THE TRAFFIC ANALYSIS .....	18
7.3 MITIGATION .....	19

## APPENDICES

**APPENDIX 1 – TRAFFIC SURVEYS**

**APPENDIX 2 – TRICS DATABASE OUTPUT**

**APPENDIX 3 – PICADY OUTPUT**

**APPENDIX 4 – Naas Town Centre Car Park Agreement**

## 1. INTRODUCTION

### 1.1 PROJECT DESCRIPTION

Barrett Mahony Consulting Engineers (BMCE) have been commissioned to prepare a Traffic Impact Assessment for a proposed age-friendly residential development at Beaufort, Sallins Road, Naas, County Kildare.

The adjacent existing 53-unit age-friendly development at McAuley Place is an intergenerational facility that provides independent living for elderly people in Naas town. The proposed development on the Beaufort site at the Sallins Road constitutes an addition to the existing facility.

The purpose of this Traffic and Transport Assessment is to assess the current operational efficiency of the existing transport environment and provide details of the assessment undertaken to identify the level of transport impact resulting from the proposed residential development. The scope of the assessment covers both transport and related sustainability issues, including means of vehicular access, pedestrian, cyclist, and local public transport connections. These related issues are dealt with in more detail in the mobility management plan. The principal objective of the report is to quantify any level of impact across the local road network and subsequently ascertain both the existing and future operational performance of the local road network.

The proposal involves the construction of 44 No. age-friendly residential units, 37 No. 1-bed units and 7 No. 2-bed units.

It is proposed to provide 24 No. car parking spaces for the development, 4 No. on-site and 20 No. within an adjacent public car park, the entrance of which is approximately 15m from the development main entrance. The applicant has obtained an agreement with the car park operator for the 20no. spaces – please refer to Appendix 4 of this report.

The location of the site is detailed within Figure 1-1.



Figure 1-1: Site location map (red line boundary is shown indicatively)

## 1.2 PURPOSE OF THE TRAFFIC ASSESSMENT

This report was developed with guidance from the documents listed below;

- 'Traffic and Transport Assessment Guidelines' (May 2014) National Road Authority;
- 'Traffic Management Guidelines' Dublin Transportation Office & Department of the Environment and Local Government (May 2003); and
- 'Guidelines for Traffic Impact Assessments' The Institution of Highways and Transportation.

The methodology utilised can be divided into the following 5 No. phases, in compliance with the Traffic and Transport Assessment Guidelines referenced above:

### Audit of existing network

The report establishes the existing level of accessibility at present pertaining to the subject site in terms of the level of access available by walking, cycling and public transport.

### Completion of Traffic Counts

The report details junction traffic counts undertaken at the locations relevant to the proposed development, and analysed in order to assess existing operating efficiencies in the vicinity of the proposed development.

### Estimation of Trip Generation Volumes

A trip generation exercise has been carried out to establish an estimate for the level of vehicle trips generated by the proposed residential development.

### Distribution of Generated Trips

Based upon both the existing observed flow patterns in the local road network at the identified relevant junctions, the trips predicted to be generated by the proposed development are distributed / assigned onto the local road network.

### Network Analysis detailing Impact of Generated Volumes

Junction analysis models are to analyse the impact of the estimated trip generation volumes on the operational efficiency of the junctions selected for detailed analysis.

This analysis of the critical intersection close utilized to the proposed development are undertaken for both the year of opening of the proposed development and the 'design years' five and fifteen years thereafter.

This methodology is consistent with the following sections required within a basic Traffic and Transport Assessment for compliance with the 2014 TTA Guidelines:

- Introduction / Existing conditions
- Extent of proposed development
- Vehicular Trip Generation
- Vehicular Trip Distribution / Assignment to network
- Impact on road network of trips generated by proposed development

## 1.3 EXISTING TRAFFIC ENVIRONMENT

The site entrance accesses directly onto the Sallins Road (R407), approximately 50 metres south of its intersection with Wolfe Tone Street.

4 No. car parking spaces are located on site and will use this entrance.

In addition, the development will have use of 20 No. car parking spaces located within the Naas Town Centre Car Park, located on the south side of Wolfe Tone Street, approximately 85 metres east of the Sallins Road / Wolfe Tone Street junction.

The Sallins Road / Wolfe Tone Street intersection is thus the critical junction in assessing the traffic impact of the proposed development.

Peak flows at junctions in urban / suburban locations will typically occur on weekdays, with peak flows typically occurring between 7am and 9am in the morning and between 4pm and 6pm in the evening.

Figure 1-2 therefore details the existing road network in the vicinity of the proposed development and the 1 No. major junction to be analysed within the report.

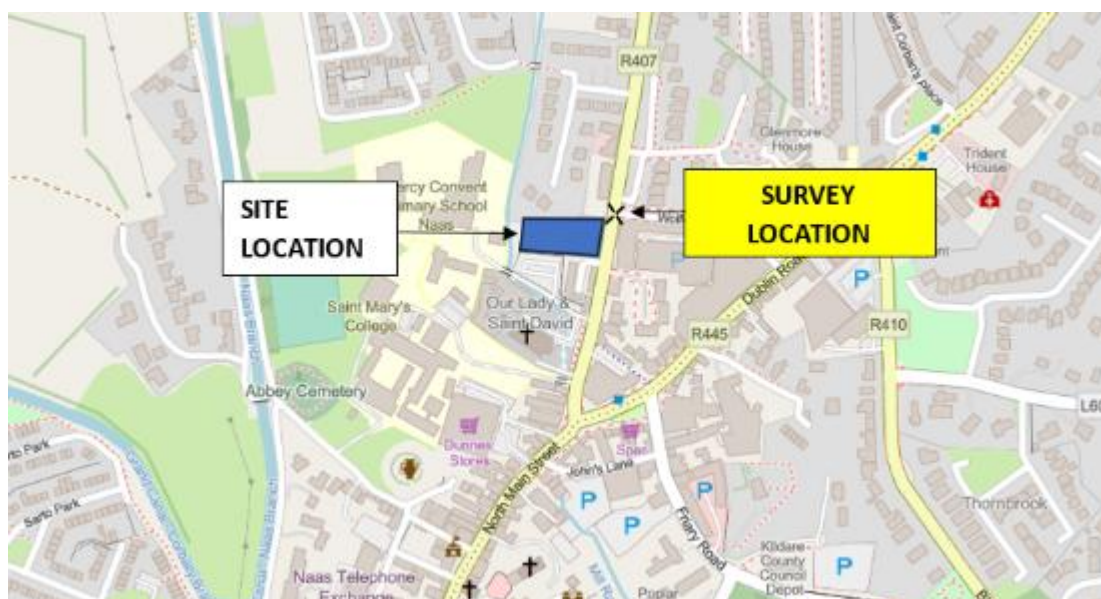


Figure 1-2: Site location map also indicating location of traffic survey at Sallins Road / Wolfe Tone Street junction

Traffic surveys were carried out at the critical junction on Tuesday 22<sup>nd</sup> October and Thursday 24<sup>th</sup> October 2024.

All surveys were carried out over a 12-hour period between 0700 and 1900. Peak hour network flows at the junction were very similar on both dates, as detailed by the 2-way AM peak, PM peak and 12-hour incident flows.

	8am to 9am	5pm to 6pm	7am to 7pm
Tuesday 22 <sup>nd</sup> October 2024	1164	1105	11372
Thursday 24 <sup>th</sup> October 2024	1170	1214	12125

Table 1-1: Comparison of incident flows on the two survey days

For analysis purposes, therefore, the Thursday 24<sup>th</sup> October 2024 survey will be utilised within this report, as flows are slightly higher on that day than on Tuesday 22<sup>nd</sup>.

Details of these traffic surveys are contained within Appendix 1 of this report.

Flow diagrams for the morning peak, evening peak and all-day at the 3 No. junctions are contained within Figures 1-3 and 1-4.

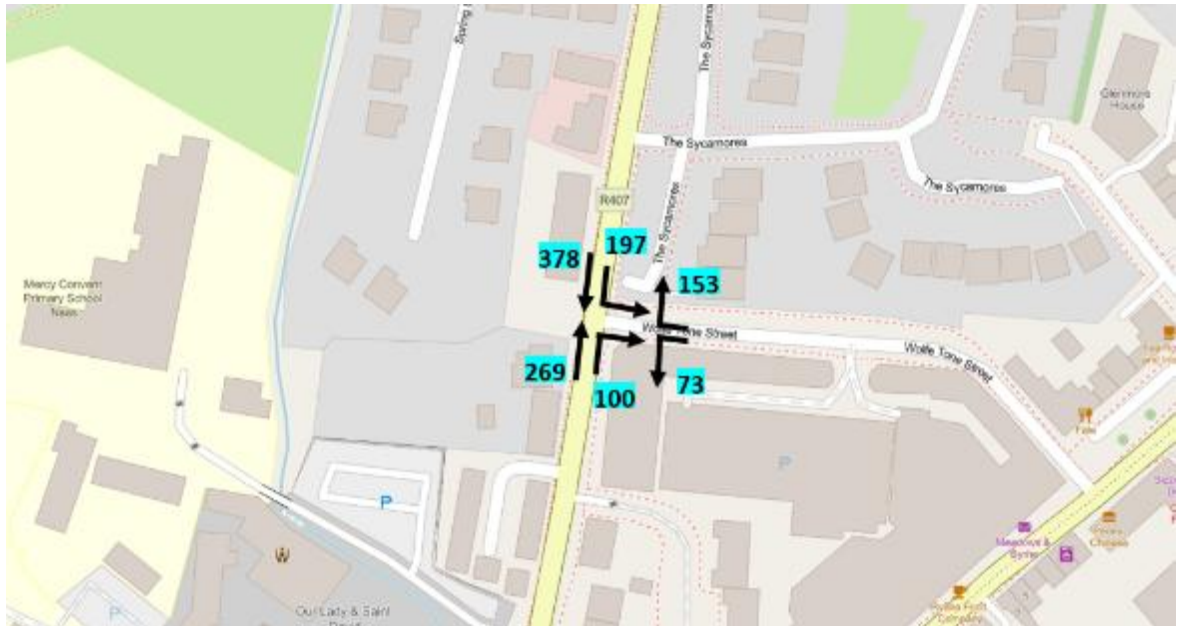


Figure 1-3: Morning peak hour flows at Sallins Road / Wolfe Tone Street junction

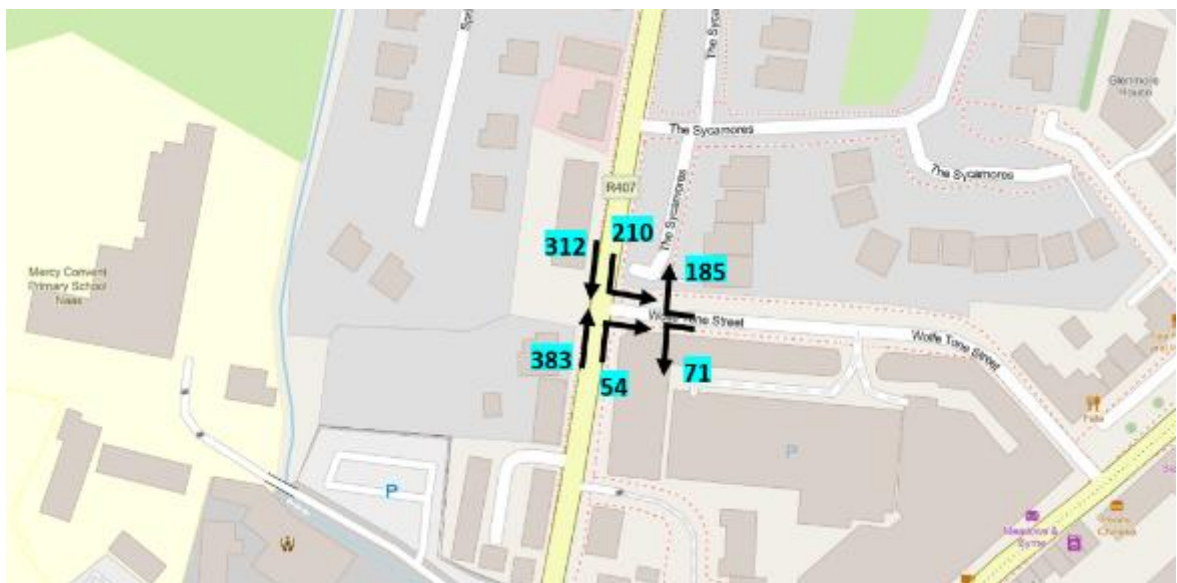


Figure 1-4: Evening peak hour flows at Sallins Road / Wolfe Tone Street junction

#### 1.4 SCOPE OF THE REPORT

This report is structured in order to address in detail the 5 No. stages of stated methodology as detailed within section 1.3 above.

Section 2 provides details of the receiving environment, detailing existing conditions pertaining at the site of the proposed development, existing and proposed public transport and soft mode provisions.

Section 3 refers to the planning control framework associated with the proposed site.

Section 4 contains details of the trip generation, distribution, and assignment processes for proposed flows at Junction Nos. 1, 2 and 3. The scenarios for the junction analysis within section 6 are detailed.

Section 5 details the percentage increases in flows at the 3 No. critical junctions arising from the generated flows from the subject site.

Section 6 details an analysis of the traffic impact of the proposed development on the 3 No. critical junctions for the scenarios outlined within section 4.

Section 7 makes some concluding comments regarding the sustainability of the proposed project in transport impact terms.

#### **1.5 ASSUMED GROWTH RATE AND YEAR OF OPENING**

An annual growth rate of 1.7% has been assumed for the period late-2024 to 2030, decreasing to 0.6% for 2031 to 2042, based on the central / medium growth estimate for the Dublin Metropolitan Area, published by TII in 2019 (PE-PAG-02017-2).

It is assumed that the proposed development will open in 2027.

## 2. THE RECEIVING ENVIRONMENT

### 2.1 LOCATION OF PROPOSED DEVELOPMENT

The general location of the subject site in relation to the surrounding road network is illustrated in Figure 1.2.

### 2.2 EXISTING BUS INFRASTRUCTURE

The 885 bus route links Baltinglass to Sallins Rail Station, operating in each direction every 2 hours.

This bus stops directly outside the development on the Sallins Road.

The 139 bus route runs every hour, and is an orbital route connecting Naas, Sallins, Clane, Rathcoffey, Maynooth, Leixlip, and Blanchardstown.

Figure 2.1 details the route of the 139 bus, which runs from Naas to TU Dublin.

