

consulting
engineers

NRB

**Traffic & Transport
Assessment Report**

incl.

**DMURS Statement of Consistency
(Appendix J)**

for

**Proposed Large Scale Residential
Development.**

at

***Confey, Leixlip,
Co. Kildare.***

FINAL ISSUE

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EXECUTIVE SUMMARY

NRB Consulting Engineers Ltd were appointed to address the Traffic/Transport issues associated with a planning application for a Large-Scale Residential Development (LRD) on lands at Confey, Leixlip, Co Kildare.

The Development is a Large-scale Residential Development (LRD) on the appropriately zoned site at Confey, comprising a total of 125 No. Residential Units (81 No. Residential Houses and 44 No. Apartments / Duplexes). Refer also to Detailed Development Description included within Section 2.0 herein.

The vehicular access arrangement from the local roads consists of simple priority T junctions from the R149 leading to the site.

Being located adjacent Confey / Leixlip Railway Station, with good quality Bus Services and beside the Royal Canal Greenway, with high quality pedestrian and cyclist provision, the appropriately zoned site is very well placed to take advantage of non-car modes of travel to support the scale of development. It is also within easy access to local Employment including Collinstown Industrial Park and of course Intel.

This Traffic and Transport Assessment Report (TTA) has been prepared to address the Traffic and Transport issues associated with the proposal, the capacity of the existing road network and the impact of the increased scale of development locally. An assessment of current & future non-car modes has also been undertaken by way of the Travel Plan as **Appendix J**, and this should be read as an integral part of the assessment. A DMURS review was undertaken, with the Report included as **Appendix K**. A Public Transport Demand/Capacity Assessment Report has also been prepared, with the Report included as **Appendix L**. An independent Road Safety Audit together with the associated designer Feedback form, is also included with the application.

The main body of the TTA Report has been prepared in accordance with TII's Traffic & Transport Assessment Guidelines and addresses the worst-case vehicular traffic impact of the proposal locally.

This TTA addresses the adequacy of the existing road network to safely and appropriately accommodate the worst-case vehicular demands with the development fully occupied, taking account of the existing and future traffic demands locally and at the proposed vehicular access. It also includes a comprehensive assessment of the impact of the entire Masterplan Lands at the specific request of Kildare County Council (KCC) (conscious that the Strategic Transport and Mobility Report prepared by Arup for the

Confey Masterplan already addresses this, in addition to assessment undertaken as part of the Confey Urban Design Framework as part of the Leixlip Local Area Plan).

Comprehensive classified turning movement surveys of the existing affected roads and junctions were carried out during the weekday AM and PM Peak Hours in 2026 to inform the NRB study.

These traffic surveys form the basis of the traffic impact part of the assessment. The analysis includes the effects of the existing traffic on the local roads and assesses the impact during the traditional peak commuter peaks periods, in accordance with the TII Traffic and Transport Assessment Guidelines.

The TTA confirms that the road network and the vehicular access junction arrangement are adequate to accommodate the worst-case traffic associated with the increased scale of development, with improvement to the Captains Hill (R149) T-Junction to the west of the site. The assessment also confirms that the construction and full occupation of the subject LRD will otherwise have a negligible and unnoticeable impact upon the operation of the adjacent road network.

Based on all of the enclosed Reports and Studies, we conclude that there are no adverse traffic/transport capacity, safety or operational issues associated with the construction and occupation of the proposed development, which would prevent a grant of Planning Permission by Kildare County Council.

1.0 INTRODUCTION

1.1 This Traffic and Transport Assessment Report (TTA) has been prepared by NRB Consulting Engineers Ltd and addresses the Traffic/ Transportation issues arising from the proposal to construct and occupy a 125 unit residential housing and apartment development on lands at Confey, Leixlip, Co Kildare.

1.2 A site location plan for the site is included below as **Figure 1.1**.

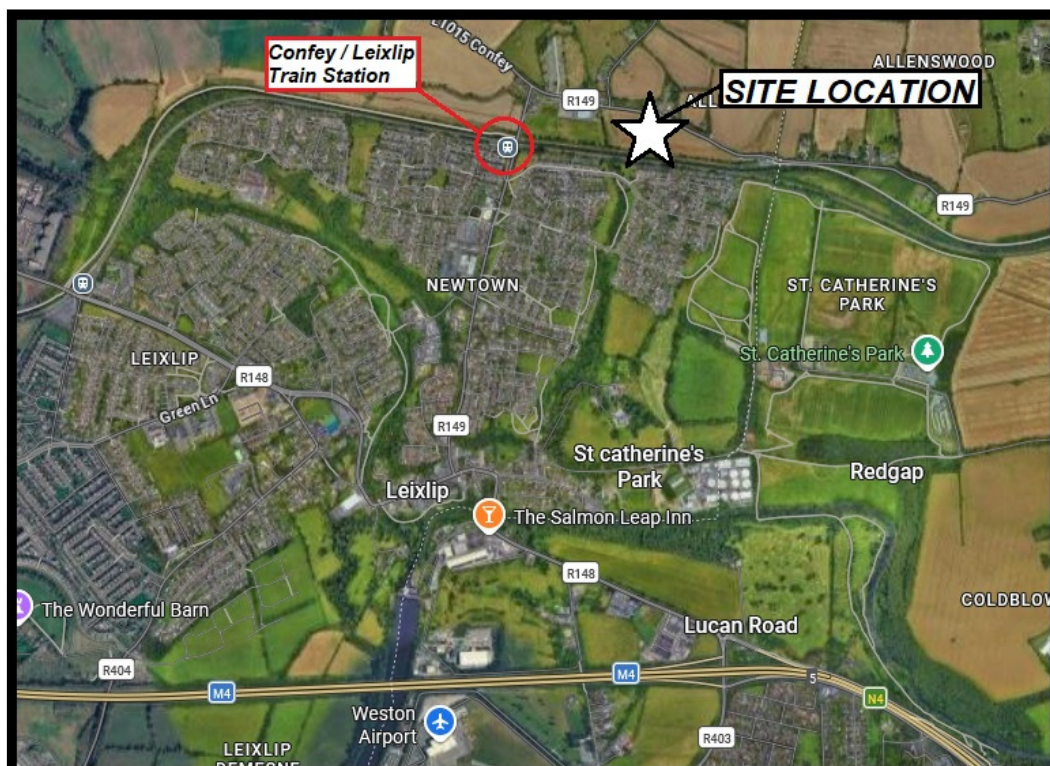


Figure 1.1 - Site Location Plan (Google)

1.3 In describing the Receiving Environment and the Proposed Future Environment, this report addresses the following aspects of the proposed development:

- Relative Scale of the vehicular traffic generated in the context of local conditions and the improving road network (Reflected in the Low Traffic Generation of the Development),
- Location of the development served by improving rail connectivity via the adjacent Confey Station and also the Royal Canal Greenway,
- Traffic & Transportation impact,
- Proposed access junction arrangement being by way of simple priority T Junctions onto the adjacent Regional Road R149,
- Capacity of the proposed vehicular access arrangement to accommodate the worst-case development traffic flows associated with 125 Residential Units,

- Pedestrian and cyclist permeability and promotion,
- Capacity of the Existing Road Network,
- Adequacy and safety of the existing roads and junctions locally, within the area of influence.

1.4 The Recommendations contained within this TTA are based on the following sources of information and industry-standard practices; -

- TII Traffic & Transport Assessment Guidelines (March 2014),
- Design Manual for Urban Roads and Streets,
- Recent 2026 Traffic Survey Data commissioned,
- Relevant Design Guidance,
- Our experience in assessing the impact of Developments of this Nature, and,
- Site Visits and Observations.

1.5 The Report has been prepared in accordance with the requirements of the TII's Traffic & Transport Assessment Guidelines. These are the professional Guidelines used to assess the impact of developments on public roads.

1.6 An assessment of current & future non-car modes has also been undertaken by way of the Travel Plan as **Appendix J**, and this should be read as an integral part of the assessment. A DMURS review was undertaken, with the Report included as **Appendix K**. A Public Transport Demand/Capacity Assessment Report has also been prepared, with the Report included as **Appendix L**. An independent Road Safety Audit together with the associated designer Feedback form, is also included with the application.

2.0 EXISTING CONDITIONS, DEVELOPMENT PROPOSALS & PARKING

Existing Conditions

- 2.1 The Confey Masterplan (including the subject site) are on greenfield lands located to the north of Leixlip Town. An extract from the Masterplan Documents showing the site in the context of the overall Confey Lands is included below as **Figure 2.1**.

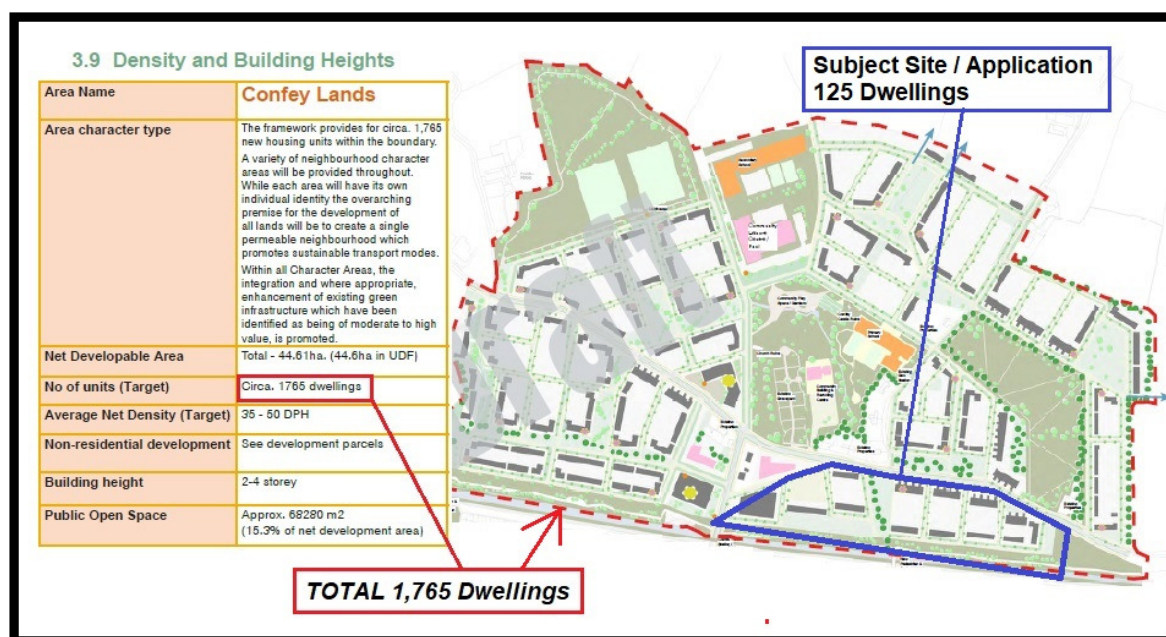


Figure 2.1 – Confey Masterplan Extract Showing Site Context

- 2.2 Leixlip itself is located around 15km from Dublin City Centre and is connected to the surrounding urban areas by the Dublin / Sligo railway line. The line runs in an east-west orientation parallel to the adjacent Royal Canal, both of which separate the Confey Masterplan lands from Leixlip Town.
- 2.3 The railway line places the Lands in a strategic position due to the Confey Railway Station which provides a direct high-capacity link to Dublin, Maynooth and other urban nodes along the railway line, connecting with employment, services and community facilities.
- 2.4 The Royal Canal is a major artery directly to the south of the subject site and the Confey Lands, providing an excellent opportunity for attractive active travel linkages by way of the Royal Canal Greenway. The Cope Bridge and Captains Hill to the west of the site provide a direct vehicular link to Leixlip Town Centre, conscious that there is a stop/go system operating there. Some periodic vehicular queuing occurs here at the signal approaches during peak times.

- 2.5 The site itself is bound immediately to the north by the Regional Road R149, to the south by the Royal Canal, to the west by the grounds of Confey GAA and to the east by lands in use for agriculture. Google images showing the current status of the R149 adjacent the site are included below as **Figure 2.2** and **Figure 2.3**



Figure 2.2 – R149, View East at Site



Figure 2.3 – R149, View West at Site

- 2.6 The R149 consists of a traditional single carriageway road, provided with hedgerows. It is currently moderately trafficked, carrying a weekday AM Peak Hour 2-way flow of 346 PCUs and a weekday PM Peak Hour 2-Way flow of 416 PCUs. In these terms, in consideration of the Link Capacity for a road of this nature, it can be classified as lightly to moderately trafficked. The R149 is currently subject to a 60km/hr speed restriction adjacent the site.
- 2.7 The R149 runs generally in an east-west orientation parallel to the Royal Canal and connects with Captains Hill some 300m distance west of the subject site. Captains Hill and the Cope Bridge and the Stop-Go Signals constrains peak period traffic movements in the area. Whilst we have classified the existing traffic volumes on the R149 above, it is accepted that the capacity of any road or street, particularly in urban areas, is governed by the capacity of terminal junctions along its length. That is the case here as with all urban-approach areas.
- 2.8 There are existing other road links and routes in the area connecting east west and north, with connections to Ongar / Blanchardstown, Lucan, Intel and Maynooth all of which are non-reliant upon travelling via Captains Hill. This is important, as the site will also be accessible for a host of other areas and destinations that do not require access to / from Cope Bridge.

Proposed Development

- 2.9 The Development is a Large-scale Residential Development (LRD) on the site at Confey, Leixlip, Co Kildare and consists of the following:
- A total of 125 residential units, comprising 81 no. houses, 22 no. duplex units and 22 no. apartments. The housing element consists of a mix of semi-detached and terraced dwellings, including 56 no. 3-bedroom houses and 25 no. 4-bedroom houses, ranging in height from 2 to 3 storeys.
 - The development includes 22 no. duplex units within 11 duplex blocks, comprising 11 no. 2-bedroom and 11 no. 3-bedroom duplex homes, arranged over 3 storeys.
 - The apartment element comprises 22 no. units within a single apartment block of up to 5 storeys in height, consisting of 5 no. 1-bedroom apartments and 17 no. 2-bedroom apartments.
 - Provision of car, cycle and motorbike parking will be provided throughout the development.

- Vehicular, pedestrian, and cyclist access points will be provided from the north of the site via R149, with additional pedestrian and cyclist access provided from the south via the Royal Canal Greenway.
- The development will also provide landscaping, public and communal open spaces and all associated site development works to facilitate the project. These include boundary treatments, plant and waste management areas, and other service provisions.

Car Parking

2.10 The Car Parking Standards in the Kildare County Development Plan are outlined in Section 15.7.8, reproduced below as **Fig 2.4**.

Residential	
House	1 space each for units up to and including 3 bed units and 1 space + 0.5 visitor spaces for units of 4 bedrooms or greater
Apartment	1.5 spaces per unit + 1 visitor space per 4 apartments

Figure 2.4 – Extract KCC Development Plan, Car Parking Standards

2.11 The subject scheme has a total of 103 No. Houses / Duplex Units (comprising 25 x 4-Bed, 67 x 3-Bed and 11 x 2-Bed). It provides 22 No. Apartments (5 x 1-Bed and 17 x 2-Bed). An assessment of the KCC parking requirement in terms of the provision on the site is included below as **Table 2.1**.

Table 2.1 – Car Parking Assessment in Terms of KCC Development Plan Standards

Scheme Element	No. Units	KCC Resi Parking Std/Unit	Requires Resi Spaces	Visitor Space Std/Unit	Requires Vis Spaces
4 - Bedroom	25	1	25	0.5	12.5
2 & 3 - Bed	56	1	56	--	--
Duplex Units	22	1.5	33	0.25	5.5
Apartments	22	1.5	33	0.25	5.5
Total No of Car Parking Spaces Req'd as per KCC DP =			147		24
Combined Overall Total as Per KCC DP =			171 (being 147 + 24)		
Total Provided on Site =		175	<i>Being Broadly in Line with KCC Development PI</i>		

2.12 The above table demonstrates that the car parking provision of 175 No Spaces as proposed for the site is consistent with the KCC Development Plan requirement.

Bicycle Parking

- 2.13 The Bicycle Parking for the houses is generally provided in-curtilage. For the apartments, the KCC Development Plan requires 1 Residential Bicycle Parking space per bedroom and 1 Visitor Bicycle Parking space for every 2 apartments. This is a requirement for bicycle parking as illustrated in the schedule below.
- 2.14 The overall Bicycle Parking provision at the site is included in the Accommodation Schedule with an extract showing the overall numbers included below as **Table 2.2**. This confirms that the Bicycle Parking provision is also compliant with the requirements of the KCC Development Plan.

Table 2.2 – Bicycle Parking Reconciliation in Terms of KCC Development Plan Standards

Scheme Element	No. Units	Resid Spaces No Bedrooms	Visitor Spaces (0.5 per Unit)	Bike Stands in Curtilage	Secure Bike Stands
Apartments	22	39	11	36	18
Terrace Houses In-Curt Front Garden	20	60	0	40	
Duplex Units	22	55	11		66
Houses (Rear Garden Acc)	61	208	0	208	
Visitor in Landscape					16
Total Required Spaces (KCCDP)		362	+ 22	= 384 Total	
Total Provided				384	

3.0 TRIP GENERATION, ASSIGNMENT & DISTRIBUTION

- 3.1 The Trip Rate Information Computer System (TRICS) database is ordinarily used to ascertain vehicular trip generation associated with the use of any particular site. The use of TRICS is specifically recommended within the TII Guidelines for Traffic & Transport Assessment, and it represents industry-standard practice for Traffic & Transport Assessments. In this case the worst-case assessment for the proposed development elements is based on the classifications of Residential Apartments a list of Irish Housing Sites extracted from within TRICS.
- 3.2 A robust and onerous assessment has been undertaken of the impact along the local roads in order to ensure that we thoroughly assess the impact, in terms of stress testing the access junction and the road capacity impact of the scheme on the important local links within the overall area. The Trip Rates applied for the Proposed Development in this case are as set out below as **Table 3.1**.

Table 3.1; - TRICS Summary, Residential Duplexes / Apartments SUBJECT SITE

TRAFFIC GENERATED BY 81 RESIDENTIAL HOUSES (Irish TRICS Data)					
81 No. Units	Arrivals (PCUs)		Departures (PCUs)		Total 2-Way Traffic
Resi Houses	Per Unit	Dev	Per Unit	Dev	
Weekday AM 8-9AM	0.207	17	0.593	48	65
Weekday PM Peak Hr	0.525	43	0.318	26	69
24 Hr Day (AADT)	3.364	272	3.541	287	559
TRAFFIC GENERATED BY 44 RESIDENTIAL APTS/DUPLEX					
44 No. Units	Arrivals (PCUs)		Departures (PCUs)		Total 2-Way Traffic
Resi Apts / Duplex	Per Unit	Dev	Per Unit	Dev	
Weekday AM 8-9AM	0.045	2	0.144	6	8
Weekday PM Peak Hr	0.127	6	0.067	3	9
24 Hr Day (AADT)	1.369	60	1.271	56	116
TOTAL TRAFFIC GENERATED BY DEVELOPMENT (SUM OF THE ABOVE)					
Period	Arrivals		Departures		Total 2-Way
Weekday AM Peak Hr	19		54		73
Weekday PM Peak Hr	49		29		78
24 Hr Day (AADT)	332		343		675

- 3.3 In preparing a response to the Opinion, we were also required to undertake an estimation of the overall traffic generated by the Confey Masterplan. Though requested as part of the Opinion we highlight that the Strategic Transport and Mobility Report prepared by Arup for the Confey Masterplan already addresses this, in addition to assessment undertaken as part of the Confey Urban Design Framework as part of the Leixlip Local Area Plan.

- 3.4 Notwithstanding, we have extracted information from the Confey Masterplan document to establish the overall numbers and types of units within the Masterplan lands, and this is included in the extract below as **Figure 3.1**

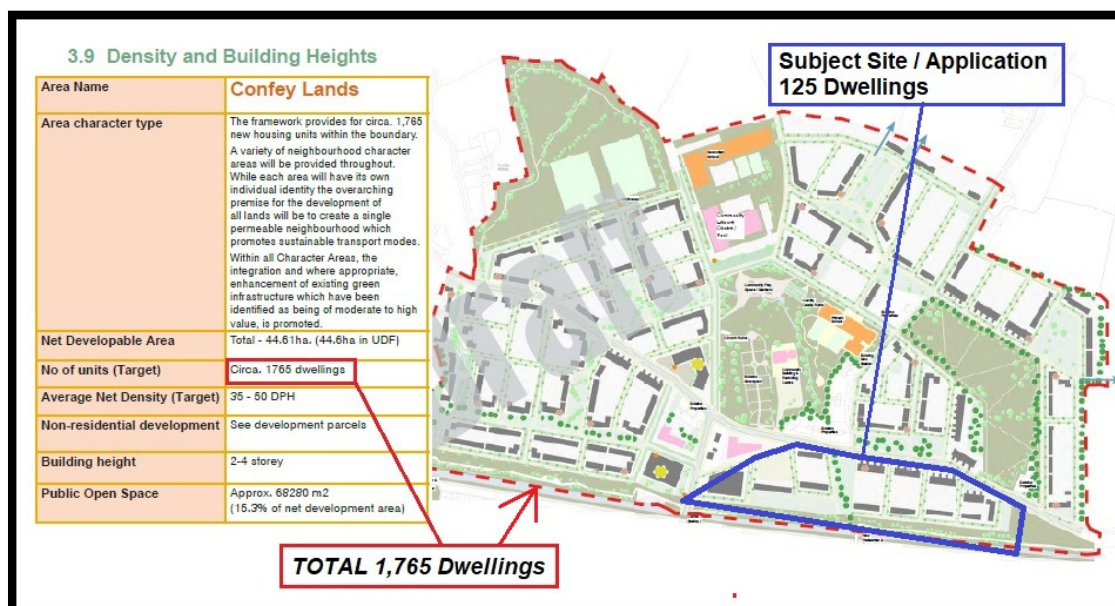


Figure 3.1 – Extract Confey Masterplan Showing Unit Numbers / Types

- 3.5 Application of the above gives an overall Masterplan Traffic Generation as summarised below as Table 3.1

Table 3.2; - TRICS Summary, Residential Duplexes/Aparts/ Houses ENTIRE MASTERPLAN

MASTERPLAN: 1,765 UNITS (Assumed 1,235 Houses + 530 Apts/Duplex)					
TRAFFIC GEN BY MASTERPLAN RESIDENTIAL HOUSES (Irish TRICS Data)					
1235 Units Resi Houses	Arrivals (PCUs)		Departures (PCUs)		Total 2-Way Traffic
	Per Unit	Dev	Per Unit	Dev	
Weekday AM 8-9AM	0.207	256	0.593	732	988
Weekday PM Peak Hr	0.525	648	0.318	393	1041
24 Hr Day (AADT)	3.364	4155	3.541	4373	8528
TRAFFIC GENERATED BY MASTERPLAN APTS/DUPLEX					
530 Units Apts / Duplex	Arrivals (PCUs)		Departures (PCUs)		Total 2-Way Traffic
	Per Unit	Dev	Per Unit	Dev	
Weekday AM 8-9AM	0.045	24	0.144	76	100
Weekday PM Peak Hr	0.127	67	0.067	36	103
24 Hr Day (AADT)	1.369	726	1.271	674	1400
TOTAL TRAFFIC GENERATED BY MASTERPLAN (SUM OF THE ABOVE)					
Period	Arrivals		Departures		Total 2-Way
Weekday AM Peak Hr	279		809		1088
Weekday PM Peak Hr	716		428		1145
24 Hr Day (AADT)	4880		5047		9926

- 3.6 We have included herein as **Appendix C** the TRICS data output for Residential Apartments and Housing upon which the above are based.

Assignment/Distribution - Future Year Traffic

- 3.7 We have used industry standard hand assignment techniques, with the worst-case traffic as outlined assigned to the roads based on the observed established traffic patterns.
- 3.8 The standard methodology applied was to firstly ascertain the base background traffic conditions for both the weekday AM and weekday PM Commuter Peak periods. We then used the TII PE-PAG-02017 Project Appraisal Guidelines for National Roads Unit 5.3 to establish selected completion / opening year flows for 2030 for the subject site (2040 for entire Masterplan) and an associated design year 2045 for the subject site (2055 design year for the entire Masterplan) on the local road network.
- 3.9 It should be noted that the application of compounded annual traffic growth consistent with the TII Statistical models already includes for traffic associated with new unbuilt committed development locally, increases in car ownership locally and changes in driver behaviour such as modal shift. There is no requirement within the TII Guidelines for Traffic and Transport Assessment to undertake assessment of future zoned lands being developed, with every application having to be considered on its own merits.
- 3.10 It should be noted that any requirement to use different or higher growth factors than those applied will have no implications whatsoever for the conclusions of the study. Calculations of the relevant compound growth factors using TII PE-PAG-02017 are included in **Table 3.3** below (based on tabulated 'Central Growth' for County Kildare). We have also included for a seasonal adjustment to the figures.

Table 3.3 - Traffic Growth Rates, TII Travel Demand Projections Unit 5.3

Year	to Year	Table 6.1:
Surveyed	2030	1.181
Surveyed	2040	1.250
2030	2045	1.192
2040	2055	1.183

4.0 TRAFFIC IMPACT - TRAFFIC CAPACITY ANALYSIS

- 4.1 Both the Institution of Highways and Transportation (IHT) Guidelines for Traffic Impact Assessment and the TII Traffic and Transport Assessment Guidelines set out a mechanism for assessment of developments of this nature and determining whether further assessment is indeed required.
- 4.2 This TII Traffic and Transport Assessment Guidelines require a **Threshold Assessment** of the impact on the local roads to be provided in order to determine whether further, more detailed modelling and assessment of critical junctions is necessary. This is important in this case as the development is located on zoned lands (on the Confey LAP lands consistent with National and Kildare Policies).
- 4.3 The professional guidance referenced above sets out specific increases in traffic volume associated with new development, which, if breached, requires further detailed analysis to be undertaken. The recommendation is that, if the expected increase is 5% for networks that are considered heavily trafficked or congested, then further analysis is warranted. In this case, given the location, the 5% threshold has been applied.
- 4.4 It is demonstrated herein that the proposed subject development, with the relatively low volumes of traffic added to an already busy network, will not result in significant or noticeable levels of new trips on the local roads, with all anticipated traffic increases at and beyond the Newtown Glendale Junction on Captains Hill expected to be well below the Industry-Standard levels above which further assessment is required.
- 4.5 Our assessment, included within **Appendix D** (Refer Page 4 of same) confirms that the absolute worst case traffic increase at the adjacent network is as summarised below as **Table 4.1**.

Table 4.1; - Threshold Assessment, Worst-Case Impact Weekday AM & PM Peak Hr

Assessed Road or Junction	Traffic Increase %		COMMENT
	AM Pk Hr	PM Pk Hr	
Site Access Priority Controlled Junc	NA	NA	Capacity Assessment Included
L5052 / R149 Junction	10.4%	9%	>5%, Capacity Assessment Included
Captains Hill / L5051 Junction	8.3%	8.0%	>5%, Capacity Assessment Included
Captains Hill / Ntwn Glendale Junc	6.6%	5.8%	>5%, Capacity Assessment Included
Captains Hill / River Forest Junction	4.9%	4.1%	<5% No Further Assessment Required
Captains Hill / Avoldale Junction	4.2%	3.6%	<5% No Further Assessment Required
Captains Hill / R148 Junction	2.8%	2.4%	<5% No Further Assessment Required
Allenswood / R149 Junc E of Site	0.7%	1.2%	<5% No Further Assessment Required
L3004 / L3005 R'abt to South East	0.4%	0.6%	<5% No Further Assessment Required

- 4.6 The Threshold assessment clearly confirms that, beyond the Newtown Glendale Junction and the site accesses (where the existing passing traffic volumes are quite low), the impact of the additional traffic is less than 5% in all cases. These worst-case traffic increases are below the IHT and TII Recommended level of 5% above which further assessment is warranted. We have assessed / modelled junctions where the 5% threshold is exceeded.
- 4.7 To set these increased levels of traffic in context, the day-to-day variation in traffic volume (due to day of week or weather conditions) is accepted as 10%, so, in this context alone, the predicted increases in traffic on the local roads will likely go unnoticed as the increases are below the day-to-day variation.
- 4.8 It is clear that the introduction of the proposed subject sustainable development will have an acceptable impact upon traffic conditions locally. A similar exercise was undertaken for the Masterplan Lands, with a selected opening/completion year of 2040 for the entire landholding.
- 4.9 The results of the TII Guideline Recommended Threshold Assessment of the 1,765 Residential Units on the lands using current Trip Rates is included as P4 of Appendix E herein. This has been included as it was requested by KCC, however it should be remembered that under Assessment Guidelines there is no requirement to assess zoned lands as each application needs to be considered on its merits. Notwithstanding, at this stage (in year 2040) there will have been key upgrades including works to Captains Hill, a replacement Cope Bridge and also roads upgrades locally, committed works which will more than off-set for the development of the overall Masterplan.

Capacity Modelling of Assessed Junctions

- 4.10 We have used the TII-approved software package 'Junctions' PiCADY' (**P**riority **I**ntersection **C**apacity and **D**elay) software package (as part of the TRL Package 'Junctions ') to assess the capacity of the modelled junctions.
- 4.11 Junctions produces results based on Ratio of Flow to Capacity (RFC) and queue length. An RFC greater than 1.00 indicates that a junction is operating at or above capacity, with 0.85 considered to be the guiding RFC reference value. We have included the detailed computer simulation model results for each junction as appendices herein, with the results summarised & tabulated below.

- 4.12 The detailed output of the models is included herein as **Appendix F**, **Appendix G**, **Appendix H** and **Appendix I**, and are summarised below as individual tables.

Table 4.2; R149 / Site Access T-Junctions – PiCADY Results (Worst Case)

Modelled Scenario	Period Mean Max Q (PCUs)	Period Max RFC
2030 Opening Year AM Peak	0.1	0.1
2030 Opening Year PM Peak	0.1	0.08
2045 Design Year AM Peak	0.1	0.1
2045 Design Year PM Peak	0.1	0.08

Table 4.3; Existing R149 / L5052 T-Junction – PiCADY Results

Modelled Scenario	Period Mean Max Q (PCUs)	Period Max RFC
2030 Opening Year AM Peak 8-9	0.4	0.29
2030 Opening Year PM Peak 5-6	0.2	0.18
2045 Design Year AM Peak 8-9	0.5	0.35
2045 Design Year PM Peak 5-6	0.3	0.23

Table 4.2; R149 / L5051 T-Junction (Leading to Cope Bridge) – PiCADY Results

Modelled Scenario	Period Mean Max Q (PCUs)	Period Max RFC
2030 Opening Year AM Peak	2.2	0.69
2030 Opening Year PM Peak	7	0.9
2045 Design Year AM Peak	4.3	0.83
2045 Design Year PM Peak	28	1.07

Table 4.3; Existing R149 / Glendale T-Junction – PiCADY Results

Modelled Scenario	Period Mean Max Q (PCUs)	Period Max RFC
2030 Opening Year AM Peak 8-9	0.4	0.28
2030 Opening Year PM Peak 5-6	0.6	0.33
2045 Design Year AM Peak 8-9	0.5	0.35
2045 Design Year PM Peak 5-6	1.0	0.41

- 4.13 The results of the modelling clearly shows that apart from the L5051 priority junction where problems are exacerbated by periodic queuing back from the Cope Bridge Stop Go Lights, each of the junctions has significantly more than adequate capacity to accommodate the worst case traffic conditions with the subject development fully opened and occupied (up to and beyond the selected Design Year 2045). All of the RFCs are way below the guiding RFC value of 0.85 and are well below 1.0 (being 100% i.e. at capacity). No significant queue lengths are anticipated in the models.
- 4.14 In terms of the R149 / L5051 T Junction it will need to be upgraded as the Masterplan lands are further developed, possibly in tandem with works to improve Captains Hill.
- 4.15 The above assessment and analysis confirm that there are no overly significant road traffic capacity or traffic impact issues that would prevent planning permission being granted by Kildare County Council.

