

M7 Naas to Newbridge Bypass Upgrade Scheme

Brief of Evidence to An Bord Pleanála

By Kildare County Council
National Roads Office
and
Roughan & O'Donovan – AECOM Alliance
Consulting Engineers

Introduction

Philip Shiels

- **Position** Principal Consultant, AECOM
- **Qualifications** BEng(Hons) Dip Eng CEng MIEI
- **Experience** 8 years in traffic, transportation and economic analysis, including roles as appraisal team leader for:
 - N5 Westport to Turlough Road Project
 - N3 Butlers Bridge to Belturbet
 - Limerick Northern Distributor Road

Existing Conditions

Level of Service

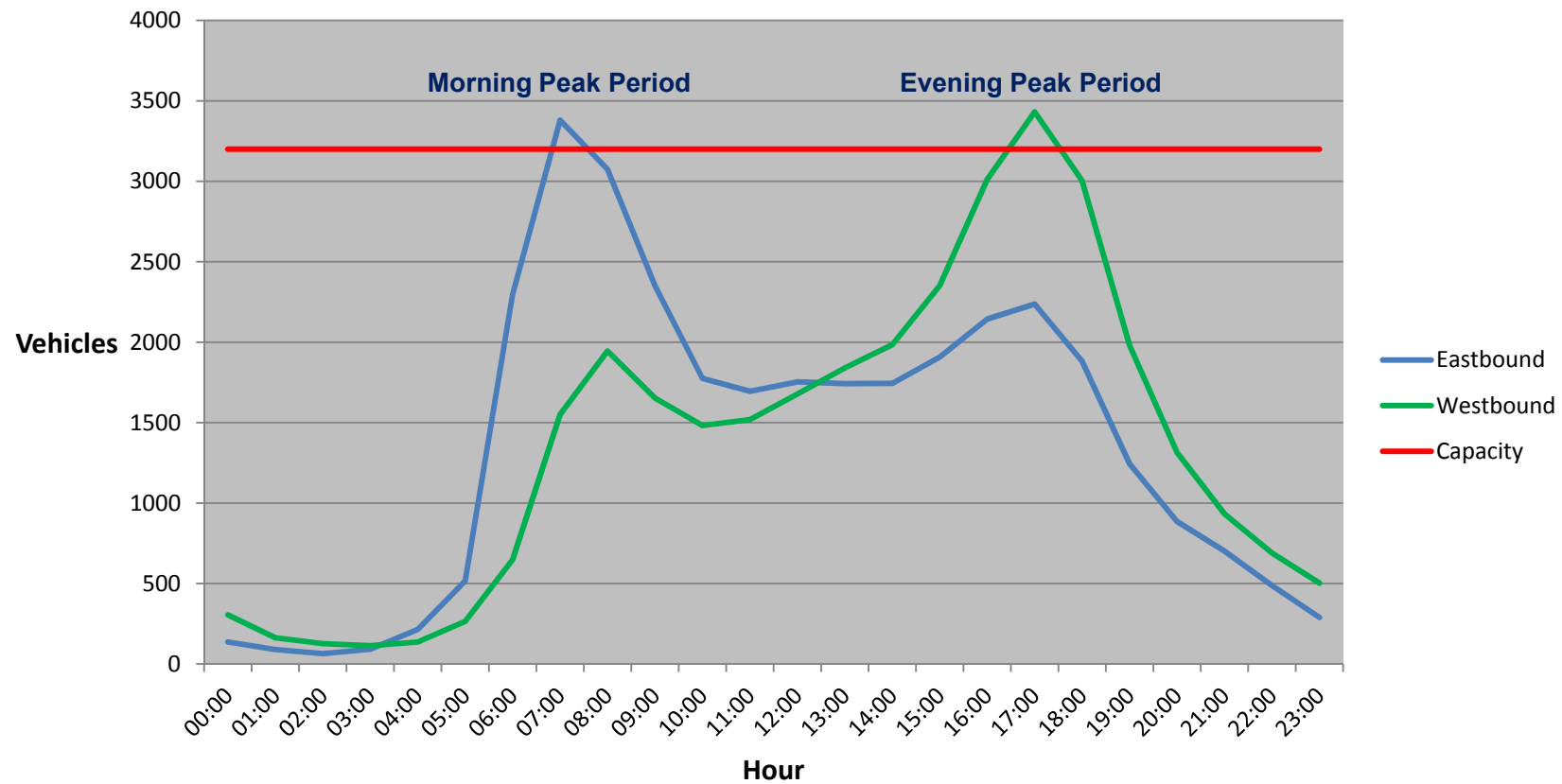
- 6 Levels of Service A(best) to F(worst)
- Target for Major Inter Urban Network is LOS C
- Average Speed Target 105kph