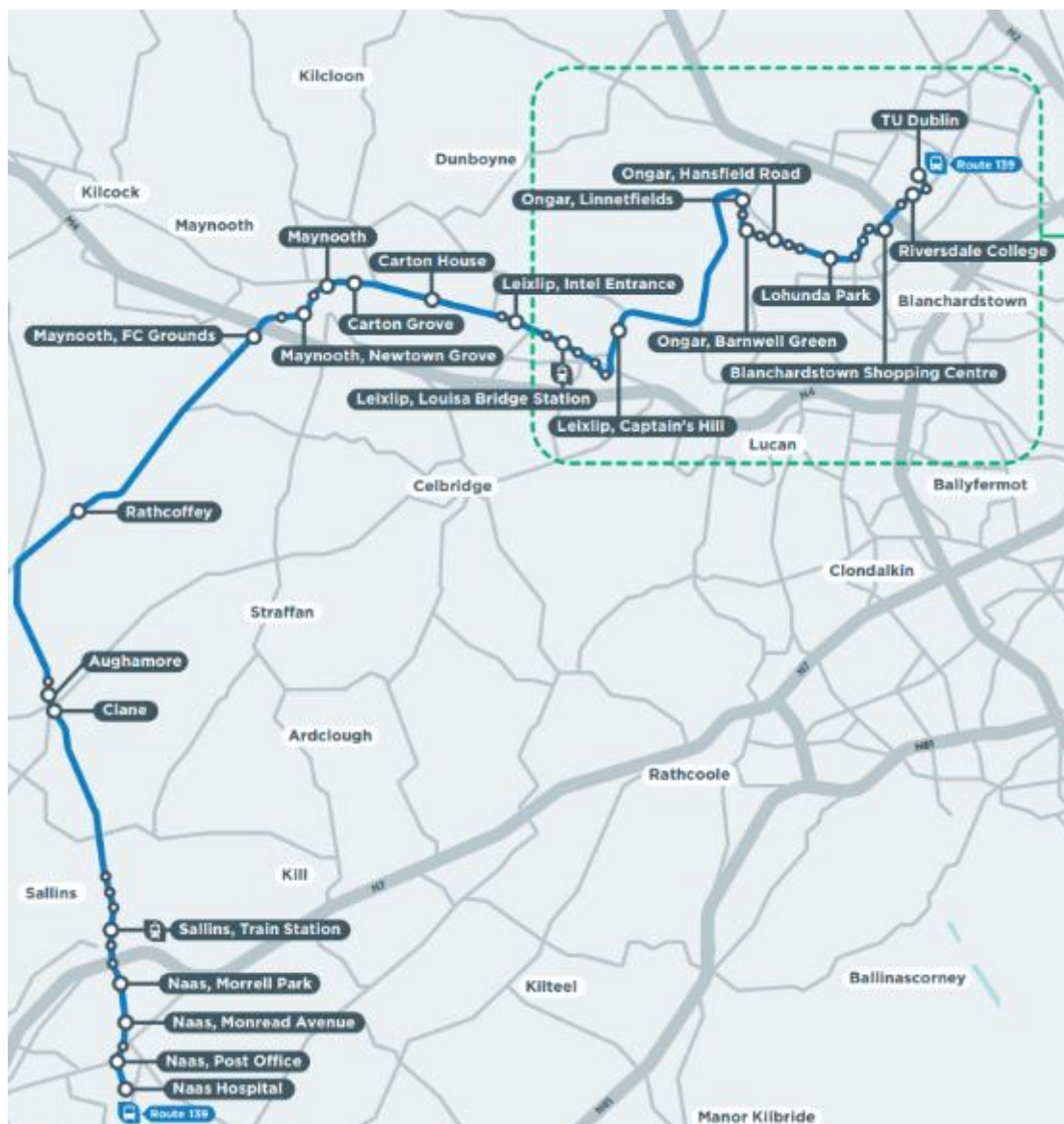


Figure 2-1: Route of 139 bus

The Monread Avenue bus stop on the Sallins Road is located approximately 500 metres north of the subject site.

The 125 and 126 bus routes can be accessed from the Dublin Road, approximately 200 metres east of the subject site.

The 125 route runs every 20 minutes at peak times between Newbridge and Dublin City / Belfield.

The 126 route runs every 20 minutes at peak times between Rathangan and Dublin City / DCU.

The Sallins Naas rail Station is located 3 km north of the site of the proposed development.

The following routes are serviced from Sallins Rail Station:

- Grand Canal Dock – Dublin Heuston Station – Portlaoise (Commuter route)
- Dublin Heuston - Cork (Intercity route)
- Dublin Heuston – Galway (Intercity route)
- Dublin Heuston – Limerick and Ennis (Intercity route)
- Dublin Heuston – Waterford (Intercity route)
- Dublin Heuston – Galway (Intercity route)
- Dublin Heuston – Limerick (Intercity route)

The commuter route runs 8 times per hour on weekdays between 7am and 8am on weekdays between Sallins and Dublin Heuston.

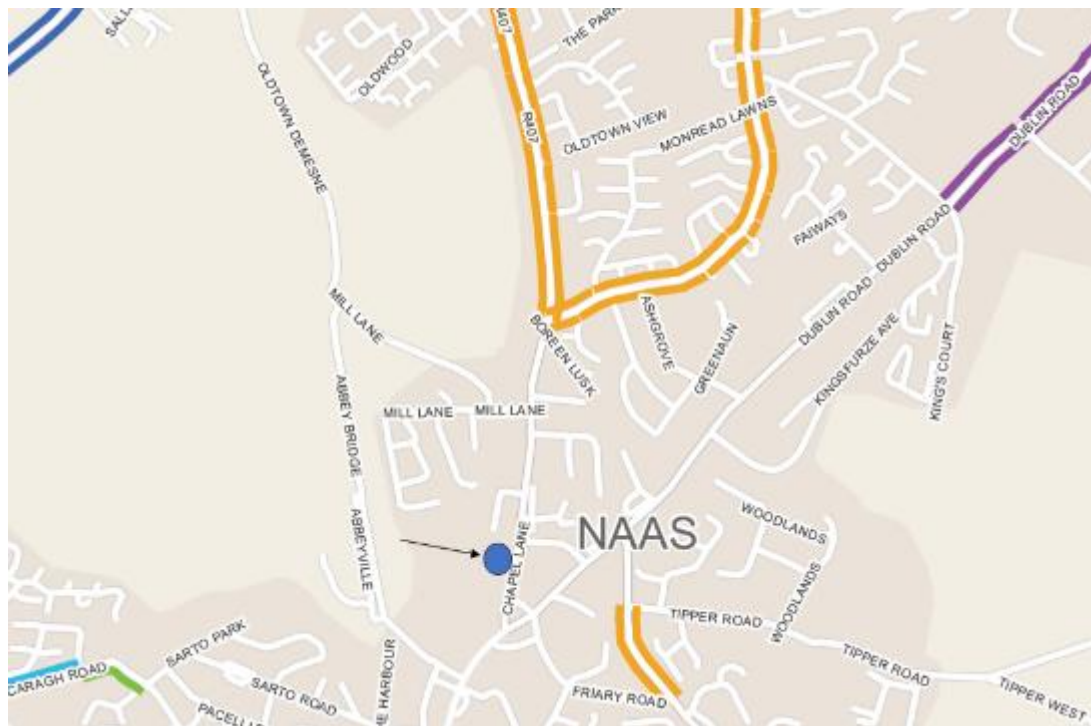
Figure 2-2 highlights this commuter route within the rail network:



Figure 2-2: Sallins – Dublin commuter route

### 2.3 EXISTING CYCLING INFRASTRUCTURE

Figure 2-2 details the existing cycle facilities close to the site:



#### Legend:

B1 - Bus Lane (no cycle lane)	G1 - Cycle Trail or Greenway	Greenline Tram Stops
C1 - Cycle Track - separated from road	S2 - Shared Walking & Cycling	Redline Tram Stops
C2 - Cycle Track - immediately adjacent	Study Area	Stations
C3 - Cycle Lane (even within Bus Lane)	County Council Boundaries	

Figure 2-3: cycling facilities in proximity to the subject site

There are on cycle facilities on Sallins Road adjacent to the development. However, approximately 500 metres north of the site, both Sallins Road and Monread Avenue have cycle lane facilities.

### 3. PARKING REQUIREMENTS AND PROVISION

#### 3.1 CAR AND CYCLE PARKING REQUIREMENTS AS PER KILDARE COUNTY DEVELOPMENT PLAN 2022-2028

Table 3-1 below details the car and bicycle parking standards for Kildare County Council based on the rates contained within their 2022 - 2028 Development Plan Written Statement for the age-friendly residential developments.

Development type	Units	Car parking standards	Car parking required
Age-friendly / Retirement Apartments	37 No. 1-bed 7 No. 2-bed	Not specified in DP <i>Other references</i> DCC DP (Zone 2) 1 No. space per 2 No. sheltered housing units <i>Cluid Guidelines</i> 1 No. space per 7 No. residents	Not specified  22 No. spaces  9 No. spaces (based on 62 No. residents)
		Bike parking standards	Bike parking required
Age-friendly / Retirement Apartments	37 No. 1-bed 7 No. 2-bed	Not specified <i>Standard for apartments</i> 1 per bedroom + 0.5 per unit	37(1) + 7(2) + 43(0.5) = 73

Table 3-1: Parking required under Dublin City Council Development Plan Standards (2022-2028)

#### 3.2 CAR AND CYCLE PARKING PROVISION

It is proposed to provide 24 No. car parking spaces for the proposal, equating to 1 No. space per 0.56 units.

The Kildare Development Plan does not specify a car parking requirement for age-friendly residential units.

The Dublin City Council Development Plan requires a maximum of 1 No. car parking per 2 No. sheltered housing units, equating to 21 No. spaces. The planned provision is 114% greater than this figure.

The Cluid organisation, who manage a number of age-friendly residential developments in Ireland, use a figure of 1 No. space per 7 No. residents.

If one assumes for the 1-bedroom units (37), an average occupancy of 1.35 people per unit (midpoint of 1.2 - 1.5), one can estimate 37 No. units × 1.35 people/unit ≈ 50 No. residents. For the 2-bedroom units (7), if one assumes an average occupancy of 2 No. residents per unit (midpoint of 1.8 - 2.2), one can estimate 7 No. units × 2 people/unit ≈ 14 No. residents. This provides a total figure of 64 No. residents.

Therefore, the Cluid Guideline would translate into a requirement of  $64 \div 7 = 9$  No. car parking spaces. The planned provision is 267% greater than the Cluid requirement.

It is thus contended that the proposed provision is more than adequate to meet the needs of 44 No. age-friendly residential units.

In terms of cycle parking provision, it has been agreed with the Local Authority that 44no. bicycle parking spaces are to be provided for the proposed development.

## 4. TRIP GENERATION, DISTRIBUTION AND ASSIGNMENT ESTIMATES FOR PROPOSED DEVELOPMENT FLOWS

### 4.1 TRIPS GENERATED BY PROPOSED DEVELOPMENT

The traffic impact of the proposed development is derived by assessing the trips generated by the proposal and, taking the day of opening flows on the network. It will gauge the extent to which the superimposed flows from the proposed development will affect the efficiency of future network flows, particularly their impact on both link flows generally and on the operational efficiency of both the critical priority junction in its immediate vicinity.

The proposed development will consist of 44 no. age-friendly residential units. It is proposed to provide 24 No. car parking spaces, equating 0.56 No. car parking spaces per residential unit, and 44 No. cycle parking spaces.

The TRICS Database has been utilised to derive trip rates for the proposed development. TRICS is the system of trip generation analysis for the UK and Ireland. The database includes over 8,000 transport surveys. In addition to inbound and outbound traffic and multi-modal counts (covering a wide range of separate count and mode types), the TRICS site records include comprehensive descriptive detail on a site's local environment and surroundings, information on the size, composition and functions of a site, and details of on-site and off-site parking facilities. Large annual regional data collection programmes across all parts of the UK and Ireland ensure that new transport surveys are continuously added to the database.

The derived peak hour trip rates are as detailed within Tables 4-1 and 4-2:

TRICS typically gives the following weekday morning and evening peak trip rates for retirement apartments in general suburban areas:

		Weekday AM		Weekday PM	
		IN	OUT	IN	OUT
Retirement apartments	Trips/Unit	0.127	0.129	0.086	0.082

Table 4-1: Peak hour trip rates for retirement apartment units at development site

The above TRICS trip rates give rise to the following weekday morning and evening peak trip rates for retirement apartments:

		Weekday AM		Weekday PM	
		IN	OUT	IN	OUT
Retirement Apartments	No. of units	6	6	4	4

Table 4-2: Peak hour flows generated by proposed retirement apartment units at development site

Full details of these rates are provided within Appendix 2.

