

Item No. 3

Report to the Chairman and Members of the
Transportation and Traffic Strategic Policy Committee

**Report on Dublin City Council's Canal Cordon Traffic Counts
2009**

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1. 2009 Cordon Counts

Since 1980, Dublin City Council has been conducting traffic counts at 33 locations around the cordon formed by the Royal and Grand Canals. The counts are conducted during the month of November each year. Counts are conducted at each location for each vehicle category as indicated in Table 1. Since 1997 the counts have been conducted over the period 07.00 to 10.00hrs. The main results of the Cordon counts for November 2009 together with the data for each year since 1997 is set out in Table 1.

**Table 1 Summary Results Canal Cordon Counts 1997 to 2009
Inbound 07.00 to 10.00hrs**

Year (Nov)	Cars* No.	Goods No.	Buses No.	P.Cycles No.	M.Cycles No.	Peds. No
1997	73,561	3,283	1,459	5,628	1,816	16,679
1998	71,536	3,090	1,350	4,579	1,845	15,565
1999	73,147	3,112	1,454	5,384	2,267	18,157
2000	67,935	3,000	1,521	4,464	2,558	15,808
2001	68,003	3,004	1,522	5,085	2,845	18,558
2002	65,657	2,828	1,576	4,714	2,920	16,609
2003	63,509	2,651	1,563	4,711	2,656	17,305
2004	62,475	3,057	1,537	3,941	2,249	15,241
2005	60,600	2,711	1,601	4,404	2,187	16,332
2006	62,489	2,291	1,680	4,839	2,395	17,114
2007	63,269	1,445	1,740	5,676	2,429	18,594
2008	63,976	1,223	1,814	6,143	2,375	18,360
2009	64,254	1,114	1,735	6,853	2,207	15,144

* includes taxis

Table 2 outlines the changes in traffic volumes and pedestrians over a 10-year period, 5-year period and the change from 2008 to 2009 for the number of vehicles crossing the canal cordon at 33 locations between 7am and 10am

- Over the 10 year period 1999 to 2009 the volume of vehicular traffic crossing the canal cordon inbound during the morning peak period decreased by 11% with a 4% increase in the period 2004 to 2009 and a 1% increase in the period 2008 to 2009.
- Over the 10 year period 1999 to 2009 the volume of cars crossing the canal cordon inbound during the morning peak period decreased by 12% with a 3% increase in the period 2004 to 2009 and a marginal 0.4% increase in the period 2008 to 2009.
- The volume of goods vehicles crossing the cordon has decreased significantly over the 10-year period 1999 to 2009 with a decrease of 64% recorded. Over the 5-year period 2004 to 2009 there has also been a decrease of 64% in the volume of Goods Vehicles with a decrease of 9% between 2008 and 2009. The

use of Dublin Port Tunnel and the 5-axle Heavy Goods vehicles ban continues to have a positive impact in reducing the number of Heavy Goods vehicles within the cordon area.

**Table 2 Canal Cordon Counts (Inbound 07.00 to 10.00hrs)
Change in traffic volumes over 10 years, 5 years & 1 year**

Cars*	1999 to 2009	2004 to 2009	2008 to 2009
No.	-8893	+1779	+278
%	-12%	+3%	+0.4%
Goods	1999 to 2009	2004 to 2009	2008 to 2009
No.	-1998	-1943	-109
%	-64%	-64%	-9%
Buses**	1999 to 2009	2004 to 2009	2008 to 2009
No.	+281	+198	-79
%	+19%	+13%	-4%
Pedal C	1999 to 2009	2004 to 2009	2008 to 2009
No.	+1469	+2912	+710
%	+27%	+74%	+12%
Motor C	1999 to 2009	2004 to 2009	2008 to 2009
No.	-60	-42	-168
%	-3%	-2%	-7%
All Vehs	1999 to 2009	2004 to 2009	2008 to 2009
No.	-9201	+2904	+632
%	-11%	+4%	+1%
Pedestrian	1999 to 2009	2004 to 2009	2008 to 2009
No.	-3013	-97	-3216
%	-17%	-0.6%	-18%

* includes taxis

** includes all buses

- Over the 10 year period 1999 to 2009 the volume of pedal cyclists crossing the cordon inbound during the morning peak period increased by 27% with a 74% increase in the period 2004 to 2009 and a 12% increase in the period 2008 to 2009.
- Over the 10 year period 1999 to 2009 the volume of motor cyclists crossing the cordon inbound during the morning peak period decreased by 3% with an 2% decrease in the period 2004 to 2009 and a 7% decrease in the period 2008 to 2009.
- Over the 10 year period 1999 to 2009 the volume of pedestrians crossing the cordon inbound during the morning peak period decreased by 17% with a slight

0.6% decrease in the period 2004 to 2009 and a 18% decrease in the period 2008 to 2009.