Current M7 Conditions

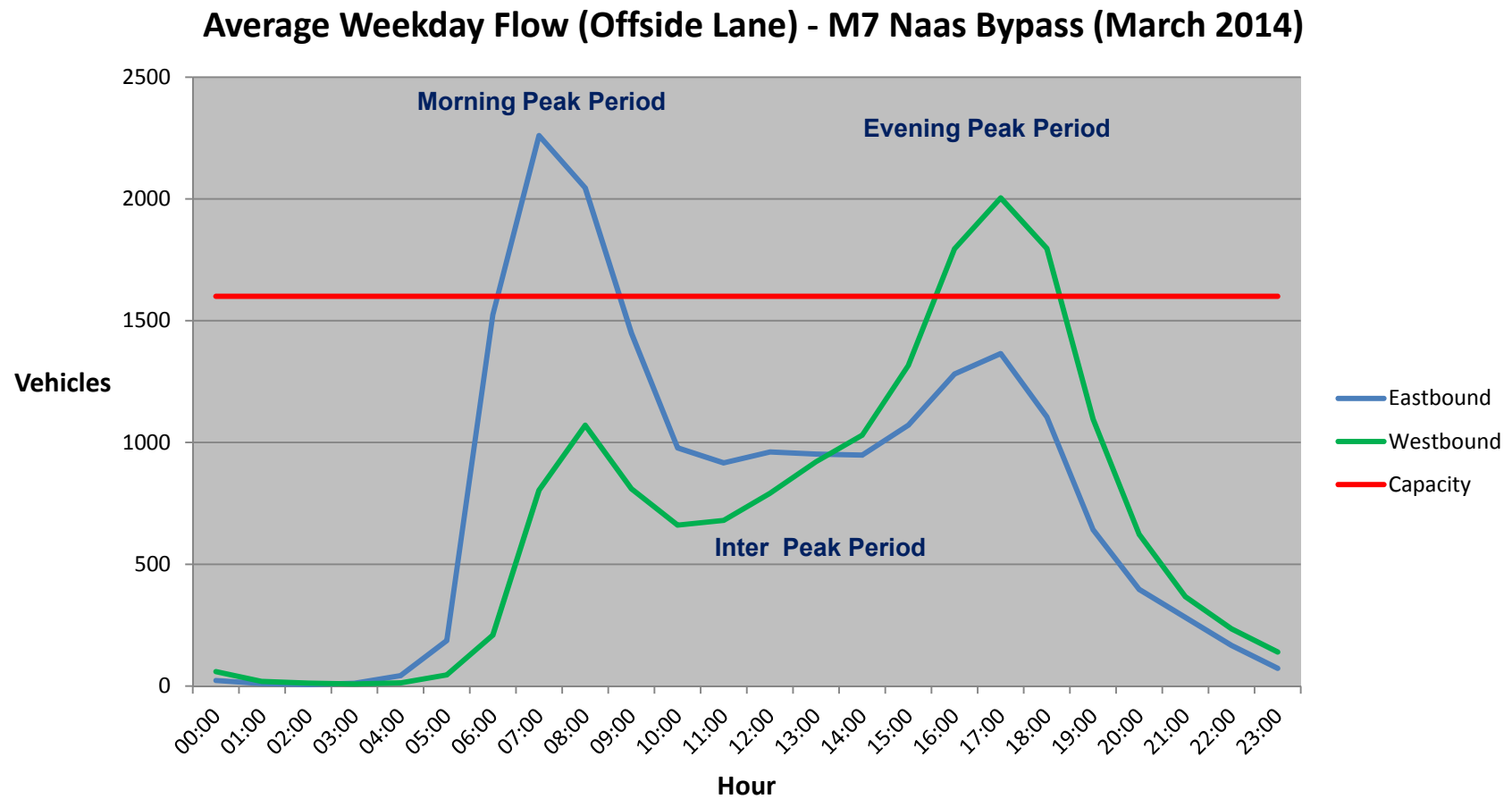
- >60,000 AADT (Capacity at LOS D is 55,500 AADT)
- Operating at LOS E
- Average Speeds <80kph

M7 Traffic Flow Profile

Average Weekday Flow - M7 Naas Bypass (March 2014)