5.0 CONCLUSIONS

- 5.1 NRB Consulting Engineers Ltd were appointed to address the Traffic/Transport issues associated with a planning application for a Large Scale Residential Development (LRD) on lands at Confey, Leixlip, Co Kildare. The Development is a Large-scale Residential Development (LRD) on the appropriately zoned site at Confey, comprising a total of 125 No. Residential Units (81 No. Residential Houses and 44 No. Apartments / Duplexes). Refer also to Detailed Development Description included within Section 2.0 herein.#
- 5.2 The vehicular access arrangement from the local roads consists of simple priority T junctions from the R149 leading to the site.
- 5.3 Being located adjacent Confey / Leixlip Railway Station, with good quality Bus Services and beside the Royal Canal Greenway, with high quality pedestrian and cyclist provision, the appropriately zoned site is very well placed to take advantage of non-car modes of travel to support the scale of development. It is also within easy access to local Employment including Collinstown Industrial Park and of course Intel.
- 5.4 This Traffic and Transport Assessment Report (TTA) has been prepared to address the Traffic and Transport issues associated with the proposal, the capacity of the existing road network and the impact of the increased scale of development locally. An assessment of current & future non-car modes has also been undertaken by way of the Travel Plan as **Appendix J**, and this should be read as an integral part of the assessment. A DMURS review was undertaken, with the Report included as **Appendix K**. A Public Transport Demand/Capacity Assessment Report has also been prepared, with the Report included as **Appendix L**. An independent Road Safety Audit together with the associated designer Feedback form, is also included with the application.
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- 5.6 This TTA addresses the adequacy of the existing road network to safely and appropriately accommodate the worst-case vehicular demands with the development fully occupied, taking account of the existing and future traffic demands locally and at the proposed vehicular access. It also includes a comprehensive assessment of the impact of the entire Masterplan Lands at the specific request of Kildare County Council (KCC) (conscious that the Strategic Transport and Mobility Report prepared by Arup for the

Confey Masterplan already addresses this, in addition to assessment undertaken as part of the Confey Urban Design Framework as part of the Leixlip Local Area Plan).

- 5.7 Comprehensive classified turning movement surveys of the existing affected roads and junctions were carried out during the weekday AM and PM Peak Hours in 2026 to inform the NRB study.
- 5.8 These traffic surveys form the basis of the traffic impact part of the assessment. The analysis includes the effects of the existing traffic on the local roads and assesses the impact during the traditional peak commuter peaks periods, in accordance with the TII Traffic and Transport Assessment Guidelines.
- 5.9 The TTA confirms that the road network and the vehicular access junction arrangement are adequate to accommodate the worst-case traffic associated with the increased scale of development, with planned improvement to the Captains Hill (R149) T-Junction to the west of the site. The assessment also confirms that the construction and full occupation of the subject LRD will otherwise have a negligible and unnoticeable impact upon the operation of the adjacent road network.
- 5.10 Based on all of the enclosed Reports and Studies, we conclude that there are no adverse traffic/transport capacity, safety or operational issues associated with the construction and occupation of the proposed development, which would prevent a grant of Planning Permission by Kildare County Council

APPENDICES - CONTENT

A	Proposed Development – Layout & Access Arrangement
B	2026 Traffic Survey Data Output
C	TRICS Trip Generation Output - Residential Apartments & Irish Residential Housing
D	Traffic Surveys, Trip Distribution & Network Traffic Flow Diagrams (Subject Scheme)
E	Traffic Surveys, Trip Distribution & Network Traffic Flow Diagrams (Masterplan)
F	PiCADY Output Data – Capacity Assessment of Site Accesses
G	PiCADY Output Data – Capacity Assessment of L5052 / R149 T-Junction
H	PiCADY Output Data – Capacity Assessment of L5051 / R149 T-Junction
I	PiCADY Output Data – Capacity Assessment of R149 Newtown Glendale T-Junction
J	DMURS Statement of Consistency

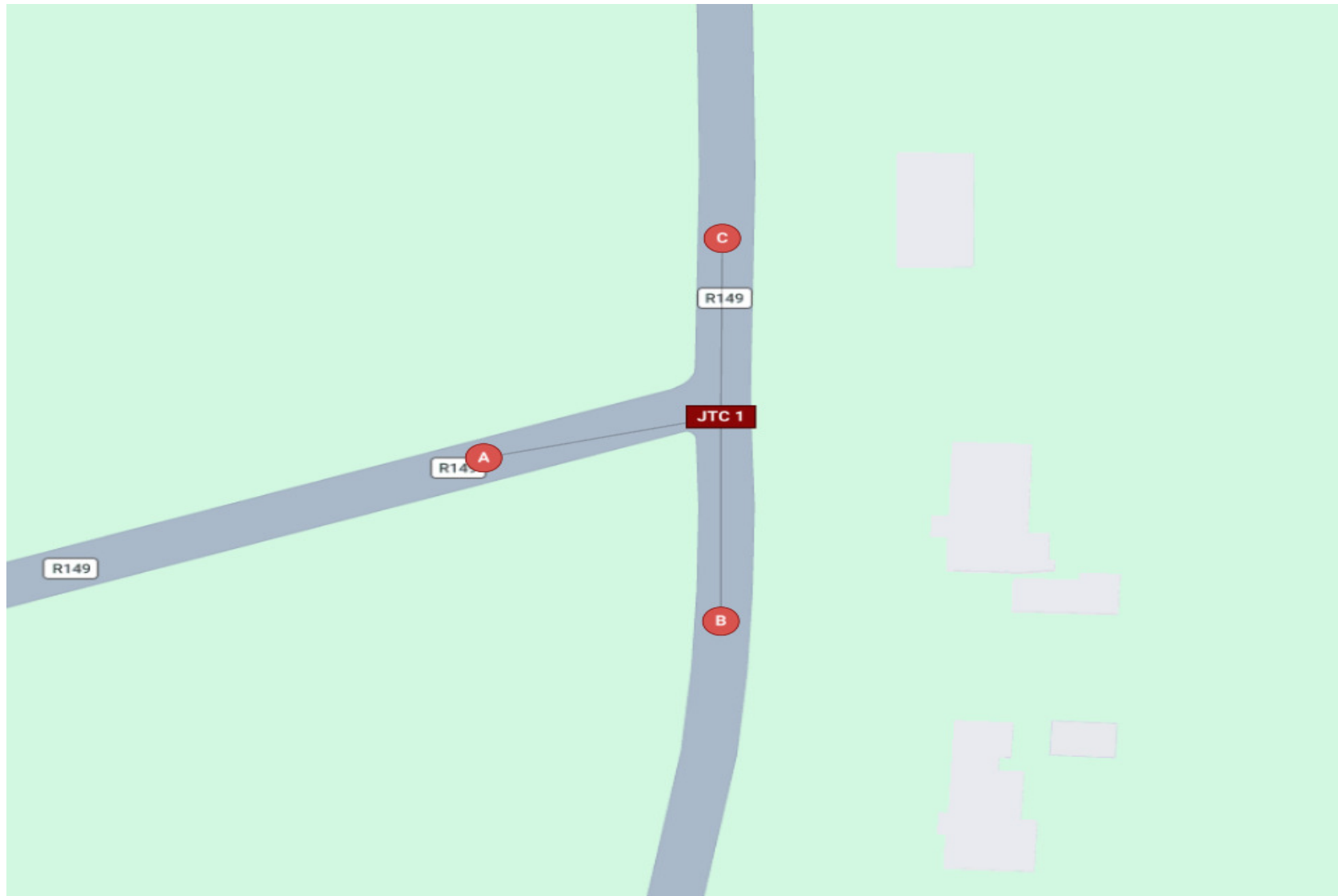
APPENDIX A

Proposed Development Layout & Access Arrangement

APPENDIX B

2026 Traffic Survey Data Output

Site/Movement Labelling



Job number:

IDA/260/747

Job Dates:

2026

Drawing No:

IDA/260/747-01

Client:

NRB Consulting Engineers

Job Days:

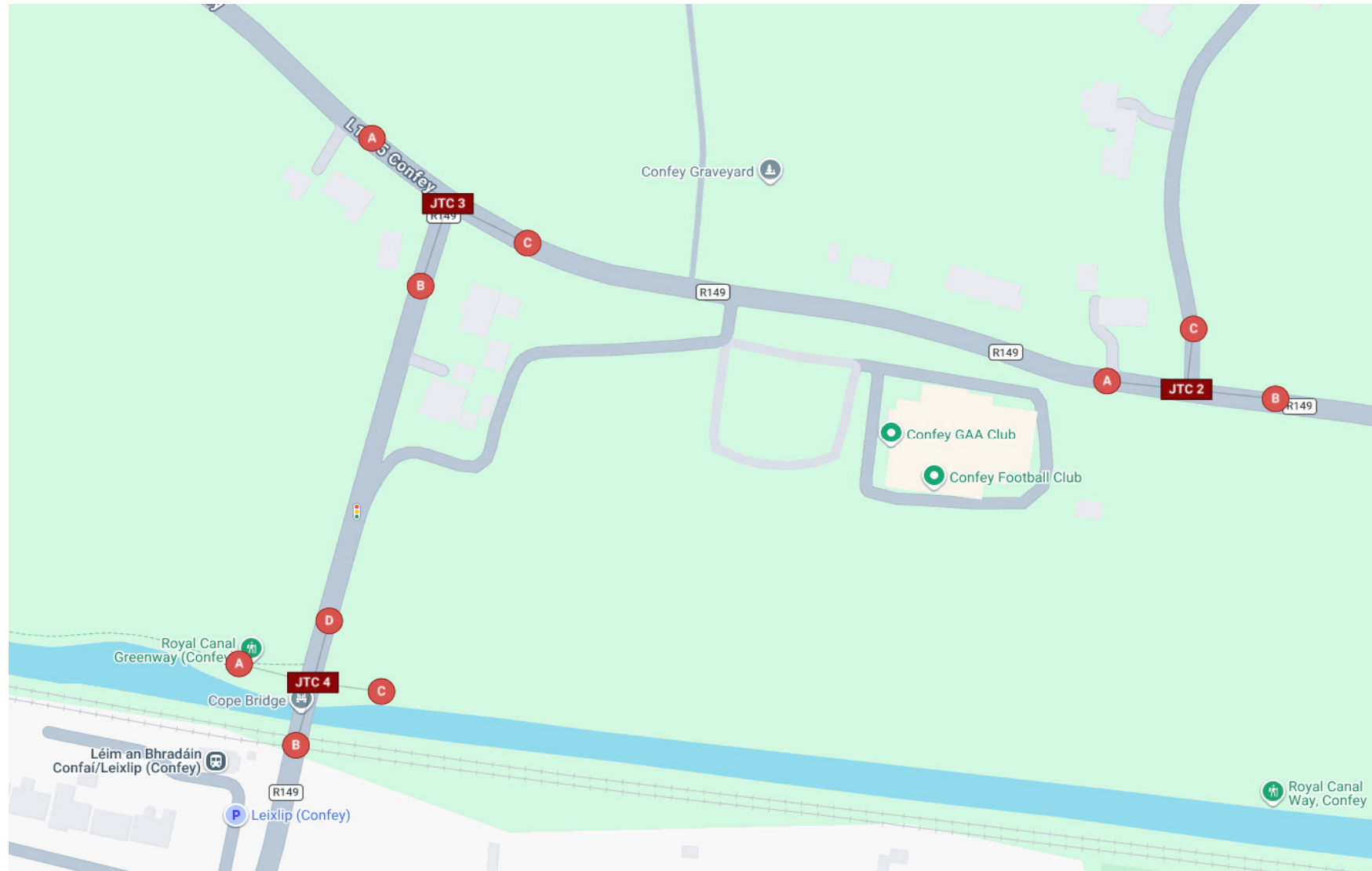
Tuesday

Author:

MK

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Site/Movement Labelling



Job number:

IDA/260/747

Job Dates:

2026

Drawing No:

IDA/260/747-02

Client:

NRB Consulting Engineers

Job Days:

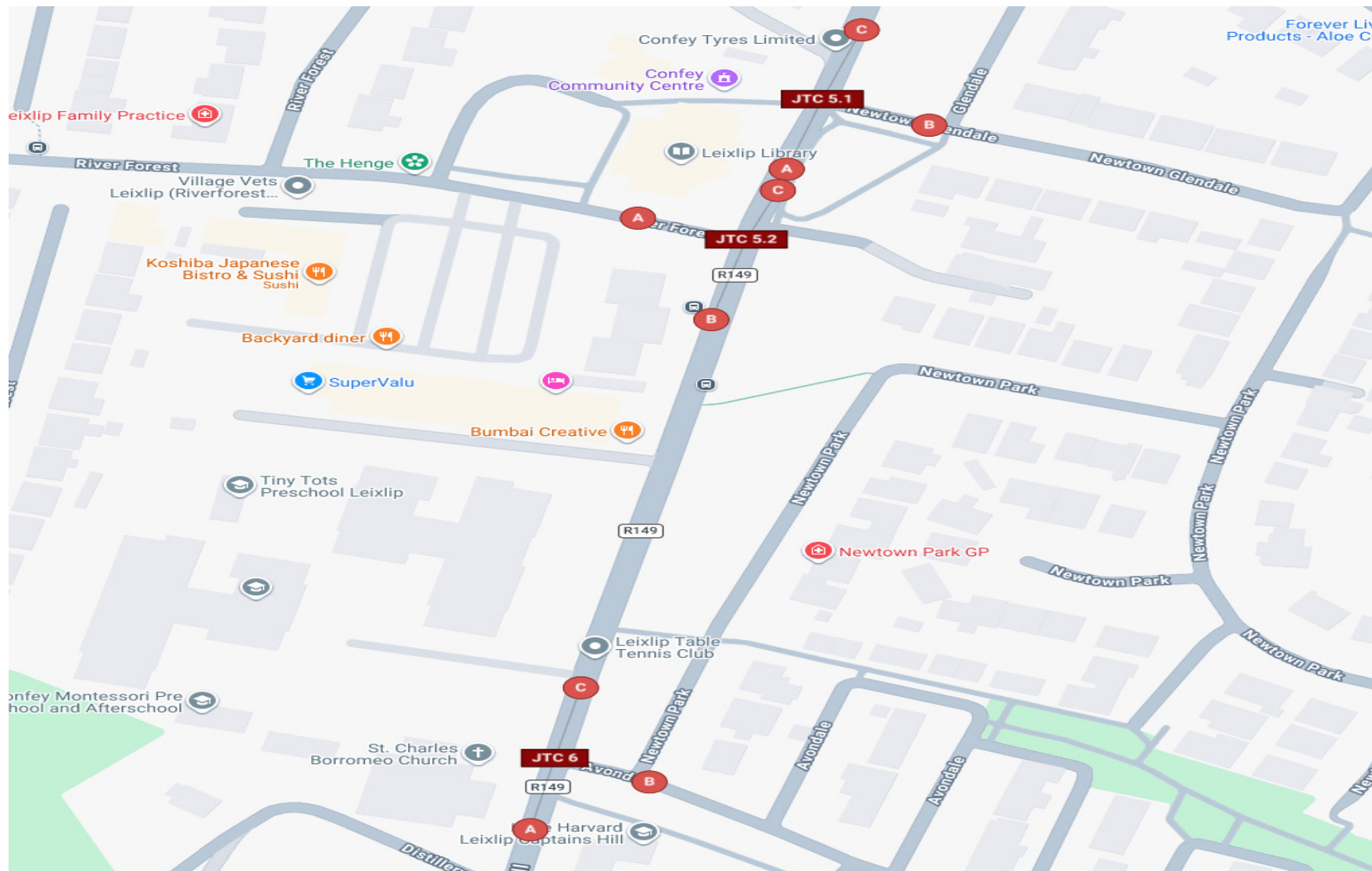
Tuesday

Author:

MK

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Innovative Data Solutions

Site/Movement Labelling



Job number:

IDA/260/747

Job Dates:

2026

Drawing No:

IDA/260/747-03

Client:

NRB Consulting Engineers

Job Days:

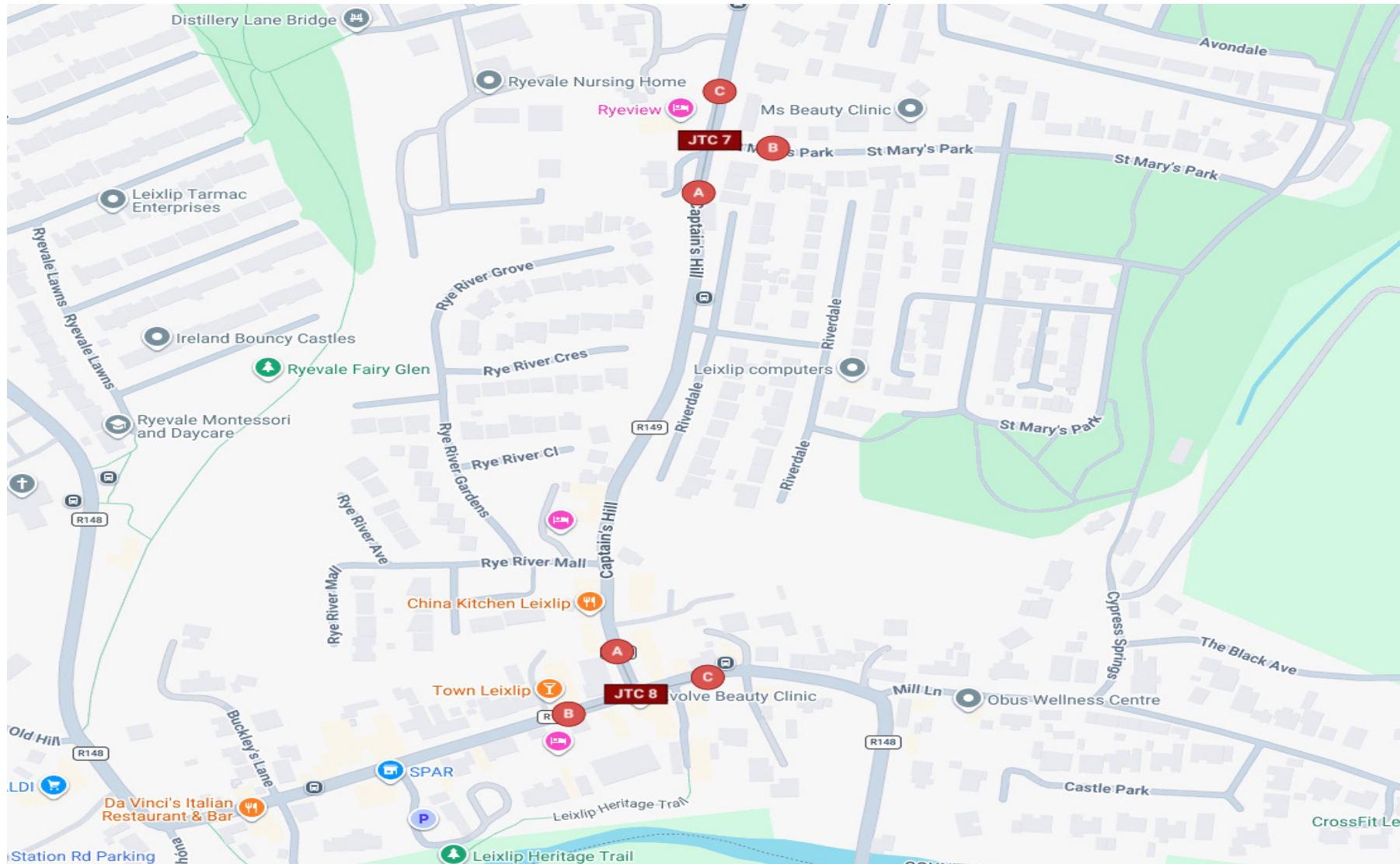
Tuesday

Author:

MK

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Site/Movement Labelling



Job number:

IDA/260/747

Job Dates:

2026

Drawing No:

IDA/260/747-04

Client:

NRB Consulting Engineers

Job Days:

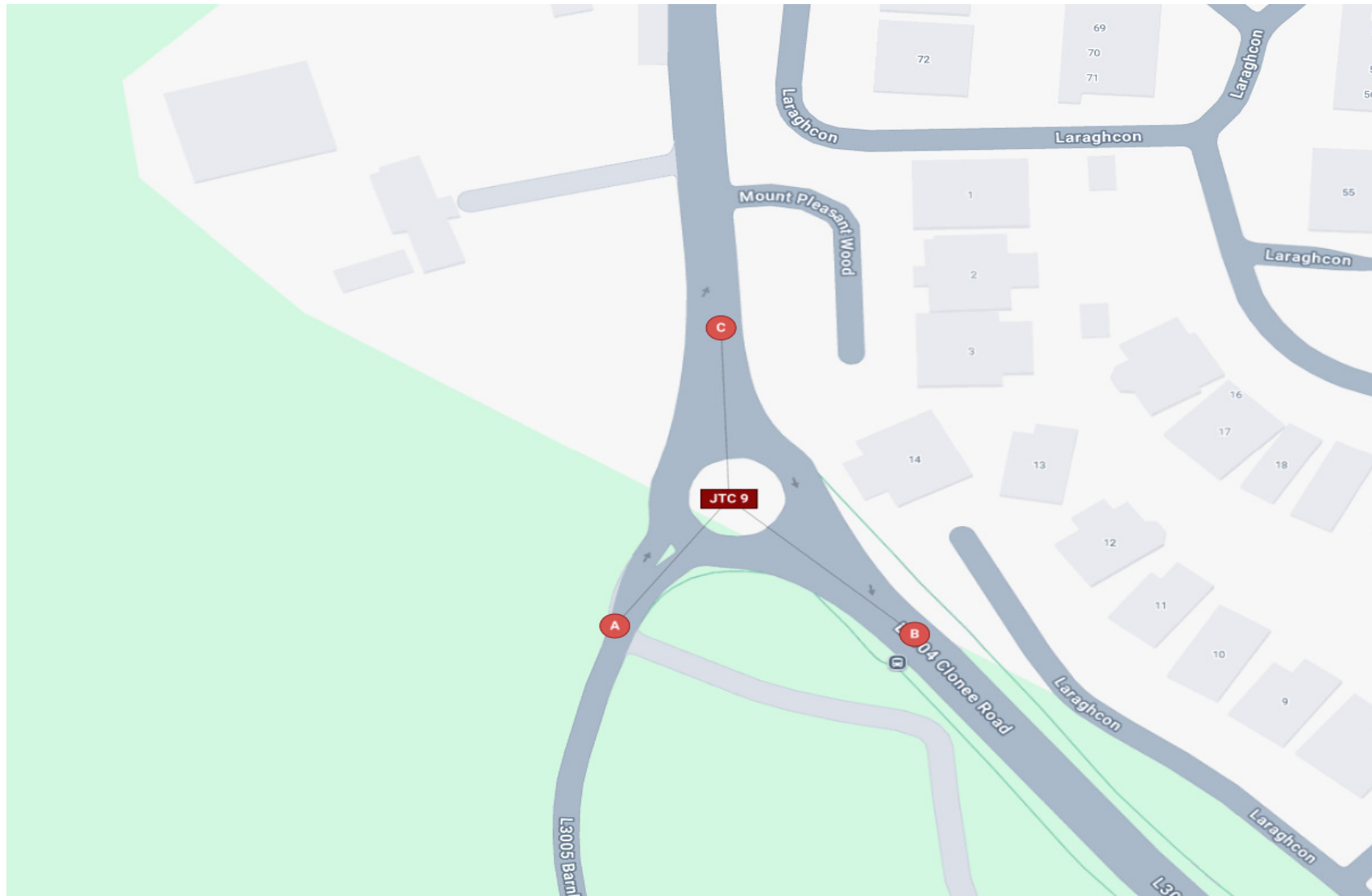
Tuesday

Author:

MK

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Site/Movement Labelling



Job number:

IDA/260/747

Job Dates:

16/06/2026

Drawing No:

IDA/260/747-05

Client:

NRB Consulting Engineers

Job Days:

Tuesday

Author:

MK

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Innovative Data Solutions

IDASO

260747 - R149 Captain's Hill Leixlip
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

Weekday 2026
IDA/260/747

SITE: Site 1

DATE: Weekday 2026

LOCATION: R149/Clonee Road

DAY: Tuesday

TIME	MOVEMENT 1 (A => C)						TOT	PCU	MOVEMENT 2 (A => B)						TOT	PCU	MOVEMENT 3 (B => A)						TOT	PCU
	PCL	MCL	CAR	LGV	HGV	BUS			PCL	MCL	CAR	LGV	HGV	BUS			PCL	MCL	CAR	LGV	HGV	BUS		
07:30	0	0	35	3	1	0	39	40	0	0	15	1	0	0	16	16	0	0	8	4	0	0	12	12
07:45	0	0	35	4	0	1	40	41	0	0	14	6	1	0	21	22	0	0	10	0	0	0	10	10
H/TOT	0	0	70	7	1	1	79	81	0	0	29	7	1	0	37	38	0	0	18	4	0	0	22	22
08:00	0	0	21	4	1	0	26	27	0	0	14	1	0	0	15	15	0	0	7	0	0	0	7	7
08:15	0	0	14	1	0	0	15	15	0	0	11	4	0	0	15	15	1	0	9	1	0	0	11	10
08:30	0	0	22	5	1	0	28	29	1	0	24	0	0	0	25	24	0	0	8	0	0	0	8	8
08:45	1	0	21	2	0	0	24	23	0	0	8	2	1	0	11	12	0	0	11	1	0	0	12	12
H/TOT	1	0	78	12	2	0	93	94	1	0	57	7	1	0	66	66	1	0	35	2	0	0	38	37
09:00	0	0	17	6	0	1	24	25	0	0	7	2	0	0	9	9	0	0	12	0	0	0	12	12
09:15	0	0	21	1	3	0	25	28	0	0	13	1	0	0	14	14	0	0	8	3	0	0	11	11
09:30	0	0	18	3	1	0	22	23	0	0	14	0	0	0	14	14	0	0	9	3	0	0	12	12
09:45	0	0	14	3	1	0	18	19	0	0	15	4	0	0	19	19	0	0	7	0	0	0	7	7
H/TOT	0	0	70	13	5	1	89	95	0	0	49	7	0	0	56	56	0	0	36	6	0	0	42	42
P/TOT	1	0	218	32	8	2	261	270	1	0	135	21	2	0	159	160	1	0	89	12	0	0	102	101

TIME	MOVEMENT 1 (A => C)						TOT	PCU	MOVEMENT 2 (A => B)						TOT	PCU	MOVEMENT 3 (B => A)						TOT	PCU
	PCL	MCL	CAR	LGV	HGV	BUS			PCL	MCL	CAR	LGV	HGV	BUS			PCL	MCL	CAR	LGV	HGV	BUS		
16:00	0	0	20	5	0	1	26	27	0	0	7	0	0	0	7	7	0	0	18	0	0	0	18	18
16:15	0	1	23	3	1	0	28	28	0	1	17	1	0	0	19	18	0	0	14	1	1	0	16	17
16:30	1	0	36	2	0	0	39	38	0	0	17	1	0	0	18	18	0	1	16	0	0	0	17	16
16:45	0	0	26	2	0	0	28	28	0	0	8	1	0	0	9	9	0	0	28	4	0	0	32	32
H/TOT	1	1	105	12	1	1	121	121	0	1	49	3	0	0	53	52	0	1	76	5	1	0	83	83
17:00	0	0	16	3	0	0	19	19	0	0	10	1	0	0	11	11	1	1	25	1	1	0	29	29
17:15	0	0	27	5	0	0	32	32	0	0	11	1	0	0	12	12	1	1	16	2	1	0	21	21
17:30	1	0	34	6	2	1	44	46	0	2	29	3	0	0	34	33	0	0	14	2	0	0	16	16
17:45	1	0	17	2	0	0	20	19	0	0	14	1	0	0	15	15	0	0	15	1	0	0	16	16
H/TOT	2	0	94	16	2	1	115	116	0	2	64	6	0	0	72	71	2	2	70	6	2	0	82	82
18:00	0	0	21	6	0	0	27	27	0	0	13	0	0	0	13	13	0	0	21	0	0	0	21	21
18:15	1	0	22	2	1	1	27	28	0	0	29	0	0	0	29	29	1	0	12	0	0	0	13	12
H/TOT	1	0	43	8	1	1	54	55	0	0	42	0	0	0	42	42	1	0	33	0	0	0	34	33
P/TOT	4	1	242	36	4	3	290	292	0	3	155	9	0	0	167	165	3	3	179	11	3	0	199	198

IDASO

260747 - R149 Captain's Hill Leixlip
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

Weekday 2026
IDA/260/747

SITE: Site 1

DATE: Weekday 2026

LOCATION: R149/Clonee Road

DAY: Tuesday

	MOVEMENT 4 (B ==> C)									MOVEMENT 5 (C ==> B)									MOVEMENT 6 (C ==> A)								
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU			
07:30	0	0	66	15	4	0	85	89	0	0	80	20	1	0	101	102	0	0	38	10	1	0	49	50			
07:45	0	0	53	13	2	0	68	70	1	0	90	12	1	0	104	104	0	0	28	7	1	0	36	37			
H/TOT	0	0	119	28	6	0	153	159	1	0	170	32	2	0	205	206	0	0	66	17	2	0	85	87			
08:00	0	0	67	8	3	0	78	81	2	0	83	11	1	0	97	96	0	0	32	10	1	0	43	44			
08:15	0	0	52	9	4	0	65	69	0	0	65	14	1	0	80	81	0	0	30	4	1	1	36	38			
08:30	0	0	40	5	0	0	45	45	0	1	67	12	0	0	80	79	0	0	25	6	1	0	32	33			
08:45	0	0	37	7	1	0	45	46	0	0	59	12	0	0	71	71	0	0	27	3	0	0	30	30			
H/TOT	0	0	196	29	8	0	233	241	2	1	274	49	2	0	328	327	0	0	114	23	3	1	141	145			
09:00	0	0	55	6	1	0	62	63	1	0	68	6	2	0	77	78	0	0	13	2	2	0	17	19			
09:15	0	0	51	9	0	0	60	60	1	0	67	11	0	0	79	78	0	0	12	1	1	1	15	17			
09:30	0	1	44	11	1	0	57	57	0	0	68	10	1	0	79	80	0	0	18	2	0	0	20	20			
09:45	0	0	52	6	2	0	60	62	0	0	52	8	4	1	65	70	0	0	14	4	0	0	18	18			
H/TOT	0	1	202	32	4	0	239	242	2	0	255	35	7	1	300	306	0	0	57	9	3	1	70	74			
P/TOT	0	1	517	89	18	0	625	642	5	1	699	116	11	1	833	839	0	0	237	49	8	2	296	306			

	MOVEMENT 4 (B ==> C)									MOVEMENT 5 (C ==> B)									MOVEMENT 6 (C ==> A)								
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU			
16:00	0	0	70	18	3	0	91	94	0	0	45	8	2	0	55	57	0	0	24	8	0	0	32	32			
16:15	0	0	83	9	1	0	93	94	0	0	55	2	2	0	59	61	0	0	29	1	0	1	31	32			
16:30	1	0	79	14	1	0	95	95	0	0	73	7	1	0	81	82	1	0	28	4	1	0	34	34			
16:45	0	2	93	13	1	0	109	109	0	0	60	8	0	0	68	68	0	0	32	12	0	0	44	44			
H/TOT	1	2	325	54	6	0	388	392	0	0	233	25	5	0	263	268	1	0	113	25	1	1	141	142			
17:00	0	3	94	15	0	0	112	110	0	0	59	4	2	0	65	67	0	0	31	3	0	0	34	34			
17:15	0	0	79	9	0	0	88	88	0	0	66	8	1	0	75	76	0	0	31	1	0	0	32	32			
17:30	5	1	83	12	2	0	103	100	0	1	82	13	2	0	98	99	0	0	31	4	0	1	36	37			
17:45	0	0	91	11	1	0	103	104	0	0	71	11	1	0	83	84	0	0	24	3	0	0	27	27			
H/TOT	5	4	347	47	3	0	406	402	0	1	278	36	6	0	321	326	0	0	117	11	0	1	129	130			
18:00	1	0	85	15	1	0	102	102	1	2	68	6	0	0	77	75	0	0	14	1	1	0	16	17			
18:15	0	1	82	10	0	0	93	92	0	0	62	6	0	0	68	68	0	0	31	1	0	0	32	32			
H/TOT	1	1	167	25	1	0	195	194	1	2	130	12	0	0	145	143	0	0	45	2	1	0	48	49			
P/TOT	7	7	839	126	10	0	989	988	1	3	641	73	11	0	729	737	1	0	275	38	2	2	318	321			