Table 3 shows information that was collected for the first time in 2002 on the number of taxis and on the breakdown between Bus Atha Cliath (BAC) and other buses.

Table 3 Canal Cordon Counts 2009 (Inbound 07.00 to 10.00hrs) Data on Taxis & Buses Crossing the Cordon						
	Cars	Taxis	Total	BAC	Other	Total
2002						
No	63,097	2,560	65,657	1,262	314	1,576
%	96.1%	3.9%	100%	80.1%	19.9%	100%
2003						
No	60,644	2,865	63,509	1,262	301	1,563
%	95.5%	4.5%	100%	80.7%	19.3%	100%
2004						
No	59,966	2,509	62,475	1,278	259	1,466
%	96.0%	4.0%	100%	83.1%	16.9%	100%
2005						
No	57,537	3,063	60,600	1,337	264	1,601
%	94.9%	5.1%	100%	83.5%	16.5%	100%
2006						
No	58,664	3,825	62,489	1,338	342	1,680
%	93.9%	6.1%	100%	79.6%	20.4%	100%
2007						
No	58,686	4,583	63,269	1,330	410	1,740
%	92.8%	7.2%	100%	76.4%	23.6%	100%
2008						
No	58,897	5,079	63,976	1,474	340	1,817
%	92%	8%	100%	81%	19%	100%
2009						
No	59,189	5,069	64,254	1,394	341	1,735
%	92%	8%	100%	80%	20%	100%

Table 4 outlines the changes in traffic volumes for private cars, taxis and buses between 2004 and 2009 and from 2008 to 2009 for the number of vehicles crossing the canal cordon between 7am and 10am.

From tables 3 and 4, we can see that of the cars that crossed the cordon during the morning peak period between 2004 and 2009, taxis accounted for 4% per year rising to over 8% in 2009. In the same period, the number of taxis crossing the cordon in the morning peak increased by 102%, with a gradual increase each year apart from 2004. There was a marginal decrease in the number of taxis crossing the cordon in 2009 compared to 2008.

	2004 to 2009	2008 to 2009
Cars**		
No.	-777	+292
%	-1%	+0.5%
Taxi		
No.	2560	-10
%	+102%	0%
BAC		
No.	+116	-80
%	+9%	-5%
Other bus		
No.	+82	+1
%	+32%	+0.3%

****Private cars only**

Of the buses that crossed the cordon during the morning peak period between 2004 and 2009, Bus Atha Cliath accounted for 80% on average per year. In the same period, the number of Bus Atha Cliath buses crossing the cordon in the morning peak increased by 9% while the number of Bus Atha Cliath buses crossing in 2008 compared to 2009 decreased by 5%. The number of privately operated buses crossing the cordon increased by 32% in the period 2004 to 2009 with no increase during the period 2008 to 2009.

Detailed count results from 2004 and 2009 for all cars, taxis and buses at each of the 33 count locations are presented in **Table 5** with main bus routes separated from non-bus routes. It is worth noting that there was an increase in the number of cars crossing the canal cordon on QBC / Bus routes between 2004 and 2009 between 7am and 10am of over 3.4% (1801) with the number of Dublin Bus vehicles increasing by over 13% (158) and other buses increasing by 14.2%. The number of cars crossing the cordon on non-QBC / Bus routes, between 2004 and 2009 increased by 4.4% (394).