**4.2 DISTRIBUTION OF GENERATED FLOWS FROM PROPOSED DEVELOPMENT**

Figures 4-1 and 4-2 detail the distribution of the generated flows, based on the pattern of existing flows within the local road network as detailed within the October 2024 surveys:

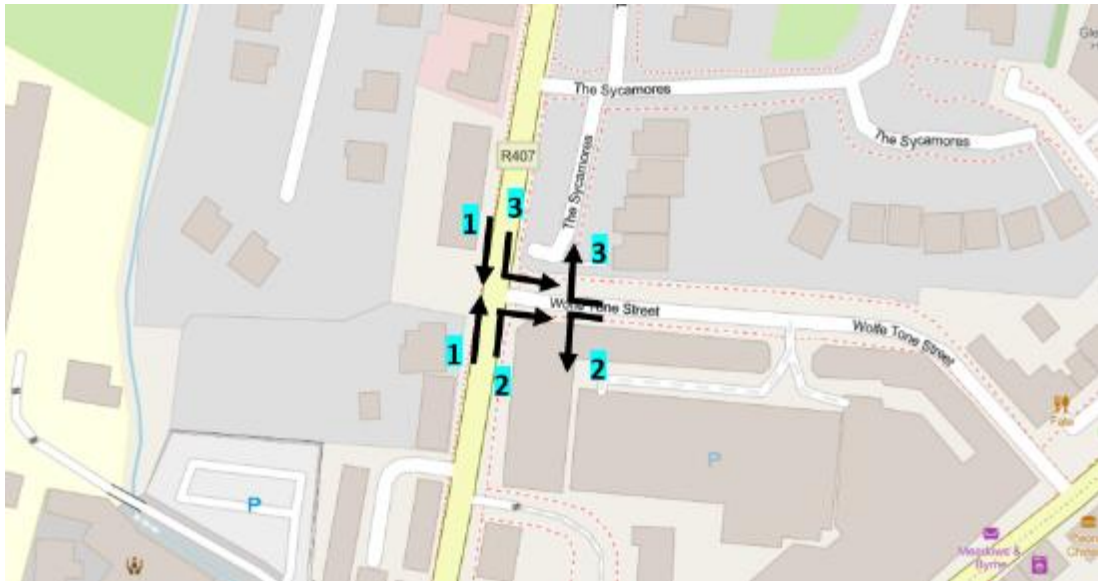


Figure 4-1: AM Peak hour generated flows

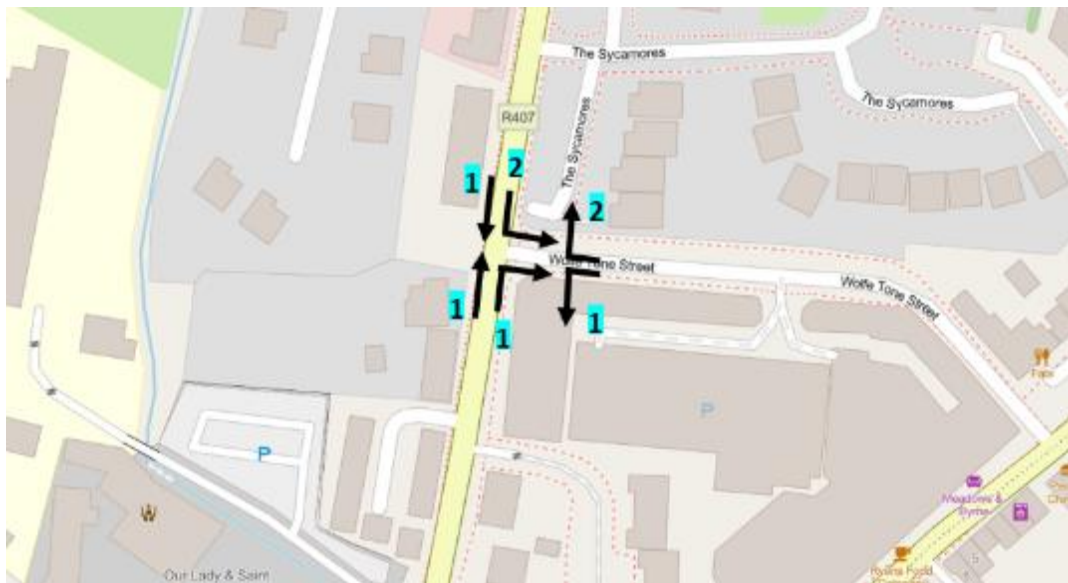


Figure 4-2: PM Peak hour generated flows

### 4.3 TRIP ASSIGNMENT

The following 7 No. scenarios are analysed within this report for all junctions:

- Analysis of existing flows (October 2024)
- Year of opening (2027) with no development in place
- Year of opening (2027) with proposed development in place
- Year of opening plus 5 (2032) with no development in place
- Year of opening plus 5 (2032) with proposed development in place – all junctions
- Year of opening plus 15 (2042) with no development in place
- Year of opening plus 15 (2042) with proposed development in place

The 2014 Traffic and Transport Assessment Guidelines published by TII requires that the relevant junctions be analysed for the existing situation, the year of opening (2027) with the proposed development in place, the design year 1 (year of opening plus 5) with the proposed development in place, and the design year 2 (year of opening plus 15) with the proposed development in place.

An annual growth rate of 1.7% has been assumed for the period late-2024 to 2030, decreasing to 0.6% for 2031 to 2042, based on the central / medium growth estimate for the Dublin Metropolitan Area, published by TII in 2019 (PE-PAG-02017-2).

The 2027 Opening Year Do-Nothing ('without development') scenario is derived by factoring the survey results in Figures 1-3 and 1-4 up by 5.2%  $((1.017)^3 - 1 = 0.052)$ .

The 2027 Opening Year Do-Something ('with proposed development') scenario is derived by factoring the survey results in Figures 1-3 and 1-4 up by 5.2%  $((1.017)^3 - 1 = 0.052)$  plus the development flows for the subject site as detailed within Figures 4-1 and 4-2.

The 2032 Design Year 1 Do-Nothing ('without development') scenario is derived by factoring the survey results in Figures 1-3 and 1-4 up by 12%  $((1.017)^6(1.006)^2 - 1) = 0.012$ .

The 2033 Design Year 1 Do-Something ('with proposed development') scenario is derived by factoring the survey results in Figures 1-3 and 1-4 up by 12%  $((1.017)^6(1.006)^2 - 1) = 0.012$ , plus the development flows for the subject site as detailed within Figures 4-1 and 4-2.

The 2042 Design Year 2 Do-Nothing ('without development') scenario is derived by factoring the survey results in Figures 1-3 and 1-4 up by 18.9%  $((1.017)^6(1.006)^{12} - 1) = 0.0189$ .

The 2042 Design Year 2 Do-Something ('with proposed development') scenario is derived by factoring the survey results in Figures 1-3 and 1-4 up by 18.9%  $((1.017)^6(1.006)^{12} - 1) = 0.0189$ , plus the development flows for the subject site as detailed within Figures 4-1 and 4-2.

In reality, it could reasonably be assumed going forward that traffic volume increases during the morning and evening peaks will be marginal over the coming years given the targeted modal split reductions planned for private car use within the Dublin City Transport Plan.

## 5. PERCENTAGE INCREASES AT THE SALLINS ROAD / WOLFE TONE STREET JUNCTION ARISING FROM GENERATED FLOWS

Table 5-1 below indicates the total flows incident on the critical junction during the morning and evening peaks resulting from surveyed network flows, generated flows from the proposed permitted development:

	NETWORK TRAFFIC (2027 DAY-OF-OPENING)		GENERATED TRAFFIC FROM SUBJECT SITE	
	AM	PM	AM	PM
Sallins Road / Wolfe Tone Street T-Junction	1231	1277	11 (0.89%)	8 (0.63%)

Table 5-1: Impact of generated flows on critical nearby junction

The 2014 Traffic and Transport Assessment Guidelines requires the impact of the additional traffic volumes on the critical nearby junctions to be assessed in detail if:

- Development flows exceed 10% of existing turning movements at the two relevant junctions;
- Development flows exceed 5% of turning movements if the location has the potential to become congested.

The generated flows at the junction constitute 18% of the lower threshold during the morning peak hour, decreasing to 13% of the lower threshold during the evening peak hour.

The impact of the proposal on the critical junction can thus be deemed imperceptible.

Nonetheless, in the interests of robustness, the critical Sallins Road / Wolfe Tone Street junction will be comprehensively analysed within the traffic assessment presented within this report, despite the very low incident flows from the proposed development on all three.

## 6. TRAFFIC ANALYSIS SALLINS ROAD / WOLFE TONE STREET JUNCTION

### 6.1 INTRODUCTION

The PICADY programme from the Junctions 10 suite will be used to analyse the Development Sallins Road / Wolfe Tone Street priority intersection for the 7 No. scenarios under consideration.

### 6.2 DETAILED ANALYSIS

Analysis of AM and PM peak hour flows for 7 No. scenarios

Full details of the analysis of the junction is contained within Appendix 3.

Table 6-1 immediately below summarises the critical flows, capacities, RFC's and queue lengths for the morning and evening peaks for each of the 7 No. scenarios for the critical junction:

SALLINS ROAD / WOLFE TONE STREET JUNCTION	WITHOUT DEVELOPMENT			WITH PROPOSED DEVELOPMENT FLOWS		
	MAX RFC	QUEUE (VEH)	DELAY (SECS)	MAX RFC	QUEUE (VEH)	DELAY (SEC)
AM 2024	0.68	2	34	-	-	-
PM 2024	0.77	3	45	-	-	-
AM 2027	0.74	3	41	0.75	3	43
PM 2027	0.83	4	57	0.84	4	59
AM 2032	0.81	4	51	0.82	4	54
PM 2032	0.90	6	81	0.92	7	86
AM 2042	0.90	5	71	0.91	6	76
PM 2042	1.00	11	127	1.00	11	132

Table 6-1: Critical ratios of flow to capacity, queue lengths and delays at the Sallins Road / Wolfe Tone Street T-junction for all 7 No. scenarios

## **7. SUMMARY COMMENTS ON TRAFFIC IMPACT OF PROPOSED DEVELOPMENT**

### **7.1 SUMMARY OF THE TRAFFIC ANALYSIS**

This document contains a Traffic and Transport Assessment for an age-friendly residential development at Beaufort, Sallins Road, Naas, County Kildare, consisting of 44 No. units, 37 No. 1-bed and 7 No. 2-bed.

It is proposed to provide 24 No. car parking spaces for the development, 4 No. on-site and 20 No. within an adjacent public car park, the entrance of which is approximately 15m from the development main entrance. It is also intended to provide the 44 No. cycle parking spaces required under the Development Plan for full apartment units.

The function of this TTA is to quantify the existing transport environment in terms of the vehicular flows incident on it and to identify and assess the level of transport impact generated by the vehicular trips generated by the proposed residential development.

This TTA has carried out a range of assessments for the existing situation, within the year of opening in 2027, and within 2032 (Design Year 1) and 2042 (Design Year 2).

### **7.2 CONCLUSIONS FROM THE TRAFFIC ANALYSIS**

Based on the data and evaluations within this TTA, the following conclusions can be made:

1. While there is limited cycle accessibility at present close to the site, future proposals as stated within the GDA Cycle Network Plan will improve accessibility levels.
2. The site is well served by public transport, with regular bus services and located very close to the location of the proposed development.
3. The network analysis within the TTA indicates that, for the existing critical junction in the vicinity of the proposed development: the Sallins Road / Wolfe Tone Street priority junction is busy but within capacity in late 2024, with a maximum RFC of 77% and a maximum queue length of 3 No. vehicles.
4. By 2027, the projected year of opening, with no development in place, the junction is predicted to have a minimum maximum ratio of flow to capacity of 83%, with queuing at a maximum of 4 No. vehicles. With the development in place, the maximum ratio of flow to capacity increases slightly to 84%, with maximum queue length remaining at 4 No. vehicles.
5. By 2032, the Design Year 1, with no development in place, the junction is predicted to have a minimum maximum ratio of flow to capacity of 90%, with queuing at a maximum of 6 No. vehicles. With the development in place, the maximum ratio of flow to capacity increases slightly to 92%, with maximum queue length increasing marginally to 7 No. vehicles.
6. By 2042, the Design Year 2, with no development in place, the junction is predicted to have a minimum maximum ratio of flow to capacity of 100%, with queuing at a maximum of 11 No. vehicles. With the development in place, the maximum ratio of flow to capacity remains at 100%, with maximum queue length remaining at 11 No. vehicles.
7. The report demonstrates that the critical adjacent junction at present works within capacity and is quite heavily loaded, as one would expect within a busy town centre. The detailed analysis within this report demonstrates that the junction will continue to

work within capacity up until 2042. The proposed development is predicted to have an imperceptible impact on queuing and delays.

### **7.3 MITIGATION**

In the context of the overall volume of flows generated by all proposed development in the area, the importance of implementing a coherent parking and mobility policy for the area becomes of significant importance. Such policies will minimise the impact of private car traffic and will be in keeping with the sustainable transport policy presently advocated for the Greater Dublin Area.

A significant instrument in mitigating the traffic impacts of the proposed development consists of the Residential Travel Plan / Mobility Management (MMP) that is contained within this submission and compiled with the aim of guiding the delivery and management of coordinated initiatives by the applicant. The MMP ultimately seeks to encourage sustainable travel practices for all journeys to and from the proposed development.



