# Strand Road Trial
Modelling analysis
and
Traffic data

05/10/2020

Traffic Data

Within the area covered by the trial DCC have the following data:-

- Cordon count data and classified counts at a number of locations.

- Traffic data from the DCC SCATS Traffic Control system

- Count of barrier activations at Merrion gates Level crossing

- CCTV at a number of locations linked to DCC Traffic Control Centre for real time monitoring of traffic conditions.

- Noise monitor on Strand Road

- EPA environmental monitor Ringsend Road
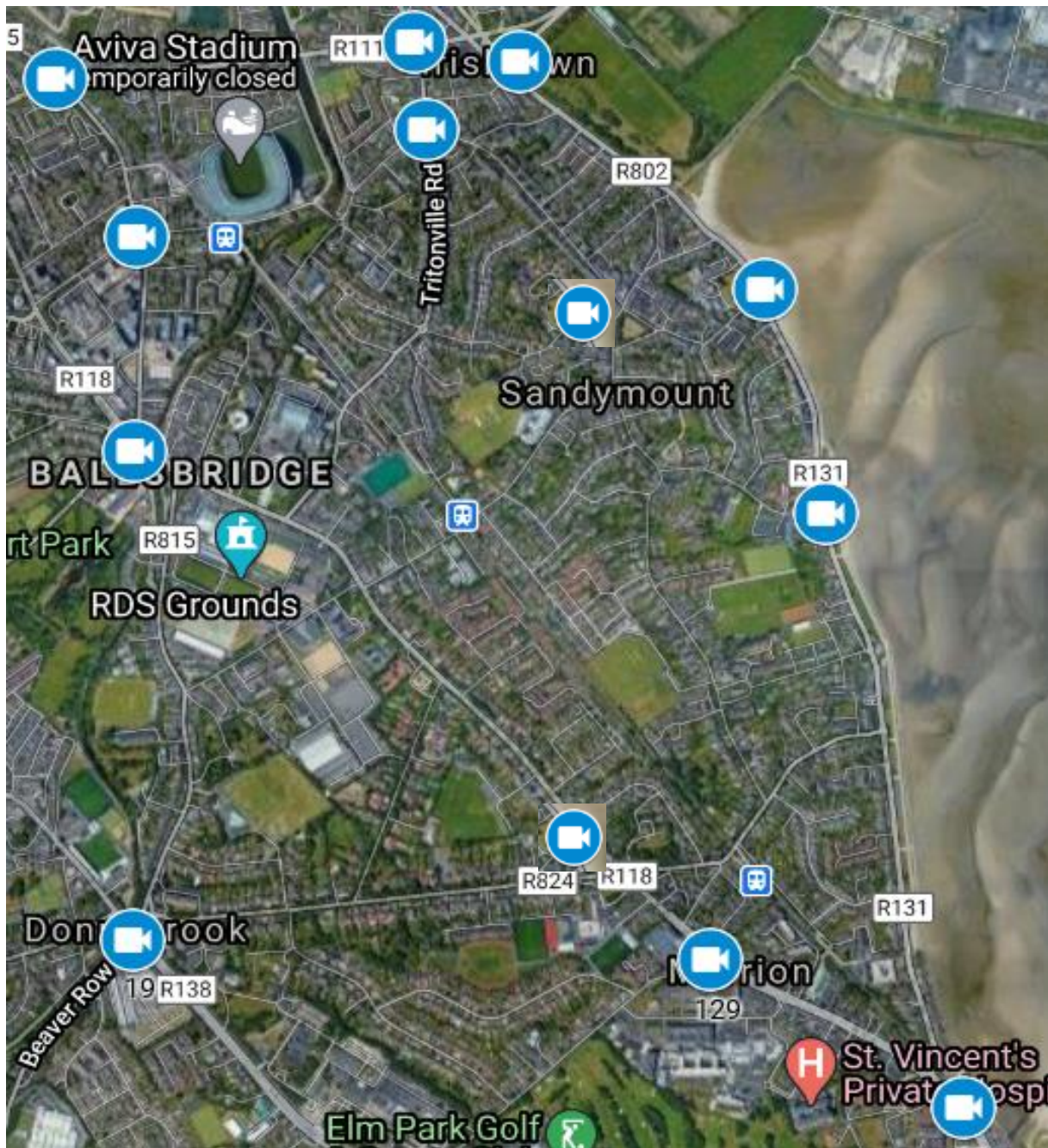
- **Existing and new CCTV locations**