Table 5 Canal Cordon Counts 2009 (Inbound 07.00 to 10.00hrs) – 33 locations										
Main bus Routes		Cars and taxis			BAC (Dublin Bus)			Other Bus		
	Location on Canal Cordon	2004	2009	04 - 09	2004	2009	04 - 09	2004	2009	04 - 09
1	Ringsend Rd (McMahon Bridge)	1811	1928	+6.5%	35	57	+22	2	1	-1
3	Mount Street Bridge	1828	1876	+2.6%	37	55	+18	4	6	+2
5	Baggot Street Bridge	2037	1927	-5.4%	27	33	+6	0	1	+1
6	Lesson Street Bridge	4277	3953	-7.6%	135	151	+16	37	37	0
7	Charlemont Street Bridge	1342	1329	-1.0%	15	9	-6	2	0	-2
8	Rathmines Road (Portobello Br.)	2579	1949	-24.4%	82	99	+17	6	11	+5
9	Harold's Cross Bridge	3109	2981	-4.1%	67	56	-11	3	3	0
10	Sally's Bridge	2090	1791	-14.3%	11	12	+1	0	0	0
11	Dolphins Barn Bridge	2280	2667	+17.0%	93	79	-14	6	6	0
13	SCR at St Patrick's Home	1462	2981	+103.9%	18	56	+38	0	3	+3
14	Old Kilmainham	1820	2015	+10.7%	42	35	-7	18	1	-17
16	St. John's Road West	2102	2913	+38.6%	69	65	-4	49	73	+24
17	Conyngham Road	2438	2828	+16.0%	69	57	-12	7	9	+2
20	Blackhorse Avenue	1900	2078	+9.4%	13	16	+3	3	2	-1
21	Old Cabra Road	1489	1667	+12.0%	59	42	-17	3	8	+5
24	New Cabra Road	1630	1583	-2.9%	67	83	+16	23	23	0
25	Phibsborough Road	2883	2753	-4.5%	47	72	+25	16	11	-5
27	Drumcondra Road (Binn's Br.)	5101	5527	+8.4%	133	141	+8	57	54	-3
29	Clarke's Bridge	4480	4101	-8.5%	19	20	+1	2	1	-1
30	Newcomen Bridge	3235	3331	+3.1%	168	168	0	9	26	+17
2	Grand Canal Street Bridge	1565	1555	-0.6%	0	0	0	6	2	-4
32	Sheriff Street Bridge	1553	1079	-30.5%		58		1	12	11
	Total	53011	54812	+3.4%	1206	1364	+13.1%	254	290	+14.2%
	Difference		+1801			+158			+36	
	Non bus Routes									
4	Huband Bridge	439	446	+1.6%	0	0		0	0	
12	Herberton Bridge	1840	2161	+17.4%	0	0		1	3	
15	Kilmainham Lane	533	758	+42.2%	0	0		0	0	
18	Phoenix Park (Main Road)	1821	794	-56.4%	0	4		0	0	
19	Phoenix Park (Back Road)	1337	1276	-4.6%	0	0		0	0	
22	Annamoe Road	619	611	-1.3%	0	0		1	0	
23	Charleville Road	733	628	-14.3%	0	0		3	0	
26	Royal Canal Bank	228	22	-90.4%	0	0		0	0	
28	Russell Street Bridge	991	1254	+26.5%	0	0		0	1	
31	Ossory Road	120	224	+86.6%	0	0		0	2	
33	North Wall Quay	387	1268	+227.6%	0	26		3	45	
	Total	9048	9442	+4.4%	0	30		8	51	
	Difference		+394							

Table 6 outlines the occupancy rates and percentage differences between the 2004 and 2009 data. As can be seen, the number of persons coming into the city during the morning peak by car has decreased by 5% between 2004 and 2009. The number of persons coming into the city during morning peak by taxi has increased by 122% over the same 5-year period, with an increase of occupancy of 7.6%. The number of pedestrians crossing the cordon, during the morning peak, decreased marginally by 0.6% between 2004 and 2009.

		2004	2005	2006	2007	2008	2009	% 04-09
Number		59,966	57,537	58,664	58,686	58,897	60,684	+1.2%
	Taxi's	2,509	3,063	3,825	4,583	5,079	5,186	+106.7%
	Pedestrians	15,241	16,332	17,114	18,594	18,360	15,144	-0.6%
Occupancy	Cars	1.30	1.32	1.31	1.22	1.15	1.22	-6.2%
	Taxi's	1.44	1.34	1.38	1.47	1.38	1.55	+7.6%
Persons	Cars	77,956	75,949	76,850	71,597	67,732	74,034	-5.0%
	Taxi's	3,613	4,104	5,278	6,737	7,009	8,038	+122.5%
	Pedestrians	15,241	16,332	17,114	18,594	18,360	15,144	-0.6%
	Total	96,810	96,385	99,242	96,928	93,101	97,216	+0.4%