# **Appendix 1**

## **TRAFFIC SURVEYS**



TIME	A => A									A => B									A => C									
	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	
07:00	0	0	0	0	0	0	0	0	0	0	0	13	3	0	0	0	16	16	0	0	30	7	1	0	0	38	38.5	
07:15	0	0	0	0	0	0	0	0	0	0	0	14	3	1	0	0	18	18.5	2	0	57	8	2	0	1	70	70.4	
07:30	0	0	0	0	0	0	0	0	0	0	0	21	2	0	1	0	24	25.3	1	0	50	8	1	0	1	61	61.7	
07:45	0	0	0	0	0	0	0	0	0	0	0	36	5	0	0	0	41	41	0	0	63	5	0	0	4	72	76	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	84	13	1	1	0	99	100.8	3	0	200	28	4	0	6	241	246.6	
08:00	0	0	0	0	0	0	0	0	0	0	0	35	4	1	0	0	40	40.5	2	1	97	5	1	0	2	108	108.3	
08:15	0	0	0	0	0	0	0	0	0	0	1	56	0	0	0	0	57	56.2	9	0	92	2	2	0	2	107	102.8	
08:30	0	0	0	0	0	0	0	0	0	0	2	38	4	1	0	1	46	45.9	7	0	78	1	0	0	2	88	84.4	
08:45	0	0	0	0	0	0	0	0	0	0	4	43	2	1	0	1	51	49.3	4	0	70	3	0	0	0	77	73.8	
H/TOT	0	0	0	0	0	0	0	0	0	0	7	172	10	3	0	2	194	191.9	22	1	337	11	3	0	6	380	369.3	
09:00	0	0	0	0	0	0	0	0	0	0	0	51	0	0	0	0	51	51	5	0	70	1	1	0	2	79	77.5	
09:15	0	0	0	0	0	0	0	0	0	0	0	37	3	1	0	0	41	41.5	1	0	62	6	2	0	2	73	75.2	
09:30	0	0	0	0	0	0	0	0	0	0	0	36	1	0	0	0	37	37	1	0	67	1	0	0	1	70	70.2	
09:45	0	0	0	0	0	0	0	0	0	0	1	34	5	0	0	0	40	39.2	3	0	69	2	0	0	0	74	71.6	
H/TOT	0	0	0	0	0	0	0	0	0	0	1	158	9	1	0	0	169	168.7	10	0	268	10	3	0	5	296	294.5	
10:00	0	0	0	0	0	0	0	0	0	0	0	24	1	1	0	0	26	26.5	0	0	72	6	1	0	0	79	79.5	
10:15	0	0	0	0	0	0	0	0	0	0	0	23	3	0	0	0	26	26	2	0	56	5	2	0	1	66	66.4	
10:30	0	0	0	0	0	0	0	0	0	0	0	20	2	0	0	0	22	22	0	1	60	7	2	0	0	70	70.4	
10:45	0	0	0	0	0	0	0	0	0	0	0	29	3	0	0	0	32	32	1	1	69	1	1	0	0	73	72.1	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	96	9	1	0	0	106	106.5	3	2	257	19	6	0	1	288	288.4	
11:00	0	0	0	0	0	0	0	0	0	0	0	26	3	0	0	0	29	29	0	0	51	3	1	0	1	56	57.5	
11:15	0	0	0	0	0	0	0	0	0	0	0	16	2	1	0	0	19	19.5	1	2	48	10	1	0	3	65	66.5	
11:30	0	0	0	0	0	0	0	0	0	0	0	22	6	0	0	0	28	28	0	0	46	6	2	0	1	55	57	
11:45	0	0	0	0	0	0	0	0	0	0	0	29	3	0	0	0	32	32	1	0	51	3	0	0	0	55	54.2	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	93	14	1	0	0	108	108.5	2	2	196	22	4	0	5	231	235.2	
12:00	0	0	0	0	0	0	0	0	0	0	1	25	0	0	0	0	26	25.2	0	0	67	3	2	0	0	72	73	
12:15	0	0	0	0	0	0	0	0	0	0	0	24	5	0	0	0	29	29	0	0	64	2	0	0	0	66	66	
12:30	0	0	0	0	0	0	0	0	0	0	1	25	2	0	0	0	28	27.2	2	0	61	7	0	0	2	72	72.4	
12:45	0	0	0	0	0	0	0	0	0	0	0	27	2	0	0	0	29	29	0	0	64	3	2	0	0	69	70	
H/TOT	0	0	0	0	0	0	0	0	0	0	2	101	9	0	0	0	112	110.4	2	0	256	15	4	0	2	279	281.4	
13:00	0	0	0	0	0	0	0	0	0	0	0	21	2	1	0	1	25	26.5	1	0	59	4	0	0	2	66	67.2	
13:15	0	0	0	0	0	0	0	0	0	0	0	26	4	1	0	0	31	31.5	1	1	66	3	0	0	0	71	69.6	
13:30	0	0	0	0	0	0	0	0	0	0	0	27	2	0	0	1	30	31	2	0	49	4	0	0	2	57	57.4	
13:45	0	0	0	0	0	0	0	0	0	0	0	21	5	1	0	0	27	27.5	2	0	54	2	0	0	1	59	58.4	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	95	13	3	0	2	113	116.5	6	1	228	13	0	0	5	253	252.6	
14:00	0	0	0	0	0	0	0	0	0	0	0	24	2	0	0	0	26	26	0	0	52	5	0	0	0	57	57	
14:15	0	0	0	0	0	0	0	0	0	0	0	25	1	0	0	0	26	26	0	0	57	6	1	0	3	70.5	70.5	
14:30	0	0	0	0	0	0	0	0	0	0	0	1	25	4	0	0	30	29.4	0	0	53	2	0	0	0	55	55	
14:45	0	0	0	0	0	0	0	0	0	0	0	34	3	0	0	0	37	37	2	0	63	5	1	0	1	72	71.9	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	108	10	0	0	119	118.4	2	0	225	18	2	0	4	251	254.4	
15:00	0	0	0	0	0	0	0	0	0	0	0	1	18	4	0	0	23	22.4	0	0	61	1	2	0	4	68	73	
15:15	0	0	0	0	0	0	0	0	0	0	0	24	1	0	0	0	25	25	1	0	58	8	1	0	2	70	71.7	
15:30	0	0	0	0	0	0	0	0	0	0	0	47	3	1	0	0	51	51.5	1	0	77	4	0	0	2	84	85.2	
15:45	0	0	0	0	0	0	0	0	0	0	0	26	1	0	0	0	27	27	0	0	59	4	1	1	2	67	70.8	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	115	9	1	0	126	125.9	2	0	255	17	4	1	10	289	300.7	
16:00	0	0	0	0	0	0	0	0	0	0	1	37	0	1	0	0	39	38.7	1	0	50	4	0	0	1	56	56.2	
16:15	0	0	0	0	0	0	0	0	0	0	0	38	2	0	0	1	41	42	0	0	45	4	0	0	1	50	51	
16:30	0	0	0	0	0	0	0	0	0	0	0	35	5	0	0	0	40	40	2	0	73	4	0	0	1	80	79.4	
16:45	0	0	0	0	0	0	0	0	0	0	0	51	3	0	0	0	54	54	3	0	73	3	0	0	0	79	76.6	
H/TOT	0	0	0	0	0	0	0	0	0	0	1	161	10	1	0	1	174	174.7	6	0	241	15	0	0	3	265	263.2	
17:00	0	0	0	0	0	0	0	0	0	0	0	35	3	0	0	0	38	38	0	0	73	3	0	0	1	77	78	
17:15	0	0	0	0	0	0	0	0	0	0	0	43	2	0	0	0	45	45	0	0	83	2	1	0	0	86	86.5	
17:30	0	0	0	0	0	0	0	0	0	0	1	38	5	0	0	0	44	43.2	0	0	58	5	0	0	0	63	63	
17:45	0	0	0	0	0	0	0	0	0	0	0	31	2	1	0	1	35	36.5	2	0	74	3	0	0	1	80	79.4	
H/TOT	0	0	0	0	0	0	0	0	0	0	1	147	12	1	0	1	162	162.7	2	0	288	13	1	0	2	306	306.9	
18:00	0	0	0	0	0	0	0	0	0	0	0	55	6	0	0	0	61	61	0	0	89	3	0	0	0	92	92	
18:15	0	0	0	0	0	0	0	0	0	0	0	44	3	0	0	0	47	47	1	0	86	1	0	1	3	92	95.5	
18:30	0	0	0	0	0	0	0	0	0	0	0	36	2	0	0	0	38	38	2	0	75	1	0	0	2	80	80.4	
18:45	0	0	0	0	0	0	0	0	0	0	0	49	3	1	0	0	53	53.5	0	0	76	2	0	0	1	79	80	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	184	14	1	0	0	199	199.5	3	0	326	7	0	1	6	343	347.9	
12 TOT	0	0	0	0	0	0	0	0	0	0	12	2	1514	132	14	1	6	1681	1684.5	63	6	3077	188	31	2	55	3422	3441.1







**IDASO**

<b>Survey Name:</b>	24818 - Sallins Road, Naas	Arm A - Sallins Rd
<b>Site:</b>	Site 1	Arm B - Wolfe Tone St
<b>Location:</b>	Sallins Rd/Wolfe Tone St	Arm C - Sallins Rd
<b>Date:</b>	Thu 24-Oct-2024	
<b>AM Peak:</b>	08:15 — 09:15	<b>Total:</b> 1162
<b>PM Peak:</b>	16:45 — 17:45	<b>Total:</b> 1211
<b>15 Min Peak:</b>	17:00 — 17:15	<b>Total:</b> 331









## **Appendix 2**

### **TRICS Output**

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 03 - RESIDENTIAL  
 Category : N - RETIREMENT FLATS

**TOTAL VEHICLES**Selected regions and areas:

<b>02</b>	<b>SOUTH EAST</b>	
	HF HERTFORDSHIRE	1 days
	KC KENT	1 days
	WS WEST SUSSEX	1 days
<b>03</b>	<b>SOUTH WEST</b>	
	NS NORTH SOMERSET	1 days
<b>04</b>	<b>EAST ANGLIA</b>	
	PB PETERBOROUGH	1 days
<b>05</b>	<b>EAST MIDLANDS</b>	
	DY DERBY	1 days
	LN LINCOLNSHIRE	1 days
<b>06</b>	<b>WEST MIDLANDS</b>	
	SH SHROPSHIRE	1 days
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
<b>07</b>	<b>YORKSHIRE &amp; NORTH LINCOLNSHIRE</b>	
	AL CALDERDALE	1 days
	RI EAST RIDING OF YORKSHIRE	1 days
<b>08</b>	<b>NORTH WEST</b>	
	EC CHESHIRE EAST	1 days
<b>09</b>	<b>NORTH</b>	
	CU CUMBERLAND	1 days
<b>10</b>	<b>WALES</b>	
	BG BRIDGEND	1 days
<b>11</b>	<b>SCOTLAND</b>	
	FI FIFE	1 days
	GC GLASGOW CITY	1 days
<b>12</b>	<b>CONNAUGHT</b>	
	GA GALWAY	1 days

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

**Primary Filtering selection:**

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: No of Dwellings  
Actual Range: 25 to 88 (units: )  
Range Selected by User: 17 to 88 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

**Public Transport Provision:**

Selection by: Include all surveys

Date Range: 01/01/16 to 24/06/24

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

**Selected survey days:**

Monday	5 days
Tuesday	6 days
Wednesday	2 days
Thursday	3 days
Friday	2 days

*This data displays the number of selected surveys by day of the week.*

**Selected survey types:**

Manual count	18 days
Directional ATC Count	0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

**Selected Locations:**

Town Centre	1
Edge of Town Centre	11
Suburban Area (PPS6 Out of Centre)	6

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

**Selected Location Sub Categories:**

Residential Zone	15
Built-Up Zone	1
No Sub Category	2

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

**Inclusion of Servicing Vehicles Counts:**

Servicing vehicles Included	12 days - Selected
Servicing vehicles Excluded	8 days - Selected

**Secondary Filtering selection:****Use Class:**

C3 18 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.*

**Population within 500m Range:**

All Surveys Included

**Secondary Filtering selection (Cont.):**Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
10,001 to 15,000	3 days
15,001 to 20,000	2 days
20,001 to 25,000	4 days
25,001 to 50,000	6 days
50,001 to 100,000	1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	2 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	4 days
100,001 to 125,000	3 days
125,001 to 250,000	3 days
250,001 to 500,000	2 days
500,001 or More	1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	5 days
1.1 to 1.5	11 days
1.6 to 2.0	1 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

Yes	1 days
No	17 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

No PTAL Present	18 days
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*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

<b>1</b>	<b>AL-03-N-01</b>	<b>RETIREMENT BUNGALOWS</b>		<b>CALDERDALE</b>
	GROVE AVENUE HALIFAX WHEATLEY Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		34 23/10/18	
	Survey date: TUESDAY			Survey Type: MANUAL
<b>2</b>	<b>BG-03-N-01</b>	<b>RETIREMENT FLATS</b>		<b>BRIDGEND</b>
	PICTON AVENUE PORTHCAWL  Edge of Town Centre Residential Zone Total No of Dwellings:		57 18/05/21	
	Survey date: TUESDAY			Survey Type: MANUAL
<b>3</b>	<b>CU-03-N-01</b>	<b>RETIREMENT FLATS</b>		<b>CUMBERLAND</b>
	FRIARGATE PENRITH  Edge of Town Centre Residential Zone Total No of Dwellings:		48 24/06/24	
	Survey date: MONDAY			Survey Type: MANUAL
<b>4</b>	<b>DY-03-N-02</b>	<b>RETIREMENT FLATS</b>		<b>DERBY</b>
	LEAPER STREET DERBY  Edge of Town Centre Residential Zone Total No of Dwellings:		35 20/10/21	
	Survey date: WEDNESDAY			Survey Type: MANUAL
<b>5</b>	<b>EC-03-N-01</b>	<b>RETIREMENT FLATS</b>		<b>CHESHIRE EAST</b>
	HOBSON STREET MACCLESFIELD  Edge of Town Centre Residential Zone Total No of Dwellings:		33 16/09/16	
	Survey date: FRIDAY			Survey Type: MANUAL
<b>6</b>	<b>FI-03-N-01</b>	<b>RETIREMENT FLATS</b>		<b>FIFE</b>
	ST MARGARET STREET DUNFERMLINE  Edge of Town Centre No Sub Category Total No of Dwellings:		47 21/03/16	
	Survey date: MONDAY			Survey Type: MANUAL
<b>7</b>	<b>GA-03-N-01</b>	<b>RETIREMENT VILLAGE</b>		<b>GALWAY</b>
	BRIDGESTREET BALLINASLOE  Edge of Town Centre Residential Zone Total No of Dwellings:		37 27/10/16	
	Survey date: THURSDAY			Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

<b>8</b>	<b>GC-03-N-02</b>	<b>RETIREMENT FLATS</b>		<b>GLASGOW CITY</b>
	VICTORIA CIRCUS			
	GLASGOW			
	HYNDLAND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		38	
	Survey date: TUESDAY		18/04/23	Survey Type: MANUAL
<b>9</b>	<b>HF-03-N-01</b>	<b>RETIREMENT FLATS</b>		<b>HERTFORDSHIRE</b>
	POUND AVENUE			
	STEVENAGE			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:		35	
	Survey date: THURSDAY		02/11/23	Survey Type: MANUAL
<b>10</b>	<b>KC-03-N-08</b>	<b>RETIREMENT FLATS</b>		<b>KENT</b>
	CANTERBURY ROAD			
	HERNE BAY			
	EDDINGTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		88	
	Survey date: TUESDAY		26/09/17	Survey Type: MANUAL
<b>11</b>	<b>LN-03-N-01</b>	<b>RETIREMENT FLATS</b>		<b>LINCOLNSHIRE</b>
	NEWPORT ROAD			
	LINCOLN			
	ERMINE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		39	
	Survey date: FRIDAY		28/06/19	Survey Type: MANUAL
<b>12</b>	<b>NS-03-N-01</b>	<b>RETIREMENT FLATS</b>		<b>NORTH SOMERSET</b>
	CHRIST CHURCH CLOSE			
	NEAR BRISTOL			
	NAILSEA			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:		28	
	Survey date: WEDNESDAY		03/05/23	Survey Type: MANUAL
<b>13</b>	<b>PB-03-N-02</b>	<b>RETIREMENT FLATS</b>		<b>PETERBOROUGH</b>
	DOGSTHORPE ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		32	
	Survey date: MONDAY		17/10/16	Survey Type: MANUAL
<b>14</b>	<b>RI-03-N-01</b>	<b>RETIREMENT FLATS</b>		<b>EAST RIDING OF YORKSHIRE</b>
	SCAIFE GARTH			
	POCKLINGTON			
	Town Centre			
	No Sub Category			
	Total No of Dwellings:		33	
	Survey date: MONDAY		05/06/23	Survey Type: MANUAL
<b>15</b>	<b>SH-03-N-02</b>	<b>RETIREMENT FLATS</b>		<b>SHROPSHIRE</b>
	ABBAY FOREGATE			
	SHREWSBURY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		76	
	Survey date: TUESDAY		20/06/23	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