IDASO

260747 - R149 Captain's Hill Leixlip
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

Weekday 2026
IDA/260/747

SITE: Site 2

DATE: Weekday 2026

LOCATION: R149/L5052

DAY: Tuesday

TIME	MOVEMENT 1 (A => C)							PCU	MOVEMENT 2 (A => B)							PCU	MOVEMENT 3 (B => A)							PCU
	PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT	
07:30	1	0	19	2	1	0	23	23	0	0	51	3	0	0	54	54	0	0	51	14	1	0	66	67
07:45	0	0	30	2	2	0	34	36	0	0	56	11	1	1	69	71	0	0	36	6	1	0	43	44
H/TOT	1	0	49	4	3	0	57	59	0	0	107	14	1	1	123	125	0	0	87	20	2	0	109	111
08:00	2	0	24	8	0	0	34	32	0	0	28	6	1	0	35	36	0	0	46	11	1	0	58	59
08:15	0	0	18	2	0	0	20	20	0	0	32	3	0	0	35	35	1	0	35	6	1	0	43	43
08:30	0	0	20	1	0	0	21	21	2	0	39	5	1	0	47	46	0	0	37	6	1	1	45	47
08:45	1	0	20	6	0	0	27	26	0	0	30	5	1	0	36	37	2	0	38	3	0	0	43	41
H/TOT	3	0	82	17	0	0	102	99	2	0	129	19	3	0	153	154	3	0	156	26	3	1	189	190
09:00	0	0	14	3	0	0	17	17	0	0	23	7	1	1	32	34	0	0	28	3	2	0	33	35
09:15	0	0	19	1	0	0	20	20	0	0	33	0	2	0	35	37	0	0	23	3	1	0	27	28
09:30	0	0	10	2	1	0	13	14	0	0	32	3	1	0	36	37	0	0	26	6	0	1	33	34
09:45	0	0	7	1	0	0	8	8	0	0	35	5	1	0	41	42	0	0	20	4	0	0	24	24
H/TOT	0	0	50	7	1	0	58	59	0	0	123	15	5	1	144	150	0	0	97	16	3	1	117	121
P/TOT	4	0	181	28	4	0	217	217	2	0	359	48	9	2	420	429	3	0	340	62	8	2	415	422

TIME	MOVEMENT 1 (A => C)							PCU	MOVEMENT 2 (A => B)							PCU	MOVEMENT 3 (B => A)							PCU
	PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT	
16:00	0	0	20	5	0	0	25	25	0	0	28	6	0	1	35	36	0	0	40	8	0	0	48	48
16:15	0	0	24	2	0	0	26	26	0	2	46	4	1	0	53	53	0	0	44	3	1	0	48	49
16:30	0	0	30	5	1	0	36	37	1	0	47	3	0	0	51	50	1	1	43	3	1	1	50	51
16:45	0	0	18	1	0	0	19	19	0	0	36	3	0	0	39	39	0	0	59	13	0	0	72	72
H/TOT	0	0	92	13	1	0	106	107	1	2	157	16	1	1	178	178	1	1	186	27	2	1	218	220
17:00	0	0	30	4	0	0	34	34	0	0	31	7	0	0	38	38	0	2	49	8	1	0	60	60
17:15	0	0	16	6	4	0	26	30	0	0	38	6	1	1	46	48	1	1	47	3	1	0	53	53
17:30	1	0	25	1	1	0	28	28	0	2	62	8	1	0	73	73	0	0	39	4	0	1	44	45
17:45	0	1	23	3	0	0	27	26	1	0	31	5	0	0	37	36	0	0	45	5	0	0	50	50
H/TOT	1	1	94	14	5	0	115	118	1	2	162	26	2	1	194	195	1	3	180	20	2	1	207	208
18:00	0	0	33	2	0	0	35	35	0	0	37	4	0	0	41	41	0	0	33	2	1	0	36	37
18:15	0	0	22	1	0	0	23	23	1	0	51	4	0	1	57	57	0	0	40	3	0	0	43	43
H/TOT	0	0	55	3	0	0	58	58	1	0	88	8	0	1	98	98	0	0	73	5	1	0	79	80
P/TOT	1	1	241	30	6	0	279	283	3	4	407	50	3	3	470	471	2	4	439	52	5	2	504	508

260747 - R149 Captain's Hill Leixlip
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

Weekday 2026
IDA/260/747

SITE: Site 2

DATE: Weekday 2026

LOCATION: R149/L5052

DAY: Tuesday

	MOVEMENT 4 (B ==> C)									MOVEMENT 5 (C ==> B)									MOVEMENT 6 (C ==> A)								
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU			
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	8	3	0	35	38			
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	2	0	0	23	23			
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	10	3	0	58	61			
08:00	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	16	7	1	0	25	25			
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	3	2	0	22	24			
08:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	0	17	5	1	0	24	24			
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	2	0	0	16	16			
H/TOT	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	1	1	1	64	17	4	0	87	89			
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	2	0	0	29	29			
09:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	12	3	1	0	16	17			
09:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	0	9	1	2	0	13	14			
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	10	1	1	0	13	13			
H/TOT	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2	2	0	58	7	4	0	71	73			
P/TOT	0	0	1	0	0	0	1	1	0	0	2	1	0	0	3	3	3	1	167	34	11	0	216	223			

	MOVEMENT 4 (B ==> C)									MOVEMENT 5 (C ==> B)									MOVEMENT 6 (C ==> A)								
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU			
16:00	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	1	0	14	6	0	0	21	20			
16:15	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	1	0	0	10	1	0	0	11	11			
16:30	0	0	4	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	11			
16:45	0	0	2	0	0	0	2	2	0	0	1	0	0	0	1	1	0	0	16	1	0	0	17	17			
H/TOT	0	0	9	0	0	0	9	9	0	0	2	0	0	0	2	2	1	0	51	8	0	0	60	59			
17:00	0	0	2	1	0	0	3	3	0	0	1	0	0	0	1	1	1	0	14	3	0	0	18	17			
17:15	0	0	3	0	0	0	3	3	0	0	1	0	0	0	1	1	0	0	11	2	0	0	13	13			
17:30	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	1	0	0	8	0	0	0	8	8			
17:45	0	0	2	0	0	0	2	2	0	0	1	0	0	0	1	1	0	0	11	2	0	0	13	13			
H/TOT	0	0	8	1	0	0	9	9	0	0	4	0	0	0	4	4	1	0	44	7	0	0	52	51			
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	12	3	0	0	16	15			
18:15	1	0	1	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	16	1	0	0	17	17			
H/TOT	1	0	1	0	0	0	2	1	0	0	0	0	0	0	0	0	1	0	28	4	0	0	33	32			
P/TOT	1	0	18	1	0	0	20	19	0	0	6	0	0	0	6	6	3	0	123	19	0	0	145	142			

260747 - R149 Captain's Hill Leixlip
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

Weekday 2026
IDA/260/747

SITE: Site 3

DATE: Weekday 2026

LOCATION: R149/L1015 Confey

DAY: Tuesday

TIME	MOVEMENT 1 (A => C)							PCU	MOVEMENT 2 (A => B)							PCU	MOVEMENT 3 (B => A)							TOT	PCU
	PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT		
07:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4	0	0	0	0	0	0	0	0	0

TIME	MOVEMENT 1 (A => C)							PCU	MOVEMENT 2 (A => B)							PCU	MOVEMENT 3 (B => A)							TOT	PCU
	PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT		
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	1	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
16:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	1	1	0	1	1	0	0	3	2	2
17:00	0	0	0	2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2	2
17:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	1	0	0	0	1	1	1
17:45	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2	2
H/TOT	0	0	1	2	0	0	3	3	1	1	0	0	1	0	3	3	0	0	3	2	0	0	5	5	5
18:00	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1
H/TOT	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2	2
P/TOT	0	0	2	3	0	0	5	5	1	1	1	0	1	0	4	4	1	0	5	4	0	0	10	9	9

IDASO

260747 - R149 Captain's Hill Leixlip
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

Weekday 2026
IDA/260/747

SITE: Site 3

DATE: Weekday 2026

LOCATION: R149/L1015 Confey

DAY: Tuesday

	MOVEMENT 4 (B ==> C)									MOVEMENT 5 (C ==> B)									MOVEMENT 6 (C ==> A)								
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU			
07:30	0	0	73	6	1	0	80	81	0	0	77	21	4	0	102	106	0	0	0	0	0	0	0	0			
07:45	0	0	83	11	3	1	98	102	0	0	59	9	2	1	71	74	0	0	0	0	0	0	0	0			
H/TOT	0	0	156	17	4	1	178	183	0	0	136	30	6	1	173	180	0	0	0	0	0	0	0	0			
08:00	1	0	57	14	1	0	73	73	0	1	63	18	1	0	83	83	0	0	0	0	1	0	1	2			
08:15	0	0	46	5	0	0	51	51	0	0	55	9	3	0	67	70	1	0	0	0	0	0	1	0			
08:30	2	0	62	6	1	0	71	70	1	0	55	11	1	1	69	70	0	0	0	0	1	0	1	2			
08:45	1	0	53	11	1	0	66	66	0	0	47	5	0	0	52	52	0	0	0	0	0	0	0	0			
H/TOT	4	0	218	36	3	0	261	260	1	1	220	43	5	1	271	275	1	0	0	0	2	0	3	4			
09:00	0	0	35	10	1	1	47	49	0	0	57	5	2	0	64	66	0	0	0	0	0	0	0	0			
09:15	0	0	59	3	2	0	64	66	0	0	36	8	1	0	45	46	0	0	0	0	1	0	1	2			
09:30	0	0	41	5	2	0	48	50	1	0	36	6	2	1	46	48	0	0	0	0	0	0	0	0			
09:45	0	0	53	7	1	0	61	62	0	0	32	6	1	0	39	40	0	0	0	0	0	0	0	0			
H/TOT	0	0	188	25	6	1	220	227	1	0	161	25	6	1	194	200	0	0	0	0	1	0	1	2			
P/TOT	4	0	562	78	13	2	659	670	2	1	517	98	17	3	638	655	1	0	0	0	3	0	4	6			

	MOVEMENT 4 (B ==> C)									MOVEMENT 5 (C ==> B)									MOVEMENT 6 (C ==> A)								
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU			
16:00	0	0	55	9	0	1	65	66	1	0	54	13	0	0	68	67	0	0	1	0	0	0	1	1			
16:15	0	2	73	7	1	0	83	83	0	0	53	4	1	0	58	59	0	0	0	0	0	0	0	0			
16:30	0	0	78	6	1	0	85	86	1	1	58	3	1	1	65	66	0	0	0	0	0	0	0	0			
16:45	0	0	62	5	0	0	67	67	0	0	75	11	0	0	86	86	0	0	0	0	0	0	0	0			
H/TOT	0	2	268	27	2	1	300	302	2	1	240	31	2	1	277	278	0	0	1	0	0	0	1	1			
17:00	0	0	65	10	0	0	75	75	2	1	70	10	1	0	84	83	0	0	0	0	0	0	0	0			
17:15	0	0	56	14	5	1	76	82	1	0	57	9	1	0	68	68	0	1	0	0	0	0	1	0			
17:30	0	2	91	9	2	0	104	105	0	0	46	4	0	1	51	52	0	0	0	0	0	0	0	0			
17:45	1	1	49	11	0	0	62	61	0	0	64	6	0	0	70	70	0	0	0	0	0	0	0	0			
H/TOT	1	3	261	44	7	1	317	323	3	1	237	29	2	1	273	273	0	1	0	0	0	0	1	0			
18:00	0	0	74	6	0	0	80	80	0	0	51	7	1	0	59	60	0	0	0	0	0	0	0	0			
18:15	1	0	77	5	0	1	84	84	0	0	67	3	0	0	70	70	0	0	0	0	0	0	0	0			
H/TOT	1	0	151	11	0	1	164	164	0	0	118	10	1	0	129	130	0	0	0	0	0	0	0	0			
P/TOT	2	5	680	82	9	3	781	789	5	2	595	70	5	2	679	681	0	1	1	0	0	0	2	1			

260747 - R149 Captain's Hill Leixlip
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

JUNE 2026
IDA/260/747

SITE: Site 4

DATE: Weekday 2026

LOCATION: The Royal Canal Way/R149

DAY: Tuesday

TIME	MOVEMENT 1 (A => D)							PCU	MOVEMENT 2 (A => C)							PCU	MOVEMENT 3 (A => B)							PCU
	PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT	
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
08:30	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0

TIME	MOVEMENT 1 (A => D)							PCU	MOVEMENT 2 (A => C)							PCU	MOVEMENT 3 (A => B)							PCU
	PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT	
16:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
16:15	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	1
H/TOT	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	5	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	1

IDASO

260747 - R149 Captain's Hill Leixlip
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

JUNE 2026
IDA/260/747

SITE: Site 4

DATE: Weekday 2026

LOCATION: The Royal Canal Way/R149

DAY: Tuesday

TIME	MOVEMENT 4 (B => A)							PCU	MOVEMENT 5 (B => D)							PCU	MOVEMENT 6 (B => C)							PCU
	PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT	
07:30	0	0	0	0	0	0	0	0	1	0	74	8	1	0	84	84	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	1	0	0	0	75	10	3	1	89	93	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	1	0	1	0	149	18	4	1	173	177	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	1	0	1	0	62	15	1	0	79	79	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	41	4	0	0	45	45	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	1	0	60	7	1	0	69	69	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	53	13	1	0	67	68	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	1	0	2	0	216	39	3	0	260	261	0	0	0	0	0	0	0	0
09:00	1	0	0	0	0	0	1	0	0	0	35	9	1	1	46	48	0	0	0	0	0	0	0	0
09:15	1	0	0	0	0	0	1	0	0	0	63	4	2	0	69	71	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	42	4	2	0	48	50	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	50	7	1	0	58	59	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	2	0	0	0	190	24	6	1	221	228	0	0	0	0	0	0	0	0
P/TOT	4	0	0	0	0	0	4	0	3	0	555	81	13	2	654	666	0	0	0	0	0	0	0	0

TIME	MOVEMENT 4 (B => A)							PCU	MOVEMENT 5 (B => D)							PCU	MOVEMENT 6 (B => C)							PCU
	PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT	
16:00	3	0	0	0	0	0	3	1	0	0	59	8	0	1	68	69	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	2	66	7	1	0	76	76	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	83	10	1	0	94	95	1	0	0	0	0	0	1	0
16:45	0	0	0	0	0	0	0	0	0	0	60	3	0	0	63	63	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	3	1	0	2	268	28	2	1	301	303	1	0	0	0	0	0	1	0
17:00	0	0	0	0	0	0	0	0	2	0	64	11	0	0	77	75	2	0	0	0	0	0	2	0
17:15	0	0	0	0	0	0	0	0	2	0	66	14	5	1	88	92	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	2	82	9	2	0	95	96	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	3	1	52	12	0	0	68	65	2	0	0	0	0	0	2	0
H/TOT	0	0	0	0	0	0	0	0	7	3	264	46	7	1	328	328	4	0	0	0	0	0	4	0
18:00	0	0	0	0	0	0	0	0	2	0	79	7	0	0	88	86	2	0	0	0	0	0	2	0
18:15	0	0	0	0	0	0	0	0	5	0	79	5	0	1	90	87	3	0	0	0	0	0	3	1
H/TOT	0	0	0	0	0	0	0	0	7	0	158	12	0	1	178	173	5	0	0	0	0	0	5	1
P/TOT	3	0	0	0	0	0	3	1	14	5	690	86	9	3	807	804	10	0	0	0	0	0	10	1

260747 - R149 Captain's Hill Leixlip
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

Weekday 2026
IDA/260/747

SITE: Site 4

DATE: Weekday 2026

LOCATION: The Royal Canal Way/R149

DAY: Tuesday

TIME	MOVEMENT 7 (C ==> B)							PCU	MOVEMENT 8 (C ==> A)							PCU	MOVEMENT 9 (C ==> D)							TOT	PCU
	PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT		
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TIME	MOVEMENT 7 (C ==> B)							PCU	MOVEMENT 8 (C ==> A)							PCU	MOVEMENT 9 (C ==> D)							TOT	PCU
	PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT		
16:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0
H/TOT	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0
P/TOT	7	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0

IDASO

260747 - R149 Captain's Hill Leixlip
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

Weekday 2026
IDA/260/747

SITE: Site 4

DATE: Weekday 2026

LOCATION: The Royal Canal Way/R149

DAY: Tuesday

TIME	MOVEMENT 10 (D => C)							PCU	MOVEMENT 11 (D => B)							PCU	MOVEMENT 12 (D => A)							PCU
	PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT	
07:30	0	0	0	0	0	0	0	0	0	0	78	19	3	0	100	103	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	60	12	3	1	76	80	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	138	31	6	1	176	183	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	1	1	59	17	0	0	78	77	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	62	9	4	0	75	79	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	1	0	52	10	1	1	65	66	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	2	0	47	6	0	0	55	53	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	4	1	220	42	5	1	273	275	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	56	6	2	0	64	66	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	43	8	0	0	51	51	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	1	0	35	6	3	1	46	49	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	1	0	34	7	1	0	43	43	1	0	0	0	0	0	1	0
H/TOT	0	0	0	0	0	0	0	0	2	0	168	27	6	1	204	209	1	0	0	0	0	0	1	0
P/TOT	0	0	0	0	0	0	0	0	6	1	526	100	17	3	653	667	1	0	0	0	0	0	1	0

TIME	MOVEMENT 10 (D => C)							PCU	MOVEMENT 11 (D => B)							PCU	MOVEMENT 12 (D => A)							PCU
	PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT	
16:00	0	0	0	0	0	0	0	0	0	0	53	12	0	0	65	65	1	0	0	0	0	0	1	0
16:15	0	0	0	0	0	0	0	0	0	0	54	5	1	0	60	61	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	1	1	56	2	1	1	62	63	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	1	0	71	13	0	0	85	84	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	2	1	234	32	2	1	272	273	1	0	0	0	0	0	1	0
17:00	1	0	0	0	0	0	1	0	0	1	77	10	1	0	89	89	1	0	0	0	0	0	1	0
17:15	0	0	0	0	0	0	0	0	1	1	56	9	1	0	68	68	1	0	0	0	0	0	1	0
17:30	0	0	0	0	0	0	0	0	2	0	46	2	0	1	51	50	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	67	8	1	0	76	77	1	0	0	0	0	0	1	0
H/TOT	1	0	0	0	0	0	1	0	3	2	246	29	3	1	284	284	3	0	0	0	0	0	3	0
18:00	0	0	0	0	0	0	0	0	3	0	52	7	1	0	63	62	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	1	0	63	3	0	0	67	66	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	4	0	115	10	1	0	130	128	0	0	0	0	0	0	0	0
P/TOT	1	0	0	0	0	0	1	0	9	3	595	71	6	2	686	685	4	0	0	0	0	0	4	0

260747 - R149 Captain's Hill Leixlip
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

Weekday 2026
IDA/260/747

SITE: Site 5.1

DATE: Weekday 2026

LOCATION: R149 Captain's Hill/Newtown Glendale

DAY: Tuesday

	MOVEMENT 1 (A ==> C)									MOVEMENT 2 (A ==> B)									MOVEMENT 3 (B ==> A)								
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU			
07:30	1	0	68	8	1	0	78	78	0	0	6	3	0	0	9	9	0	0	24	1	0	0	25	25			
07:45	1	0	70	11	3	1	86	89	0	0	5	2	0	0	7	7	0	0	22	5	1	0	28	29			
H/TOT	2	0	138	19	4	1	164	167	0	0	11	5	0	0	16	16	0	0	46	6	1	0	53	54			
08:00	1	0	59	11	1	0	72	72	1	0	7	1	0	0	9	8	0	0	14	3	1	0	18	19			
08:15	0	0	44	5	0	0	49	49	0	0	0	0	1	0	1	2	0	1	24	1	0	0	26	25			
08:30	1	0	60	5	1	0	67	67	0	0	6	3	2	0	11	13	0	0	25	2	1	0	28	29			
08:45	0	0	47	10	0	0	57	57	0	0	8	0	1	0	9	10	0	1	11	3	0	0	15	14			
H/TOT	2	0	210	31	2	0	245	245	1	0	21	4	4	0	30	33	0	2	74	9	2	0	87	87			
09:00	0	0	35	8	1	1	45	47	0	0	11	1	0	1	13	14	1	0	29	4	1	0	35	35			
09:15	0	0	59	3	2	0	64	66	1	0	29	2	1	0	33	33	0	0	23	2	1	0	26	27			
09:30	0	0	41	7	1	0	49	50	0	0	13	1	0	0	14	14	0	0	14	1	0	0	15	15			
09:45	0	0	46	6	1	0	53	54	0	0	10	3	0	0	13	13	0	0	23	2	0	0	25	25			
H/TOT	0	0	181	24	5	1	211	217	1	0	63	7	1	1	73	74	1	0	89	9	2	0	101	102			
P/TOT	4	0	529	74	11	2	620	629	2	0	95	16	5	1	119	123	1	2	209	24	5	0	241	243			

	MOVEMENT 1 (A ==> C)									MOVEMENT 2 (A ==> B)									MOVEMENT 3 (B ==> A)								
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU			
16:00	0	0	59	7	0	1	67	68	0	0	21	3	0	0	24	24	0	0	21	3	0	0	24	24			
16:15	0	2	69	7	2	0	80	81	0	1	20	1	0	0	22	21	0	0	15	2	0	0	17	17			
16:30	0	0	81	9	2	0	92	94	0	0	26	3	0	0	29	29	1	0	23	3	0	0	27	26			
16:45	0	0	66	2	0	0	68	68	0	0	32	5	1	0	38	39	1	0	22	2	0	0	25	24			
H/TOT	0	2	275	25	4	1	307	311	0	1	99	12	1	0	113	113	2	0	81	10	0	0	93	91			
17:00	0	0	64	11	0	0	75	75	1	0	33	2	0	0	36	35	0	0	17	0	0	0	17	17			
17:15	1	0	60	10	4	1	76	80	0	0	23	4	0	0	27	27	0	0	27	1	0	0	28	28			
17:30	0	2	74	8	2	0	86	87	0	0	34	5	0	0	39	39	0	0	22	1	0	0	23	23			
17:45	1	1	59	10	0	0	71	70	0	0	32	3	0	0	35	35	0	0	19	1	0	0	20	20			
H/TOT	2	3	257	39	6	1	308	312	1	0	122	14	0	0	137	136	0	0	85	3	0	0	88	88			
18:00	0	0	74	6	0	0	80	80	0	0	30	3	0	0	33	33	0	0	25	1	0	0	26	26			
18:15	1	0	75	3	0	1	80	80	1	1	24	5	0	0	31	30	1	0	14	0	0	0	15	14			
H/TOT	1	0	149	9	0	1	160	160	1	1	54	8	0	0	64	63	1	0	39	1	0	0	41	40			
P/TOT	3	5	681	73	10	3	775	783	2	2	275	34	1	0	314	312	3	0	205	14	0	0	222	219			

IDASO

260747 - R149 Captain's Hill Leixlip
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

Weekday 2026
IDA/260/747

SITE: Site 5.1

DATE: Weekday 2026

LOCATION: R149 Captain's Hill/Newtown Glendale

DAY: Tuesday

	MOVEMENT 4 (B ==> C)									MOVEMENT 5 (C ==> B)									MOVEMENT 6 (C ==> A)								
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU			
07:30	0	0	8	0	0	0	8	8	0	0	1	1	0	0	2	2	0	0	76	16	3	0	95	98			
07:45	0	0	7	0	0	0	7	7	0	0	1	0	0	0	1	1	0	0	52	13	2	1	68	71			
H/TOT	0	0	15	0	0	0	15	15	0	0	2	1	0	0	3	3	0	0	128	29	5	1	163	169			
08:00	0	0	2	2	0	0	4	4	1	0	1	0	1	0	3	3	1	1	64	17	0	0	83	82			
08:15	0	0	8	0	0	0	8	8	0	0	2	1	0	0	3	3	1	0	60	8	4	0	73	76			
08:30	0	0	5	1	0	0	6	6	0	0	1	1	0	0	2	2	2	0	50	9	1	1	63	63			
08:45	0	0	4	2	1	0	7	8	0	0	1	0	0	0	1	1	0	0	46	7	0	0	53	53			
H/TOT	0	0	19	5	1	0	25	26	1	0	5	2	1	0	9	9	4	1	220	41	5	1	272	274			
09:00	0	0	4	1	0	0	5	5	0	0	0	0	0	0	0	0	0	0	57	4	2	0	63	65			
09:15	0	0	4	0	0	0	4	4	0	0	2	1	0	0	3	3	1	0	48	6	0	0	55	54			
09:30	0	0	5	0	1	0	6	7	0	0	0	1	1	0	2	3	1	0	36	5	2	1	45	47			
09:45	0	0	3	0	0	0	3	3	0	0	0	0	0	0	0	0	1	0	34	6	1	0	42	42			
H/TOT	0	0	16	1	1	0	18	19	0	0	2	2	1	0	5	6	3	0	175	21	5	1	205	208			
P/TOT	0	0	50	6	2	0	58	60	1	0	9	5	2	0	17	18	7	1	523	91	15	3	640	651			

	MOVEMENT 4 (B ==> C)								MOVEMENT 5 (C ==> B)								MOVEMENT 6 (C ==> A)							
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
16:00	0	0	1	0	0	0	1	1	0	0	5	2	0	0	7	7	2	0	48	10	0	0	60	58
16:15	0	0	5	0	0	0	5	5	0	0	8	1	0	0	9	9	0	0	49	4	1	0	54	55
16:30	0	0	2	1	0	0	3	3	3	1	6	0	0	0	10	7	2	0	52	3	0	1	58	57
16:45	1	0	1	0	0	0	2	1	0	0	2	1	0	0	3	3	3	0	66	11	1	0	81	80
H/TOT	1	0	9	1	0	0	11	10	3	1	21	4	0	0	29	26	7	0	215	28	2	1	253	250
17:00	0	0	2	1	0	0	3	3	0	0	7	0	1	0	8	9	2	1	66	10	0	0	79	77
17:15	0	0	4	1	1	0	6	7	0	0	7	0	0	0	7	7	1	1	61	9	1	0	73	73
17:30	0	0	4	1	0	0	5	5	0	0	5	1	0	0	6	6	0	0	43	2	0	1	46	47
17:45	1	0	3	1	0	0	5	4	0	0	5	0	0	0	5	5	2	0	58	8	1	0	69	68
H/TOT	1	0	13	4	1	0	19	19	0	0	24	1	1	0	26	27	5	2	228	29	2	1	267	265
18:00	0	0	4	3	0	0	7	7	0	0	8	2	1	0	11	12	1	0	57	5	0	0	63	62
18:15	0	0	5	1	0	0	6	6	1	0	6	1	0	0	8	7	1	0	60	2	0	0	63	62
H/TOT	0	0	9	4	0	0	13	13	1	0	14	3	1	0	19	19	2	0	117	7	0	0	126	124
P/TOT	2	0	31	9	1	0	43	42	4	1	59	8	2	0	74	72	14	2	560	64	4	2	646	639

IDASO

260747 - R149 Captain's Hill Leixlip
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

Weekday 2026
IDA/260/747

SITE: Site 5.2

DATE: Weekday 2026

LOCATION: River Forest/R149 Captain's Hill

DAY: Tuesday

TIME	MOVEMENT 1 (A => C)						TOT	PCU	MOVEMENT 2 (A => B)						TOT	PCU	MOVEMENT 3 (B => A)						TOT	PCU
	PCL	MCL	CAR	LGV	HGV	BUS			PCL	MCL	CAR	LGV	HGV	BUS			PCL	MCL	CAR	LGV	HGV	BUS		
07:30	0	0	7	1	0	0	8	8	0	2	28	2	0	3	35	37	0	0	9	3	0	2	14	16
07:45	2	0	14	0	1	0	17	16	0	0	25	7	0	2	34	36	0	0	8	4	1	1	14	16
H/TOT	2	0	21	1	1	0	25	24	0	2	53	9	0	5	69	73	0	0	17	7	1	3	28	32
08:00	1	0	9	3	0	0	13	12	0	0	30	3	0	1	34	35	0	0	13	2	1	4	20	25
08:15	0	0	3	1	0	0	4	4	0	0	31	3	1	1	36	38	0	0	19	1	0	1	21	22
08:30	0	0	12	1	0	0	13	13	0	0	37	1	0	5	43	48	0	0	29	4	0	2	35	37
08:45	0	0	12	0	0	0	12	12	0	0	25	3	0	1	29	30	0	0	27	1	0	0	28	28
H/TOT	1	0	36	5	0	0	42	41	0	0	123	10	1	8	142	151	0	0	88	8	1	7	104	112
09:00	0	0	13	0	0	0	13	13	0	0	26	4	0	1	31	32	0	0	44	2	1	4	51	56
09:15	0	0	34	0	0	0	34	34	0	0	38	4	1	1	44	46	0	0	28	1	0	0	29	29
09:30	0	0	16	1	0	0	17	17	4	1	36	3	1	3	48	48	0	0	27	6	1	1	35	37
09:45	0	0	11	2	0	0	13	13	0	0	31	3	0	2	36	38	0	0	23	3	0	1	27	28
H/TOT	0	0	74	3	0	0	77	77	4	1	131	14	2	7	159	164	0	0	122	12	2	6	142	150
P/TOT	3	0	131	9	1	0	144	142	4	3	307	33	3	20	370	388	0	0	227	27	4	16	274	294

TIME	MOVEMENT 1 (A => C)						TOT	PCU	MOVEMENT 2 (A => B)						TOT	PCU	MOVEMENT 3 (B => A)						TOT	PCU
	PCL	MCL	CAR	LGV	HGV	BUS			PCL	MCL	CAR	LGV	HGV	BUS			PCL	MCL	CAR	LGV	HGV	BUS		
16:00	0	0	12	1	0	0	13	13	0	0	25	6	0	3	34	37	0	0	28	4	0	1	33	34
16:15	0	1	11	1	0	0	13	12	0	0	19	1	0	1	21	22	0	0	36	3	0	2	41	43
16:30	0	0	15	0	1	0	16	17	0	1	27	2	0	2	32	33	0	2	43	6	1	1	53	54
16:45	0	0	18	0	0	0	18	18	0	0	32	5	0	1	38	39	1	1	48	5	0	2	57	58
H/TOT	0	1	56	2	1	0	60	60	0	1	103	14	0	7	125	131	1	3	155	18	1	6	184	189
17:00	0	0	24	1	0	0	25	25	0	0	46	0	0	2	48	50	0	0	34	6	0	3	43	46
17:15	0	0	12	2	0	0	14	14	0	0	29	3	0	1	33	34	0	0	40	2	0	1	43	44
17:30	0	0	25	6	0	0	31	31	1	0	27	2	0	3	33	35	2	0	52	4	0	2	60	60
17:45	0	0	14	3	0	0	17	17	0	0	30	0	0	2	32	34	1	0	57	11	1	2	72	74
H/TOT	0	0	75	12	0	0	87	87	1	0	132	5	0	8	146	153	3	0	183	23	1	8	218	224
18:00	0	0	20	1	0	0	21	21	1	0	26	2	1	1	31	32	0	0	36	8	0	3	47	50
18:15	2	0	22	4	0	0	28	26	0	0	36	6	0	2	44	46	0	1	49	8	0	3	61	63
H/TOT	2	0	42	5	0	0	49	47	1	0	62	8	1	3	75	78	0	1	85	16	0	6	108	113
P/TOT	2	1	173	19	1	0	196	194	2	1	297	27	1	18	346	362	4	4	423	57	2	20	510	526

260747 - R149 Captain's Hill Leixlip
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