M7 Traffic Flow Profile



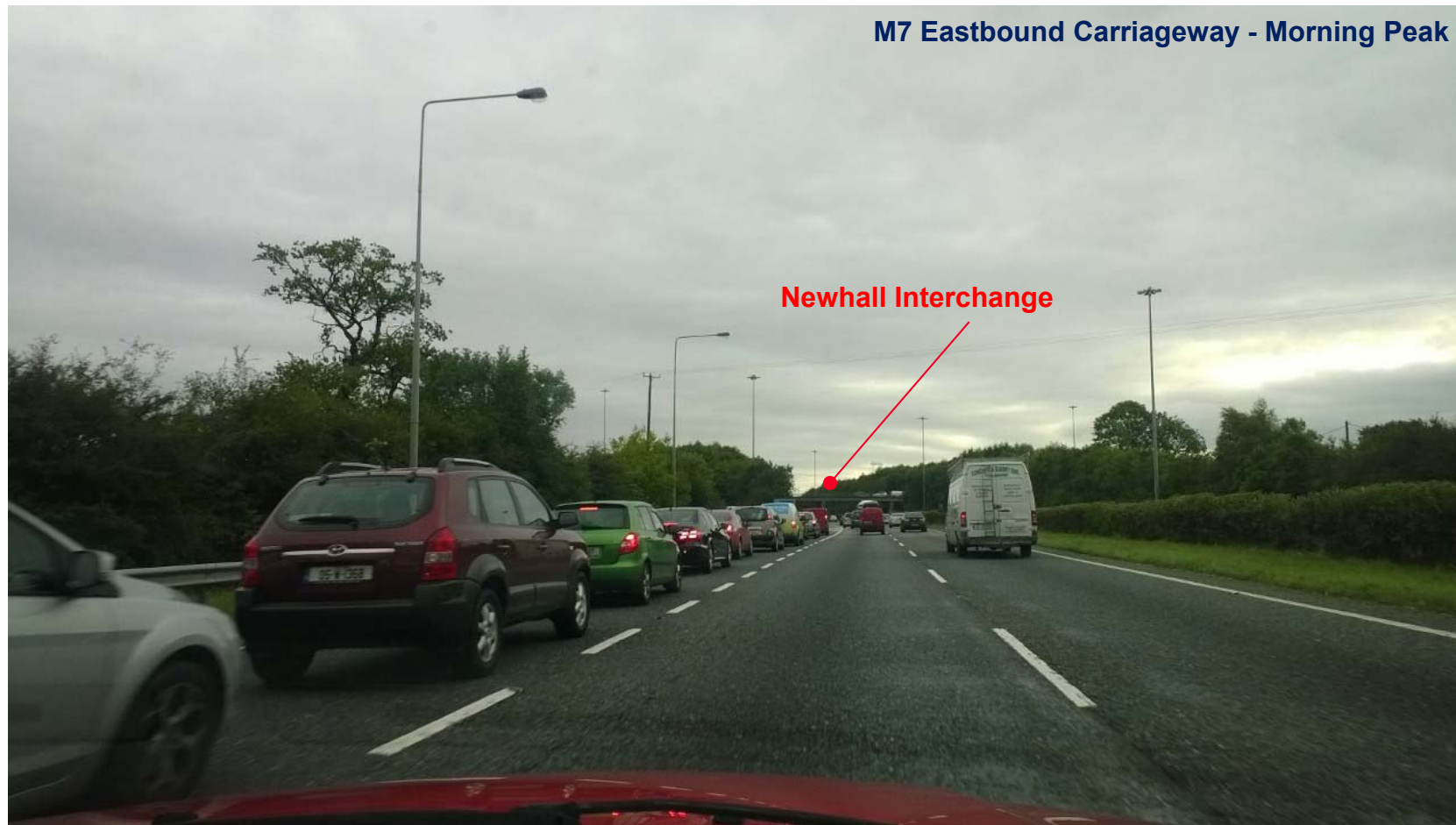
M7 Westbound Carriageway - Congestion



M7 Eastbound to Dublin

M7 Westbound From Dublin

Newhall Interchange – Eastbound Off Ramp Queuing





Traffic Modelling

Aims and Objectives of the Traffic Modelling Process

- To establish existing traffic patterns and traffic flows on the road network
- To derive forecast traffic flows for the proposed scheme & surrounding road network
- To generate inputs for the economic assessment of the scheme
- To inform the appropriate design of the scheme