<b>16</b>	<b>WK-03-N-01</b>	<b>RETIREMENT FLATS</b>	<b>WARWICKSHIRE</b>
	REGENT STREET ROYAL LEAMINGTON SPA		
	Edge of Town Centre Built-Up Zone		
	Total No of Dwellings:	34	
	Survey date: MONDAY	21/11/22	Survey Type: MANUAL
<b>17</b>	<b>WM-03-N-01</b>	<b>RETIREMENT BUNGALOWS</b>	<b>WEST MIDLANDS</b>
	SHORT STREET STOURBRIDGE		
	Edge of Town Centre Residential Zone		
	Total No of Dwellings:	25	
	Survey date: TUESDAY	21/11/17	Survey Type: MANUAL
<b>18</b>	<b>WS-03-N-03</b>	<b>RETIREMENT FLATS</b>	<b>WEST SUSSEX</b>
	FITZALAN ROAD LITTLEHAMPTON		
	Edge of Town Centre Residential Zone		
	Total No of Dwellings:	38	
	Survey date: THURSDAY	23/09/21	Survey Type: MANUAL

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

**TOTAL VEHICLES**Calculation factor: **1 DWELLS**Estimated TRIP rate value per **43 DWELLS** shown in shaded columns**BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	18	42	0.040	1.704	18	42	0.030	1.306	18	42	0.070	3.010
08:00 - 09:00	18	42	0.067	2.897	18	42	0.081	3.465	18	42	0.148	6.362
09:00 - 10:00	18	42	0.099	4.260	18	42	0.106	4.544	18	42	0.205	8.804
10:00 - 11:00	<b>18</b>	<b>42</b>	<b>0.127</b>	<b>5.453</b>	<b>18</b>	<b>42</b>	<b>0.129</b>	<b>5.567</b>	<b>18</b>	<b>42</b>	<b>0.256</b>	<b>11.020</b>
11:00 - 12:00	18	42	0.107	4.601	18	42	0.092	3.976	18	42	0.199	8.577
12:00 - 13:00	18	42	0.103	4.431	18	42	0.102	4.374	18	42	0.205	8.805
13:00 - 14:00	18	42	0.095	4.090	18	42	0.102	4.374	18	42	0.197	8.464
14:00 - 15:00	18	42	0.089	3.806	18	42	0.099	4.260	18	42	0.188	8.066
15:00 - 16:00	18	42	0.098	4.203	18	42	0.100	4.317	18	42	0.198	8.520
16:00 - 17:00	18	42	0.086	3.692	18	42	0.082	3.522	18	42	0.168	7.214
17:00 - 18:00	18	42	0.069	2.954	18	42	0.066	2.840	18	42	0.135	5.794
18:00 - 19:00	18	42	0.049	2.102	18	42	0.042	1.818	18	42	0.091	3.920
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.029	44.193			1.031	44.363			2.060	88.556

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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**Parameter summary**

Trip rate parameter range selected:	25 - 88 (units: )
Survey date date range:	01/01/16 - 24/06/24
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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.



## **Appendix 3**

### **PICADY Output**

<h1>Junctions 10</h1>
<b>PICADY 10 - Priority Intersection Module</b>
Version: 10.1.0.1820 © Copyright TRL Software Limited, 2023
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<b>The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution</b>

**Filename:** Sallins Rd Wolfe Tone St 2024 exist.j10

**Path:** C:\Users\marti\Dropbox\sallins road, naas 2024\PICADY

**Report generation date:** 12/04/2025 14:18:30

» [2024 exist, AM](#)

» [2024 exist, PM](#)

### Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
<b>2024 exist</b>										
Stream B-C	D1	0.3	10.56	0.21	B	D2	0.2	10.92	0.20	B
Stream B-A		1.9	33.80	0.68	D		2.9	44.65	0.77	E
Stream C-B		0.5	11.05	0.33	B		0.2	8.53	0.15	A

*There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.*

*Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.*

### File summary

#### File Description

<b>Title</b>	McAuley Place apartments
<b>Location</b>	Sallins Road, Naas
<b>Site number</b>	
<b>Date</b>	12/04/2025
<b>Version</b>	
<b>Status</b>	(new file)
<b>Identifier</b>	
<b>Client</b>	
<b>Jobnumber</b>	
<b>Enumerator</b>	ICTDOMAIN\martin.rogers
<b>Description</b>	

### Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perTimeSegment	s	-Min	perMin

### Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

### Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2024 exist	AM	DIRECT	08:00	09:00	60	15
D2	2024 exist	PM	DIRECT	17:00	18:00	60	15

### Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

## 2024 exist, AM

### Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Wolfe Tone Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		6.02	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.02	A

## Arms

### Arms

Arm	Name	Description	Arm type
A	Sallins Road North		Major
B	Wolfe Tone Street		Minor
C	Sallins Road South		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Sallins Road South	6.00			50.0		-

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

### Minor Arm Geometry

Arm	Minor arm type	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B - Wolfe Tone Street	Two lanes	2.20	2.20	0	50

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	115.439	0.084	0.213	0.134	0.304
B-C	150.730	0.092	0.234	-	-
C-B	150.730	0.234	0.234	-	-

*The slopes and intercepts shown above include custom intercept adjustments only. Streams may be combined, in which case capacity will be adjusted. Values are shown for the first time segment only; they may differ for subsequent time segments.*

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2024 exist	AM	DIRECT	08:00	09:00	60	15

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Sallins Road North		✓	100.000
B - Wolfe Tone Street		✓	100.000
C - Sallins Road South		✓	100.000

## Origin-Destination Data

### Demand (PCU/TS)

08:00 -  
08:15

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0.00	58.00	126.00
	B - Wolfe Tone Street	28.00	0.00	12.00
	C - Sallins Road South	69.00	9.00	0.00

### Demand (PCU/TS)

08:15 -  
08:30

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0.00	47.00	86.00
	B - Wolfe Tone Street	36.00	0.00	18.00
	C - Sallins Road South	85.00	25.00	0.00

### Demand (PCU/TS)

08:30 -  
08:45

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0.00	41.00	92.00
	B - Wolfe Tone Street	37.00	0.00	23.00
	C - Sallins Road South	68.00	26.00	0.00

## Demand (PCU/TS)

08:45 -  
09:00

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0.00	52.00	75.00
	B - Wolfe Tone Street	52.00	0.00	21.00
	C - Sallins Road South	46.00	40.00	0.00

## Vehicle Mix

## Heavy Vehicle %

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0	0	0
	B - Wolfe Tone Street	0	0	0
	C - Sallins Road South	0	0	0

## Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.21	10.56	0.3	B
B-A	0.68	33.80	1.9	D
C-A				
C-B	0.33	11.05	0.5	B
A-B				
A-C				

## Main Results for each time segment

## 08:00 - 08:15

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12.00	104.64	0.115	11.87	0.1	9.691	A
B-A	28.00	71.82	0.390	27.38	0.6	19.996	C
C-A	69.00			69.00			
C-B	9.00	107.75	0.084	8.91	0.1	9.097	A
A-B	58.00			58.00			
A-C	126.00			126.00			

## 08:15 - 08:30

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18.00	110.72	0.163	17.94	0.2	9.693	A
B-A	36.00	74.22	0.485	35.72	0.9	23.190	C
C-A	85.00			85.00			
C-B	25.00	119.66	0.209	24.83	0.3	9.473	A
A-B	47.00			47.00			

A-C	86.00			86.00			
-----	-------	--	--	-------	--	--	--

**08:30 - 08:45**

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23.00	109.68	0.210	22.93	0.3	10.366	B
B-A	37.00	75.36	0.491	36.96	0.9	23.389	C
C-A	68.00			68.00			
C-B	26.00	119.66	0.217	25.99	0.3	9.606	A
A-B	41.00			41.00			
A-C	92.00			92.00			

**08:45 - 09:00**

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21.00	106.26	0.198	21.01	0.2	10.561	B
B-A	52.00	76.74	0.678	51.04	1.9	33.797	D
C-A	46.00			46.00			
C-B	40.00	121.06	0.330	39.79	0.5	11.045	B
A-B	52.00			52.00			
A-C	75.00			75.00			

## 2024 exist, PM

### Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Wolfe Tone Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		7.82	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.82	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2024 exist	PM	DIRECT	17:00	18:00	60	15

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Sallins Road North		✓	100.000
B - Wolfe Tone Street		✓	100.000

C - Sallins Road South		✓	100.000
------------------------	--	---	---------

## Origin-Destination Data

### Demand (PCU/TS)

17:00 -  
17:15

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0.00	43.00	74.00
	B - Wolfe Tone Street	53.00	0.00	19.00
	C - Sallins Road South	127.00	18.00	0.00

### Demand (PCU/TS)

17:15 -  
17:30

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0.00	51.00	78.00
	B - Wolfe Tone Street	62.00	0.00	20.00
	C - Sallins Road South	70.00	15.00	0.00

### Demand (PCU/TS)

17:30 -  
17:45

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0.00	63.00	83.00
	B - Wolfe Tone Street	43.00	0.00	11.00
	C - Sallins Road South	93.00	11.00	0.00

### Demand (PCU/TS)

17:45 -  
18:00

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0.00	53.00	77.00
	B - Wolfe Tone Street	27.00	0.00	21.00
	C - Sallins Road South	93.00	10.00	0.00

## Vehicle Mix

### Heavy Vehicle %

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0	0	0
	B - Wolfe Tone Street	0	0	0
	C - Sallins Road South	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.20	10.92	0.2	B

B-A	0.77	44.65	2.9	E
C-A				
C-B	0.15	8.53	0.2	A
A-B				
A-C				

### Main Results for each time segment

#### 17:00 - 17:15

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19.00	106.17	0.179	18.79	0.2	10.275	B
B-A	53.00	73.64	0.720	50.78	2.2	36.553	E
C-A	127.00			127.00			
C-B	18.00	123.40	0.146	17.83	0.2	8.512	A
A-B	43.00			43.00			
A-C	74.00			74.00			

#### 17:15 - 17:30

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20.00	102.34	0.195	19.98	0.2	10.923	B
B-A	62.00	80.60	0.769	61.34	2.9	44.652	E
C-A	70.00			70.00			
C-B	15.00	120.59	0.124	15.03	0.1	8.528	A
A-B	51.00			51.00			
A-C	78.00			78.00			

#### 17:30 - 17:45

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11.00	106.74	0.103	11.12	0.1	9.424	A
B-A	43.00	76.67	0.561	44.53	1.4	29.155	D
C-A	93.00			93.00			
C-B	11.00	116.62	0.094	11.04	0.1	8.526	A
A-B	63.00			63.00			
A-C	83.00			83.00			

#### 17:45 - 18:00

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21.00	116.39	0.180	20.90	0.2	9.416	A
B-A	27.00	79.11	0.341	27.82	0.5	17.814	C
C-A	93.00			93.00			
C-B	10.00	120.36	0.083	10.01	0.1	8.158	A
A-B	53.00			53.00			
A-C	77.00			77.00			

<h1>Junctions 10</h1>
<b>PICADY 10 - Priority Intersection Module</b>
Version: 10.1.0.1820 © Copyright TRL Software Limited, 2023
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**Filename:** Sallins Rd Wolfe Tone St 2027 wod.j10  
**Path:** C:\Users\marti\Dropbox\sallins road, naas 2024\PICADY  
**Report generation date:** 12/04/2025 14:26:41

» [2027 WOD, AM](#)

» [2027 WOD, PM](#)

### Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
<b>2027 WOD</b>										
Stream B-C	D1	0.3	11.08	0.22	B	D2	0.3	11.48	0.21	B
Stream B-A		2.4	40.61	0.74	E		3.8	56.21	0.83	F
Stream C-B		0.5	11.55	0.35	B		0.2	8.74	0.16	A

*There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.*

*Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.*

### File summary

#### File Description

<b>Title</b>	McAuley Place apartments
<b>Location</b>	Sallins Road, Naas
<b>Site number</b>	
<b>Date</b>	12/04/2025
<b>Version</b>	
<b>Status</b>	(new file)
<b>Identifier</b>	
<b>Client</b>	
<b>Jobnumber</b>	
<b>Enumerator</b>	ICTDOMAIN\martin.rogers
<b>Description</b>	

### Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perTimeSegment	s	-Min	perMin

### Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

### Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2027 WOD	AM	DIRECT	08:00	09:00	60	15
D2	2027 WOD	PM	DIRECT	17:00	18:00	60	15

### Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

## 2027 WOD, AM

### Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Wolfe Tone Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		6.97	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.97	A

## Arms

### Arms

Arm	Name	Description	Arm type
A	Sallins Road North		Major
B	Wolfe Tone Street		Minor
C	Sallins Road South		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Sallins Road South	6.00			50.0		-

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

### Minor Arm Geometry

Arm	Minor arm type	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B - Wolfe Tone Street	Two lanes	2.20	2.20	0	50

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	115.439	0.084	0.213	0.134	0.304
B-C	150.730	0.092	0.234	-	-
C-B	150.730	0.234	0.234	-	-

*The slopes and intercepts shown above include custom intercept adjustments only.*

*Streams may be combined, in which case capacity will be adjusted.*

*Values are shown for the first time segment only; they may differ for subsequent time segments.*

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2027 WOD	AM	DIRECT	08:00	09:00	60	15

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Sallins Road North		✓	100.000
B - Wolfe Tone Street		✓	100.000
C - Sallins Road South		✓	100.000

## Origin-Destination Data

### Demand (PCU/TS)

08:00 -  
08:15

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0.00	61.00	132.00
	B - Wolfe Tone Street	29.00	0.00	13.00
	C - Sallins Road South	73.00	9.00	0.00

### Demand (PCU/TS)

08:15 -  
08:30

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0.00	49.00	90.00
	B - Wolfe Tone Street	38.00	0.00	18.00
	C - Sallins Road South	90.00	26.00	0.00

### Demand (PCU/TS)

08:30 -  
08:45

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0.00	43.00	97.00
	B - Wolfe Tone Street	39.00	0.00	24.00
	C - Sallins Road South	72.00	27.00	0.00

## Demand (PCU/TS)

08:45 -  
09:00

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0.00	55.00	79.00
	B - Wolfe Tone Street	55.00	0.00	22.00
	C - Sallins Road South	49.00	42.00	0.00

## Vehicle Mix

## Heavy Vehicle %

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0	0	0
	B - Wolfe Tone Street	0	0	0
	C - Sallins Road South	0	0	0

## Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.22	11.08	0.3	B
B-A	0.74	40.61	2.4	E
C-A				
C-B	0.35	11.55	0.5	B
A-B				
A-C				

## Main Results for each time segment

## 08:00 - 08:15

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13.00	102.38	0.127	12.86	0.1	10.037	B
B-A	29.00	69.75	0.416	28.32	0.7	21.393	C
C-A	73.00			73.00			
C-B	9.00	105.64	0.085	8.91	0.1	9.295	A
A-B	61.00			61.00			
A-C	132.00			132.00			