Weekday 2026
IDA/260/747

SITE: Site 5.2

DATE: Weekday 2026

LOCATION: River Forest/R149 Captain's Hill

DAY: Tuesday

	MOVEMENT 4 (B ==> C)									MOVEMENT 5 (C ==> B)									MOVEMENT 6 (C ==> A)								
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU			
07:30	1	0	68	10	1	0	80	80	0	0	94	17	3	0	114	117	0	0	5	1	0	0	6	6			
07:45	0	0	61	14	2	1	78	81	0	0	70	17	3	1	91	95	0	0	4	0	0	0	4	4			
H/TOT	1	0	129	24	3	1	158	161	0	0	164	34	6	1	205	212	0	0	9	1	0	0	10	10			
08:00	0	0	56	9	1	0	66	67	1	1	73	18	1	0	94	94	0	0	5	2	0	0	7	7			
08:15	0	0	41	4	1	0	46	47	0	1	79	9	4	0	93	96	1	0	5	0	0	0	6	5			
08:30	1	0	54	7	3	0	65	67	1	0	69	9	2	1	82	84	0	0	6	2	0	0	8	8			
08:45	0	0	43	10	1	0	54	55	2	1	46	10	0	0	59	57	0	0	10	0	0	0	10	10			
H/TOT	1	0	194	30	6	0	231	236	4	3	267	46	7	1	328	331	1	0	26	4	0	0	31	30			
09:00	0	0	32	9	1	2	44	47	0	0	65	7	3	0	75	78	0	0	22	0	0	0	22	22			
09:15	1	0	55	5	3	0	64	66	1	0	56	9	1	0	67	67	0	0	15	0	0	0	15	15			
09:30	0	0	37	7	1	0	45	46	1	0	41	5	2	1	50	52	0	0	8	2	0	0	10	10			
09:45	0	0	44	8	1	0	53	54	1	0	43	5	1	0	50	50	0	0	13	3	0	0	16	16			
H/TOT	1	0	168	29	6	2	206	213	3	0	205	26	7	1	242	247	0	0	58	5	0	0	63	63			
P/TOT	3	0	491	83	15	3	595	610	7	3	636	106	20	3	775	790	1	0	93	10	0	0	104	103			

	MOVEMENT 4 (B ==> C)									MOVEMENT 5 (C ==> B)									MOVEMENT 6 (C ==> A)								
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU			
16:00	0	0	67	9	0	1	77	78	1	0	55	10	0	0	66	65	1	0	15	2	0	0	18	17			
16:15	0	2	77	7	2	0	88	89	0	0	50	4	1	0	55	56	0	0	15	2	0	0	17	17			
16:30	0	0	92	13	1	0	106	107	2	0	58	4	0	1	65	64	1	0	15	2	0	0	18	17			
16:45	0	0	80	7	1	0	88	89	2	0	64	12	1	0	79	78	2	0	23	2	0	0	27	25			
H/TOT	0	2	316	36	4	1	359	363	5	0	227	30	2	1	265	263	4	0	68	8	0	0	80	76			
17:00	1	0	79	14	0	0	94	93	0	1	66	7	0	0	74	73	2	0	14	3	0	0	19	17			
17:15	0	0	68	11	4	1	84	89	0	1	64	6	1	0	72	72	1	0	23	4	0	0	28	27			
17:30	0	2	80	7	2	0	91	92	0	0	55	1	0	1	57	58	0	0	15	2	0	0	17	17			
17:45	1	1	77	11	0	0	90	89	1	0	55	9	1	0	66	66	1	0	21	0	0	0	22	21			
H/TOT	2	3	304	43	6	1	359	363	1	2	240	23	2	1	269	269	4	0	73	9	0	0	86	82			
18:00	0	0	87	8	0	0	95	95	0	0	65	5	0	0	70	70	1	0	17	1	0	0	19	18			
18:15	0	1	77	0	0	1	79	79	0	0	59	2	0	0	61	61	2	0	17	0	0	0	19	17			
H/TOT	0	1	164	8	0	1	174	174	0	0	124	7	0	0	131	131	3	0	34	1	0	0	38	35			
P/TOT	2	6	784	87	10	3	892	900	6	2	591	60	4	2	665	663	11	0	175	18	0	0	204	193			

IDASO

260747 - R149 Captain's Hill Leixlip
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

Weekday 2026
IDA/260/747

SITE: Site 6

DATE: Weekday 2026

LOCATION: R149 Captain's Hill/Avondale

DAY: Tuesday

	MOVEMENT 1 (A ==> C)									MOVEMENT 2 (A ==> B)									MOVEMENT 3 (B ==> A)								
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU			
07:30	1	0	76	14	1	2	94	96	0	0	2	0	0	0	2	2	0	0	5	2	0	0	7	7			
07:45	0	0	69	16	3	2	90	95	0	0	1	1	0	0	2	2	0	0	4	1	0	1	6	7			
H/TOT	1	0	145	30	4	4	184	191	0	0	3	1	0	0	4	4	0	0	9	3	0	1	13	14			
08:00	0	0	68	10	2	4	84	90	0	0	9	0	0	0	9	9	0	0	8	1	0	0	9	9			
08:15	0	0	63	5	2	1	71	74	1	0	2	1	1	0	5	5	0	0	4	0	0	0	4	4			
08:30	1	0	89	9	2	2	103	106	0	0	7	0	0	0	7	7	0	0	10	2	0	0	12	12			
08:45	0	0	80	10	1	0	91	92	1	0	15	1	0	0	17	16	1	0	11	1	0	0	13	12			
H/TOT	1	0	300	34	7	7	349	362	2	0	33	2	1	0	38	37	1	0	33	4	0	0	38	37			
09:00	1	1	85	8	1	7	103	110	0	0	17	0	0	0	17	17	0	0	9	0	1	0	10	11			
09:15	1	0	74	4	4	0	83	86	0	0	20	2	1	0	23	24	0	0	24	1	0	0	25	25			
09:30	0	0	61	10	2	2	75	79	0	0	13	2	0	0	15	15	0	0	23	1	0	0	24	24			
09:45	1	0	67	11	1	2	82	84	0	0	5	0	0	0	5	5	0	0	9	0	0	0	9	9			
H/TOT	3	1	287	33	8	11	343	359	0	0	55	4	1	0	60	61	0	0	65	2	1	0	68	69			
P/TOT	5	1	732	97	19	22	876	912	2	0	91	7	2	0	102	102	1	0	107	9	1	1	119	120			

	MOVEMENT 1 (A ==> C)									MOVEMENT 2 (A ==> B)									MOVEMENT 3 (B ==> A)								
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU			
16:00	0	0	98	12	0	2	112	114	0	0	11	1	0	0	12	12	0	0	5	0	0	0	5	5			
16:15	0	2	109	10	2	2	125	128	0	0	6	1	0	0	7	7	0	0	8	1	0	0	9	9			
16:30	0	2	130	20	2	1	155	157	0	0	11	1	0	0	12	12	0	0	6	2	0	0	8	8			
16:45	1	2	119	11	1	2	136	137	0	0	8	1	0	0	9	9	0	0	14	2	0	0	16	16			
H/TOT	1	6	456	53	5	7	528	536	0	0	36	4	0	0	40	40	0	0	33	5	0	0	38	38			
17:00	2	0	121	20	3	3	149	153	0	0	9	0	0	0	9	9	0	0	6	0	0	0	6	6			
17:15	0	0	111	17	1	2	131	134	0	0	11	2	0	0	13	13	1	0	11	1	0	0	13	12			
17:30	5	2	110	7	2	2	128	127	0	0	8	0	0	0	8	8	0	0	9	1	0	0	10	10			
17:45	2	1	131	21	1	2	158	159	0	0	9	2	0	0	11	11	0	0	3	0	0	0	3	3			
H/TOT	9	3	473	65	7	9	566	573	0	0	37	4	0	0	41	41	1	0	29	2	0	0	32	31			
18:00	1	0	123	16	0	3	143	145	0	0	6	0	0	0	6	6	1	0	7	0	0	0	8	7			
18:15	0	2	126	14	0	4	146	149	0	0	4	1	0	0	5	5	0	0	6	0	0	0	6	6			
H/TOT	1	2	249	30	0	7	289	294	0	0	10	1	0	0	11	11	1	0	13	0	0	0	14	13			
P/TOT	11	11	1178	148	12	23	1383	1403	0	0	83	9	0	0	92	92	2	0	75	7	0	0	84	82			

IDASO

260747 - R149 Captain's Hill Leixlip
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

Weekday 2026
IDA/260/747

SITE: Site 6

DATE: Weekday 2026

LOCATION: R149 Captain's Hill/Avondale

DAY: Tuesday

TIME	MOVEMENT 4 (B ==> C)							PCU	MOVEMENT 5 (C ==> B)							PCU	MOVEMENT 6 (C ==> A)							PCU
	PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT	
07:30	0	0	4	0	0	0	4	4	0	0	2	0	0	0	2	2	0	2	120	18	3	3	146	151
07:45	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	1	0	0	97	24	3	3	127	133
H/TOT	0	0	5	0	0	0	5	5	0	0	3	0	0	0	3	3	0	2	217	42	6	6	273	284
08:00	0	0	5	0	0	0	5	5	0	0	3	2	0	0	5	5	0	1	99	19	2	1	122	124
08:15	0	0	3	0	0	0	3	3	0	0	4	1	0	0	5	5	0	0	106	11	5	1	123	129
08:30	0	0	6	1	0	0	7	7	0	0	6	0	1	0	7	8	1	0	100	10	2	5	118	124
08:45	3	0	4	2	1	0	10	9	0	0	3	0	0	0	3	3	0	1	61	12	1	2	77	79
H/TOT	3	0	18	3	1	0	25	24	0	0	16	3	1	0	20	21	1	2	366	52	10	9	440	456
09:00	0	0	3	1	0	0	4	4	1	0	8	2	0	0	11	10	0	0	73	7	3	1	84	88
09:15	0	0	8	0	0	0	8	8	0	0	7	0	0	0	7	7	0	0	97	13	2	1	113	116
09:30	0	0	4	3	0	0	7	7	0	0	2	1	0	0	3	3	0	1	81	4	3	4	93	99
09:45	0	0	2	0	0	0	2	2	0	0	1	0	0	0	1	1	1	0	69	9	2	2	83	86
H/TOT	0	0	17	4	0	0	21	21	1	0	18	3	0	0	22	21	1	1	320	33	10	8	373	389
P/TOT	3	0	40	7	1	0	51	50	1	0	37	6	1	0	45	45	2	5	903	127	26	23	1086	1129

TIME	MOVEMENT 4 (B ==> C)							PCU	MOVEMENT 5 (C ==> B)							PCU	MOVEMENT 6 (C ==> A)							PCU
	PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT	
16:00	0	0	4	0	0	0	4	4	0	0	5	0	0	0	5	5	2	0	76	16	0	3	97	98
16:15	0	0	1	0	0	0	1	1	0	0	3	0	0	0	3	3	1	0	69	5	1	1	77	78
16:30	0	0	6	0	0	0	6	6	0	0	4	1	0	0	5	5	1	1	81	4	0	2	89	90
16:45	0	0	5	1	0	0	6	6	0	0	5	0	0	0	5	5	3	0	92	17	1	2	115	116
H/TOT	0	0	16	1	0	0	17	17	0	0	17	1	0	0	18	18	7	1	318	42	2	8	378	382
17:00	0	0	8	1	0	0	9	9	0	0	5	0	0	0	5	5	1	1	96	6	0	1	105	105
17:15	3	0	3	0	0	0	6	4	0	0	7	0	0	0	7	7	0	1	78	6	1	2	88	90
17:30	0	0	4	1	0	0	5	5	0	0	10	0	0	0	10	10	1	0	91	6	0	4	102	105
17:45	0	0	6	0	0	0	6	6	0	0	8	0	0	0	8	8	1	0	82	8	1	2	94	96
H/TOT	3	0	21	2	0	0	26	24	0	0	30	0	0	0	30	30	3	2	347	26	2	9	389	396
18:00	0	0	5	0	0	0	5	5	0	0	9	1	1	0	11	12	1	0	76	6	0	1	84	84
18:15	0	0	2	0	0	0	2	2	0	0	3	1	0	0	4	4	1	0	86	6	0	2	95	96
H/TOT	0	0	7	0	0	0	7	7	0	0	12	2	1	0	15	16	2	0	162	12	0	3	179	180
P/TOT	3	0	44	3	0	0	50	48	0	0	59	3	1	0	63	64	12	3	827	80	4	20	946	958

IDASO

260747 - R149 Captain's Hill Leixlip
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

Weekday 2026
IDA/260/747

SITE: Site 7

DATE: Weekday 2026

LOCATION: R149 Captain's Hill/St Mary's Park

DAY: Tuesday

TIME	MOVEMENT 1 (A => C)							PCU	MOVEMENT 2 (A => B)							PCU	MOVEMENT 3 (B => A)							PCU
	PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT	
07:30	0	0	76	13	2	2	93	97	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	79	18	3	2	102	107	0	0	0	0	0	0	0	0	0	0	10	1	1	0	12	13
H/TOT	0	0	155	31	5	4	195	204	0	0	0	0	0	0	0	0	0	0	10	1	1	0	12	13
08:00	0	0	77	9	3	4	93	100	1	0	1	0	1	0	3	3	0	0	2	1	0	0	3	3
08:15	0	0	66	9	2	1	78	81	0	0	1	1	0	0	2	2	1	0	3	1	1	0	6	6
08:30	1	0	96	12	2	2	113	116	0	0	1	0	0	0	1	1	0	0	5	1	0	0	6	6
08:45	0	1	102	12	1	0	116	116	0	0	2	0	0	0	2	2	0	0	6	0	0	0	6	6
H/TOT	1	1	341	42	8	7	400	413	1	0	5	1	1	0	8	8	1	0	16	3	1	0	21	21
09:00	1	0	121	9	2	7	140	148	0	0	2	0	0	0	2	2	0	0	6	0	0	0	6	6
09:15	0	0	92	7	6	0	105	111	0	0	2	0	0	0	2	2	0	0	3	0	0	0	3	3
09:30	0	0	70	12	2	2	86	90	0	0	1	1	0	0	2	2	0	0	4	0	0	0	4	4
09:45	0	0	80	15	1	1	97	99	0	0	2	1	0	0	3	3	0	0	4	1	0	0	5	5
H/TOT	1	0	363	43	11	10	428	448	0	0	7	2	0	0	9	9	0	0	17	1	0	0	18	18
P/TOT	2	1	859	116	24	21	1023	1065	1	0	12	3	1	0	17	17	1	0	43	5	2	0	51	52

TIME	MOVEMENT 1 (A => C)							PCU	MOVEMENT 2 (A => B)							PCU	MOVEMENT 3 (B => A)							PCU
	PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT	
16:00	0	0	116	13	0	2	131	133	0	0	4	1	1	0	6	7	0	0	4	0	1	0	5	6
16:15	0	2	112	11	2	2	129	132	0	0	3	0	0	0	3	3	0	0	3	0	0	0	3	3
16:30	0	2	142	21	2	1	168	170	1	0	3	0	0	0	4	3	0	0	0	0	0	0	0	0
16:45	0	2	124	15	1	2	144	146	0	0	1	1	0	0	2	2	0	0	1	0	0	0	1	1
H/TOT	0	6	494	60	5	7	572	581	1	0	11	2	1	0	15	15	0	0	8	0	1	0	9	10
17:00	1	0	134	19	3	3	160	165	0	0	3	1	0	0	4	4	1	0	2	3	0	0	6	5
17:15	2	1	129	19	1	2	154	155	0	0	4	0	0	0	4	4	0	0	2	0	0	0	2	2
17:30	0	0	114	8	2	3	127	132	0	0	3	0	0	0	3	3	0	0	4	0	0	0	4	4
17:45	2	1	125	24	1	1	154	154	0	0	6	0	0	0	6	6	0	0	0	2	0	0	2	2
H/TOT	5	2	502	70	7	9	595	606	0	0	16	1	0	0	17	17	1	0	8	5	0	0	14	13
18:00	1	0	136	17	0	3	157	159	0	0	5	0	0	0	5	5	0	0	2	0	0	0	2	2
18:15	0	2	128	15	0	4	149	152	0	0	4	0	0	0	4	4	0	0	2	0	0	0	2	2
H/TOT	1	2	264	32	0	7	306	311	0	0	9	0	0	0	9	9	0	0	4	0	0	0	4	4
P/TOT	6	10	1260	162	12	23	1473	1498	1	0	36	3	1	0	41	41	1	0	20	5	1	0	27	27

260747 - R149 Captain's Hill Leixlip
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

Weekday 2026
IDA/260/747

SITE: Site 7

DATE: Weekday 2026

LOCATION: R149 Captain's Hill/St Mary's Park

DAY: Tuesday

	MOVEMENT 4 (B ==> C)									MOVEMENT 5 (C ==> B)									MOVEMENT 6 (C ==> A)								
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU			
07:30	1	0	1	1	0	0	3	2	0	0	1	0	0	0	1	1	0	2	127	21	4	3	157	163			
07:45	0	0	1	0	0	0	1	1	0	0	0	2	2	0	4	6	0	0	101	21	1	4	127	132			
H/TOT	1	0	2	1	0	0	4	3	0	0	1	2	2	0	5	7	0	2	228	42	5	7	284	295			
08:00	0	0	1	0	0	0	1	1	0	0	2	0	0	0	2	2	0	1	106	21	2	1	131	133			
08:15	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	1	111	12	5	1	130	135			
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	111	12	2	5	131	137			
08:45	0	0	2	0	0	0	2	2	0	0	1	0	0	0	1	1	0	1	74	16	1	3	95	98			
H/TOT	0	0	3	0	1	0	4	5	0	0	3	0	0	0	3	3	1	3	402	61	10	10	487	503			
09:00	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	90	7	4	1	102	107			
09:15	0	0	2	1	0	0	3	3	0	0	3	1	0	0	4	4	0	0	118	15	2	1	136	139			
09:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	1	103	6	4	4	119	126			
09:45	0	0	2	0	0	0	2	2	0	0	3	0	0	0	3	3	1	0	77	10	3	2	93	97			
H/TOT	0	0	5	1	0	0	6	6	0	0	7	1	0	0	8	8	2	1	388	38	13	8	450	469			
P/TOT	1	0	10	2	1	0	14	14	0	0	11	3	2	0	16	18	3	6	1018	141	28	25	1221	1267			

	MOVEMENT 4 (B ==> C)									MOVEMENT 5 (C ==> B)									MOVEMENT 6 (C ==> A)								
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU			
16:00	0	0	1	0	0	0	1	1	1	0	2	0	0	0	3	2	1	0	84	17	0	3	105	107			
16:15	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	81	5	1	1	88	90			
16:30	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	1	85	8	0	2	96	97			
16:45	0	0	1	0	0	0	1	1	0	0	2	1	1	0	4	5	1	0	100	18	1	2	122	124			
H/TOT	0	0	4	0	0	0	4	4	1	0	6	1	1	0	9	9	2	1	350	48	2	8	411	418			
17:00	1	0	1	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	86	6	0	0	92	92			
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	93	8	1	3	107	110			
17:30	1	0	1	0	0	0	2	1	1	0	1	1	0	0	3	2	1	0	114	7	0	3	125	127			
17:45	0	0	5	0	0	0	5	5	0	0	3	0	0	0	3	3	1	0	82	9	1	3	96	99			
H/TOT	2	0	7	0	0	0	9	7	1	0	4	1	0	0	6	5	2	2	375	30	2	9	420	428			
18:00	0	0	0	0	0	0	0	0	2	0	4	0	0	0	6	4	1	0	81	6	0	1	89	89			
18:15	0	0	2	0	0	0	2	2	0	0	1	0	0	0	1	1	1	0	97	8	0	2	108	109			
H/TOT	0	0	2	0	0	0	2	2	2	0	5	0	0	0	7	5	2	0	178	14	0	3	197	198			
P/TOT	2	0	13	0	0	0	15	13	4	0	15	2	1	0	22	19	6	3	903	92	4	20	1028	1044			

IDASO

260747 - R149 Captain's Hill Leixlip
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

Weekday 2026
IDA/260/747

SITE: Site 8

DATE: Weekday 2026

LOCATION: R149 Captain's Hill/R148 Main St

DAY: Tuesday

TIME	MOVEMENT 1 (A => C)							PCU	MOVEMENT 2 (A => B)							PCU	MOVEMENT 3 (B => A)							PCU
	PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT	
07:30	0	0	83	17	3	2	105	110	1	2	59	7	1	1	71	71	0	0	32	5	0	0	37	37
07:45	0	0	76	8	2	1	87	90	0	0	45	15	0	3	63	66	0	0	38	7	2	2	49	53
H/TOT	0	0	159	25	5	3	192	200	1	2	104	22	1	4	134	137	0	0	70	12	2	2	86	90
08:00	0	1	67	17	1	1	87	88	0	0	43	7	1	0	51	52	0	0	41	3	0	2	46	48
08:15	1	1	82	9	4	0	97	100	0	0	39	4	0	1	44	45	0	0	42	3	2	1	48	51
08:30	1	0	66	10	3	3	83	88	0	0	49	5	1	2	57	60	1	0	55	8	0	1	65	65
08:45	0	1	46	11	1	1	60	61	0	0	39	6	1	2	48	51	0	0	55	5	1	1	62	64
H/TOT	2	3	261	47	9	5	327	337	0	0	170	22	3	5	200	208	1	0	193	19	3	5	221	228
09:00	0	0	46	3	3	1	53	57	1	0	47	6	0	0	54	53	0	0	57	4	1	4	66	71
09:15	1	0	64	9	0	0	74	73	0	0	54	3	3	1	61	65	0	0	42	3	2	0	47	49
09:30	0	0	66	2	2	3	73	78	0	0	47	9	1	1	58	60	0	0	34	3	1	1	39	41
09:45	1	0	51	5	4	1	62	66	0	0	54	5	0	1	60	61	0	0	51	10	0	0	61	61
H/TOT	2	0	227	19	9	5	262	274	1	0	202	23	4	3	233	239	0	0	184	20	4	5	213	222
P/TOT	4	3	647	91	23	13	781	811	2	2	476	67	8	12	567	584	1	0	447	51	9	12	520	540

TIME	MOVEMENT 1 (A => C)							PCU	MOVEMENT 2 (A => B)							PCU	MOVEMENT 3 (B => A)							PCU
	PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT	
16:00	0	0	51	7	1	2	61	64	1	0	45	8	1	1	56	57	0	0	55	7	1	2	65	68
16:15	0	0	54	3	0	0	57	57	0	0	40	6	1	1	48	50	0	1	51	7	0	1	60	60
16:30	0	0	41	3	0	0	44	44	0	0	44	7	0	2	53	55	0	0	67	3	0	1	71	72
16:45	0	1	34	6	1	1	43	44	1	0	48	6	0	1	56	56	0	0	70	6	0	0	76	76
H/TOT	0	1	180	19	2	3	205	209	2	0	177	27	2	5	213	218	0	1	243	23	1	4	272	276
17:00	0	0	43	9	0	0	52	52	0	0	65	6	0	0	71	71	1	0	49	3	0	1	54	54
17:15	0	0	52	3	0	2	57	59	0	1	56	2	0	1	60	60	1	1	56	7	0	2	67	68
17:30	1	0	56	6	0	0	63	62	0	1	57	4	1	1	64	65	0	1	63	4	0	1	69	69
17:45	1	0	49	5	0	2	57	58	0	0	48	3	1	2	54	57	1	0	56	10	0	0	67	66
H/TOT	2	0	200	23	0	4	229	231	0	2	226	15	2	4	249	253	3	2	224	24	0	4	257	257
18:00	0	0	43	4	0	2	49	51	0	0	61	5	0	0	66	66	1	0	58	3	0	1	63	63
18:15	0	0	42	3	0	1	46	47	0	0	58	2	0	1	61	62	0	0	50	3	0	1	54	55
H/TOT	0	0	85	7	0	3	95	98	0	0	119	7	0	1	127	128	1	0	108	6	0	2	117	118
P/TOT	2	1	465	49	2	10	529	538	2	2	522	49	4	10	589	599	4	3	575	53	1	10	646	651

IDASO

260747 - R149 Captain's Hill Leixlip
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

Weekday 2026
IDA/260/747

SITE: Site 8

DATE: Weekday 2026

LOCATION: R149 Captain's Hill/R148 Main St

DAY: Tuesday

	MOVEMENT 4 (B ==> C)									MOVEMENT 5 (C ==> B)									MOVEMENT 6 (C ==> A)								
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU			
07:30	0	2	61	7	1	3	74	77	1	0	27	8	1	1	38	39	0	0	36	8	2	2	48	52			
07:45	4	1	58	10	2	6	81	85	5	0	23	3	2	2	35	35	0	0	40	10	1	0	51	52			
H/TOT	4	3	119	17	3	9	155	162	6	0	50	11	3	3	73	74	0	0	76	18	3	2	99	104			
08:00	4	0	59	7	1	3	74	75	1	1	22	3	0	0	27	26	0	0	35	7	3	2	47	52			
08:15	2	0	71	6	2	1	82	83	0	0	35	5	1	1	42	44	0	0	31	5	2	0	38	40			
08:30	0	0	47	8	2	1	58	61	0	0	25	3	1	1	30	32	0	0	49	8	1	1	59	61			
08:45	3	0	47	5	1	2	58	59	0	1	48	7	0	2	58	59	0	0	57	3	0	0	60	60			
H/TOT	9	0	224	26	6	7	272	278	1	2	130	18	2	4	157	161	0	0	172	23	6	3	204	213			
09:00	0	0	48	6	0	0	54	54	1	0	31	3	1	0	36	36	0	0	68	7	1	2	78	81			
09:15	1	0	46	3	2	1	53	55	1	0	23	6	1	0	31	31	0	0	54	5	4	0	63	67			
09:30	1	1	44	6	2	0	54	55	0	0	35	8	2	1	46	49	0	0	44	9	2	1	56	59			
09:45	0	0	38	8	0	2	48	50	0	0	44	4	1	2	51	54	0	0	32	6	1	2	41	44			
H/TOT	2	1	176	23	4	3	209	214	2	0	133	21	5	3	164	170	0	0	198	27	8	5	238	251			
P/TOT	15	4	519	66	13	19	636	654	9	2	313	50	10	10	394	405	0	0	446	68	17	10	541	568			

	MOVEMENT 4 (B ==> C)									MOVEMENT 5 (C ==> B)									MOVEMENT 6 (C ==> A)								
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU			
16:00	2	1	37	5	0	2	47	47	0	0	53	9	0	1	63	64	0	0	77	7	0	0	84	84			
16:15	1	0	24	6	0	0	31	30	1	3	51	4	1	0	60	58	0	1	72	13	2	1	89	91			
16:30	2	0	27	0	2	1	32	33	4	0	59	12	0	1	76	74	1	2	80	14	2	1	100	101			
16:45	6	2	38	7	1	2	56	53	1	1	50	4	2	0	58	59	0	2	75	10	1	1	89	90			
H/TOT	11	3	126	18	3	5	166	163	6	4	213	29	3	2	257	255	1	5	304	44	5	3	362	366			
17:00	3	1	31	4	1	1	41	40	0	4	76	11	0	2	93	93	0	0	92	17	3	2	114	119			
17:15	1	0	36	5	0	1	43	43	0	2	51	13	0	2	68	69	0	0	84	13	1	0	98	99			
17:30	3	0	40	4	0	2	49	49	1	1	69	10	1	1	83	84	0	1	69	7	2	2	81	84			
17:45	2	0	31	3	0	0	36	34	0	3	82	6	0	2	93	93	0	0	88	13	1	1	103	105			
H/TOT	9	1	138	16	1	4	169	166	1	10	278	40	1	7	337	339	0	1	333	50	7	5	396	407			
18:00	0	0	37	2	0	1	40	41	1	1	71	10	0	4	87	90	0	0	82	17	0	2	101	103			
18:15	3	1	44	2	0	0	50	47	1	0	78	6	0	3	88	90	0	2	95	10	0	3	110	112			
H/TOT	3	1	81	4	0	1	90	88	2	1	149	16	0	7	175	180	0	2	177	27	0	5	211	215			
P/TOT	23	5	345	38	4	10	425	417	9	15	640	85	4	16	769	774	1	8	814	121	12	13	969	988			

IDASO

260747 - R149 Captain's Hill Leixlip
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

Weekday 2026
IDA/260/747

SITE: Site 9

DATE: Weekday 2026

LOCATION: L3005 Barnhill Cross Roads/L3004 Clonee Road

DAY: Tuesday

TIME	MOVEMENT 1 (A => C)							PCU	MOVEMENT 2 (A => B)							PCU	MOVEMENT 3 (B => A)							PCU
	PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT	
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	4	0	0	0	4	4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	4	0	0	0	4	4
08:00	0	0	1	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
09:00	0	0	0	0	1	0	1	2	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	1
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
09:30	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
09:45	0	0	2	0	0	0	2	2	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0
H/TOT	0	0	3	0	1	0	4	5	0	0	1	0	1	0	2	3	0	0	1	1	1	0	3	4
P/TOT	0	0	4	0	2	0	6	8	0	0	1	1	1	0	3	4	0	0	6	1	1	0	8	9

TIME	MOVEMENT 1 (A => C)							PCU	MOVEMENT 2 (A => B)							PCU	MOVEMENT 3 (B => A)							PCU
	PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT	
16:00	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	1	0	1	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	1	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	5	1	0	0	7	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
17:15	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	1	0	0	0	1	1	0	0	2	0	0	0	2	2	0	0	2	0	0	0	2	2
H/TOT	0	0	3	0	0	0	3	3	0	0	3	0	0	0	3	3	0	0	2	0	0	0	2	2
18:00	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
18:15	1	0	3	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	3
H/TOT	1	0	3	1	0	0	5	4	0	0	0	0	0	0	0	0	0	0	5	1	0	0	6	6
P/TOT	2	0	11	2	0	0	15	13	0	0	3	0	0	0	3	3	0	0	7	1	0	0	8	8

IDASO

260747 - R149 Captain's Hill Leixlip
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

Weekday 2026
IDA/260/747

SITE: Site 9

DATE: Weekday 2026

LOCATION: L3005 Barnhill Cross Roads/L3004 Clonee Road

DAY: Tuesday

	MOVEMENT 4 (B ==> C)									MOVEMENT 5 (C ==> B)									MOVEMENT 6 (C ==> A)								
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU			
07:30	0	0	86	10	1	1	98	100	1	1	70	15	1	1	89	90	0	0	13	0	0	0	13	13			
07:45	1	0	70	14	2	0	87	88	1	0	66	14	0	0	81	80	0	0	16	0	0	0	16	16			
H/TOT	1	0	156	24	3	1	185	188	2	1	136	29	1	1	170	170	0	0	29	0	0	0	29	29			
08:00	0	0	72	9	2	0	83	85	5	0	71	7	3	0	86	85	0	0	13	2	0	0	15	15			
08:15	0	0	67	9	5	0	81	86	3	0	45	14	1	0	63	62	0	0	8	1	0	0	9	9			
08:30	0	0	65	6	2	0	73	75	4	0	67	9	0	1	81	79	0	0	5	0	0	0	5	5			
08:45	0	0	63	7	1	1	72	74	2	0	64	11	1	0	78	77	0	0	1	1	0	0	2	2			
H/TOT	0	0	267	31	10	1	309	320	14	0	247	41	5	1	308	303	0	0	27	4	0	0	31	31			
09:00	1	0	83	7	1	0	92	92	2	0	66	9	2	0	79	79	0	0	6	0	0	0	6	6			
09:15	1	0	65	12	1	0	79	79	1	0	72	9	0	0	82	81	0	0	1	1	0	0	2	2			
09:30	1	1	79	11	2	1	95	97	0	0	65	10	2	1	78	81	0	0	0	0	0	0	0	0			
09:45	0	0	62	9	1	7	79	87	0	0	55	10	4	0	69	73	0	0	1	0	0	0	1	1			
H/TOT	3	1	289	39	5	8	345	355	3	0	258	38	8	1	308	314	0	0	8	1	0	0	9	9			
P/TOT	4	1	712	94	18	10	839	863	19	1	641	108	14	3	786	787	0	0	64	5	0	0	69	69			