Traffic Model Study Area



Naas Town Council

Naas Town Development Plan 2011 - 2017

LEGEND

- A: Town Centre
- B: Existing / Infill Residential
- C: New Residential*
- E: Community & Education
- F: Open Space & Amenity
- G: Urban Village
- H: Industry & Warehousing
- I: Agricultural
- J: Transport & Utilities
- K: Commercial / Residential
- L: Leisure & Amenity
- M: Future Park / Green Belt
- N: Neighbourhood Centre
- Q: Enterprise & Employment
- R: Retail / Commercial
- U: Utilities / Services
- W: White Land
- Lands subject to future Local Area Plan
- New Roads Objective (Indicative Only)
- Pedestrian / Cycletrack Objective (Indicative Only)
- Approximate Line of Seiback of Development From M7
- 600m Intervals From The Town Centre
- Canals/Lakes/Ponds
- Northwest Quadrant Masterplan Lands
- Naas Town Council Boundary
- District Centre

New Residential excludes but is not limited to: New Residential Development (N.R.D.) and New Residential Development (N.R.D.)

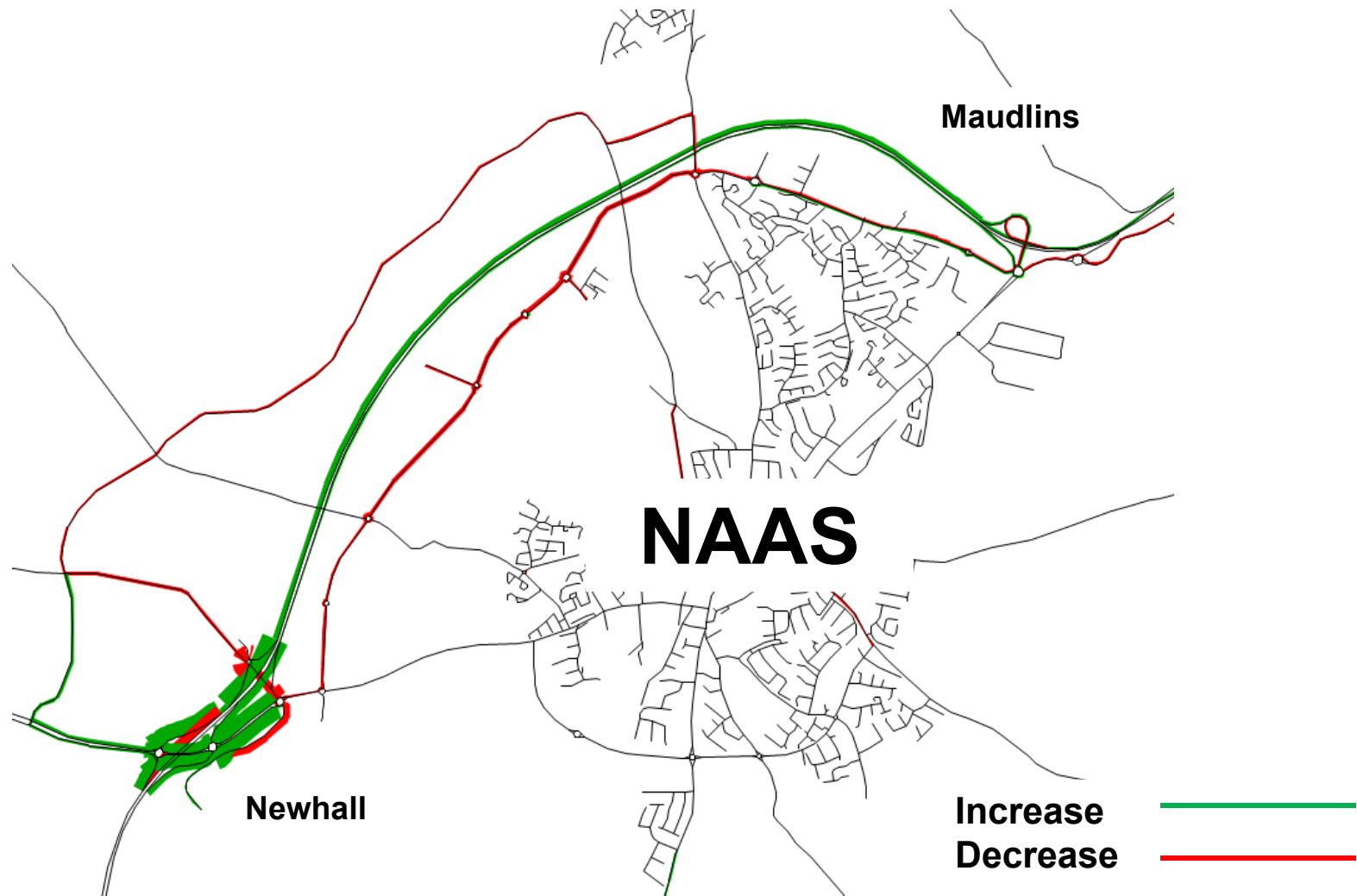
Land Use Zoning Objectives

Scale: N.T.S.	Map Ref.: 14.1
Date: 6 th June 2011	Drawing No.: 2001/1/638

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(Ordnance Survey Data)