## 08:15 - 08:30

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18.00	108.42	0.166	17.95	0.2	9.941	A
B-A	38.00	72.23	0.526	37.63	1.1	25.725	D
C-A	90.00			90.00			
C-B	26.00	118.26	0.220	25.81	0.3	9.716	A
A-B	49.00			49.00			

A-C	90.00			90.00			
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**08:30 - 08:45**

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24.00	107.14	0.224	23.91	0.3	10.803	B
B-A	39.00	73.29	0.532	38.95	1.1	26.130	D
C-A	72.00			72.00			
C-B	27.00	118.03	0.229	26.98	0.3	9.882	A
A-B	43.00			43.00			
A-C	97.00			97.00			

**08:45 - 09:00**

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22.00	103.29	0.213	22.01	0.3	11.077	B
B-A	55.00	74.62	0.737	53.69	2.4	40.612	E
C-A	49.00			49.00			
C-B	42.00	119.43	0.352	41.76	0.5	11.552	B
A-B	55.00			55.00			
A-C	79.00			79.00			

## 2027 WOD, PM

### Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Wolfe Tone Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		9.55	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.55	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2027 WOD	PM	DIRECT	17:00	18:00	60	15

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Sallins Road North		✓	100.000
B - Wolfe Tone Street		✓	100.000

C - Sallins Road South		✓	100.000
------------------------	--	---	---------

## Origin-Destination Data

### Demand (PCU/TS)

17:00 -  
17:15

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From				
	A - Sallins Road North	0.00	45.00	78.00
	B - Wolfe Tone Street	55.00	0.00	20.00
	C - Sallins Road South	134.00	19.00	0.00

### Demand (PCU/TS)

17:15 -  
17:30

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From				
	A - Sallins Road North	0.00	54.00	82.00
	B - Wolfe Tone Street	65.00	0.00	21.00
	C - Sallins Road South	74.00	16.00	0.00

### Demand (PCU/TS)

17:30 -  
17:45

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From				
	A - Sallins Road North	0.00	66.00	87.00
	B - Wolfe Tone Street	45.00	0.00	12.00
	C - Sallins Road South	98.00	12.00	0.00

### Demand (PCU/TS)

17:45 -  
18:00

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From				
	A - Sallins Road North	0.00	56.00	81.00
	B - Wolfe Tone Street	28.00	0.00	22.00
	C - Sallins Road South	98.00	11.00	0.00

## Vehicle Mix

### Heavy Vehicle %

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From				
	A - Sallins Road North	0	0	0
	B - Wolfe Tone Street	0	0	0
	C - Sallins Road South	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.21	11.48	0.3	B

B-A	0.83	56.21	3.8	F
C-A				
C-B	0.16	8.74	0.2	A
A-B				
A-C				

### Main Results for each time segment

#### 17:00 - 17:15

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20.00	103.63	0.193	19.76	0.2	10.702	B
B-A	55.00	71.38	0.771	52.27	2.7	42.580	E
C-A	134.00			134.00			
C-B	19.00	122.00	0.156	18.82	0.2	8.708	A
A-B	45.00			45.00			
A-C	78.00			78.00			

#### 17:15 - 17:30

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21.00	99.33	0.211	20.97	0.3	11.479	B
B-A	65.00	78.66	0.826	63.94	3.8	56.208	F
C-A	74.00			74.00			
C-B	16.00	118.96	0.135	16.03	0.2	8.745	A
A-B	54.00			54.00			
A-C	82.00			82.00			

#### 17:30 - 17:45

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12.00	103.98	0.115	12.13	0.1	9.812	A
B-A	45.00	74.60	0.603	47.15	1.6	34.885	D
C-A	98.00			98.00			
C-B	12.00	114.99	0.104	12.04	0.1	8.745	A
A-B	66.00			66.00			
A-C	87.00			87.00			

#### 17:45 - 18:00

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22.00	114.45	0.192	21.90	0.2	9.713	A
B-A	28.00	77.03	0.364	29.05	0.6	19.140	C
C-A	98.00			98.00			
C-B	11.00	118.73	0.093	11.01	0.1	8.358	A
A-B	56.00			56.00			
A-C	81.00			81.00			

<h1>Junctions 10</h1>
<b>PICADY 10 - Priority Intersection Module</b>
Version: 10.1.0.1820 © Copyright TRL Software Limited, 2023
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<b>The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution</b>

Filename: Sallins Rd Wolfe Tone St 2027 wdev.j10

Path: C:\Users\marti\Dropbox\sallins road, naas 2024\PICADY

Report generation date: 12/04/2025 14:34:03

» [2027 WDEV, AM](#)

» [2027 WDEV, PM](#)

### Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
<b>2027 WDEV</b>										
Stream B-C	D1	0.3	11.30	0.23	B	D2	0.3	11.55	0.21	B
Stream B-A		2.6	42.92	0.75	E		4.1	59.22	0.84	F
Stream C-B		0.6	11.74	0.36	B		0.2	8.77	0.16	A

*There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.*

*Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.*

### File summary

#### File Description

Title	McAuley Place apartments
Location	Sallins Road, Naas
Site number	
Date	12/04/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ICTDOMAIN\martin.rogers
Description	

### Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perTimeSegment	s	-Min	perMin

### Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

### Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2027 WDEV	AM	DIRECT	08:00	09:00	60	15
D2	2027 WDEV	PM	DIRECT	17:00	18:00	60	15

### Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

## 2027 WDEV, AM

### Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Wolfe Tone Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		7.42	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.42	A

## Arms

### Arms

Arm	Name	Description	Arm type
A	Sallins Road North		Major
B	Wolfe Tone Street		Minor
C	Sallins Road South		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Sallins Road South	6.00			50.0		-

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

### Minor Arm Geometry

Arm	Minor arm type	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B - Wolfe Tone Street	Two lanes	2.20	2.20	0	50

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	115.439	0.084	0.213	0.134	0.304
B-C	150.730	0.092	0.234	-	-
C-B	150.730	0.234	0.234	-	-

*The slopes and intercepts shown above include custom intercept adjustments only. Streams may be combined, in which case capacity will be adjusted. Values are shown for the first time segment only; they may differ for subsequent time segments.*

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2027 WDEV	AM	DIRECT	08:00	09:00	60	15

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Sallins Road North		✓	100.000
B - Wolfe Tone Street		✓	100.000
C - Sallins Road South		✓	100.000

## Origin-Destination Data

### Demand (PCU/TS)

08:00 -  
08:15

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0.00	62.00	132.00
	B - Wolfe Tone Street	30.00	0.00	13.00
	C - Sallins Road South	73.00	10.00	0.00

### Demand (PCU/TS)

08:15 -  
08:30

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0.00	50.00	90.00
	B - Wolfe Tone Street	39.00	0.00	19.00
	C - Sallins Road South	90.00	27.00	0.00

### Demand (PCU/TS)

08:30 -  
08:45

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0.00	43.00	97.00
	B - Wolfe Tone Street	40.00	0.00	24.00
	C - Sallins Road South	72.00	28.00	0.00

## Demand (PCU/TS)

08:45 -  
09:00

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0.00	56.00	79.00
	B - Wolfe Tone Street	56.00	0.00	23.00
	C - Sallins Road South	49.00	43.00	0.00

## Vehicle Mix

## Heavy Vehicle %

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0	0	0
	B - Wolfe Tone Street	0	0	0
	C - Sallins Road South	0	0	0

## Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.23	11.30	0.3	B
B-A	0.75	42.92	2.6	E
C-A				
C-B	0.36	11.74	0.6	B
A-B				
A-C				

## Main Results for each time segment

## 08:00 - 08:15

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13.00	101.82	0.128	12.86	0.1	10.100	B
B-A	30.00	69.36	0.433	29.27	0.7	22.076	C
C-A	73.00			73.00			
C-B	10.00	105.41	0.095	9.90	0.1	9.414	A
A-B	62.00			62.00			
A-C	132.00			132.00			

## 08:15 - 08:30

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19.00	107.79	0.176	18.93	0.2	10.122	B
B-A	39.00	71.83	0.543	38.61	1.1	26.750	D
C-A	90.00			90.00			
C-B	27.00	118.03	0.229	26.81	0.3	9.846	A
A-B	50.00			50.00			

A-C	90.00			90.00			
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**08:30 - 08:45**

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24.00	106.62	0.225	23.92	0.3	10.874	B
B-A	40.00	72.98	0.548	39.95	1.2	27.152	D
C-A	72.00			72.00			
C-B	28.00	118.03	0.237	27.99	0.3	9.991	A
A-B	43.00			43.00			
A-C	97.00			97.00			

**08:45 - 09:00**

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23.00	102.63	0.224	23.00	0.3	11.301	B
B-A	56.00	74.23	0.754	54.57	2.6	42.918	E
C-A	49.00			49.00			
C-B	43.00	119.19	0.361	42.75	0.6	11.737	B
A-B	56.00			56.00			
A-C	79.00			79.00			

## 2027 WDEV, PM

### Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Wolfe Tone Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		10.16	B

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.16	B

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2027 WDEV	PM	DIRECT	17:00	18:00	60	15

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Sallins Road North		✓	100.000
B - Wolfe Tone Street		✓	100.000

C - Sallins Road South		✓	100.000
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## Origin-Destination Data

### Demand (PCU/TS)

17:00 -  
17:15

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0.00	45.00	78.00
	B - Wolfe Tone Street	56.00	0.00	20.00
	C - Sallins Road South	134.00	19.00	0.00

### Demand (PCU/TS)

17:15 -  
17:30

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0.00	54.00	82.00
	B - Wolfe Tone Street	66.00	0.00	21.00
	C - Sallins Road South	74.00	16.00	0.00

### Demand (PCU/TS)

17:30 -  
17:45

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0.00	67.00	87.00
	B - Wolfe Tone Street	46.00	0.00	12.00
	C - Sallins Road South	98.00	12.00	0.00

### Demand (PCU/TS)

17:45 -  
18:00

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0.00	56.00	81.00
	B - Wolfe Tone Street	29.00	0.00	22.00
	C - Sallins Road South	98.00	11.00	0.00

## Vehicle Mix

### Heavy Vehicle %

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0	0	0
	B - Wolfe Tone Street	0	0	0
	C - Sallins Road South	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.21	11.55	0.3	B

B-A	0.84	59.22	4.1	F
C-A				
C-B	0.16	8.77	0.2	A
A-B				
A-C				

### Main Results for each time segment

#### 17:00 - 17:15

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20.00	103.18	0.194	19.76	0.2	10.760	B
B-A	56.00	71.38	0.785	53.10	2.9	44.148	E
C-A	134.00			134.00			
C-B	19.00	122.00	0.156	18.82	0.2	8.708	A
A-B	45.00			45.00			
A-C	78.00			78.00			

#### 17:15 - 17:30

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21.00	98.86	0.212	20.97	0.3	11.549	B
B-A	66.00	78.66	0.839	64.85	4.1	59.218	F
C-A	74.00			74.00			
C-B	16.00	118.96	0.135	16.03	0.2	8.745	A
A-B	54.00			54.00			
A-C	82.00			82.00			

#### 17:30 - 17:45

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12.00	103.36	0.116	12.13	0.1	9.879	A
B-A	46.00	74.51	0.617	48.30	1.7	36.743	E
C-A	98.00			98.00			
C-B	12.00	114.75	0.105	12.04	0.1	8.766	A
A-B	67.00			67.00			
A-C	87.00			87.00			

#### 17:45 - 18:00

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22.00	113.99	0.193	21.90	0.2	9.761	A
B-A	29.00	77.03	0.376	30.13	0.6	19.615	C
C-A	98.00			98.00			
C-B	11.00	118.73	0.093	11.01	0.1	8.356	A
A-B	56.00			56.00			
A-C	81.00			81.00			

<h1>Junctions 10</h1>
<b>PICADY 10 - Priority Intersection Module</b>
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**Filename:** Sallins Rd Wolfe Tone St 2032 wod.j10  
**Path:** C:\Users\marti\Dropbox\sallins road, naas 2024\PICADY  
**Report generation date:** 12/04/2025 14:49:28

» [2032 WOD, AM](#)

» [2032 WOD, PM](#)

### Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
<b>2032 WOD</b>										
Stream B-C	D1	0.3	11.87	0.24	B	D2	0.3	12.27	0.23	B
Stream B-A		3.2	51.31	0.81	F		5.8	80.58	0.90	F
Stream C-B		0.6	12.31	0.38	B		0.2	9.00	0.17	A

*There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.*

*Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.*

### File summary

#### File Description

<b>Title</b>	McAuley Place apartments
<b>Location</b>	Sallins Road, Naas
<b>Site number</b>	
<b>Date</b>	12/04/2025
<b>Version</b>	
<b>Status</b>	(new file)
<b>Identifier</b>	
<b>Client</b>	
<b>Jobnumber</b>	
<b>Enumerator</b>	ICTDOMAIN\martin.rogers
<b>Description</b>	

### Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perTimeSegment	s	-Min	perMin

### Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

### Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2032 WOD	AM	DIRECT	08:00	09:00	60	15
D2	2032 WOD	PM	DIRECT	17:00	18:00	60	15

### Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

## 2032 WOD, AM

### Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Wolfe Tone Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		8.47	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.47	A

## Arms

### Arms

Arm	Name	Description	Arm type
A	Sallins Road North		Major
B	Wolfe Tone Street		Minor
C	Sallins Road South		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Sallins Road South	6.00			50.0		-

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

### Minor Arm Geometry

Arm	Minor arm type	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B - Wolfe Tone Street	Two lanes	2.20	2.20	0	50

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	115.439	0.084	0.213	0.134	0.304
B-C	150.730	0.092	0.234	-	-
C-B	150.730	0.234	0.234	-	-

*The slopes and intercepts shown above include custom intercept adjustments only.*

*Streams may be combined, in which case capacity will be adjusted.*

*Values are shown for the first time segment only; they may differ for subsequent time segments.*

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2032 WOD	AM	DIRECT	08:00	09:00	60	15

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Sallins Road North		✓	100.000
B - Wolfe Tone Street		✓	100.000
C - Sallins Road South		✓	100.000

## Origin-Destination Data

### Demand (PCU/TS)

08:00 -  
08:15

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0.00	65.00	141.00
	B - Wolfe Tone Street	31.00	0.00	13.00
	C - Sallins Road South	77.00	10.00	0.00

### Demand (PCU/TS)

08:15 -  
08:30

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0.00	52.00	96.00
	B - Wolfe Tone Street	40.00	0.00	20.00
	C - Sallins Road South	95.00	28.00	0.00