	MOVEMENT 4 (B ==> C)									MOVEMENT 5 (C ==> B)									MOVEMENT 6 (C ==> A)								
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU			
16:00	1	0	110	20	3	0	134	136	0	0	45	9	2	0	56	58	0	0	1	0	0	0	1	1			
16:15	1	0	108	12	2	0	123	124	0	0	63	4	2	0	69	71	0	0	4	0	0	0	4	4			
16:30	1	1	101	12	2	0	117	118	2	0	76	6	0	1	85	84	0	0	3	0	0	0	3	3			
16:45	3	1	104	16	2	1	127	127	0	0	73	9	1	0	83	84	0	0	5	0	0	0	5	5			
H/TOT	6	2	423	60	9	1	501	505	2	0	257	28	5	1	293	297	0	0	13	0	0	0	13	13			
17:00	2	1	112	13	0	1	129	128	0	0	71	3	1	0	75	76	0	0	6	0	0	0	6	6			
17:15	4	0	116	13	1	0	134	132	0	1	73	10	0	0	84	83	0	0	4	1	0	0	5	5			
17:30	5	1	99	12	1	0	118	114	4	0	76	13	3	1	97	98	0	0	7	0	0	0	7	7			
17:45	0	0	98	13	1	1	113	115	0	0	70	9	1	0	80	81	0	0	6	0	0	0	6	6			
H/TOT	11	2	425	51	3	2	494	489	4	1	290	35	5	1	336	338	0	0	23	1	0	0	24	24			
18:00	1	0	107	13	1	0	122	122	1	2	63	5	0	0	71	69	0	0	10	1	0	0	11	11			
18:15	4	1	91	13	0	0	109	105	0	0	71	5	0	0	76	76	0	0	5	0	0	0	5	5			
H/TOT	5	1	198	26	1	0	231	227	1	2	134	10	0	0	147	145	0	0	15	1	0	0	16	16			
P/TOT	22	5	1046	137	13	3	1226	1221	7	3	681	73	10	2	776	780	0	0	51	2	0	0	53	53			

APPENDIX C

TRICS Trip Generation Output
(Residential Apartments & Irish Housing Sites)

Audit Code: db5de6da-c802-4ebb-b33d-de0df06a3adf

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: C - FLATS PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON	
	BE	BEXLEY 2 days
	BK	BARKING 1 day
	BM	BROMLEY 3 days
	BN	BARNET 2 days
	BT	BRENT 4 days
	CD	CROYDON 1 day
	CN	CAMDEN 1 day
	EG	EALING 3 days
	EN	ENFIELD 2 days
	GR	GREENWICH 1 day
	HG	HARINGEY 2 days
	HK	HACKNEY 2 days
	HM	HAMMERSMITH AND FULHAM 2 days
	HO	HOUNSLOW 5 days
	HV	HAVERING 1 day
	IS	ISLINGTON 5 days
	KI	KINGSTON 2 days
	KN	KENSINGTON AND CHELSEA 3 days
	LB	LAMBETH 1 day
	MR	MERTON 1 day
	NH	NEWHAM 2 days
	RD	RICHMOND 3 days
	SK	SOUTHWARK 3 days
	TH	TOWER HAMLETS 4 days
	WF	WALTHAM FOREST 6 days
	WH	WANDSWORTH 2 days
02	SOUTH EAST	
	BH	BRIGHTON & HOVE 1 day
	BU	BUCKINGHAMSHIRE 1 day
	CT	CENTRAL BEDFORDSHIRE 3 days
	HC	HAMPSHIRE 1 day
	HF	HERTFORDSHIRE 5 days
	OX	OXFORDSHIRE 1 day
	PO	PORTSMOUTH 1 day
	SC	SURREY 3 days
	SS	SOUTHEND ON SEA 2 days
	WS	WEST SUSSEX 1 day
03	SOUTH WEST	
	BR	BRISTOL CITY 1 day
	DC	DORSET 3 days
	DV	DEVON 1 day
04	EAST ANGLIA	
	CA	CAMBRIDGESHIRE 3 days
	NF	NORFOLK 3 days
	PB	PETERBOROUGH 1 day
	SF	SUFFOLK 4 days
05	EAST MIDLANDS	
	DY	DERBY 2 days
	LE	LEICESTERSHIRE 1 day
	NG	NOTTINGHAM 3 days
	NN	NORTH NORTHAMPTONSHIRE 1 day
06	WEST MIDLANDS	
	OT	STOKE ON TRENT 1 day
	SH	SHROPSHIRE 2 days
	WM	WEST MIDLANDS 4 days

Audit Code: db5de6da-c802-4ebb-b33d-de0df06a3adf

07	YORKSHIRE & NORTH LINCOLNSHIRE	
	BY	BARNSELY 1 day
	KS	KIRKLEES 1 day
	LS	LEEDS 1 day
	NY	NORTH YORKSHIRE 1 day
08	RI	EAST RIDING OF YORKSHIRE 1 day
	NORTH WEST	
	AC	CHESHIRE WEST & CHESTER 2 days
	GM	GREATER MANCHESTER 3 days
	MS	MERSEYSIDE 4 days
09	NORTH	
	CU	CUMBERLAND 1 day
	FU	WESTMORLAND & FURNESS 2 days
	TV	TEES VALLEY 2 days
10	TW	TYNE & WEAR 1 day
	WALES	
	CO	CONWY 1 day
	DB	DENBIGHSHIRE 1 day
	FS	FLINTSHIRE 1 day
11	SCOTLAND	
	AD	ABERDEEN CITY 2 days
	EB	CITY OF EDINBURGH 1 day
	HI	HIGHLAND 2 days
	SA	SOUTH AYRSHIRE 1 day
12	SR	STIRLING 3 days
	CONNAUGHT	
	CS	SLIGO 1 day
	GA	GALWAY 1 day
	MA	MAYO 1 day
13	MUNSTER	
	WA	WATERFORD 1 day
14	LEINSTER	
	KD	KILDARE 1 day
	LU	LOUTH 4 days
	WT	WESTMEATH 2 days
	WX	WEXFORD 1 day
15	GREATER DUBLIN	
	DL	DUBLIN 14 days
16	ULSTER (REPUBLIC OF IRELAND)	
	CV	CAVAN 1 day
	MG	MONAGHAN 1 day
17	ULSTER (NORTHERN IRELAND)	
	AN	ANTRIM 2 days

Audit Code: db5de6da-c802-4ebb-b33d-de0df06a3adf

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

Total Vehicles

Calculation factor: 1 DWELLS

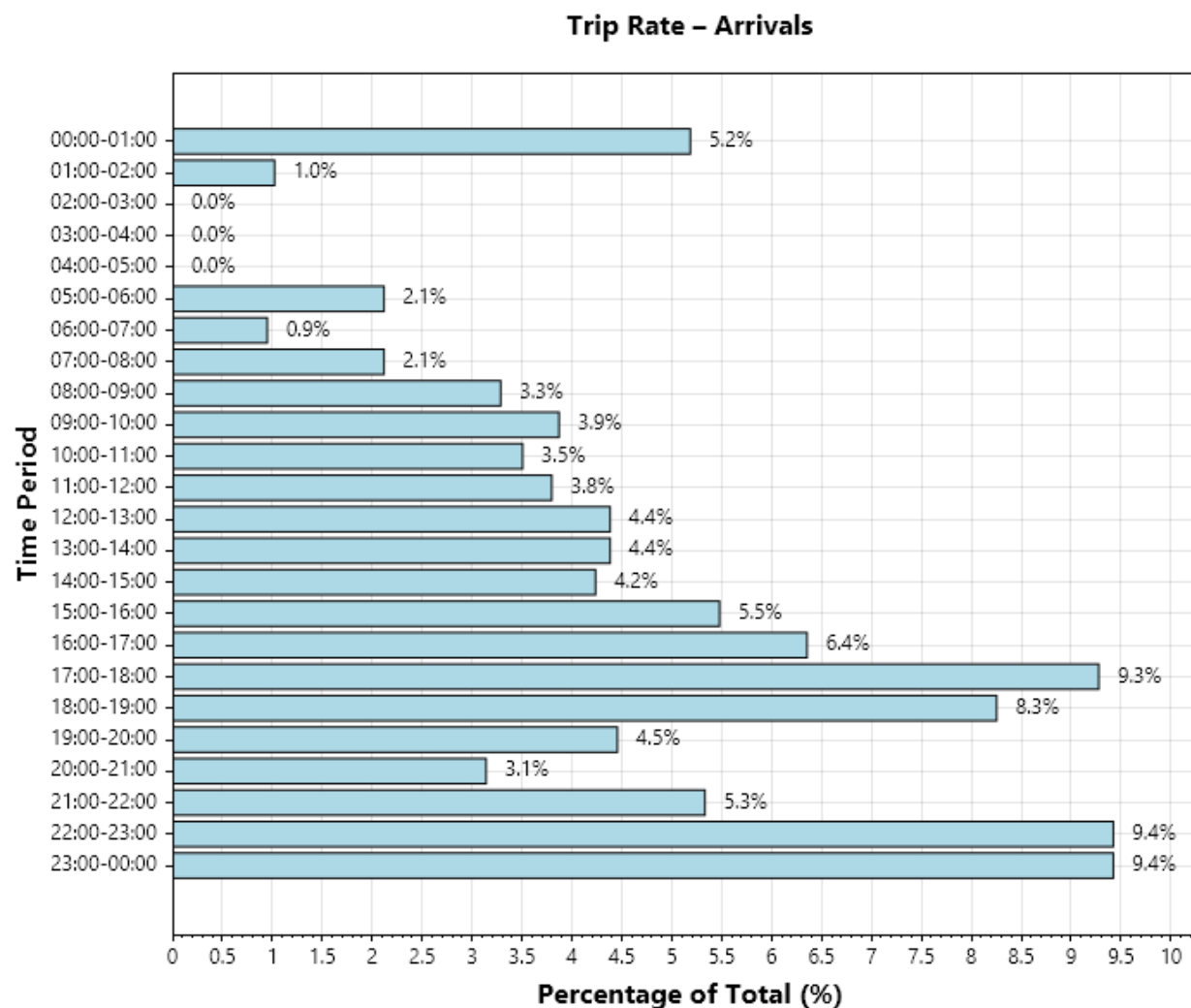
Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00	1	70	0.071	0.029	0.100
01:00-02:00	1	70	0.014	0.000	0.014
02:00-03:00	1	70	0.000	0.000	0.000
03:00-04:00	1	70	0.000	0.000	0.000
04:00-05:00	1	70	0.000	0.000	0.000
05:00-06:00	1	70	0.029	0.029	0.058
06:00-07:00	6	129	0.013	0.019	0.032
07:00-08:00	175	91	0.029	0.109	0.138
08:00-09:00	175	91	0.045	0.144	0.189
09:00-10:00	175	91	0.053	0.071	0.124
10:00-11:00	175	91	0.048	0.059	0.107
11:00-12:00	175	91	0.052	0.058	0.110
12:00-13:00	175	91	0.060	0.063	0.123
13:00-14:00	175	91	0.060	0.065	0.125
14:00-15:00	175	91	0.058	0.059	0.117
15:00-16:00	175	91	0.075	0.058	0.133
16:00-17:00	175	91	0.087	0.057	0.144
17:00-18:00	175	91	0.127	0.067	0.194
18:00-19:00	175	91	0.113	0.068	0.181
19:00-20:00	44	141	0.061	0.043	0.104
20:00-21:00	44	141	0.043	0.030	0.073
21:00-22:00	6	123	0.073	0.057	0.130
22:00-23:00	1	70	0.129	0.143	0.272
23:00-00:00	1	70	0.129	0.043	0.172
Total Rates:			1.369	1.271	2.640

Parameter Summary:

Trip rate parameter range selected:	6 - 832 (units: DWELLS)
Survey date range:	25/07/1991 - 26/11/2025
Number of weekdays (Monday-Friday):	175
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	26
Surveys manually removed from selection:	0

Audit Code: db5de6da-c802-4ebb-b33d-de0df06a3adf

Trip Rate Total Vehicles – Arrivals

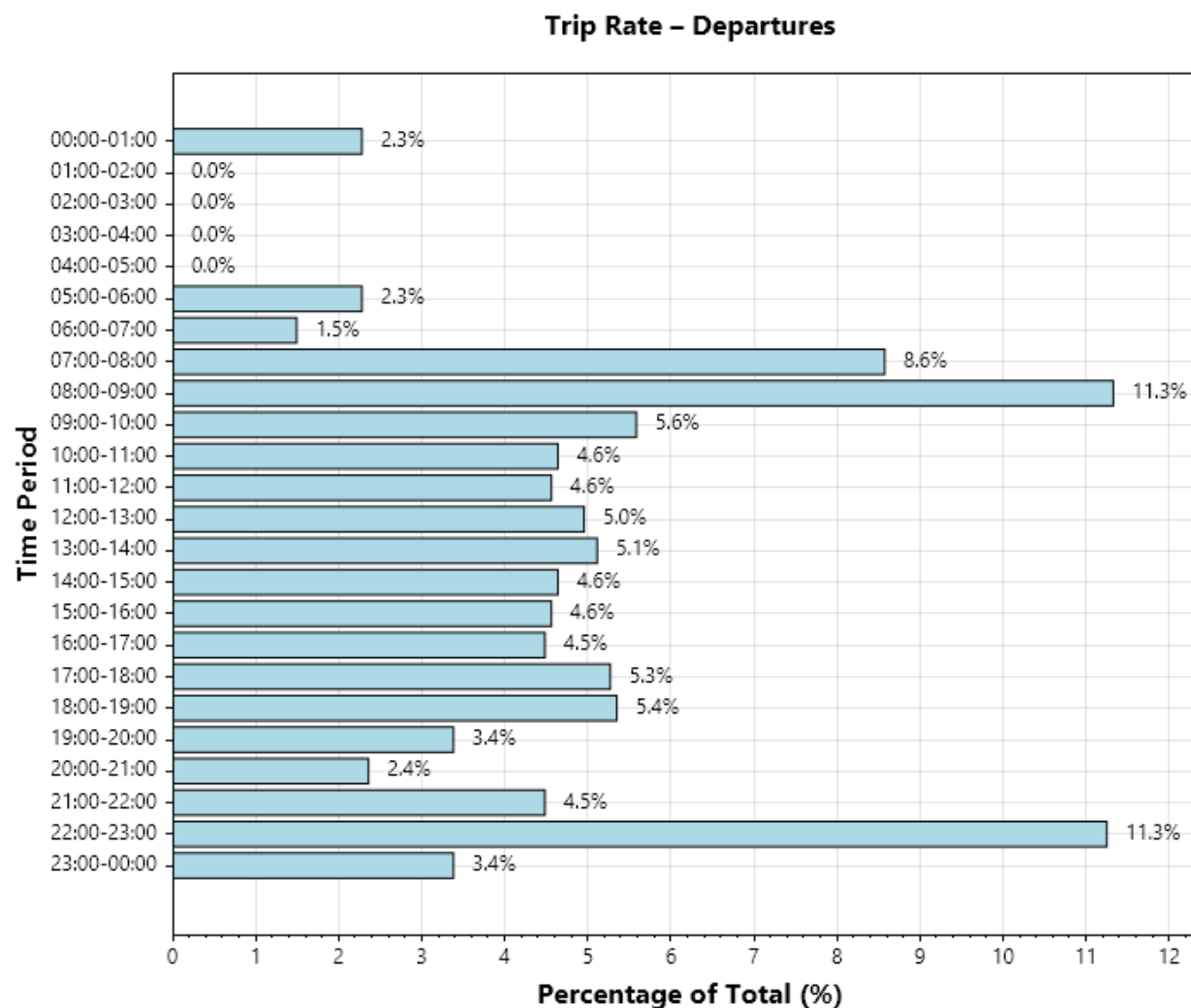


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

Generated on: 2026-07-13 11:19

Audit Code: db5de6da-c802-4ebb-b33d-de0df06a3adf

Trip Rate Total Vehicles – Departures

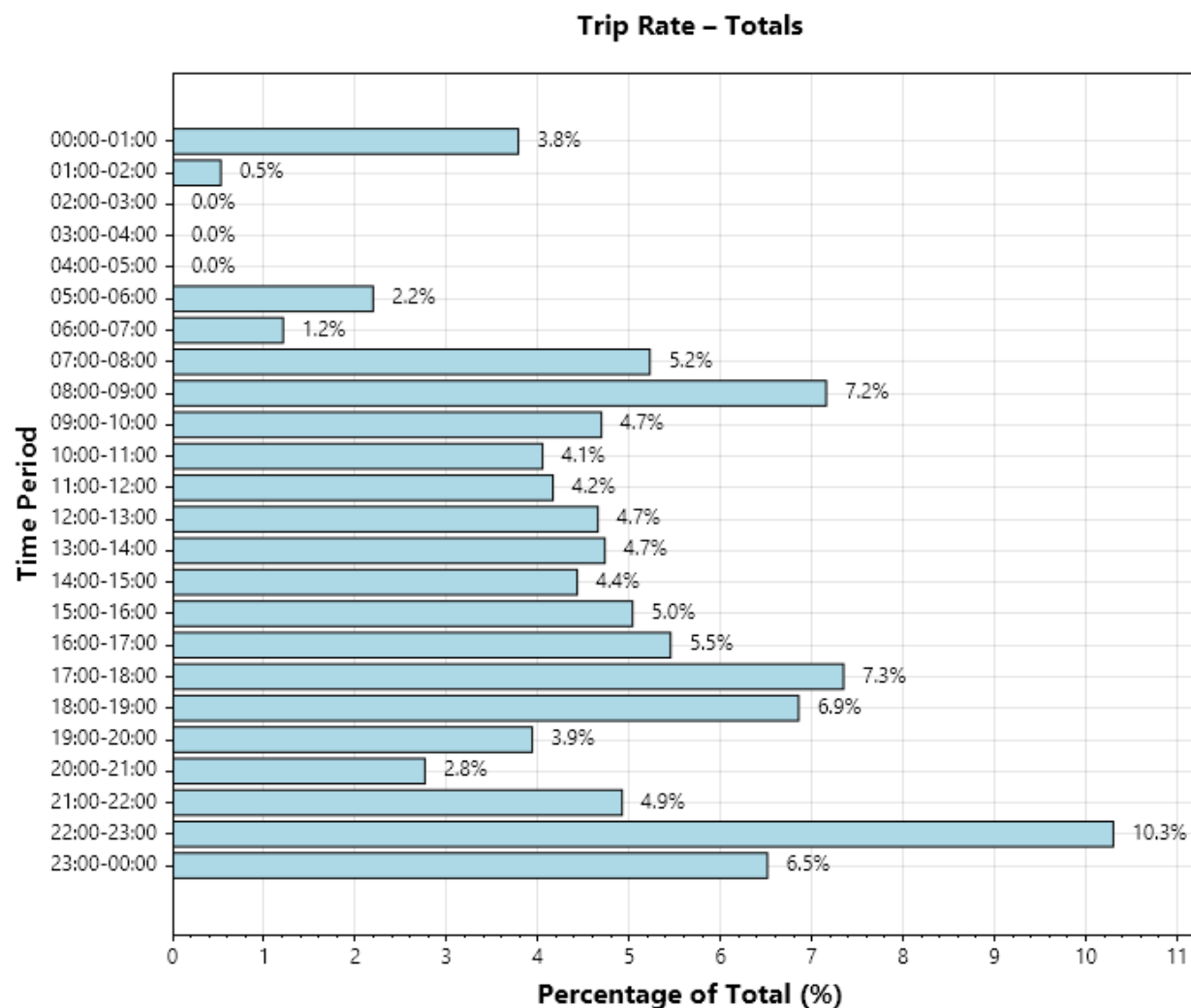


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

Generated on: 2026-07-13 11:19

Audit Code: db5de6da-c802-4ebb-b33d-de0df06a3adf

Trip Rate Total Vehicles - Totals



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

Generated on: 2026-07-13 11:19

Calculation Reference: AUDIT-160301-171026-1048

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 VEHICLES

Selected regions and areas:

12	CONNAUGHT	
	GA GALWAY	1 days
	LT LEITRIM	1 days
	MA MAYO	1 days
	RO ROSCOMMON	4 days
13	MUNSTER	
	WA WATERFORD	1 days
14	LEINSTER	
	CC CARLOW	1 days
	KD KILDARE	1 days
	WX WEXFORD	1 days
15	GREATER DUBLIN	
	DL DUBLIN	5 days
16	ULSTER (REPUBLIC OF IRELAND)	
	CV CAVAN	1 days
	DN DONEGAL	4 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	4 days
	AR ARMAGH	1 days
	DO DOWN	1 days

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

Secondary 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: Number of dwellings
 Actual Range: 7 to 280 (units:)
 Range Selected by User: 4 to 437 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 12/10/16

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	3 days
Tuesday	8 days
Wednesday	4 days
Thursday	6 days
Friday	6 days

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

Selected survey types:

Manual count	27 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:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	11
Edge of Town	12
Neighbourhood Centre (PPS6 Local Centre)	2

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	20
No Sub Category	7

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.

LIST OF SITES relevant to selection parameters

1	AN-03-A-06 SEMI-DET. GLENMOUNT ROAD		ANTRIM
	NEWTOWNABBEY Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 132		
2	AN-03-A-07 SEMI DETACHED/TERRACED HOUSING CASTLE WAY		ANTRIM
	ANTRIM Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 55		
3	AN-03-A-08 HOUSES & FLATS BALLINDERRY ROAD		ANTRIM
	LISBURN Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 204		
4	AN-03-A-09 DETACHED & SEMI-DETACHED SLOEFIELD DRIVE		ANTRIM
	CARRICKFERGUS Edge of Town No Sub Category Total Number of dwellings: 151		
5	AR-03-A-01 MIXED HOUSES BIRCHDALE MANOR		ARMAGH
	LURGAN Edge of Town Residential Zone Total Number of dwellings: 153		
6	CC-03-A-01 DETACHED HOUSES R417 ANTHY ROAD		CARLOW
	CARLOW Edge of Town Residential Zone Total Number of dwellings: 23		
7	CV-03-A-01 DETACHED DUBLIN ROAD		CAVAN
	CAVAN Edge of Town No Sub Category Total Number of dwellings: 37		
8	DL-03-A-03 TERRACED/SEMI-DET. RAHENY ROAD RAHENY DUBLIN		DUBLIN
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings: 206		
9	DL-03-A-06 DETACHED UPPER KILMACUD ROAD DUNDRUM DUBLIN		DUBLIN
	Edge of Town Residential Zone Total Number of dwellings: 147		

LIST OF SITES relevant to selection parameters (Cont.)

10	DL-03-A-07	SEMI DET./TERRACED		DUBLIN
	CASTLE DAWSON			
	BLACKROCK			
	DUBLIN			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	56		
11	DL-03-A-08	VARIOUS HOUSES		DUBLIN
	CASTLE PARK ROAD			
	DALKEY			
	DUBLIN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	36		
12	DL-03-A-09	TERRACED		DUBLIN
	RATHFARNHAM ROAD			
	RATHFARNHAM			
	DUBLIN			
	Neighbourhood Centre (PPS6 Local Centre)			
	No Sub Category			
	Total Number of dwellings:	8		
13	DN-03-A-02	DETACHED		DONEGAL
	GLENFIN ROAD			
	BALLYBOFEY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	7		
14	DN-03-A-03	DETACHED/SEMI-DETACHED		DONEGAL
	THE GRANGE			
	GLENCAR IRISH			
	LETTERKENNY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	50		
15	DN-03-A-04	SEMI-DETACHED		DONEGAL
	GORTLEE ROAD			
	GORTLEE			
	LETTERKENNY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	83		
16	DN-03-A-05	DETACHED/SEMI-DETACHED		DONEGAL
	GORTLEE ROAD			
	GORTLEE			
	LETTERKENNY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	146		
17	DO-03-A-03	DETACHED/SEMI DETACHED		DOWN
	OLD MILL HEIGHTS			
	DUNDONALD			
	BELFAST			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	79		
18	GA-03-A-04	SEMI DET. & BUNGALOWS		GALWAY
	R347 CAHEROYN ROAD			
	ATHENRY			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	21		

LIST OF SITES relevant to selection parameters (Cont.)

19	KD-03-A-02	TERRACED / SEMI-D.	KILDARE
	CEDARWOOD PARK MORRISTOWN ROAD NEWBRIDGE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 71		
20	LT-03-A-01	SEMI-DETACHED & DETACHED	LEITRIM
	ARD NA SI ATTIRORY CARRICK-ON-SHANNON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 90		
21	MA-03-A-01	SEMI-DET. & TERRACED	MAYO
	N26 STATION ROAD BALLINA Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 74		
22	RO-03-A-01	MIXED HOUSES	ROSCOMMON
	GALWAY ROAD ROSCOMMON Edge of Town No Sub Category Total Number of dwellings: 80		
23	RO-03-A-02	SEMI DET. & BUNGALOWS	ROSCOMMON
	SLIGO ROAD BALLAGHADERREEN Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 31		
24	RO-03-A-03	DETACHED HOUSES	ROSCOMMON
	N61 GREATMEADOW BOYLE Edge of Town No Sub Category Total Number of dwellings: 23		
25	RO-03-A-04	SEMI DET. & BUNGALOWS	ROSCOMMON
	EAGLE COURT ARDNANAGH ROSCOMMON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 39		
26	WA-03-A-04	DETACHED	WATERFORD
	MAYPARK LANE WATERFORD Edge of Town Residential Zone Total Number of dwellings: 280		
27	WX-03-A-01	SEMI-DETACHED	WEXFORD
	CLONARD ROAD WEXFORD Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 34		

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/A - HOUSES PRIVATELY OWNED
VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	27	86	0.045	27	86	0.217	27	86	0.262
08:00 - 09:00	27	86	0.144	27	86	0.439	27	86	0.583
09:00 - 10:00	27	86	0.175	27	86	0.273	27	86	0.448
10:00 - 11:00	27	86	0.149	27	86	0.174	27	86	0.323
11:00 - 12:00	27	86	0.159	27	86	0.185	27	86	0.344
12:00 - 13:00	27	86	0.229	27	86	0.203	27	86	0.432
13:00 - 14:00	27	86	0.228	27	86	0.240	27	86	0.468
14:00 - 15:00	27	86	0.244	27	86	0.241	27	86	0.485
15:00 - 16:00	27	86	0.288	27	86	0.209	27	86	0.497
16:00 - 17:00	27	86	0.339	27	86	0.213	27	86	0.552
17:00 - 18:00	27	86	0.443	27	86	0.256	27	86	0.699
18:00 - 19:00	27	86	0.351	27	86	0.250	27	86	0.601
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.794			2.900			5.694

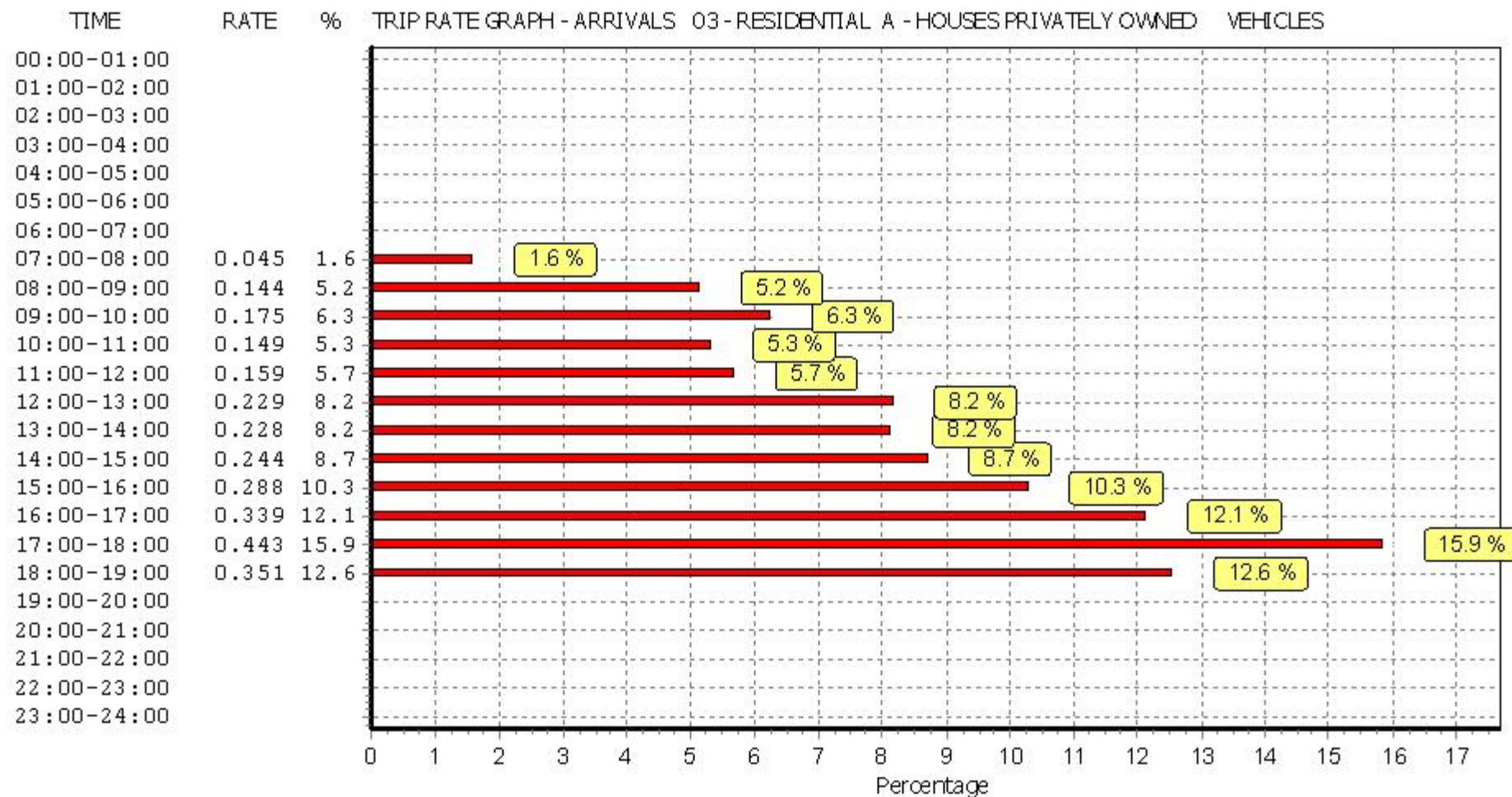
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