This drawing is to be read in conjunction with the written statement

Transfer of Traffic



Alternatives

Junction 10 Newhall Interchange Options

Plate 5.3



Plate 5.4

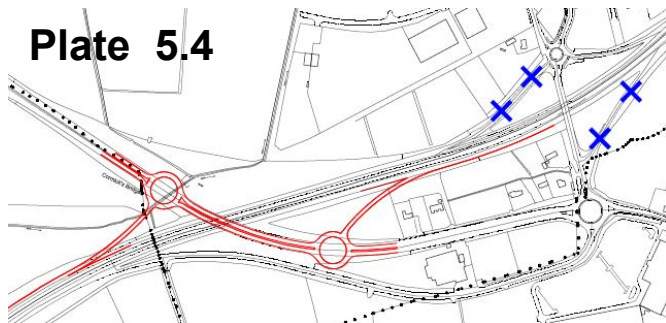


Plate 5.5

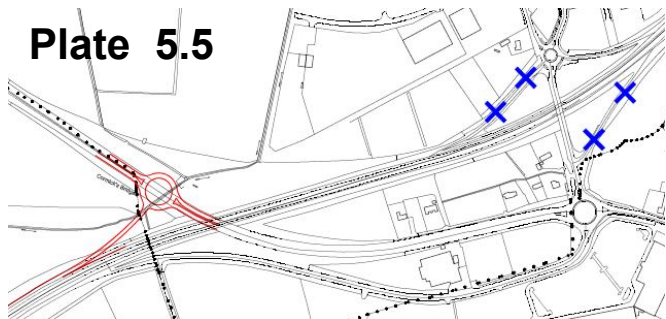


Plate 5.6

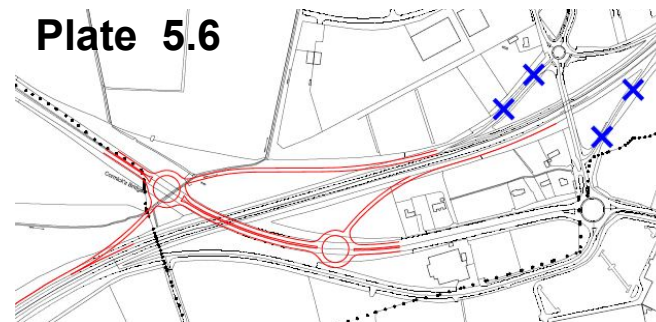


Plate 5.7