### Demand (PCU/TS)

08:30 -  
08:45

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0.00	45.00	103.00
	B - Wolfe Tone Street	41.00	0.00	25.00
	C - Sallins Road South	76.00	29.00	0.00

## Demand (PCU/TS)

08:45 -  
09:00

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0.00	58.00	84.00
	B - Wolfe Tone Street	58.00	0.00	24.00
	C - Sallins Road South	52.00	45.00	0.00

## Vehicle Mix

## Heavy Vehicle %

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0	0	0
	B - Wolfe Tone Street	0	0	0
	C - Sallins Road South	0	0	0

## Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.24	11.87	0.3	B
B-A	0.81	51.31	3.2	F
C-A				
C-B	0.38	12.31	0.6	B
A-B				
A-C				

## Main Results for each time segment

## 08:00 - 08:15

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13.00	98.79	0.132	12.85	0.1	10.455	B
B-A	31.00	66.66	0.465	30.17	0.8	24.165	C
C-A	77.00			77.00			
C-B	10.00	102.61	0.097	9.89	0.1	9.697	A
A-B	65.00			65.00			
A-C	141.00			141.00			

## 08:15 - 08:30

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20.00	105.34	0.190	19.92	0.2	10.526	B
B-A	40.00	69.42	0.576	39.56	1.3	29.663	D
C-A	95.00			95.00			
C-B	28.00	116.16	0.241	27.79	0.3	10.162	B
A-B	52.00			52.00			

A-C	96.00			96.00			
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**08:30 - 08:45**

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25.00	104.20	0.240	24.92	0.3	11.341	B
B-A	41.00	70.69	0.580	40.94	1.3	30.116	D
C-A	76.00			76.00			
C-B	29.00	116.16	0.250	28.98	0.3	10.321	B
A-B	45.00			45.00			
A-C	103.00			103.00			

**08:45 - 09:00**

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24.00	99.84	0.240	24.00	0.3	11.866	B
B-A	58.00	71.98	0.806	56.09	3.2	51.308	F
C-A	52.00			52.00			
C-B	45.00	117.56	0.383	44.72	0.6	12.308	B
A-B	58.00			58.00			
A-C	84.00			84.00			

## 2032 WOD, PM

### Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Wolfe Tone Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		13.35	B

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.35	B

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2032 WOD	PM	DIRECT	17:00	18:00	60	15

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Sallins Road North		✓	100.000
B - Wolfe Tone Street		✓	100.000

C - Sallins Road South		✓	100.000
------------------------	--	---	---------

## Origin-Destination Data

### Demand (PCU/TS)

17:00 -  
17:15

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0.00	48.00	83.00
	B - Wolfe Tone Street	59.00	0.00	21.00
	C - Sallins Road South	142.00	20.00	0.00

### Demand (PCU/TS)

17:15 -  
17:30

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0.00	57.00	87.00
	B - Wolfe Tone Street	69.00	0.00	22.00
	C - Sallins Road South	78.00	17.00	0.00

### Demand (PCU/TS)

17:30 -  
17:45

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0.00	71.00	92.00
	B - Wolfe Tone Street	48.00	0.00	12.00
	C - Sallins Road South	104.00	12.00	0.00

### Demand (PCU/TS)

17:45 -  
18:00

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0.00	59.00	86.00
	B - Wolfe Tone Street	30.00	0.00	24.00
	C - Sallins Road South	104.00	11.00	0.00

## Vehicle Mix

### Heavy Vehicle %

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0	0	0
	B - Wolfe Tone Street	0	0	0
	C - Sallins Road South	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.23	12.27	0.3	B

B-A	0.90	80.58	5.8	F
C-A				
C-B	0.17	9.00	0.2	A
A-B				
A-C				

### Main Results for each time segment

#### 17:00 - 17:15

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21.00	99.66	0.211	20.74	0.3	11.367	B
B-A	59.00	68.69	0.859	54.99	4.0	55.612	F
C-A	142.00			142.00			
C-B	20.00	120.13	0.166	19.80	0.2	8.954	A
A-B	48.00			48.00			
A-C	83.00			83.00			

#### 17:15 - 17:30

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22.00	95.28	0.231	21.97	0.3	12.269	B
B-A	69.00	76.50	0.902	67.24	5.8	80.576	F
C-A	78.00			78.00			
C-B	17.00	117.09	0.145	17.03	0.2	8.998	A
A-B	57.00			57.00			
A-C	87.00			87.00			

#### 17:30 - 17:45

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12.00	99.87	0.120	12.16	0.1	10.280	B
B-A	48.00	72.31	0.664	51.57	2.2	48.495	E
C-A	104.00			104.00			
C-B	12.00	112.65	0.107	12.05	0.1	8.952	A
A-B	71.00			71.00			
A-C	92.00			92.00			

#### 17:45 - 18:00

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24.00	111.73	0.215	23.87	0.3	10.227	B
B-A	30.00	74.91	0.400	31.51	0.7	21.394	C
C-A	104.00			104.00			
C-B	11.00	116.86	0.094	11.02	0.1	8.504	A
A-B	59.00			59.00			
A-C	86.00			86.00			

<h1>Junctions 10</h1>
<h2>PICADY 10 - Priority Intersection Module</h2>
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Filename: Sallins Rd Wolfe Tone St 2032 wdev.j10

Path: C:\Users\marti\Dropbox\sallins road, naas 2024\PICADY

Report generation date: 12/04/2025 14:55:15

» [2032 WDEV, AM](#)

» [2032 WDEV, PM](#)

### Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
<b>2032 WDEV</b>										
Stream B-C	D1	0.3	11.96	0.25	B	D2	0.3	12.58	0.24	B
Stream B-A		3.5	53.98	0.82	F		6.3	85.61	0.92	F
Stream C-B		0.6	12.35	0.38	B		0.2	9.06	0.17	A

*There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.*

*Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.*

### File summary

#### File Description

Title	McAuley Place apartments
Location	Sallins Road, Naas
Site number	
Date	12/04/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ICTDOMAIN\martin.rogers
Description	

### Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perTimeSegment	s	-Min	perMin

### Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

### Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2032 WDEV	AM	DIRECT	08:00	09:00	60	15
D2	2032 WDEV	PM	DIRECT	17:00	18:00	60	15

### Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

## 2032 WDEV, AM

### Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Wolfe Tone Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		8.92	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.92	A

## Arms

### Arms

Arm	Name	Description	Arm type
A	Sallins Road North		Major
B	Wolfe Tone Street		Minor
C	Sallins Road South		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Sallins Road South	6.00			50.0		-

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

### Minor Arm Geometry

Arm	Minor arm type	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B - Wolfe Tone Street	Two lanes	2.20	2.20	0	50

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	115.439	0.084	0.213	0.134	0.304
B-C	150.730	0.092	0.234	-	-
C-B	150.730	0.234	0.234	-	-

*The slopes and intercepts shown above include custom intercept adjustments only. Streams may be combined, in which case capacity will be adjusted. Values are shown for the first time segment only; they may differ for subsequent time segments.*

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2032 WDEV	AM	DIRECT	08:00	09:00	60	15

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Sallins Road North		✓	100.000
B - Wolfe Tone Street		✓	100.000
C - Sallins Road South		✓	100.000

## Origin-Destination Data

### Demand (PCU/TS)

08:00 -  
08:15

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0.00	66.00	141.00
	B - Wolfe Tone Street	32.00	0.00	14.00
	C - Sallins Road South	78.00	11.00	0.00

### Demand (PCU/TS)

08:15 -  
08:30

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0.00	53.00	96.00
	B - Wolfe Tone Street	41.00	0.00	20.00
	C - Sallins Road South	96.00	28.00	0.00

### Demand (PCU/TS)

08:30 -  
08:45

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0.00	46.00	103.00
	B - Wolfe Tone Street	42.00	0.00	26.00
	C - Sallins Road South	77.00	30.00	0.00

## Demand (PCU/TS)

08:45 -  
09:00

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0.00	59.00	84.00
	B - Wolfe Tone Street	59.00	0.00	24.00
	C - Sallins Road South	52.00	45.00	0.00

## Vehicle Mix

## Heavy Vehicle %

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0	0	0
	B - Wolfe Tone Street	0	0	0
	C - Sallins Road South	0	0	0

## Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.25	11.96	0.3	B
B-A	0.82	53.98	3.5	F
C-A				
C-B	0.38	12.35	0.6	B
A-B				
A-C				

## Main Results for each time segment

## 08:00 - 08:15

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14.00	98.18	0.143	13.84	0.2	10.650	B
B-A	32.00	66.14	0.484	31.11	0.9	25.115	D
C-A	78.00			78.00			
C-B	11.00	102.37	0.107	10.88	0.1	9.824	A
A-B	66.00			66.00			
A-C	141.00			141.00			

## 08:15 - 08:30

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20.00	104.73	0.191	19.93	0.2	10.604	B
B-A	41.00	69.20	0.593	40.54	1.4	30.859	D
C-A	96.00			96.00			
C-B	28.00	115.92	0.242	27.81	0.3	10.191	B
A-B	53.00			53.00			

A-C	96.00			96.00			
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**08:30 - 08:45**

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26.00	103.51	0.251	25.90	0.3	11.581	B
B-A	42.00	70.17	0.599	41.93	1.4	31.682	D
C-A	77.00			77.00			
C-B	30.00	115.92	0.259	29.97	0.3	10.462	B
A-B	46.00			46.00			
A-C	103.00			103.00			

**08:45 - 09:00**

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24.00	99.25	0.242	24.01	0.3	11.962	B
B-A	59.00	71.90	0.821	56.96	3.5	53.979	F
C-A	52.00			52.00			
C-B	45.00	117.32	0.384	44.74	0.6	12.353	B
A-B	59.00			59.00			
A-C	84.00			84.00			

## 2032 WDEV, PM

### Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Wolfe Tone Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		14.23	B

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	14.23	B

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2032 WDEV	PM	DIRECT	17:00	18:00	60	15

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Sallins Road North		✓	100.000
B - Wolfe Tone Street		✓	100.000

C - Sallins Road South		✓	100.000
------------------------	--	---	---------

## Origin-Destination Data

### Demand (PCU/TS)

17:00 -  
17:15

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0.00	48.00	83.00
	B - Wolfe Tone Street	59.00	0.00	22.00
	C - Sallins Road South	142.00	20.00	0.00

### Demand (PCU/TS)

17:15 -  
17:30

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0.00	58.00	88.00
	B - Wolfe Tone Street	70.00	0.00	23.00
	C - Sallins Road South	79.00	17.00	0.00

### Demand (PCU/TS)

17:30 -  
17:45

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0.00	71.00	93.00
	B - Wolfe Tone Street	49.00	0.00	13.00
	C - Sallins Road South	104.00	13.00	0.00

### Demand (PCU/TS)

17:45 -  
18:00

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0.00	60.00	87.00
	B - Wolfe Tone Street	31.00	0.00	24.00
	C - Sallins Road South	104.00	11.00	0.00

## Vehicle Mix

### Heavy Vehicle %

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0	0	0
	B - Wolfe Tone Street	0	0	0
	C - Sallins Road South	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.24	12.58	0.3	B

B-A	0.92	85.61	6.3	F
C-A				
C-B	0.17	9.06	0.2	A
A-B				
A-C				

### Main Results for each time segment

#### 17:00 - 17:15

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22.00	99.66	0.221	21.72	0.3	11.513	B
B-A	59.00	68.69	0.859	54.99	4.0	55.612	F
C-A	142.00			142.00			
C-B	20.00	120.13	0.166	19.80	0.2	8.954	A
A-B	48.00			48.00			
A-C	83.00			83.00			

#### 17:15 - 17:30

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23.00	94.45	0.244	22.96	0.3	12.584	B
B-A	70.00	76.07	0.920	67.72	6.3	85.607	F
C-A	79.00			79.00			
C-B	17.00	116.62	0.146	17.02	0.2	9.038	A
A-B	58.00			58.00			
A-C	88.00			88.00			

#### 17:30 - 17:45

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13.00	98.87	0.131	13.16	0.2	10.522	B
B-A	49.00	71.79	0.683	52.86	2.4	53.669	F
C-A	104.00			104.00			
C-B	13.00	112.42	0.116	13.04	0.1	9.061	A
A-B	71.00			71.00			
A-C	93.00			93.00			

#### 17:45 - 18:00

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24.00	110.88	0.216	23.88	0.3	10.329	B
B-A	31.00	74.61	0.416	32.69	0.7	22.253	C
C-A	104.00			104.00			
C-B	11.00	116.39	0.095	11.03	0.1	8.545	A
A-B	60.00			60.00			
A-C	87.00			87.00			

<h1>Junctions 10</h1>
<h2>PICADY 10 - Priority Intersection Module</h2>
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**Filename:** Sallins Rd Wolfe Tone St 2042 wod.j10  
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**Report generation date:** 12/04/2025 15:04:45

» [2042 WOD, AM](#)

» [2042 WOD, PM](#)

### Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
<b>2042 WOD</b>										
Stream B-C	D1	0.4	12.75	0.27	B	D2	0.3	13.12	0.26	B
Stream B-A		4.9	70.92	0.90	F		10.2	127.40	1.00	F
Stream C-B		0.7	13.21	0.42	B		0.2	9.31	0.18	A

*There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.*

*Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.*

### File summary

#### File Description

<b>Title</b>	McAuley Place apartments
<b>Location</b>	Sallins Road, Naas
<b>Site number</b>	
<b>Date</b>	12/04/2025
<b>Version</b>	
<b>Status</b>	(new file)
<b>Identifier</b>	
<b>Client</b>	
<b>Jobnumber</b>	
<b>Enumerator</b>	ICTDOMAIN\martin.rogers
<b>Description</b>	

### Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perTimeSegment	s	-Min	perMin

### Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

### Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2042 WOD	AM	DIRECT	08:00	09:00	60	15
D2	2042 WOD	PM	DIRECT	17:00	18:00	60	15

### Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

## 2042 WOD, AM

### Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Wolfe Tone Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		11.22	B

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.22	B

## Arms

### Arms

Arm	Name	Description	Arm type
A	Sallins Road North		Major
B	Wolfe Tone Street		Minor
C	Sallins Road South		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Sallins Road South	6.00			50.0		-

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

### Minor Arm Geometry

Arm	Minor arm type	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B - Wolfe Tone Street	Two lanes	2.20	2.20	0	50

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	115.439	0.084	0.213	0.134	0.304
B-C	150.730	0.092	0.234	-	-
C-B	150.730	0.234	0.234	-	-