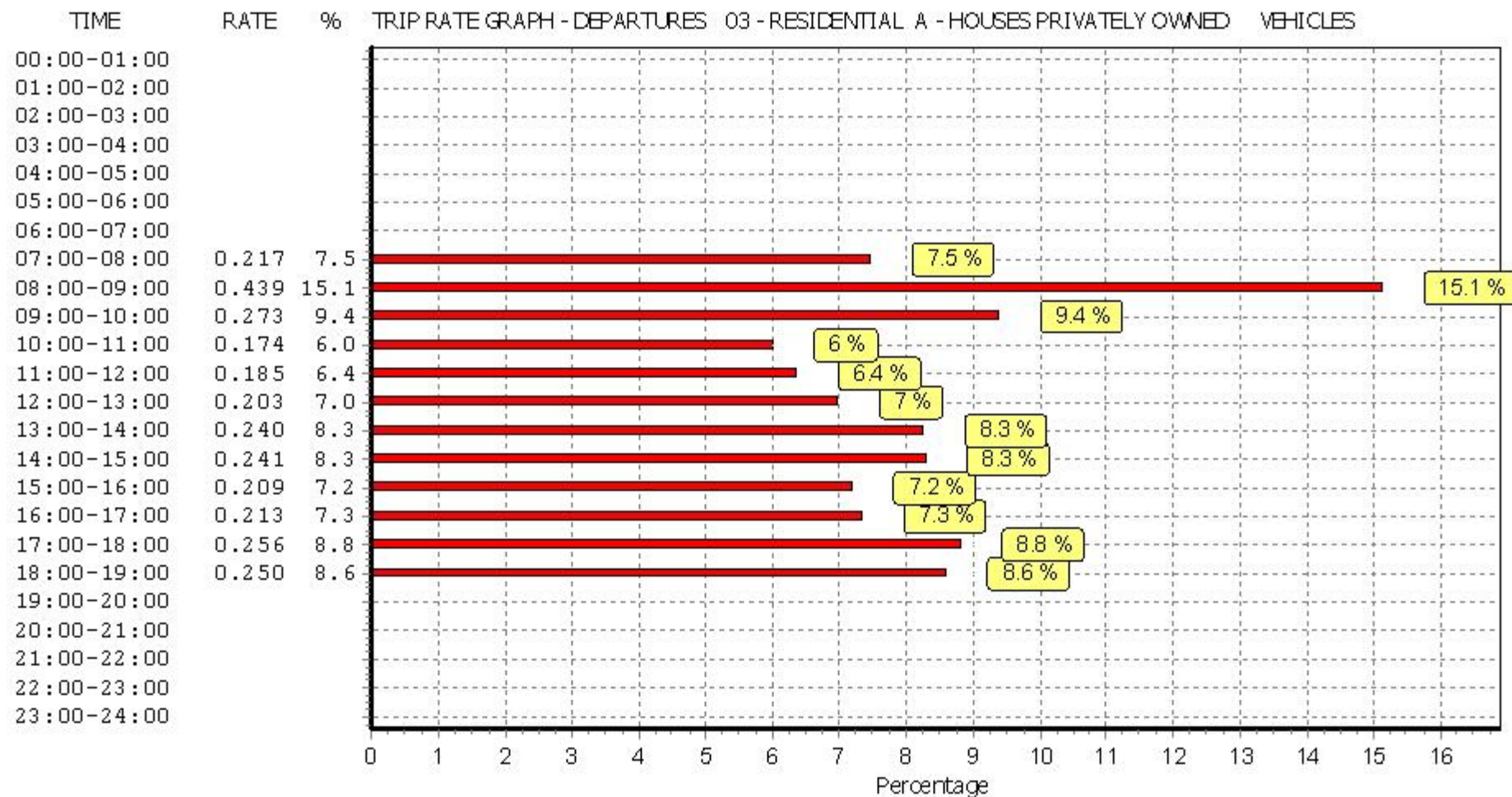
Parameter summary

Trip rate parameter range selected: 7 - 280 (units:)
 Survey date range: 01/01/09 - 12/10/16
 Number of weekdays (Monday-Friday): 27
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

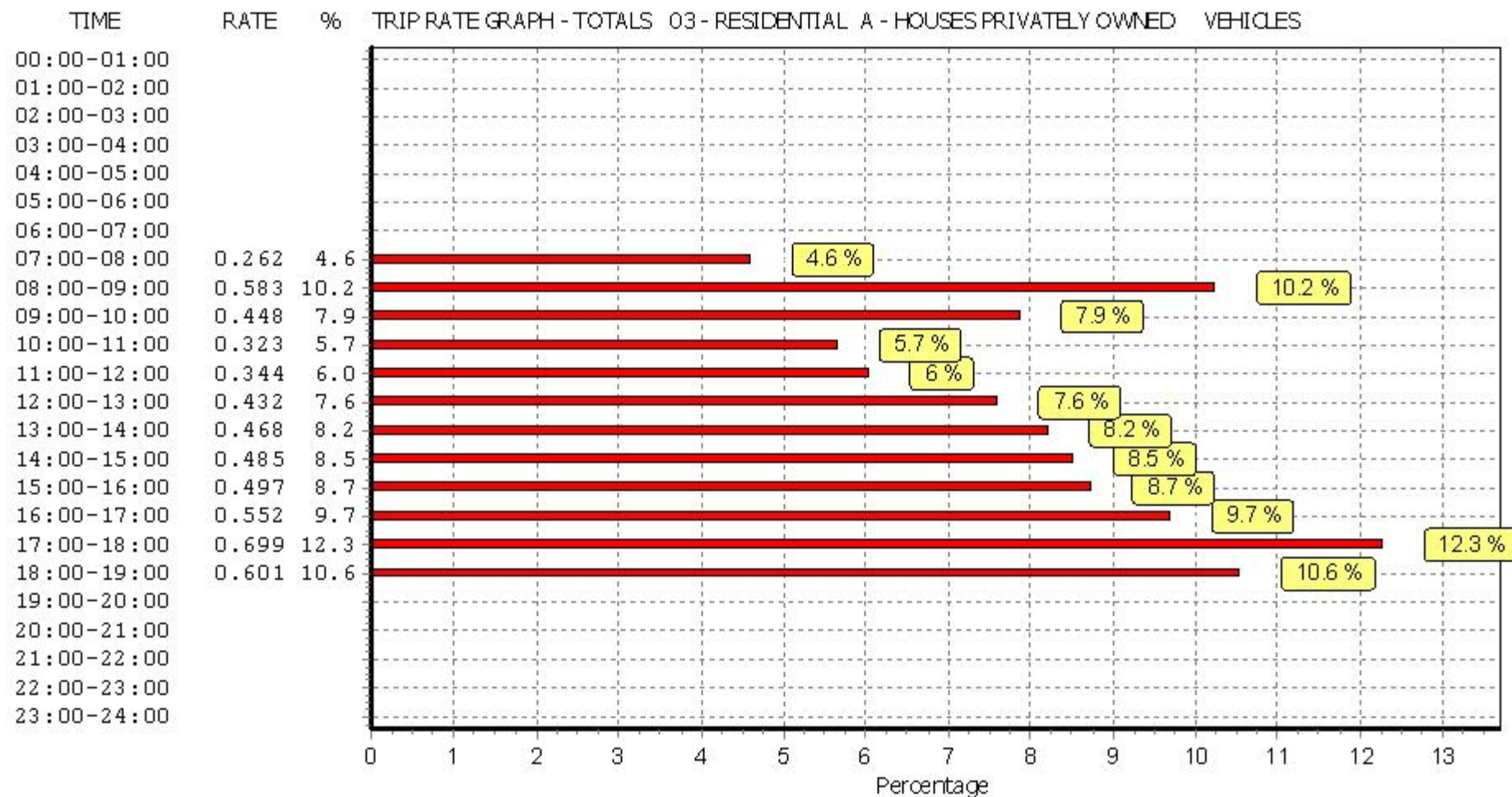
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



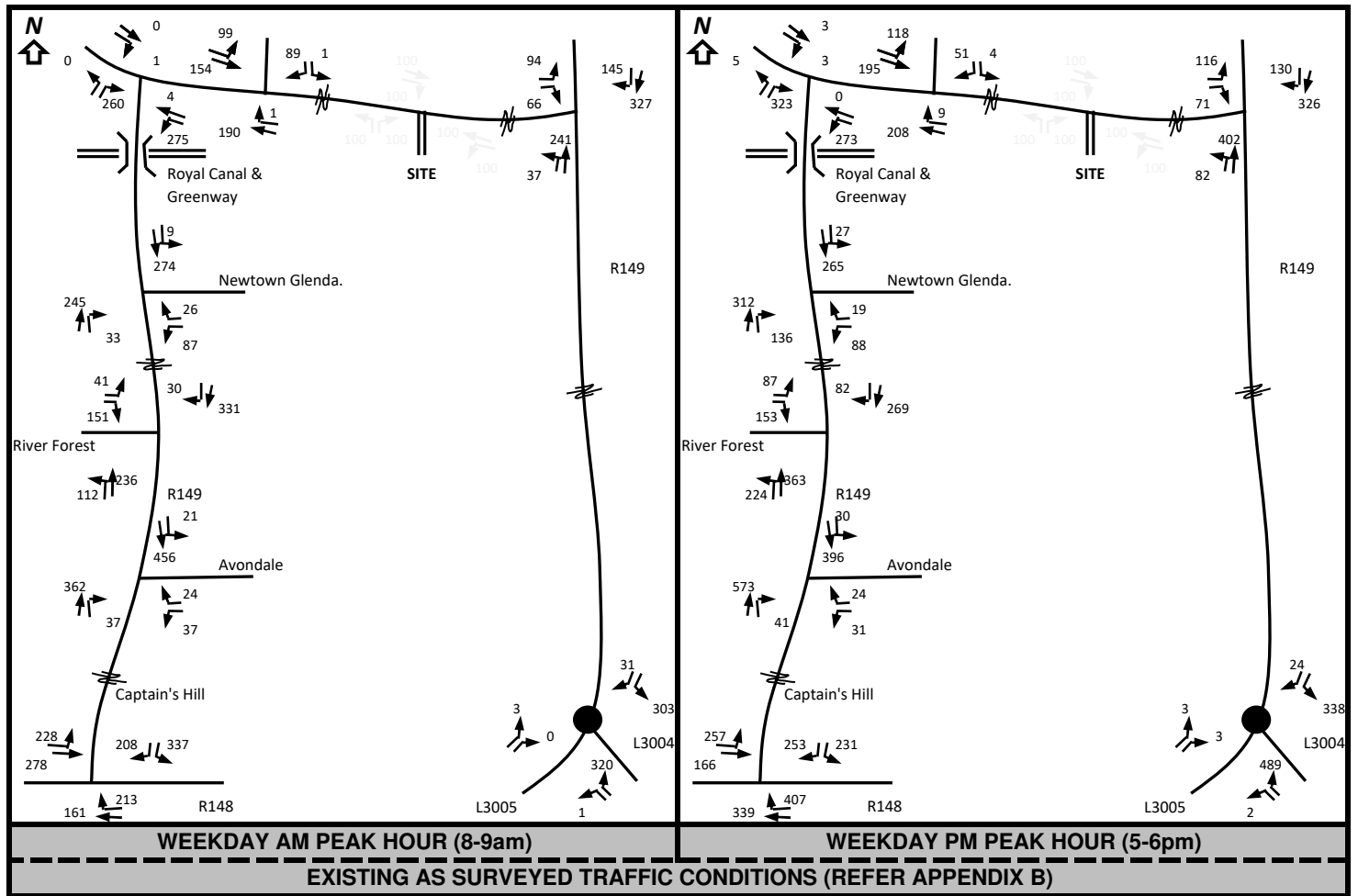
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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



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

APPENDIX D

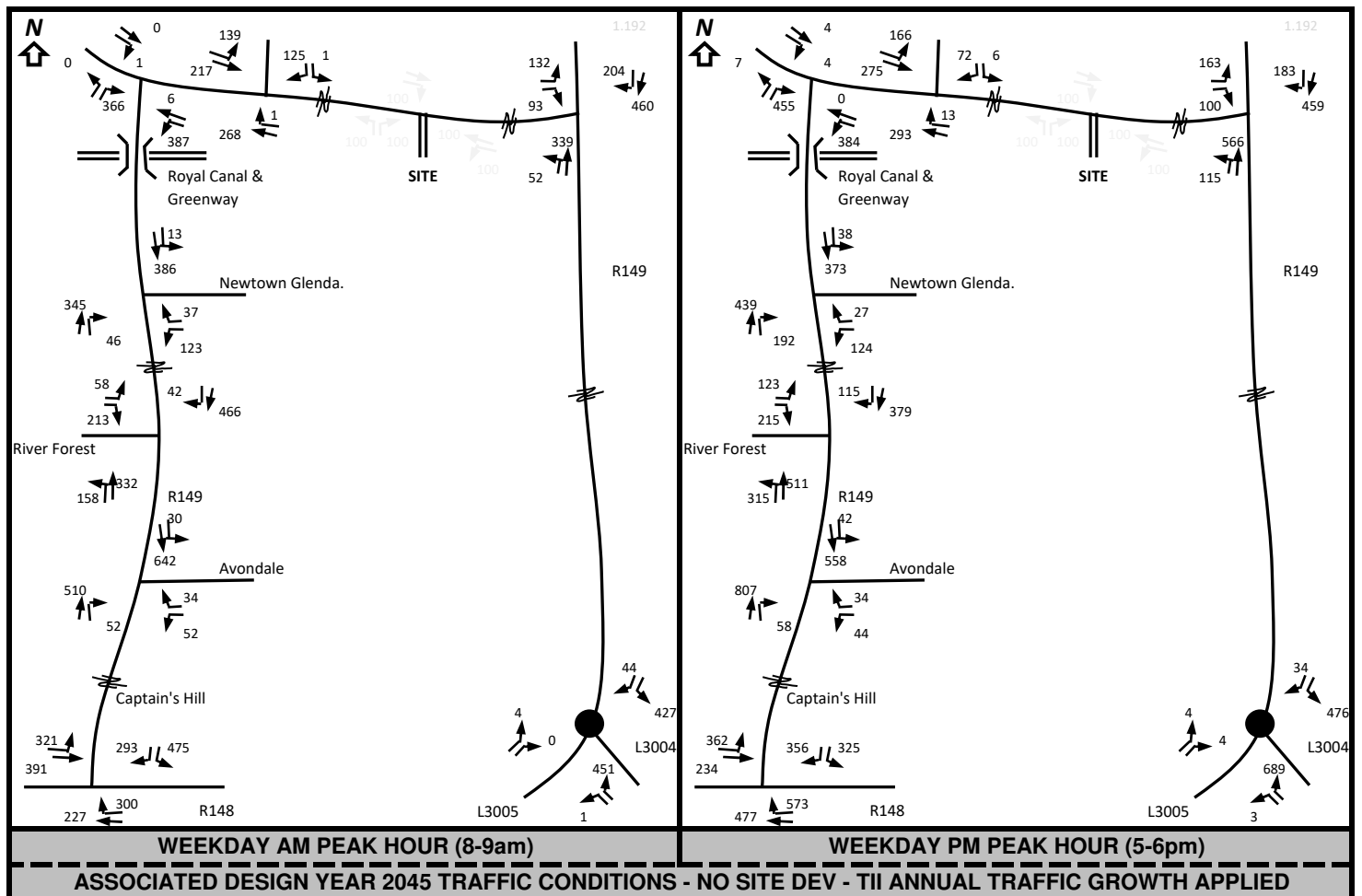
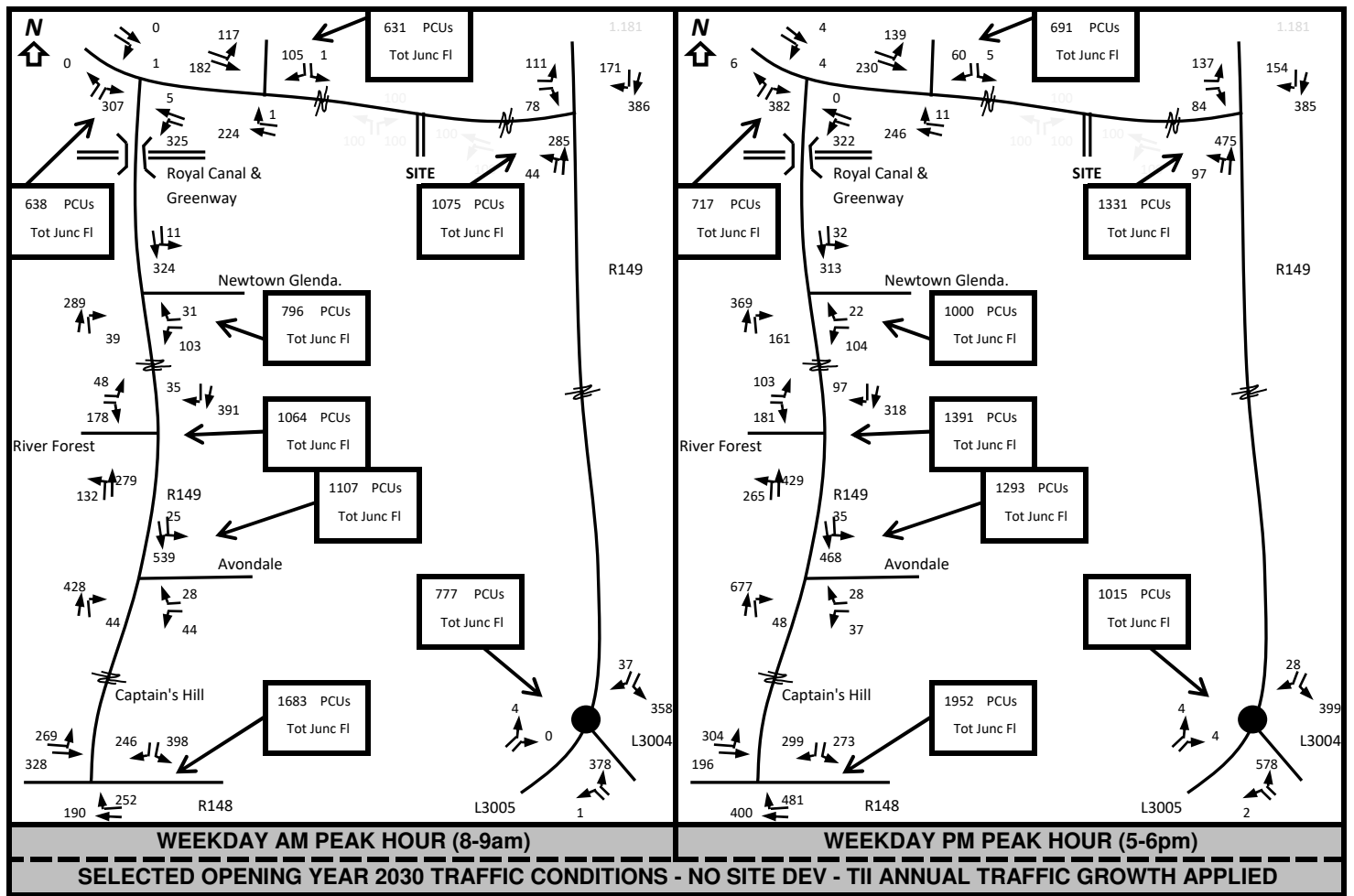
Traffic Surveys, Trip Distribution & Network Traffic Flow Diagrams – Subject Application



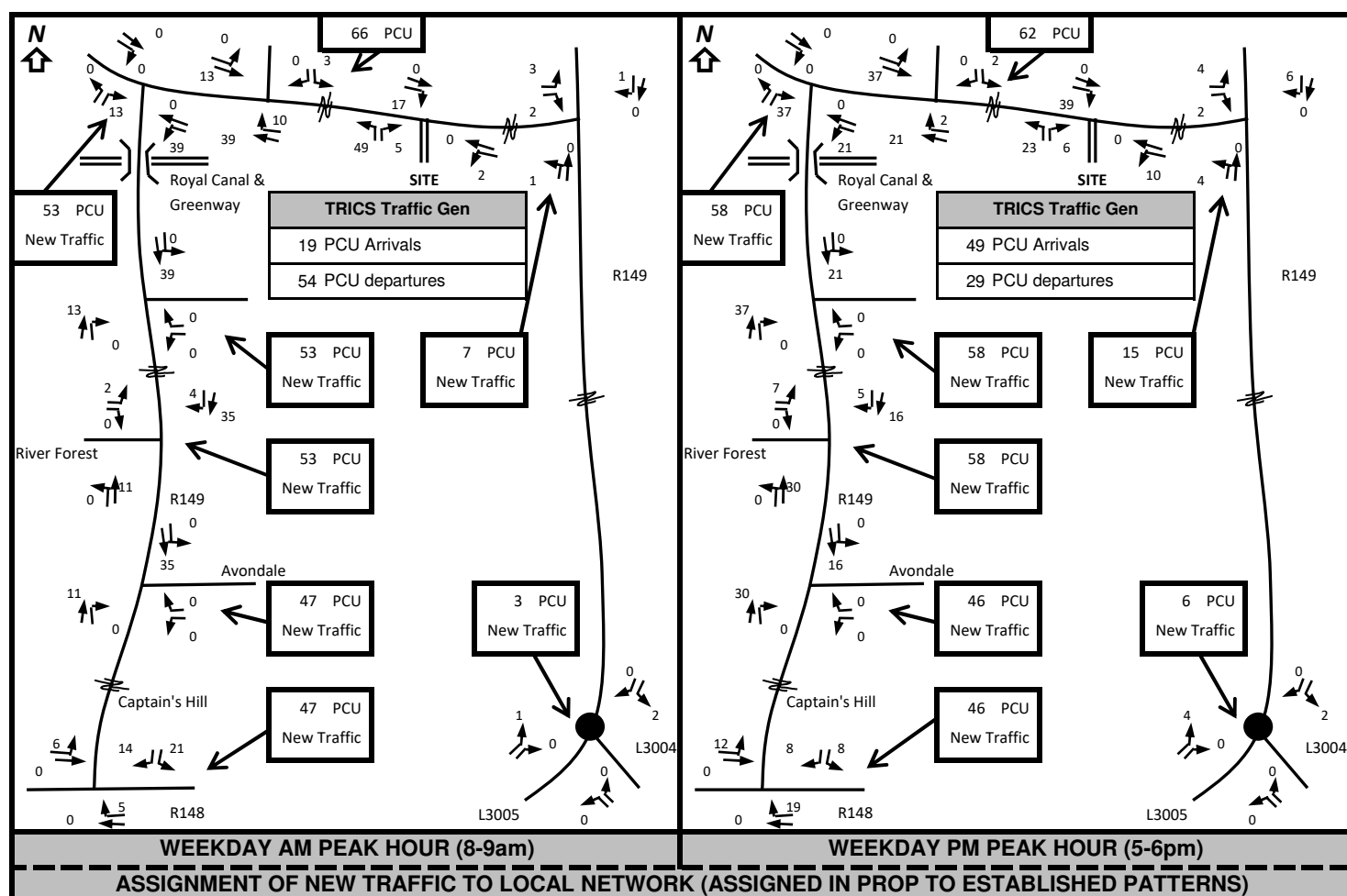
* TII PE-PAG-02017 Project Appraisal Guidelines for National Roads Unit 5.3
(Travel Demand Projections 2021, Table 6.2: Central Growth Rates: Annual Growth Factors Co Kildare)

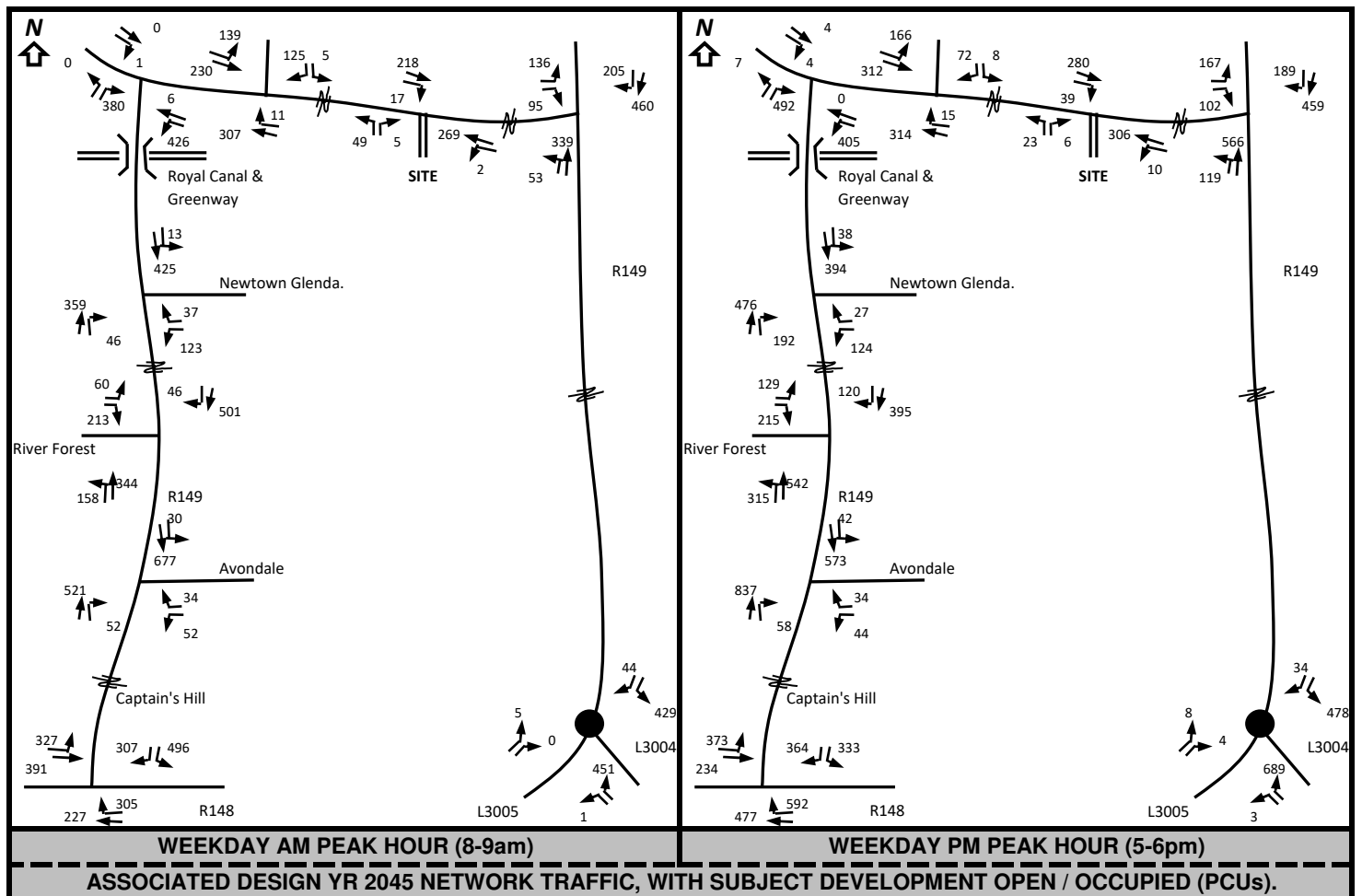
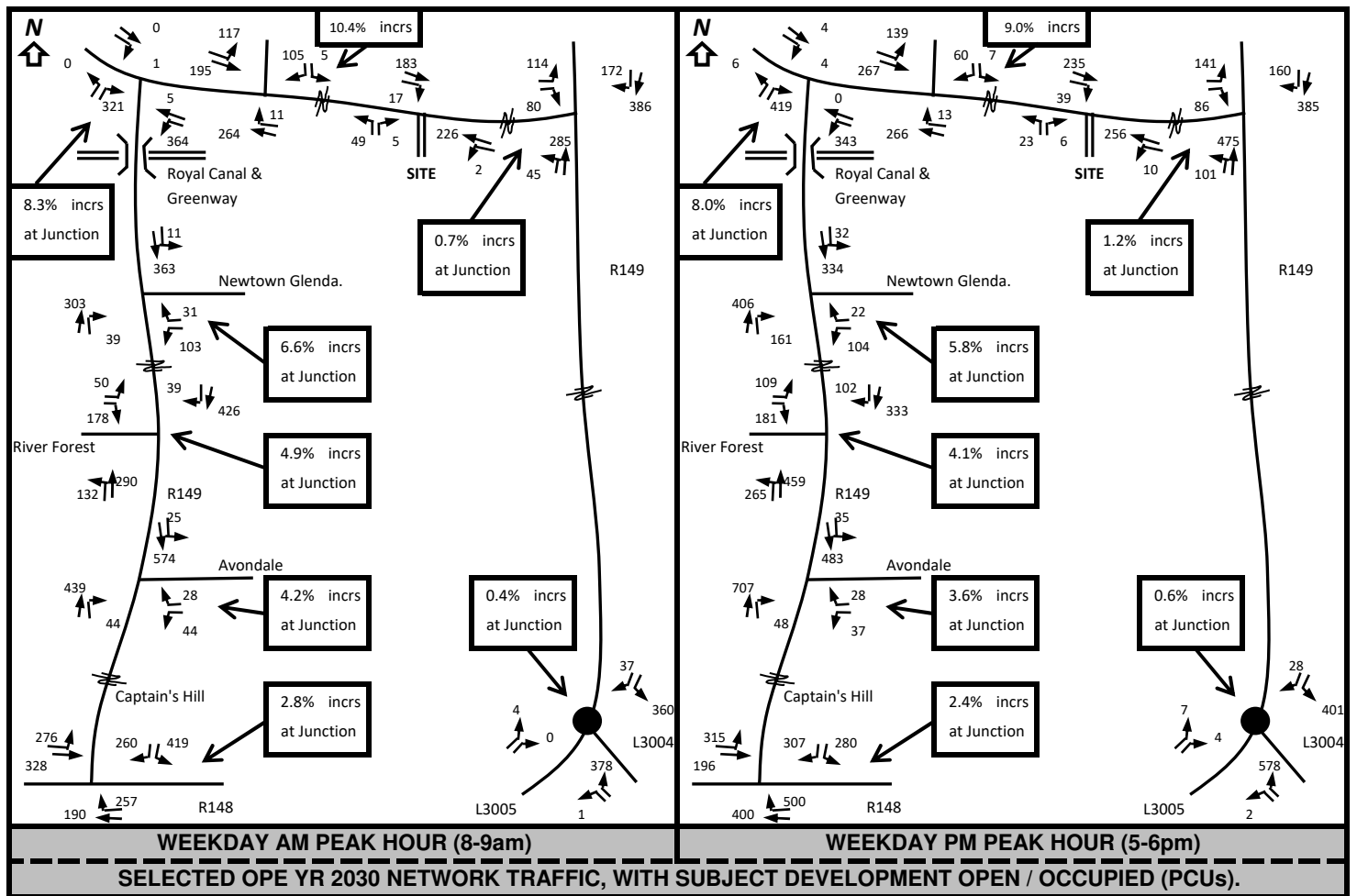
Survey to 2030 = 1.181
2030 to 2045 = 1.192

* Seasonal Base Traffic Survey Factor has also been applied



TRAFFIC GENERATED BY 81 RESIDENTIAL HOUSES (Irish TRICS Data)					
81 Units Resi Houses	Arrivals (PCUs)		Departures (PCUs)		Total 2-Way Traffic
	Per Unit	Dev	Per Unit	Dev	
Weekday AM 8-9AM	0.207	17	0.593	48	65
Weekday PM Peak Hr	0.525	43	0.318	26	69
24 Hr Day (AADT)	3.364	272	3.541	287	559
TRAFFIC GENERATED BY 44 RESIDENTIAL APTS/DUPLEX					
44 Units Apts / Duplex	Arrivals (PCUs)		Departures (PCUs)		Total 2-Way Traffic
	Per Unit	Dev	Per Unit	Dev	
Weekday AM 8-9AM	0.045	2	0.144	6	8
Weekday PM Peak Hr	0.127	6	0.067	3	9
24 Hr Day (AADT)	1.369	60	1.271	56	116
TOTAL TRAFFIC GENERATED BY DEVELOPMENT (SUM OF THE ABOVE)					
Period	Arrivals		Departures		Total 2-Way
Weekday AM Peak Hr	19		54		73
Weekday PM Peak Hr	49		29		78
24 Hr Day (AADT)	332		343		675