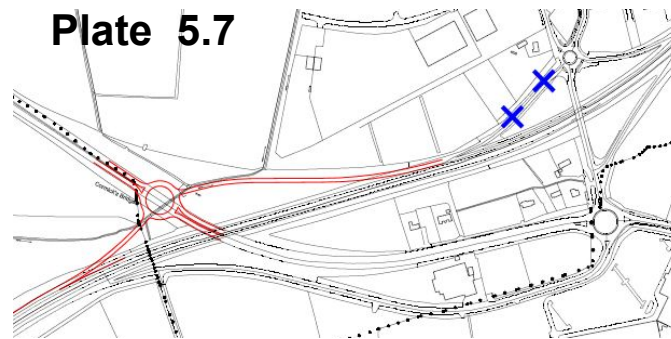
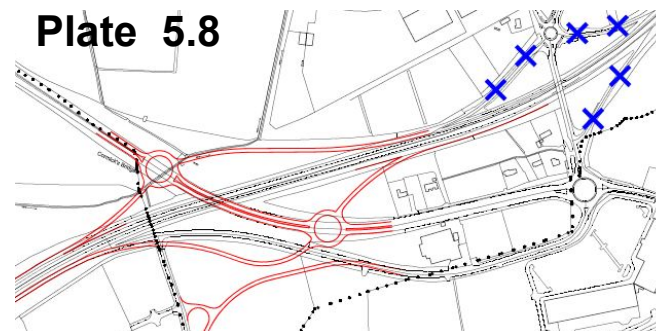
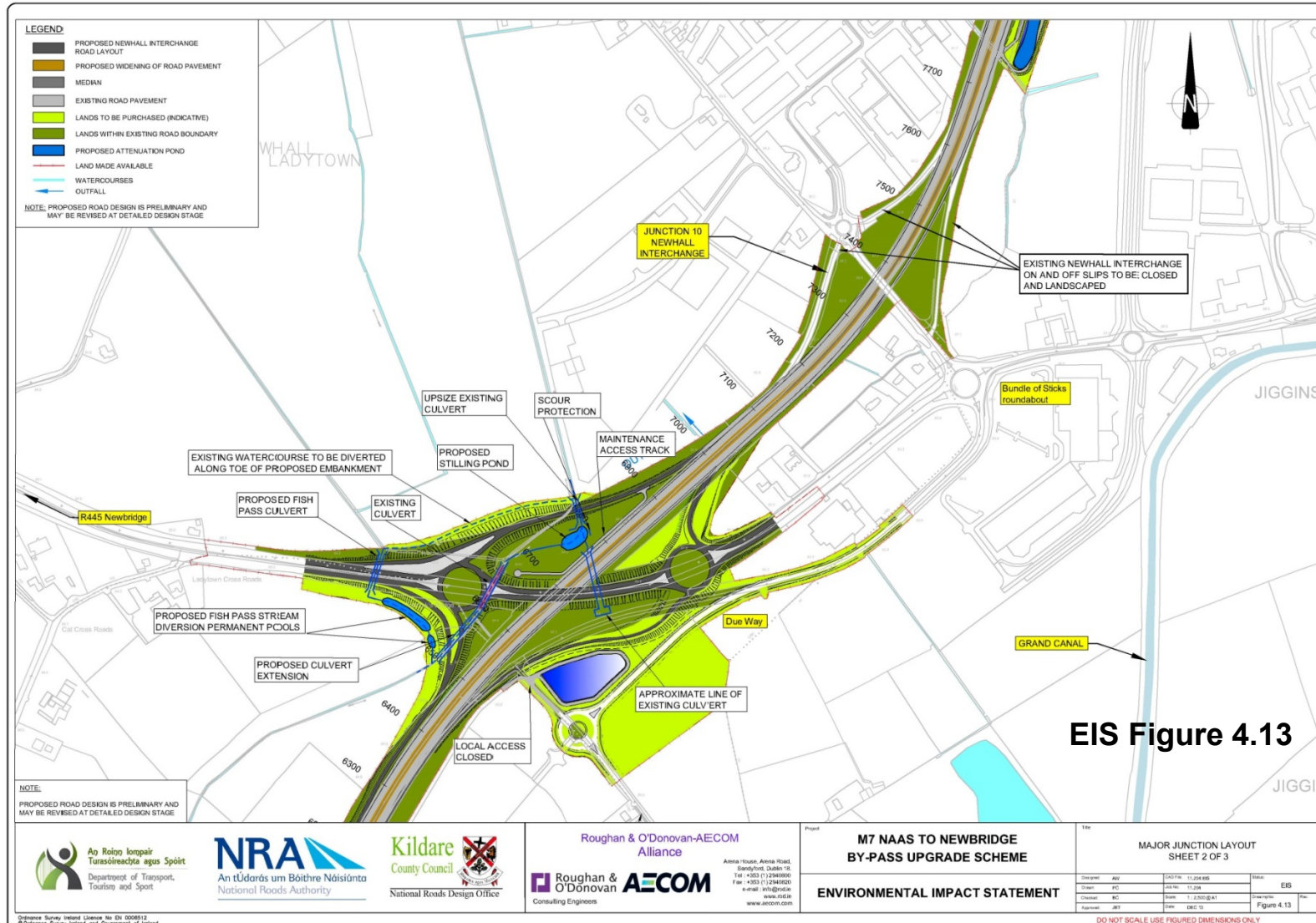


Plate 5.8



Proposed Newhall Upgrade





Scheme Benefits

- Increased Capacity
- Reduced Journey Times
- Improved Journey Time Reliability
- Reduced number of Accidents
- Removal of queuing back onto M7 mainline from Newhall off ramps.