*The slopes and intercepts shown above include custom intercept adjustments only. Streams may be combined, in which case capacity will be adjusted. Values are shown for the first time segment only; they may differ for subsequent time segments.*

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2042 WOD	AM	DIRECT	08:00	09:00	60	15

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Sallins Road North		✓	100.000
B - Wolfe Tone Street		✓	100.000
C - Sallins Road South		✓	100.000

## Origin-Destination Data

### Demand (PCU/TS)

08:00 -  
08:15

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0.00	69.00	149.00
	B - Wolfe Tone Street	33.00	0.00	14.00
	C - Sallins Road South	82.00	11.00	0.00

### Demand (PCU/TS)

08:15 -  
08:30

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0.00	55.00	102.00
	B - Wolfe Tone Street	43.00	0.00	21.00
	C - Sallins Road South	101.00	30.00	0.00

### Demand (PCU/TS)

08:30 -  
08:45

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0.00	48.00	109.00
	B - Wolfe Tone Street	44.00	0.00	27.00
	C - Sallins Road South	81.00	31.00	0.00

## Demand (PCU/TS)

08:45 -  
09:00

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0.00	62.00	89.00
	B - Wolfe Tone Street	62.00	0.00	25.00
	C - Sallins Road South	55.00	48.00	0.00

## Vehicle Mix

## Heavy Vehicle %

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0	0	0
	B - Wolfe Tone Street	0	0	0
	C - Sallins Road South	0	0	0

## Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.27	12.75	0.4	B
B-A	0.90	70.92	4.9	F
C-A				
C-B	0.42	13.21	0.7	B
A-B				
A-C				

## Main Results for each time segment

## 08:00 - 08:15

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14.00	95.35	0.147	13.83	0.2	11.019	B
B-A	33.00	63.65	0.518	31.99	1.0	27.637	D
C-A	82.00			82.00			
C-B	11.00	99.80	0.110	10.88	0.1	10.108	B
A-B	69.00			69.00			
A-C	149.00			149.00			

## 08:15 - 08:30

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21.00	101.66	0.207	20.91	0.3	11.133	B
B-A	43.00	66.48	0.647	42.35	1.7	36.257	E
C-A	101.00			101.00			
C-B	30.00	114.05	0.263	29.77	0.4	10.650	B
A-B	55.00			55.00			

A-C	102.00			102.00			
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**08:30 - 08:45**

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	27.00	100.51	0.269	26.90	0.4	12.209	B
B-A	44.00	67.88	0.648	43.92	1.7	37.235	E
C-A	81.00			81.00			
C-B	31.00	114.05	0.272	30.98	0.4	10.831	B
A-B	48.00			48.00			
A-C	109.00			109.00			

**08:45 - 09:00**

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25.00	95.63	0.261	25.00	0.4	12.746	B
B-A	62.00	69.26	0.895	58.84	4.9	70.924	F
C-A	55.00			55.00			
C-B	48.00	115.46	0.416	47.67	0.7	13.213	B
A-B	62.00			62.00			
A-C	89.00			89.00			

## 2042 WOD, PM

### Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Wolfe Tone Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		20.49	C

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	20.49	C

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2042 WOD	PM	DIRECT	17:00	18:00	60	15

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Sallins Road North		✓	100.000
B - Wolfe Tone Street		✓	100.000

C - Sallins Road South		✓	100.000
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## Origin-Destination Data

### Demand (PCU/TS)

17:00 -  
17:15

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0.00	51.00	88.00
	B - Wolfe Tone Street	62.00	0.00	23.00
	C - Sallins Road South	151.00	21.00	0.00

### Demand (PCU/TS)

17:15 -  
17:30

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0.00	61.00	93.00
	B - Wolfe Tone Street	74.00	0.00	24.00
	C - Sallins Road South	83.00	18.00	0.00

### Demand (PCU/TS)

17:30 -  
17:45

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0.00	75.00	98.00
	B - Wolfe Tone Street	51.00	0.00	13.00
	C - Sallins Road South	111.00	13.00	0.00

### Demand (PCU/TS)

17:45 -  
18:00

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0.00	63.00	92.00
	B - Wolfe Tone Street	32.00	0.00	25.00
	C - Sallins Road South	111.00	12.00	0.00

## Vehicle Mix

### Heavy Vehicle %

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0	0	0
	B - Wolfe Tone Street	0	0	0
	C - Sallins Road South	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.26	13.12	0.3	B

B-A	1.00	127.40	10.2	F
C-A				
C-B	0.18	9.31	0.2	A
A-B				
A-C				

### Main Results for each time segment

#### 17:00 - 17:15

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23.00	95.94	0.240	22.69	0.3	12.237	B
B-A	62.00	65.87	0.941	56.19	5.8	72.281	F
C-A	151.00			151.00			
C-B	21.00	118.26	0.178	20.79	0.2	9.212	A
A-B	51.00			51.00			
A-C	88.00			88.00			

#### 17:15 - 17:30

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24.00	92.53	0.259	23.97	0.3	13.120	B
B-A	74.00	73.91	1.001	69.59	10.2	127.399	F
C-A	83.00			83.00			
C-B	18.00	114.75	0.157	18.03	0.2	9.308	A
A-B	61.00			61.00			
A-C	93.00			93.00			

#### 17:30 - 17:45

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13.00	94.26	0.138	13.18	0.2	11.126	B
B-A	51.00	69.45	0.734	57.86	3.4	90.386	F
C-A	111.00			111.00			
C-B	13.00	110.32	0.118	13.05	0.1	9.259	A
A-B	75.00			75.00			
A-C	98.00			98.00			

#### 17:45 - 18:00

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25.00	108.27	0.231	24.87	0.3	10.773	B
B-A	32.00	72.05	0.444	34.53	0.8	25.429	D
C-A	111.00			111.00			
C-B	12.00	114.52	0.105	12.02	0.1	8.783	A
A-B	63.00			63.00			
A-C	92.00			92.00			

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<h2>PICADY 10 - Priority Intersection Module</h2>
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Report generation date: 12/04/2025 15:16:04

» [2042 WDEV, AM](#)

» [2042 WDEV, PM](#)

### Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
<b>2042 WDEV</b>										
Stream B-C	D1	0.4	12.86	0.27	B	D2	0.3	13.12	0.26	B
Stream B-A		5.3	75.06	0.91	F		10.6	132.48	1.00	F
Stream C-B		0.7	13.26	0.42	B		0.2	9.31	0.19	A

*There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.*

*Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.*

### File summary

#### File Description

Title	McAuley Place apartments
Location	Sallins Road, Naas
Site number	
Date	12/04/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ICTDOMAIN\martin.rogers
Description	

### Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perTimeSegment	s	-Min	perMin

### Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

### Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2042 WDEV	AM	DIRECT	08:00	09:00	60	15
D2	2042 WDEV	PM	DIRECT	17:00	18:00	60	15

### Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

## 2042 WDEV, AM

### Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Wolfe Tone Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		11.89	B

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.89	B

## Arms

### Arms

Arm	Name	Description	Arm type
A	Sallins Road North		Major
B	Wolfe Tone Street		Minor
C	Sallins Road South		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Sallins Road South	6.00			50.0		-

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

### Minor Arm Geometry

Arm	Minor arm type	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B - Wolfe Tone Street	Two lanes	2.20	2.20	0	50

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	115.439	0.084	0.213	0.134	0.304
B-C	150.730	0.092	0.234	-	-
C-B	150.730	0.234	0.234	-	-

*The slopes and intercepts shown above include custom intercept adjustments only. Streams may be combined, in which case capacity will be adjusted. Values are shown for the first time segment only; they may differ for subsequent time segments.*

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2042 WDEV	AM	DIRECT	08:00	09:00	60	15

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Sallins Road North		✓	100.000
B - Wolfe Tone Street		✓	100.000
C - Sallins Road South		✓	100.000

## Origin-Destination Data

### Demand (PCU/TS)

08:00 -  
08:15

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0.00	70.00	150.00
	B - Wolfe Tone Street	34.00	0.00	15.00
	C - Sallins Road South	83.00	11.00	0.00

### Demand (PCU/TS)

08:15 -  
08:30

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0.00	56.00	102.00
	B - Wolfe Tone Street	44.00	0.00	21.00
	C - Sallins Road South	102.00	30.00	0.00

### Demand (PCU/TS)

08:30 -  
08:45

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0.00	49.00	109.00
	B - Wolfe Tone Street	45.00	0.00	27.00
	C - Sallins Road South	81.00	31.00	0.00

## Demand (PCU/TS)

08:45 -  
09:00

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0.00	63.00	89.00
	B - Wolfe Tone Street	63.00	0.00	25.00
	C - Sallins Road South	55.00	48.00	0.00

## Vehicle Mix

## Heavy Vehicle %

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0	0	0
	B - Wolfe Tone Street	0	0	0
	C - Sallins Road South	0	0	0

## Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.27	12.86	0.4	B
B-A	0.91	75.06	5.3	F
C-A				
C-B	0.42	13.26	0.7	B
A-B				
A-C				

## Main Results for each time segment

## 08:00 - 08:15

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15.00	94.54	0.159	14.81	0.2	11.264	B
B-A	34.00	63.22	0.538	32.91	1.1	28.783	D
C-A	83.00			83.00			
C-B	11.00	99.34	0.111	10.88	0.1	10.158	B
A-B	70.00			70.00			
A-C	150.00			150.00			

## 08:15 - 08:30

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21.00	101.02	0.208	20.93	0.3	11.226	B
B-A	44.00	66.26	0.664	43.31	1.8	38.005	E
C-A	102.00			102.00			
C-B	30.00	113.82	0.264	29.77	0.4	10.680	B
A-B	56.00			56.00			

A-C	102.00			102.00			
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**08:30 - 08:45**

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	27.00	99.91	0.270	26.89	0.4	12.306	B
B-A	45.00	67.79	0.664	44.91	1.9	38.951	E
C-A	81.00			81.00			
C-B	31.00	113.82	0.272	30.98	0.4	10.862	B
A-B	49.00			49.00			
A-C	109.00			109.00			

**08:45 - 09:00**

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25.00	95.02	0.263	25.00	0.4	12.857	B
B-A	63.00	69.18	0.911	59.56	5.3	75.064	F
C-A	55.00			55.00			
C-B	48.00	115.22	0.417	47.67	0.7	13.259	B
A-B	63.00			63.00			
A-C	89.00			89.00			

## 2042 WDEV, PM

### Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Wolfe Tone Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		21.45	C

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	21.45	C

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2042 WDEV	PM	DIRECT	17:00	18:00	60	15

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Sallins Road North		✓	100.000
B - Wolfe Tone Street		✓	100.000

C - Sallins Road South		✓	100.000
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## Origin-Destination Data

### Demand (PCU/TS)

17:00 -  
17:15

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0.00	51.00	88.00
	B - Wolfe Tone Street	63.00	0.00	23.00
	C - Sallins Road South	151.00	22.00	0.00

### Demand (PCU/TS)

17:15 -  
17:30

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0.00	61.00	93.00
	B - Wolfe Tone Street	74.00	0.00	24.00
	C - Sallins Road South	83.00	18.00	0.00

### Demand (PCU/TS)

17:30 -  
17:45

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0.00	76.00	98.00
	B - Wolfe Tone Street	52.00	0.00	13.00
	C - Sallins Road South	111.00	13.00	0.00

### Demand (PCU/TS)

17:45 -  
18:00

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0.00	64.00	92.00
	B - Wolfe Tone Street	33.00	0.00	25.00
	C - Sallins Road South	111.00	12.00	0.00

## Vehicle Mix

### Heavy Vehicle %

		To		
		A - Sallins Road North	B - Wolfe Tone Street	C - Sallins Road South
From	A - Sallins Road North	0	0	0
	B - Wolfe Tone Street	0	0	0
	C - Sallins Road South	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.26	13.12	0.3	B

B-A	1.00	132.48	10.6	F
C-A				
C-B	0.19	9.31	0.2	A
A-B				
A-C				

### Main Results for each time segment

#### 17:00 - 17:15

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23.00	95.32	0.241	22.69	0.3	12.338	B
B-A	63.00	65.57	0.961	56.65	6.4	76.669	F
C-A	151.00			151.00			
C-B	22.00	118.26	0.186	21.77	0.2	9.307	A
A-B	51.00			51.00			
A-C	88.00			88.00			

#### 17:15 - 17:30

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24.00	92.53	0.259	23.97	0.3	13.120	B
B-A	74.00	73.90	1.001	69.80	10.6	132.477	F
C-A	83.00			83.00			
C-B	18.00	114.75	0.157	18.04	0.2	9.308	A
A-B	61.00			61.00			
A-C	93.00			93.00			

#### 17:30 - 17:45

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13.00	93.58	0.139	13.18	0.2	11.218	B
B-A	52.00	69.36	0.750	58.84	3.7	97.285	F
C-A	111.00			111.00			
C-B	13.00	110.08	0.118	13.05	0.1	9.281	A
A-B	76.00			76.00			
A-C	98.00			98.00			

#### 17:45 - 18:00

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25.00	107.60	0.232	24.87	0.3	10.861	B
B-A	33.00	71.97	0.459	35.83	0.9	26.624	D
C-A	111.00			111.00			
C-B	12.00	114.29	0.105	12.02	0.1	8.803	A
A-B	64.00			64.00			
A-C	92.00			92.00			

## **Appendix 4**

# **Naas Town Centre Car Park Agreement**



Deanford Limited,  
Unit 1A, Block A, The Courtyard Shopping Centre,  
Newbridge, Co. Kildare.  
Telephone : +353 45 44 09 60  
E-Mail : Reception@treacygroup.ie

---

Mark Hazzard  
General Manager  
McAuley Place  
Sallins Road  
Naas  
Co. Kildare

10<sup>th</sup> of July 2024

**RE: Naas Town Centre Car Park – Project Beaufort**

Dear Mark,

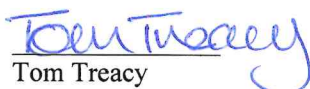
Please accept this letter as confirmation that up to 20 car parking spaces will be made available in Naas Town Centre Car Park to future residents of the proposed development, known as Project Beaufort, which is to be built immediately adjacent to McAuley Place on the Sallins Road, Naas, Co. Kildare.

The car parking spaces will be made available based on a 10 year commitment at the prevailing rates charged by the company at the time and it will at the discretion of management whether the spaces will be located in a specific area or dispersed throughout the car park.

Please note that this offer letter is valid for 12 months from the date of the letter and will be revoked if the development does not proceed.

Please feel free to contact us if you require any further information.

Yours faithfully,

  
Tom Treacy  
Director

**Barrett Mahony Consulting Engineers**

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