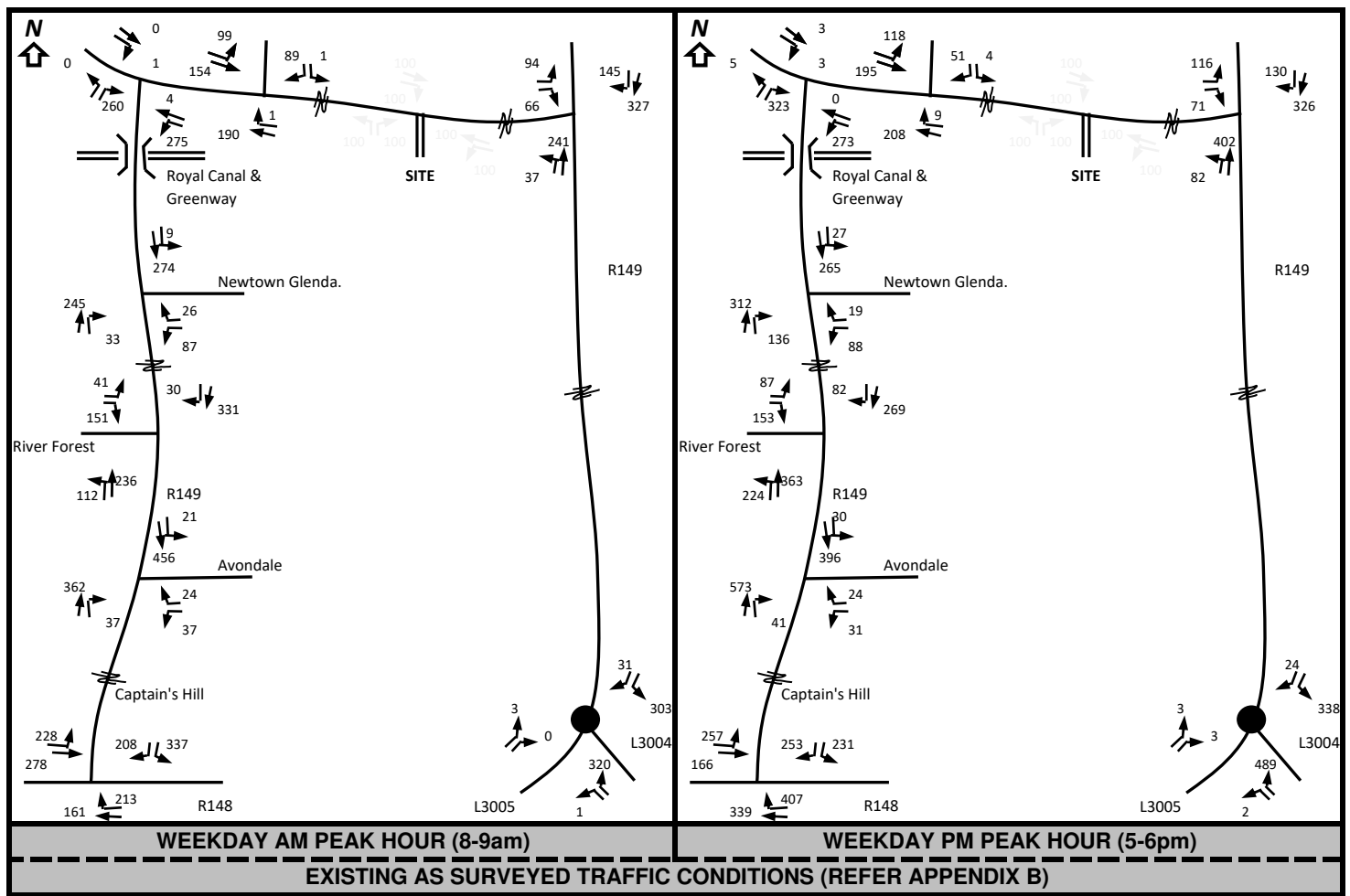




APPENDIX E

Traffic Surveys, Trip Distribution & Network Traffic Flow Diagrams – Entire Masterplan

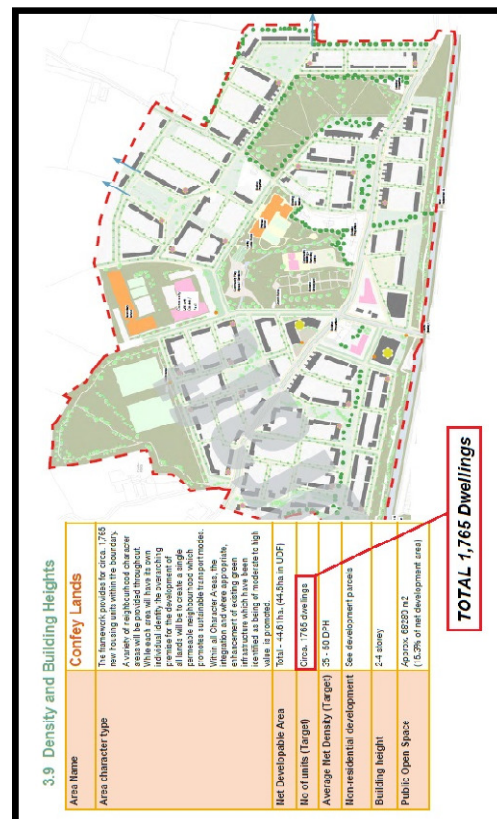
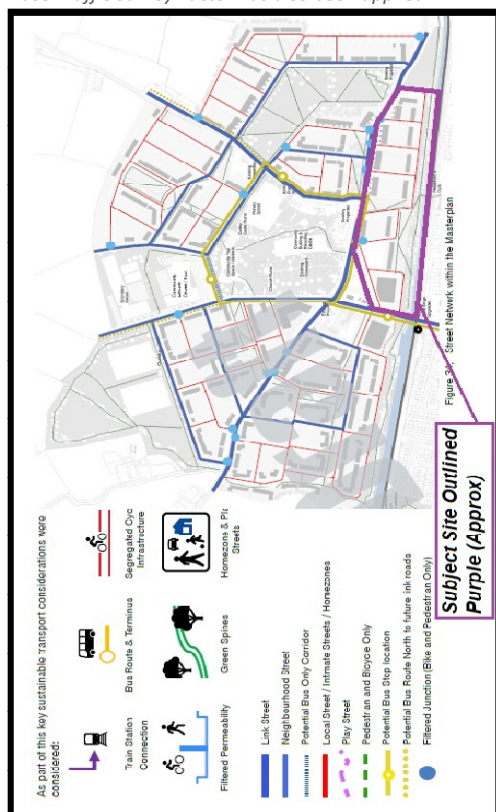
ASSESSMENT OF MASTERPLAN LANDS (Incl Subject Site)

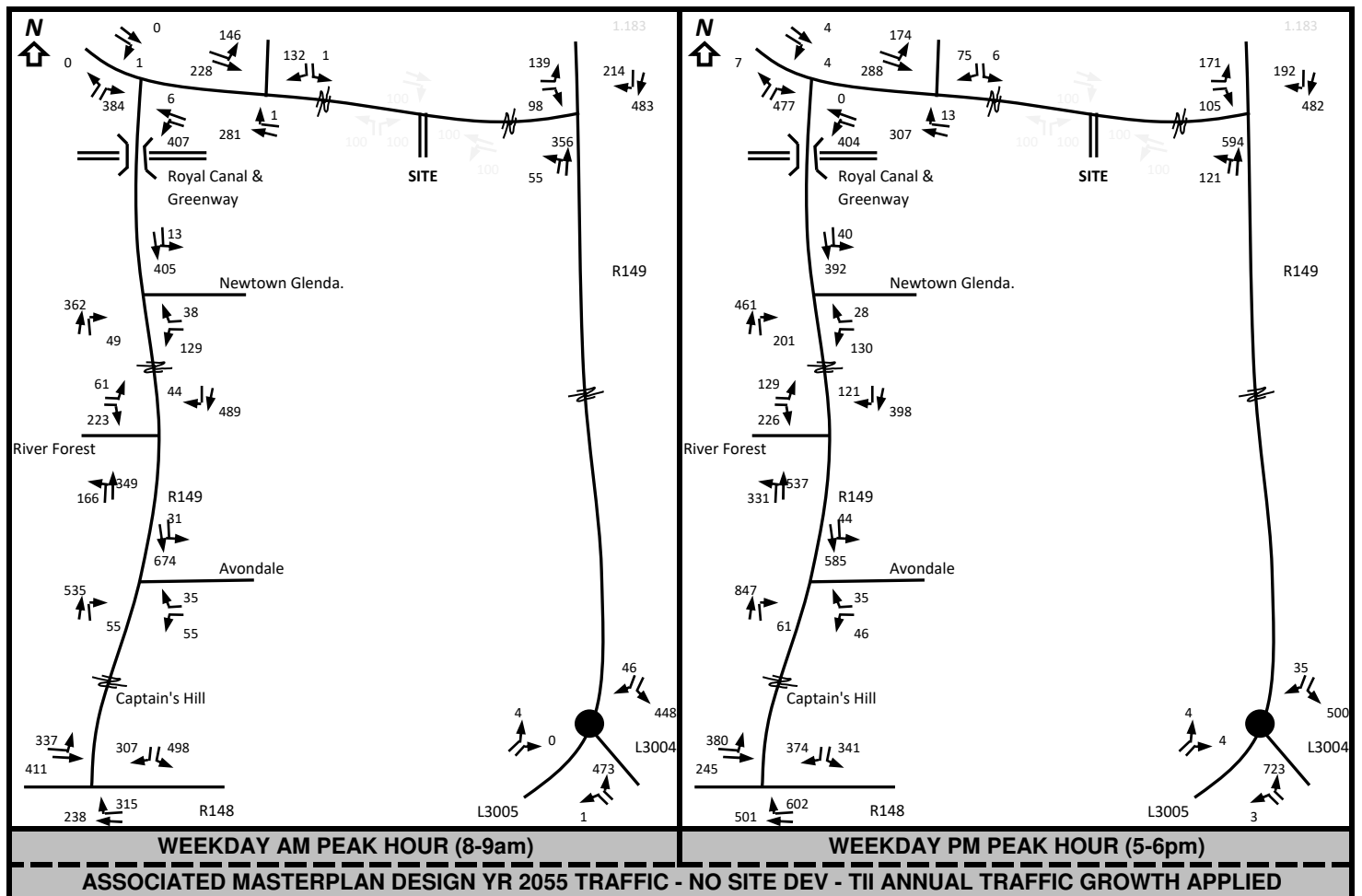
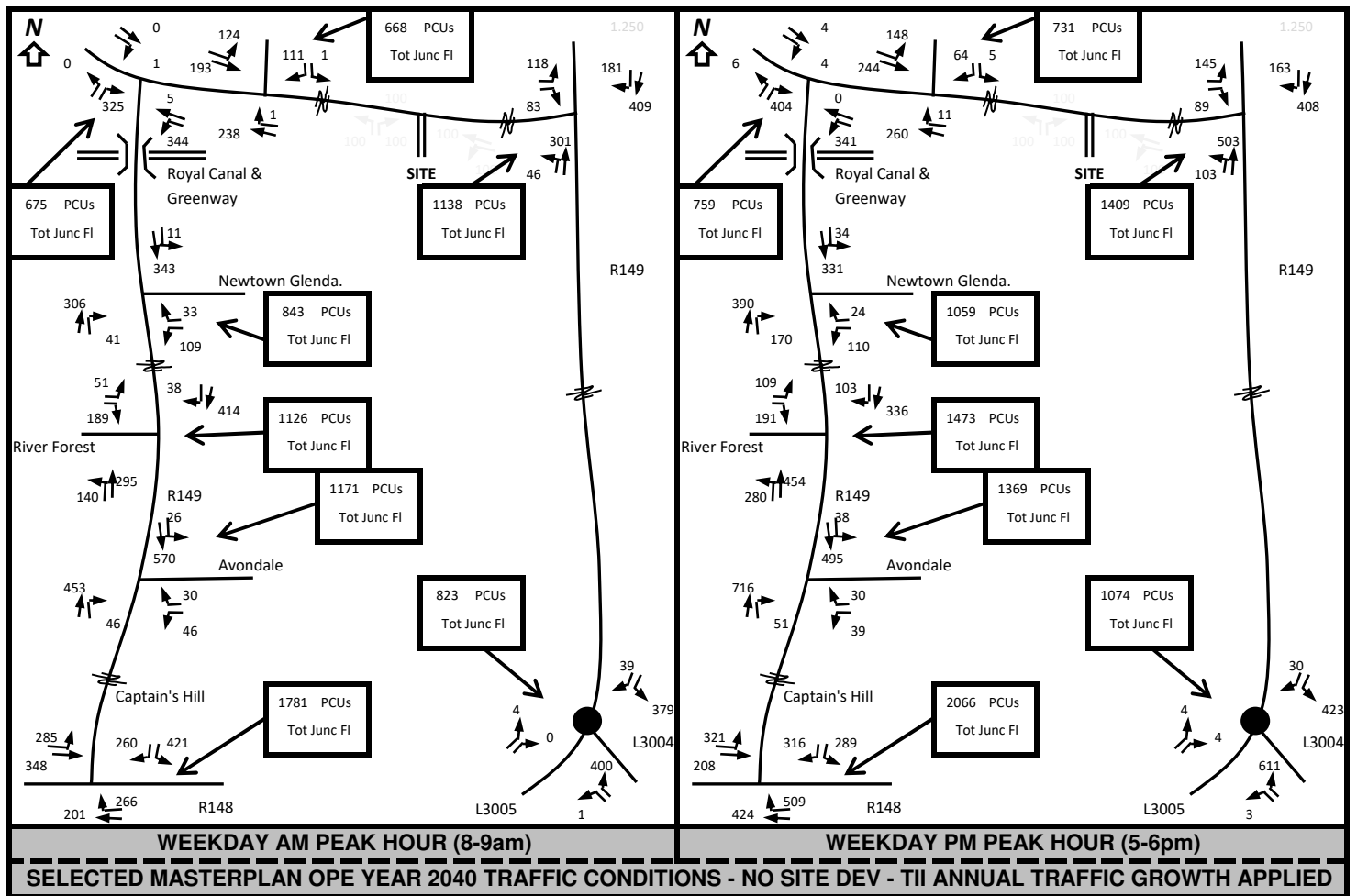


* TII PE-PAG-02017 Project Appraisal Guidelines for National Roads Unit 5.3
(Travel Demand Projections 2021, Table 6.2: Central Growth Rates: Annual Growth Factors Co Kildare)

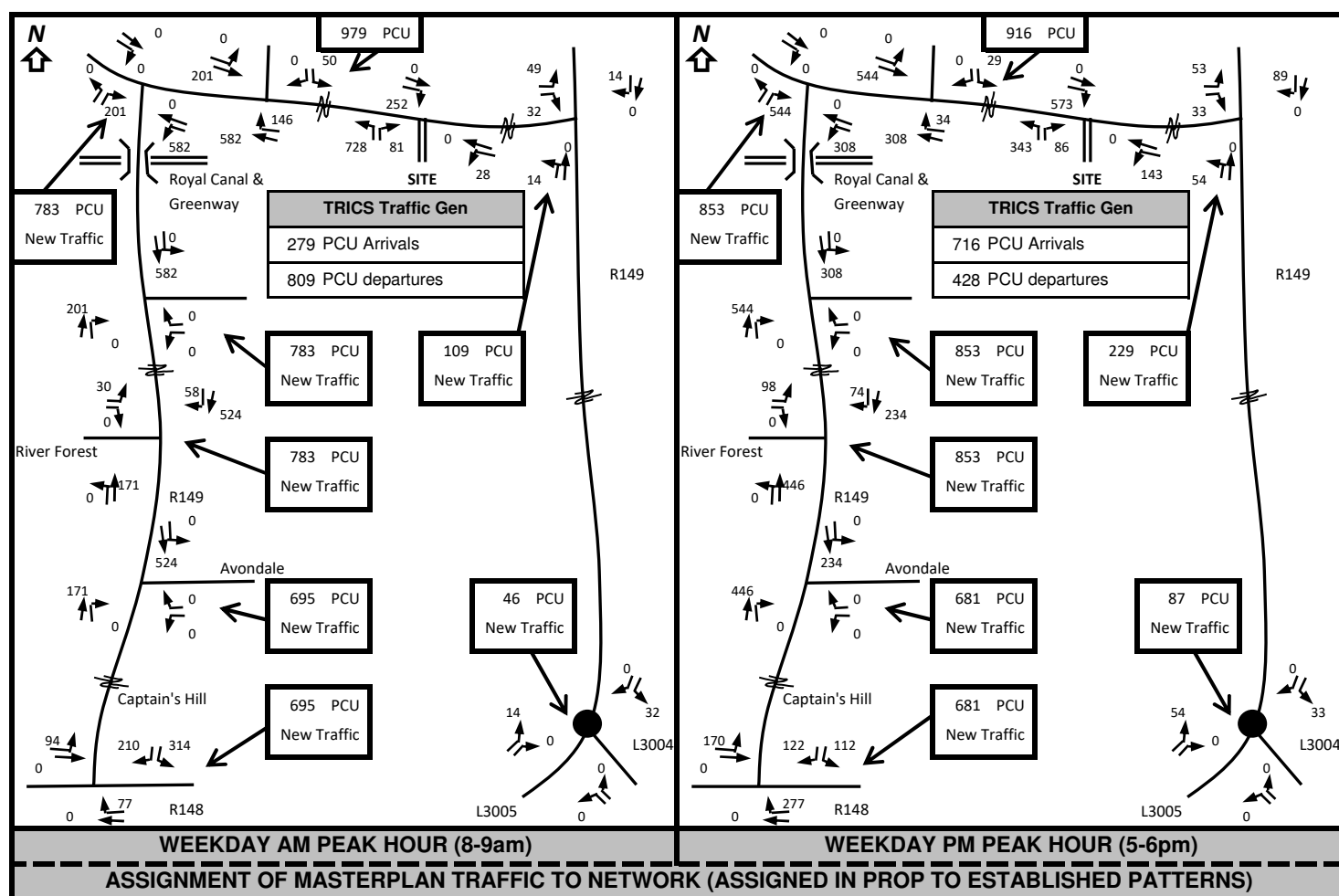
Survey to 2040 = 1.250
 2040 to 2055 = 1.183

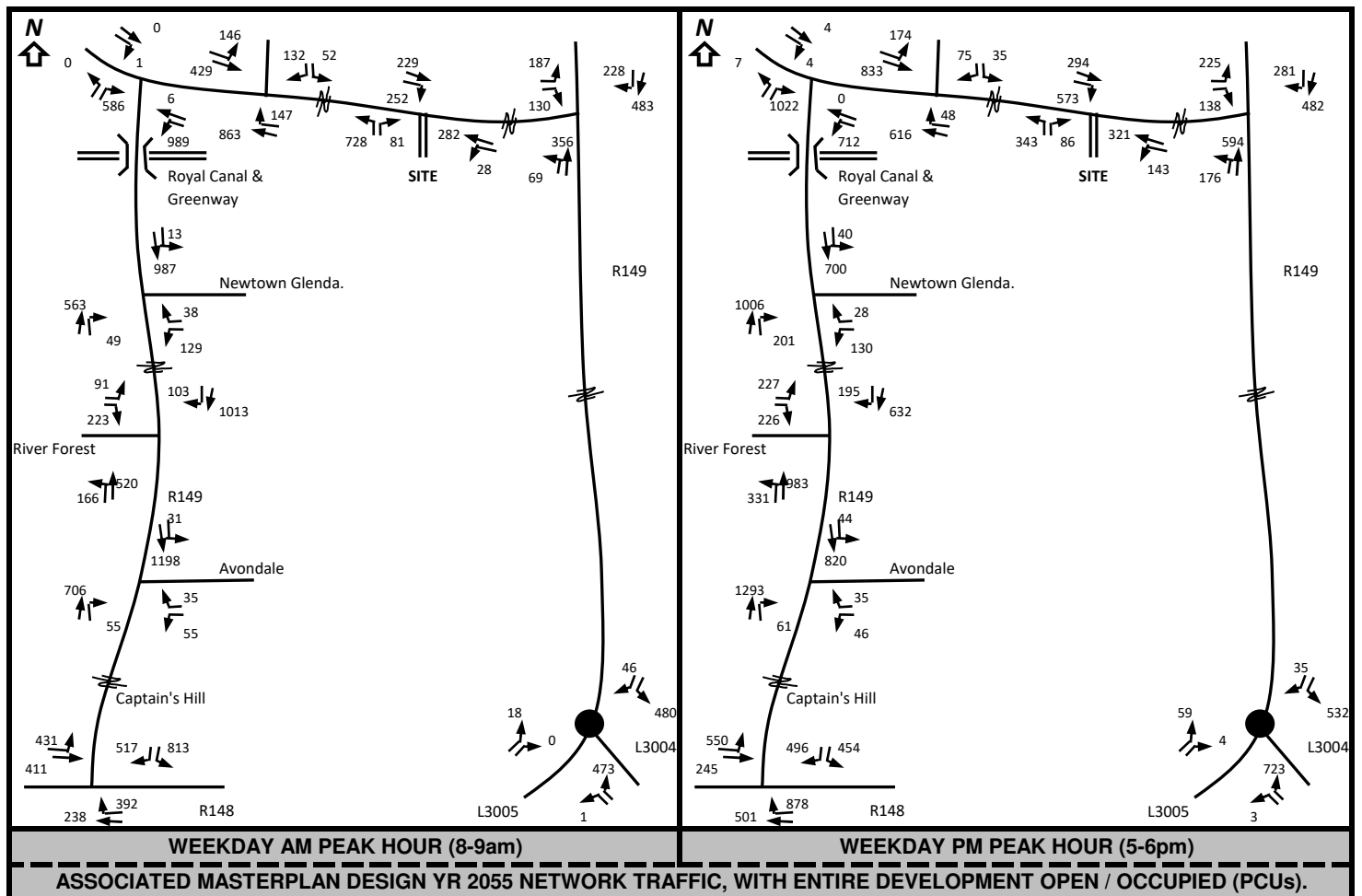
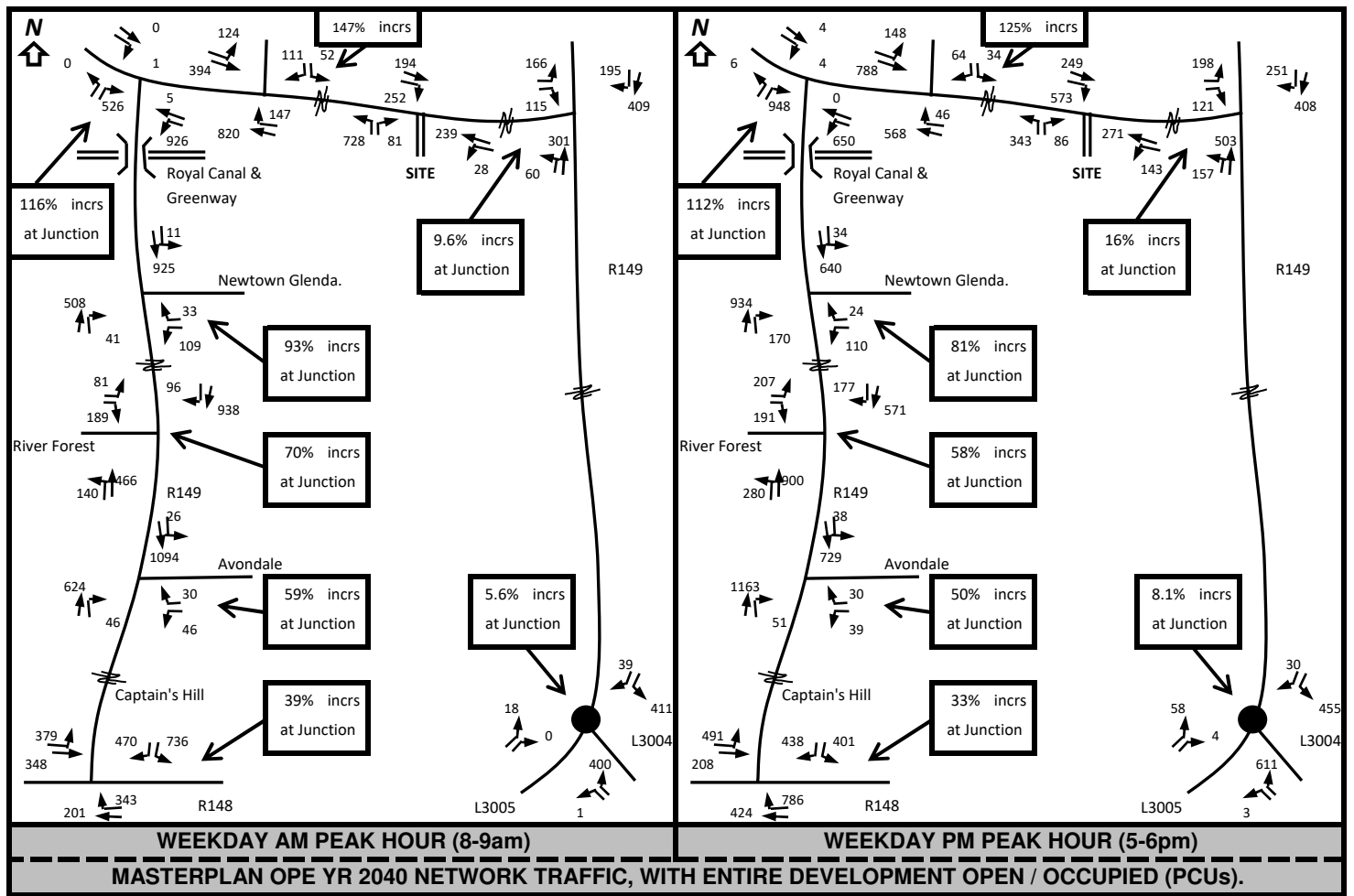
* Seasonal Base Traffic Survey Factor has also been applied





MASTERPLAN: 1,765 UNITS (Assumed 1,235 Houses + 530 Apts/Duplex)					
TRAFFIC GEN BY MASTERPLAN RESIDENTIAL HOUSES (Irish TRICS Data)					
1235 Units Resi Houses	Arrivals (PCUs)		Departures (PCUs)		Total 2-Way Traffic
	Per Unit	Dev	Per Unit	Dev	
Weekday AM 8-9AM	0.207	256	0.593	732	988
Weekday PM Peak Hr	0.525	648	0.318	393	1041
24 Hr Day (AADT)	3.364	4155	3.541	4373	8528
TRAFFIC GENERATED BY MASTERPLAN APTS/DUPLEX					
530 Units Apts / Duplex	Arrivals (PCUs)		Departures (PCUs)		Total 2-Way Traffic
	Per Unit	Dev	Per Unit	Dev	
Weekday AM 8-9AM	0.045	24	0.144	76	100
Weekday PM Peak Hr	0.127	67	0.067	36	103
24 Hr Day (AADT)	1.369	726	1.271	674	1400
TOTAL TRAFFIC GENERATED BY MASTERPLAN (SUM OF THE ABOVE)					
Period	Arrivals		Departures		Total 2-Way
Weekday AM Peak Hr	279		809		1088
Weekday PM Peak Hr	716		428		1145
24 Hr Day (AADT)	4880		5047		9926





APPENDIX F

PiCADY Capacity Model Output Data (Site Accesses)

Modelling Worst-Case Site Access Junction
(With ALL Traffic Assigned to a Single Access)
Summary PiCADY Results in Order as included herein
(Being the Robust & Worst Case)

Results With Subject Application Fully Complete & Occupied

Modelled Scenario	Period Mean Max Q (PCUs)	Period Max RFC
2030 Opening Year AM Peak	0.1	0.1
2030 Opening Year PM Peak	0.1	0.08
2045 Design Year AM Peak	0.1	0.1
2045 Design Year PM Peak	0.1	0.08

All Results Above are below the recommended guiding RFC of 0.85 (85% Capacity) during selected opening & design years and therefore no problems whatsoever are anticipated at the Junction in terms of Capacity or Predicted Vehicle Queues.

NB Any Small Changes to Selected Opening Years or Associated Design Years, or indeed significantly higher traffic volumes experienced, will clearly have no significant implications in terms of the conclusions of the Study

Junctions 9				
PICADY 9 - Priority Intersection Module				
Version: 9.5.2.1013 © Copyright TRL Limited, 2019				
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Filename: 2030 AM PM.j9

Path: C:\Users\Eoin\NRB Consulting Engineers Ltd\NRB Server - Documents\2026\26-085 Confey Leixlip\Calculations\Site Access Cap

Report generation date: 15/07/2026 14:02:53

»2030, AM

»2030, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2030										
Stream B-AC	D1	0.1	6.99	0.10	A	D2	0.1	7.14	0.06	A
Stream C-AB		0.0	6.54	0.03	A		0.1	6.81	0.08	A

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	
Location	
Site number	
Date	02/07/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	NRB-004\Eoin
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	perHour	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 segment length (min)
D1	2030	AM	ONE HOUR	07:45	09:15	15
D2	2030	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2030, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		1.02	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R149 East		Major
B	Combined Site Access		Minor
C	R149 West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00			100.0	✓	1.00

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 (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.00	60	60

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	527	0.092	0.232	0.146	0.331
B-C	662	0.097	0.245	-	-
C-B	632	0.234	0.234	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 segment length (min)
D1	2030	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	228	100.000
B		✓	54	100.000
C		✓	200	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	2	226
	B	5	0	49
	C	183	17	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	2	2
	B	1	0	1
	C	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.10	6.99	0.1	A
C-AB	0.03	6.54	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	601	0.068	40	0.1	6.483	A
C-AB	13	595	0.022	13	0.0	6.308	A
C-A	138			138			
A-B	2			2			
A-C	170			170			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	592	0.082	48	0.1	6.688	A
C-AB	15	589	0.026	15	0.0	6.406	A
C-A	164			164			
A-B	2			2			
A-C	203			203			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	580	0.103	59	0.1	6.984	A
C-AB	19	580	0.033	19	0.0	6.542	A
C-A	201			201			
A-B	2			2			
A-C	249			249			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	580	0.103	59	0.1	6.987	A
C-AB	19	580	0.033	19	0.0	6.545	A
C-A	201			201			
A-B	2			2			
A-C	249			249			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	592	0.082	49	0.1	6.693	A
C-AB	15	589	0.026	15	0.0	6.409	A
C-A	164			164			
A-B	2			2			
A-C	203			203			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	601	0.068	41	0.1	6.490	A
C-AB	13	595	0.022	13	0.0	6.311	A
C-A	138			138			
A-B	2			2			
A-C	170			170			

2030, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.84	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2030	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	266	100.000
B		✓	29	100.000
C		✓	274	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	10	256
	B	6	0	23
	C	235	39	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	2	2
	B	1	0	1
	C	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.06	7.14	0.1	A
C-AB	0.08	6.81	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	569	0.038	22	0.0	6.637	A
C-AB	30	594	0.050	30	0.1	6.500	A
C-A	176			176			
A-B	8			8			
A-C	193			193			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	558	0.047	26	0.0	6.839	A
C-AB	36	589	0.061	36	0.1	6.632	A
C-A	210			210			
A-B	9			9			
A-C	230			230			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	541	0.059	32	0.1	7.137	A
C-AB	45	584	0.076	44	0.1	6.805	A
C-A	257			257			
A-B	11			11			
A-C	282			282			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	541	0.059	32	0.1	7.137	A
C-AB	45	584	0.076	45	0.1	6.808	A
C-A	257			257			
A-B	11			11			
A-C	282			282			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	558	0.047	26	0.0	6.840	A
C-AB	36	589	0.061	36	0.1	6.634	A
C-A	210			210			
A-B	9			9			
A-C	230			230			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	569	0.038	22	0.0	6.641	A
C-AB	30	594	0.050	30	0.1	6.507	A
C-A	176			176			
A-B	8			8			
A-C	193			193			

Junctions 9				
PICADY 9 - Priority Intersection Module				
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Filename: 2045 AM PM.j9

Path: C:\Users\Eoin\NRB Consulting Engineers Ltd\NRB Server - Documents\2026\26-085 Confey Leixlip\Calculations\Site Access Cap

Report generation date: 15/07/2026 14:06:06

»2045, AM

»2045, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2045										
Stream B-AC	D1	0.1	7.16	0.10	A	D2	0.1	7.37	0.06	A
Stream C-AB		0.0	6.66	0.03	A		0.1	6.92	0.08	A

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	
Location	
Site number	
Date	02/07/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	NRB-004\Eoin
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	perHour	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 segment length (min)
D1	2045	AM	ONE HOUR	07:45	09:15	15
D2	2045	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2045, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.89	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R149 East		Major
B	Combined Site Access		Minor
C	R149 West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00			100.0	✓	1.00

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 (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.00	60	60

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	527	0.092	0.232	0.146	0.331
B-C	662	0.097	0.245	-	-
C-B	632	0.234	0.234	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 segment length (min)
D1	2045	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	271	100.000
B		✓	54	100.000
C		✓	235	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	2	269
	B	5	0	49
	C	218	17	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	2	2
	B	1	0	1
	C	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.10	7.16	0.1	A
C-AB	0.03	6.66	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	592	0.069	40	0.1	6.583	A
C-AB	13	588	0.022	13	0.0	6.384	A
C-A	164			164			
A-B	2			2			
A-C	203			203			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	582	0.083	48	0.1	6.817	A
C-AB	15	580	0.027	15	0.0	6.498	A
C-A	196			196			
A-B	2			2			
A-C	242			242			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	567	0.105	59	0.1	7.157	A
C-AB	19	571	0.033	19	0.0	6.656	A
C-A	240			240			
A-B	2			2			
A-C	296			296			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	567	0.105	59	0.1	7.160	A
C-AB	19	571	0.033	19	0.0	6.659	A
C-A	240			240			
A-B	2			2			
A-C	296			296			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	582	0.083	49	0.1	6.822	A
C-AB	15	580	0.027	15	0.0	6.501	A
C-A	196			196			
A-B	2			2			
A-C	242			242			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	592	0.069	41	0.1	6.593	A
C-AB	13	588	0.022	13	0.0	6.384	A
C-A	164			164			
A-B	2			2			
A-C	203			203			

2045, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.74	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2045	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	316	100.000
B		✓	29	100.000
C		✓	319	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	10	306
	B	6	0	23
	C	280	39	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	2	2
	B	1	0	1
	C	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.06	7.37	0.1	A
C-AB	0.08	6.92	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	558	0.039	22	0.0	6.772	A
C-AB	30	588	0.051	30	0.1	6.583	A
C-A	210			210			
A-B	8			8			
A-C	230			230			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	544	0.048	26	0.1	7.012	A
C-AB	36	582	0.062	36	0.1	6.727	A
C-A	251			251			
A-B	9			9			
A-C	275			275			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	525	0.061	32	0.1	7.373	A
C-AB	45	576	0.078	45	0.1	6.917	A
C-A	306			306			
A-B	11			11			
A-C	337			337			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	525	0.061	32	0.1	7.373	A
C-AB	45	576	0.078	45	0.1	6.917	A
C-A	306			306			
A-B	11			11			
A-C	337			337			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	544	0.048	26	0.1	7.014	A
C-AB	36	582	0.062	36	0.1	6.729	A
C-A	251			251			
A-B	9			9			
A-C	275			275			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	558	0.039	22	0.0	6.779	A
C-AB	30	588	0.051	30	0.1	6.588	A
C-A	210			210			
A-B	8			8			
A-C	230			230			

APPENDIX G

PiCADY Capacity Model Output Data (R149 / L5052 T-Junction, Opposite GAA)

Modelling of Capacity of Existing R149 / L5052 T-Junction Summary PiCADY Results in Order as included herein (Being the Robust & Worst Case)

Results With Subject Application Fully Complete & Occupied

Modelled Scenario	Period Mean Max Q (PCUs)	Period Max RFC
2030 Opening Year AM Peak	0.4	0.29
2030 Opening Year PM Peak	0.2	0.18
2045 Design Year AM Peak	0.5	0.35
2045 Design Year PM Peak	0.3	0.23

All Results Above are below the recommended guiding RFC of 0.85 (85% Capacity) during selected opening & design years and therefore no problems whatsoever are anticipated at the Junction in terms of Capacity or Predicted Vehicle Queues.

NB Any Small Changes to Selected Opening Years or Associated Design Years, or indeed significantly higher traffic volumes experienced, will clearly have no significant implications in terms of the conclusions of the Study

Junctions 9				
PICADY 9 - Priority Intersection Module				
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Filename: 2030 AM PM.j9

Path: C:\Users\Eoin\NRB Consulting Engineers Ltd\NRB Server - Documents\2026\26-085 Confey Leixlip\Calculations\R149 L5052 Cap

Report generation date: 15/07/2026 14:14:36

»2030, AM

»2030, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2030										
Stream B-AC	D1	0.4	12.10	0.29	B	D2	0.2	10.91	0.18	B
Stream C-AB		0.0	6.73	0.02	A		0.0	7.05	0.03	A

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	
Location	
Site number	
Date	02/07/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	NRB-004\Eoin
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	perHour	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 segment length (min)
D1	2030	AM	ONE HOUR	07:45	09:15	15
D2	2030	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2030, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	R149 L5052 T Junc	T-Junction	Two-way		2.02	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R149 West		Major
B	Local Road L5052 (Opp GAA)		Minor
C	R149 East		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00			100.0	✓	1.00

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 (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.00	60	60

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	527	0.092	0.232	0.146	0.331
B-C	662	0.097	0.245	-	-
C-B	632	0.234	0.234	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 segment length (min)
D1	2030	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	312	100.000
B		✓	110	100.000
C		✓	275	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	117	195
	B	105	0	5
	C	264	11	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	2	2
	B	2	0	2
	C	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.29	12.10	0.4	B
C-AB	0.02	6.73	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	83	458	0.181	82	0.2	9.730	A
C-AB	8	580	0.014	8	0.0	6.422	A
C-A	199			199			
A-B	88			88			
A-C	147			147			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	99	444	0.223	99	0.3	10.609	B
C-AB	10	571	0.017	10	0.0	6.548	A
C-A	237			237			
A-B	105			105			
A-C	175			175			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	121	424	0.285	121	0.4	12.067	B
C-AB	12	558	0.022	12	0.0	6.723	A
C-A	291			291			
A-B	129			129			
A-C	215			215			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	121	424	0.285	121	0.4	12.103	B
C-AB	12	558	0.022	12	0.0	6.726	A
C-A	291			291			
A-B	129			129			
A-C	215			215			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	99	444	0.223	99	0.3	10.659	B
C-AB	10	571	0.017	10	0.0	6.548	A
C-A	237			237			
A-B	105			105			
A-C	175			175			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	83	458	0.181	83	0.2	9.789	A
C-AB	8	580	0.014	8	0.0	6.425	A
C-A	199			199			
A-B	88			88			
A-C	147			147			

2030, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	R149 L5052 T Junc	T-Junction	Two-way		1.10	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2030	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	406	100.000
B		✓	67	100.000
C		✓	279	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	139	267
	B	60	0	7
	C	266	13	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	2	2
	B	2	0	2
	C	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.18	10.91	0.2	B
C-AB	0.03	7.05	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	451	0.112	50	0.1	9.146	A
C-AB	10	564	0.017	10	0.0	6.624	A
C-A	200			200			
A-B	105			105			
A-C	201			201			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	60	434	0.139	60	0.2	9.815	A
C-AB	12	552	0.021	12	0.0	6.797	A
C-A	239			239			
A-B	125			125			
A-C	240			240			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	410	0.180	74	0.2	10.895	B
C-AB	15	536	0.027	15	0.0	7.044	A
C-A	293			293			
A-B	153			153			
A-C	294			294			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	410	0.180	74	0.2	10.910	B
C-AB	15	536	0.027	15	0.0	7.047	A
C-A	293			293			
A-B	153			153			
A-C	294			294			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	60	434	0.139	60	0.2	9.838	A
C-AB	12	552	0.021	12	0.0	6.798	A
C-A	239			239			
A-B	125			125			
A-C	240			240			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	451	0.112	51	0.1	9.175	A
C-AB	10	564	0.017	10	0.0	6.627	A
C-A	200			200			
A-B	105			105			
A-C	201			201			

Junctions 9				
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Filename: 2045 AM PM.j9

Path: C:\Users\Eoin\NRB Consulting Engineers Ltd\NRB Server - Documents\2026\26-085 Confey Leixlip\Calculations\R149 L5052 Cap

Report generation date: 15/07/2026 14:18:55

»2045, AM

»2045, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2045										
Stream B-AC	D1	0.5	13.99	0.35	B	D2	0.3	12.27	0.23	B
Stream C-AB		0.0	6.89	0.02	A		0.0	7.29	0.03	A

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	
Location	
Site number	
Date	02/07/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	NRB-004\Eoin
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	perHour	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 segment length (min)
D1	2045	AM	ONE HOUR	07:45	09:15	15
D2	2045	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2045, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	R149 L5052 T Junc	T-Junction	Two-way		2.32	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R149 West		Major
B	Local Road L5052 (Opp GAA)		Minor
C	R149 East		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00			100.0	✓	1.00

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 (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.00	60	60

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	527	0.092	0.232	0.146	0.331
B-C	662	0.097	0.245	-	-
C-B	632	0.234	0.234	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 segment length (min)
D1	2045	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	369	100.000
B		✓	130	100.000
C		✓	318	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	139	230
	B	125	0	5
	C	307	11	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	2	2
	B	2	0	2
	C	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.35	13.99	0.5	B
C-AB	0.02	6.89	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	98	445	0.220	97	0.3	10.501	B
C-AB	8	570	0.015	8	0.0	6.531	A
C-A	231			231			
A-B	105			105			
A-C	173			173			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	117	429	0.273	116	0.4	11.749	B
C-AB	10	560	0.018	10	0.0	6.681	A
C-A	276			276			
A-B	125			125			
A-C	207			207			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	143	406	0.353	142	0.5	13.919	B
C-AB	12	545	0.023	12	0.0	6.892	A
C-A	338			338			
A-B	153			153			
A-C	253			253			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	143	406	0.353	143	0.5	13.988	B
C-AB	12	545	0.023	12	0.0	6.892	A
C-A	338			338			
A-B	153			153			
A-C	253			253			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	117	429	0.273	118	0.4	11.826	B
C-AB	10	560	0.018	10	0.0	6.684	A
C-A	276			276			
A-B	125			125			
A-C	207			207			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	98	445	0.220	98	0.3	10.592	B
C-AB	8	570	0.015	8	0.0	6.534	A
C-A	231			231			
A-B	105			105			
A-C	173			173			

2045, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	R149 L5052 T Junc	T-Junction	Two-way		1.23	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2045	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	478	100.000
B		✓	80	100.000
C		✓	329	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	166	312
	B	72	0	8
	C	314	15	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	2	2
	B	2	0	2
	C	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.23	12.27	0.3	B
C-AB	0.03	7.29	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	60	435	0.138	60	0.2	9.763	A
C-AB	11	553	0.021	11	0.0	6.780	A
C-A	236			236			
A-B	125			125			
A-C	235			235			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	415	0.173	72	0.2	10.688	B
C-AB	14	539	0.025	14	0.0	6.989	A
C-A	282			282			
A-B	149			149			
A-C	280			280			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	88	387	0.227	88	0.3	12.248	B
C-AB	17	521	0.032	17	0.0	7.288	A
C-A	345			345			
A-B	183			183			
A-C	344			344			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	88	387	0.227	88	0.3	12.274	B
C-AB	17	521	0.032	17	0.0	7.288	A
C-A	345			345			
A-B	183			183			
A-C	344			344			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	415	0.173	72	0.2	10.723	B
C-AB	14	539	0.025	14	0.0	6.990	A
C-A	282			282			
A-B	149			149			
A-C	280			280			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	60	435	0.138	60	0.2	9.807	A
C-AB	11	553	0.021	11	0.0	6.784	A
C-A	236			236			
A-B	125			125			
A-C	235			235			

APPENDIX H

PiCADY Capacity Model Output Data (R149 / L5051 T-Junction, To/From Leixlip)

Modelling of Capacity of Existing R149 / L5051 T-Junction Summary PiCADY Results in Order as included herein (Being the Robust & Worst Case)

Results With Subject Application Fully Complete & Occupied

Modelled Scenario	Period Mean Max Q (PCUs)	Period Max RFC
2030 Opening Year AM Peak	2.2	0.69
2030 Opening Year PM Peak	7	0.9
2045 Design Year AM Peak	4.3	0.83
2045 Design Year PM Peak	28	1.07

The Results Above Show that the Junction is currently operating above the recommended guiding RFC of 0.85 (85% Capacity) during selected opening & design years. This is due to the high quantity of northbound right turners, and the inadequate Junction Geometry. It is clear that intervention may be required to improve operational performance here, with or without the subject scheme.

Junctions 9				
PICADY 9 - Priority Intersection Module				
Version: 9.5.2.1013 © Copyright TRL Limited, 2019				
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Filename: 2030 AM PM.j9

Path: C:\Users\Eoin\NRB Consulting Engineers Ltd\NRB Server - Documents\2026\26-085 Confey Leixlip\Calculations\R149 L1015 T Jun

Report generation date: 15/07/2026 14:49:00

»2030, AM

»2030, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2030										
Stream B-C	D1	0.0	7.04	0.02	A	D2	0.0	7.58	0.01	A
Stream B-A		2.2	22.74	0.69	C		7.0	58.56	0.90	F
Stream C-AB		0.0	0.00	0.00	A		0.0	6.81	0.01	A

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	
Location	
Site number	
Date	02/07/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	NRB-004\Eoin
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	perHour	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 segment length (min)
D1	2030	AM	ONE HOUR	07:45	09:15	15
D2	2030	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2030, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Capts Hill L1015 T Junc	T-Junction	Two-way		10.53	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R149 East		Major
B	R149 Capts Hill		Minor
C	L1015 West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00			100.0	✓	1.00

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	Two lanes	3.00	3.00	90	90

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	552	0.096	0.243	0.153	0.347
B-C	681	0.100	0.252	-	-
C-B	632	0.234	0.234	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 segment length (min)
D1	2030	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	369	100.000
B		✓	330	100.000
C		✓	1	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	364	5
	B	321	0	9
	C	0	1	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	1	1
	B	1	0	1
	C	1	1	1

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	7.04	0.0	A
B-A	0.69	22.74	2.2	C
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	577	0.012	7	0.0	6.373	A
B-A	242	525	0.460	238	0.8	12.548	B
C-AB	0	1134	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	274			274			
A-C	4			4			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	556	0.015	8	0.0	6.635	A
B-A	289	520	0.555	287	1.2	15.528	C
C-AB	0	1108	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	327			327			
A-C	4			4			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	527	0.019	10	0.0	7.024	A
B-A	353	512	0.690	350	2.1	21.906	C
C-AB	0	1073	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	401			401			
A-C	6			6			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	526	0.019	10	0.0	7.039	A
B-A	353	512	0.690	353	2.2	22.737	C
C-AB	0	1073	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	401			401			
A-C	6			6			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	554	0.015	8	0.0	6.656	A
B-A	289	520	0.555	292	1.3	16.207	C
C-AB	0	1108	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	327			327			
A-C	4			4			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	576	0.012	7	0.0	6.391	A
B-A	242	525	0.460	243	0.9	12.994	B
C-AB	0	1134	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	274			274			
A-C	4			4			

2030, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Capts Hill L1015 T Junc	T-Junction	Two-way		31.71	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2030	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	343	100.000
B		✓	425	100.000
C		✓	8	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	343	0
	B	419	0	6
	C	4	4	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	2	2
	B	2	0	2
	C	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.01	7.58	0.0	A
B-A	0.90	58.56	7.0	F
C-AB	0.01	6.81	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	557	0.008	4	0.0	6.650	A
B-A	315	526	0.600	310	1.5	16.572	C
C-AB	3	571	0.005	3	0.0	6.459	A
C-A	3			3			
A-B	258			258			
A-C	0			0			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	530	0.010	5	0.0	6.992	A
B-A	377	521	0.723	373	2.4	24.138	C
C-AB	4	560	0.006	4	0.0	6.602	A
C-A	4			4			
A-B	308			308			
A-C	0			0			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	495	0.013	7	0.0	7.510	A
B-A	461	514	0.898	447	6.0	46.975	E
C-AB	4	543	0.008	4	0.0	6.810	A
C-A	4			4			
A-B	378			378			
A-C	0			0			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	491	0.013	7	0.0	7.579	A
B-A	461	514	0.898	458	7.0	58.556	F
C-AB	4	543	0.008	4	0.0	6.810	A
C-A	4			4			
A-B	378			378			
A-C	0			0			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	524	0.010	5	0.0	7.088	A
B-A	377	521	0.723	393	2.9	31.498	D
C-AB	4	560	0.006	4	0.0	6.605	A
C-A	4			4			
A-B	308			308			
A-C	0			0			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	553	0.008	5	0.0	6.694	A
B-A	315	526	0.600	321	1.6	18.335	C
C-AB	3	571	0.005	3	0.0	6.459	A
C-A	3			3			
A-B	258			258			
A-C	0			0			

Junctions 9				
PICADY 9 - Priority Intersection Module				
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Filename: 2045 AM PM.j9

Path: C:\Users\Eoin\NRB Consulting Engineers Ltd\NRB Server - Documents\2026\26-085 Confey Leixlip\Calculations\R149 L1015 T Jun

Report generation date: 15/07/2026 14:52:54

»2045, AM

»2045, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2045										
Stream B-C	D1	0.0	7.47	0.02	A	D2	0.0	7.82	0.02	A
Stream B-A		4.3	39.71	0.83	E		28.2	182.48	1.07	F
Stream C-AB		0.0	0.00	0.00	A		0.0	7.02	0.01	A

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	
Location	
Site number	
Date	02/07/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	NRB-004\Eoin
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	perHour	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 segment length (min)
D1	2045	AM	ONE HOUR	07:45	09:15	15
D2	2045	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2045, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Capts Hill L1015 T Junc	T-Junction	Two-way		18.46	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R149 East		Major
B	R149 Capts Hill		Minor
C	L1015 West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00			100.0	✓	1.00

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	Two lanes	3.00	3.00	90	90

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	552	0.096	0.243	0.153	0.347
B-C	681	0.100	0.252	-	-
C-B	632	0.234	0.234	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 segment length (min)
D1	2045	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	432	100.000
B		✓	389	100.000
C		✓	1	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	426	6
	B	380	0	9
	C	0	1	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	1	1
	B	1	0	1
	C	1	1	1

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	7.47	0.0	A
B-A	0.83	39.71	4.3	E
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	558	0.012	7	0.0	6.590	A
B-A	286	520	0.550	281	1.2	14.943	B
C-AB	0	1111	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	321			321			
A-C	5			5			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	533	0.015	8	0.0	6.925	A
B-A	342	514	0.665	339	1.9	20.412	C
C-AB	0	1082	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	383			383			
A-C	5			5			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	499	0.020	10	0.0	7.433	A
B-A	418	505	0.828	410	4.0	35.160	E
C-AB	0	1041	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	469			469			
A-C	7			7			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	496	0.020	10	0.0	7.474	A
B-A	418	505	0.828	417	4.3	39.710	E
C-AB	0	1041	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	469			469			
A-C	7			7			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	529	0.015	8	0.0	6.978	A
B-A	342	514	0.665	350	2.1	23.280	C
C-AB	0	1082	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	383			383			
A-C	5			5			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	556	0.012	7	0.0	6.622	A
B-A	286	520	0.550	289	1.3	15.981	C
C-AB	0	1111	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	321			321			
A-C	5			5			

2045, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Capts Hill L1015 T Junc	T-Junction	Two-way		98.53	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2045	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	405	100.000
B		✓	499	100.000
C		✓	8	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	405	0
	B	492	0	7
	C	4	4	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	2	2
	B	2	0	2
	C	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	7.82	0.0	A
B-A	1.07	182.48	28.2	F
C-AB	0.01	7.02	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	535	0.010	5	0.0	6.935	A
B-A	370	521	0.710	361	2.3	21.847	C
C-AB	3	560	0.005	3	0.0	6.585	A
C-A	3			3			
A-B	305			305			
A-C	0			0			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	503	0.013	6	0.0	7.389	A
B-A	442	515	0.858	432	4.8	39.857	E
C-AB	4	547	0.007	4	0.0	6.761	A
C-A	4			4			
A-B	364			364			
A-C	0			0			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	477	0.016	8	0.0	7.823	A
B-A	542	507	1.068	489	17.9	103.514	F
C-AB	4	527	0.008	4	0.0	7.018	A
C-A	4			4			
A-B	446			446			
A-C	0			0			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	477	0.016	8	0.0	7.823	A
B-A	542	507	1.068	501	28.2	182.478	F
C-AB	4	527	0.008	4	0.0	7.018	A
C-A	4			4			
A-B	446			446			
A-C	0			0			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	483	0.013	6	0.0	7.699	A
B-A	442	515	0.858	497	14.4	160.245	F
C-AB	4	547	0.007	4	0.0	6.763	A
C-A	4			4			
A-B	364			364			
A-C	0			0			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	517	0.010	5	0.0	7.182	A
B-A	370	521	0.711	417	2.8	45.743	E
C-AB	3	560	0.005	3	0.0	6.588	A
C-A	3			3			
A-B	305			305			
A-C	0			0			

APPENDIX I

PiCADY Capacity Model Output Data (R149 / Glendale T-Junction, Residential Estate)

Modelling of Capacity of Existing R149 / Glendale T-Junction Summary PiCADY Results in Order as included herein (Being the Robust & Worst Case)

Results With Subject Application Fully Complete & Occupied

Modelled Scenario	Period Mean Max Q (PCUs)	Period Max RFC
2030 Opening Year AM Peak	0.4	0.28
2030 Opening Year PM Peak	0.6	0.33
2045 Design Year AM Peak	0.5	0.35
2045 Design Year PM Peak	1.0	0.41

All Results Above are below the recommended guiding RFC of 0.85 (85% Capacity) during selected opening & design years and therefore no problems whatsoever are anticipated at the Junction in terms of Capacity or Predicted Vehicle Queues.

NB Any Small Changes to Selected Opening Years or Associated Design Years, or indeed significantly higher traffic volumes experienced, will clearly have no significant implications in terms of the conclusions of the Study

Junctions 9				
PICADY 9 - Priority Intersection Module				
Version: 9.5.2.1013 © Copyright TRL Limited, 2019				
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Filename: 2030 AM PM.j9

Path: C:\Users\Eoin\NRB Consulting Engineers Ltd\NRB Server - Documents\2026\26-085 Confey Leixlip\Calculations\R149 Newtown Glendale

Report generation date: 15/07/2026 15:14:09

»2030, AM

»2030, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2030										
Stream B-AC	D1	0.4	9.67	0.28	A	D2	0.4	9.57	0.27	A
Stream C-AB		0.1	7.08	0.08	A		0.6	7.98	0.33	A

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	
Location	
Site number	
Date	02/07/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	NRB-004\Eoin
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	perHour	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 segment length (min)
D1	2030	AM	ONE HOUR	07:45	09:15	15
D2	2030	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2030, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	R149 Ntwn Glendale	T-Junction	Two-way		1.86	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R149 Nth		Major
B	Newtown Glendale		Minor
C	R149 Sth		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00			100.0	✓	1.00

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 (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.50	60	60

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	553	0.096	0.244	0.153	0.348
B-C	695	0.102	0.258	-	-
C-B	632	0.234	0.234	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 segment length (min)
D1	2030	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	374	100.000
B		✓	134	100.000
C		✓	342	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	11	363
	B	31	0	103
	C	303	39	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	2	2
	B	2	0	2
	C	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.28	9.67	0.4	A
C-AB	0.08	7.08	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	101	569	0.177	100	0.2	7.816	A
C-AB	30	578	0.052	30	0.1	6.687	A
C-A	227			227			
A-B	8			8			
A-C	273			273			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	120	552	0.218	120	0.3	8.507	A
C-AB	36	571	0.063	36	0.1	6.860	A
C-A	271			271			
A-B	10			10			
A-C	326			326			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	148	527	0.280	147	0.4	9.653	A
C-AB	45	564	0.080	45	0.1	7.082	A
C-A	331			331			
A-B	12			12			
A-C	400			400			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	148	527	0.280	148	0.4	9.671	A
C-AB	45	564	0.080	45	0.1	7.083	A
C-A	331			331			
A-B	12			12			
A-C	400			400			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	120	552	0.218	121	0.3	8.536	A
C-AB	36	571	0.063	36	0.1	6.865	A
C-A	271			271			
A-B	10			10			
A-C	326			326			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	101	569	0.177	101	0.2	7.855	A
C-AB	30	578	0.052	30	0.1	6.698	A
C-A	227			227			
A-B	8			8			
A-C	273			273			

2030, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	R149 Ntwn Glendale	T-Junction	Two-way		2.60	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2030	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	366	100.000
B		✓	126	100.000
C		✓	567	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	32	334
	B	22	0	104
	C	406	161	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	2	2
	B	2	0	2
	C	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.27	9.57	0.4	A
C-AB	0.33	7.98	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	95	571	0.166	94	0.2	7.684	A
C-AB	136	635	0.214	134	0.3	7.325	A
C-A	291			291			
A-B	24			24			
A-C	251			251			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	113	551	0.205	113	0.3	8.376	A
C-AB	170	653	0.261	170	0.4	7.605	A
C-A	339			339			
A-B	29			29			
A-C	300			300			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	139	523	0.265	138	0.4	9.544	A
C-AB	227	688	0.330	226	0.6	7.950	A
C-A	397			397			
A-B	35			35			
A-C	368			368			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	139	522	0.266	139	0.4	9.567	A
C-AB	227	688	0.330	227	0.6	7.979	A
C-A	397			397			
A-B	35			35			
A-C	368			368			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	113	551	0.206	114	0.3	8.404	A
C-AB	170	653	0.261	171	0.4	7.645	A
C-A	339			339			
A-B	29			29			
A-C	300			300			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	95	571	0.166	95	0.2	7.722	A
C-AB	136	635	0.214	136	0.3	7.377	A
C-A	291			291			
A-B	24			24			
A-C	251			251			

Junctions 9									
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Filename: 2045 AM PM.j9

Path: C:\Users\Eoin\NRB Consulting Engineers Ltd\NRB Server - Documents\2026\26-085 Confey Leixlip\Calculations\R149 Newtown Glendale

Report generation date: 15/07/2026 15:25:42

»2045, AM

»2045, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2045										
Stream B-AC	D1	0.5	11.21	0.35	B	D2	0.5	11.32	0.34	B
Stream C-AB		0.1	7.28	0.10	A		1.0	8.43	0.41	A

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	
Location	
Site number	
Date	02/07/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	NRB-004\Eoin
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	perHour	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 segment length (min)
D1	2045	AM	ONE HOUR	07:45	09:15	15
D2	2045	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2045, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	R149 Ntwn Glendale	T-Junction	Two-way		2.14	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R149 Nth		Major
B	Newtown Glendale		Minor
C	R149 Sth		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00			100.0	✓	1.00

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 (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.50	60	60

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	553	0.096	0.244	0.153	0.348
B-C	695	0.102	0.258	-	-
C-B	632	0.234	0.234	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 segment length (min)
D1	2045	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	438	100.000
B		✓	160	100.000
C		✓	405	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	13	425
	B	37	0	123
	C	359	46	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	2	2
	B	2	0	2
	C	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.35	11.21	0.5	B
C-AB	0.10	7.28	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	120	553	0.218	119	0.3	8.435	A
C-AB	36	572	0.062	35	0.1	6.835	A
C-A	269			269			
A-B	10			10			
A-C	320			320			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	144	533	0.270	143	0.4	9.423	A
C-AB	43	566	0.077	43	0.1	7.029	A
C-A	321			321			
A-B	12			12			
A-C	382			382			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	176	504	0.350	175	0.5	11.162	B
C-AB	55	559	0.098	54	0.1	7.274	A
C-A	391			391			
A-B	14			14			
A-C	468			468			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	176	504	0.350	176	0.5	11.207	B
C-AB	55	559	0.098	55	0.1	7.277	A
C-A	391			391			
A-B	14			14			
A-C	468			468			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	144	533	0.270	144	0.4	9.473	A
C-AB	43	566	0.077	43	0.1	7.035	A
C-A	321			321			
A-B	12			12			
A-C	382			382			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	120	553	0.218	121	0.3	8.495	A
C-AB	36	572	0.062	36	0.1	6.845	A
C-A	269			269			
A-B	10			10			
A-C	320			320			

2045, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	R149 Ntwn Glendale	T-Junction	Two-way		3.04	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2045	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	432	100.000
B		✓	151	100.000
C		✓	668	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	38	394
	B	27	0	124
	C	476	192	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	2	2
	B	2	0	2
	C	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.34	11.32	0.5	B
C-AB	0.41	8.43	1.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	114	551	0.206	113	0.3	8.349	A
C-AB	169	651	0.260	168	0.4	7.575	A
C-A	333			333			
A-B	29			29			
A-C	297			297			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	136	527	0.258	135	0.3	9.372	A
C-AB	217	681	0.319	216	0.6	7.915	A
C-A	383			383			
A-B	34			34			
A-C	354			354			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	166	491	0.339	166	0.5	11.270	B
C-AB	299	737	0.406	298	1.0	8.370	A
C-A	436			436			
A-B	42			42			
A-C	434			434			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	166	491	0.339	166	0.5	11.319	B
C-AB	299	737	0.406	299	1.0	8.425	A
C-A	436			436			
A-B	42			42			
A-C	434			434			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	136	527	0.258	136	0.4	9.427	A
C-AB	217	681	0.319	219	0.6	7.991	A
C-A	383			383			
A-B	34			34			
A-C	354			354			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	114	551	0.206	114	0.3	8.409	A
C-AB	169	651	0.260	170	0.4	7.652	A
C-A	333			333			
A-B	29			29			
A-C	297			297			

APPENDIX J

DMURS Statement of Consistency Report

consulting
engineers

NRB

**DMURS Design
Compliance Statement
Technical Note
*Appendix J***

For

**Proposed Residential
Apartment Development.**

at

***Confey, Leixlip,
Co Kildare.***

FINAL ISSUE

1.0 INTRODUCTION

- 1.1 It is NRB's opinion that the proposed large scale residential development is consistent with both the principles and guidance outlined within the *Design Manual for Urban Roads and Streets* (DMURS) 2019. The scheme proposals are the outcome of an integrated design approach by the entire Design Team, to address the integration of the residential development into this area. This approach sought to implement a sustainable community connected by well-designed links, layout and accesses - which combined deliver attractive, convenient and safe access in addition to promoting modal shift and viable alternatives to car based journeys.
- 1.2 The following section discusses design features which are incorporated within the proposed residential scheme with the objective of delivering a design that is consistent with the principles of DMURS.

2.0 DESIGN ATTRIBUTES

- 2.1 The proposed layout strategy seeks to maximise connectivity between key local destinations through the provision of a high level of **permeability and legibility** for all journeys, particularly for sustainable forms of travel (cycling and walking). The proposed apartment development delivers greater mode & route choices along direct, attractive and safe linkages to local amenities, public transport and schools/service destinations.
- 2.2 High Quality Connections link the development and the local roads and public transport services as set out in the preliminary Travel Plan. The external perimeter setting itself been designed to deliver a hierarchy which provides safe access within / across the proposed new residential community. The external perimeter design serves to link the site & community with the established and proposed local network. Safe well -designed routes are provided for pedestrians and for cyclists, with easy access to Leixlip, onto the Greenway and then onwards to and from Dublin Suburbs and City Centre.
- 2.3 As part of the development, the movement function is designed to respect the different levels of motorised traffic whilst optimising access to/from alternative transport and catering for higher number of pedestrians & cyclists. In parallel, the adopted design philosophy has sought to consider the context / place status of the scheme in terms of level of connectivity provided, the quality of the proposed design, the level of pedestrian / cyclists activity and vulnerable users requirements, whilst also identifying appropriate

'transition' solutions particularly internally and at the main intersections leading to the R149 and to the Greenway.

2.4 The layout of the proposed development seeks to maximise permeability and enhances legibility, and the design of appropriately sized blocks actively contributes to a highly permeable and accessible community for both pedestrians and cyclists.

2.5 The proposed layout seeks to successfully create an appropriate balance between the functional requirements of different network users whilst enhancing the 'sense of place'. Design attributes of the proposed layout which contribute to achieving this **DMURS objective** include:

- a) Internal traffic calmed shared streets and dedicated facilities linking to the external street network,
- b) With the landscaped plans for the site it offers a well-connected and permeable network to link to the footpaths and cycle networks serving and passing the site.
- c) The main access road is proposed as a narrow single carriageway, with a single lane approach to the feeder road, to help reduce vehicle speeds.
- d) Vehicular traffic internally will be directed immediately to the mobility hub and the allocated car parking areas,
- e) Footpaths no less than 1.8m (generally 2.0m or wider) will be provided throughout the scheme with connections and tie-ins to existing external pedestrian networks.
- f) The design deliberately seeks to specify minimal signage and line markings on the internal layout, with such treatments used sensitively throughout and predominately at key nodes and 'transition' areas.
- g) Appropriate clear unobstructed visibility splays, as per DMURS requirements, are provided at the site access junctions to the external road network, and internally within the site.

- h) Well designed and frequent pedestrian crossing facilities will be provided along key travel desire lines throughout the scheme, consistent with DMURS, with flush kerbing provided throughout.
- i) With the objective of encouraging low vehicle speeds and maximising pedestrian safety and convenience, corner radii will be 3m where swept path analysis permits and are further reduced radii where feasible in line with DMURS guidance.
- j) In the event of any upstand kerbs are required, heights will be typically 60mm in accordance with the objectives of DMURS.
- k) Within the development, as required, cyclists will share the carriageway with other street users as per the Cycle Design Manual Guidance for such situations and best practice for residential streets of this nature.
- l) Any required street signage and road markings will be in accordance with the Department of Transport Traffic Signs Manual, and the location and form will be agreed in advance with KCC.