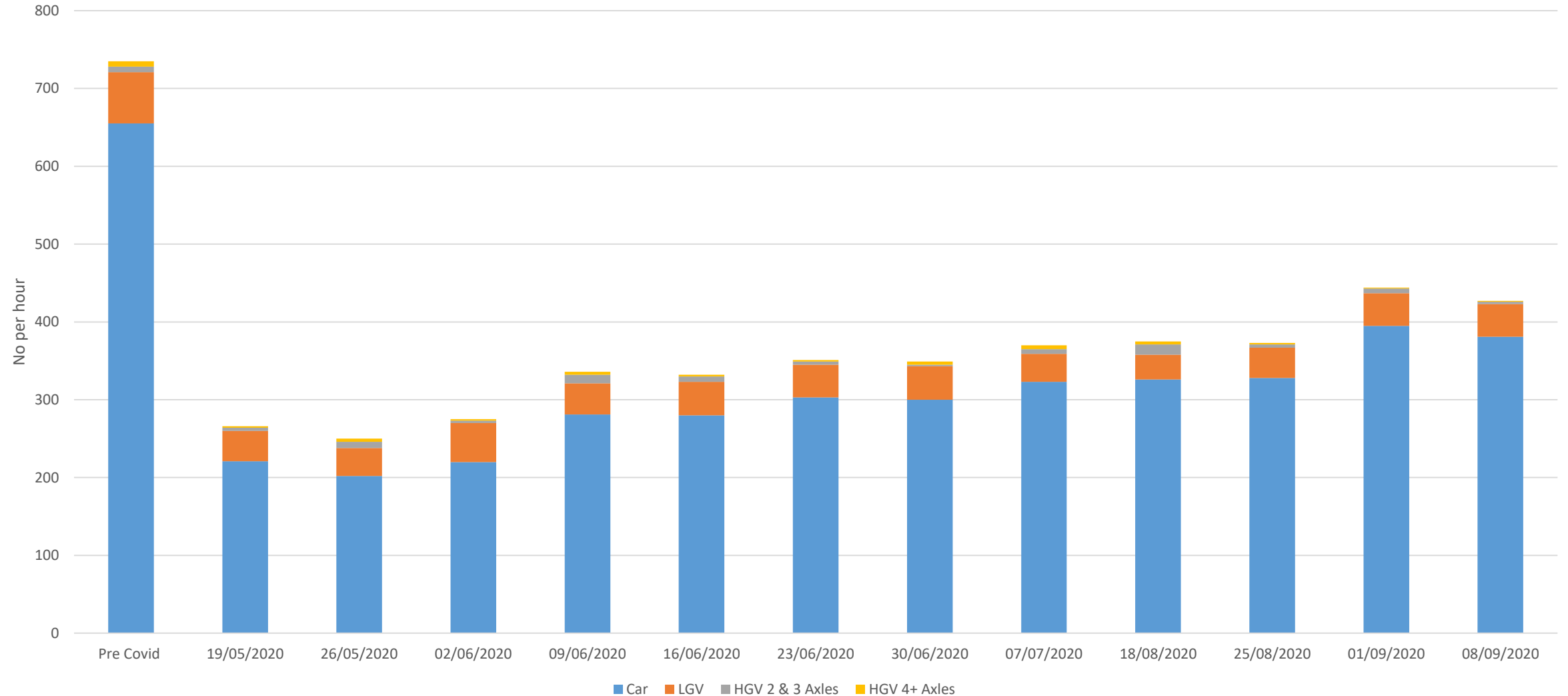- **Linked to the DCC 24/7 control centre**
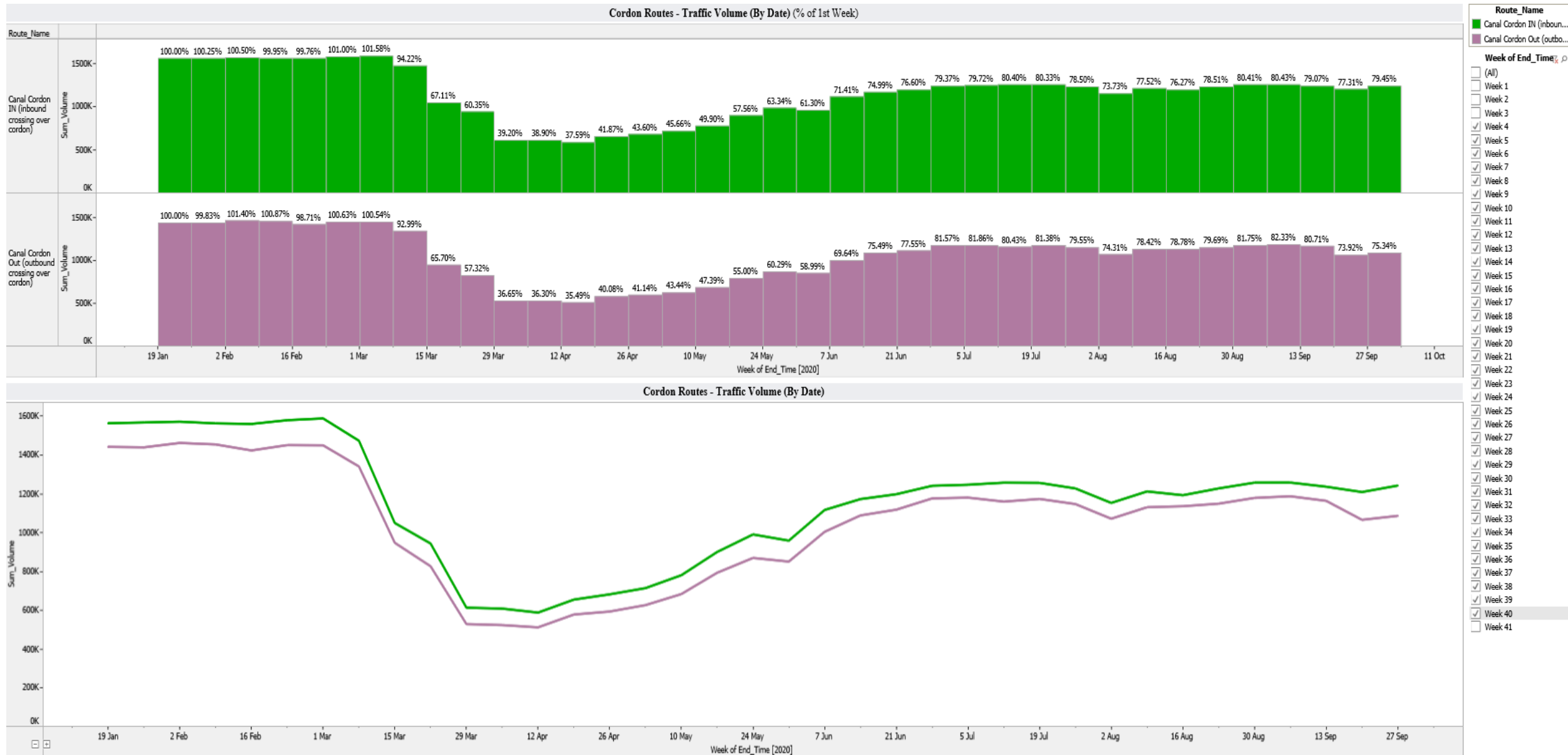
Traffic volumes crossing the canl cordon comparing pre Covid with current situation on a week by week basis.
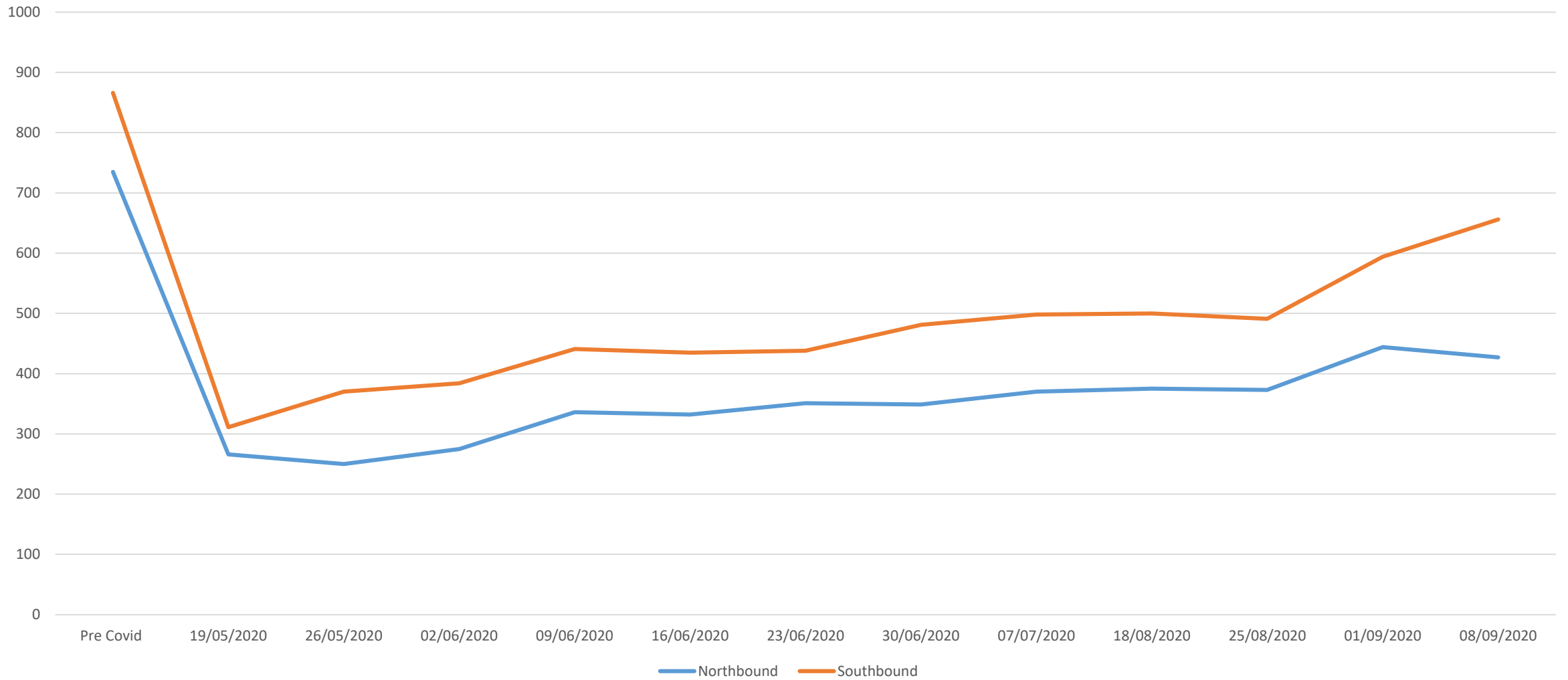
Data from Beach Road northbound

Beech Round Northbound - AM peak hour

No per hour

Car   LGV   HGV 2 & 3 Axles   HGV 4+ Axles

Pre Covid, 19/05/2020, 26/05/2020, 02/06/2020, 09/06/2020, 16/06/2020, 23/06/2020, 30/06/2020, 07/07/2020, 18/08/2020, 25/08/2020, 01/09/2020, 08/09/2020

Northbound/Southbound comparison

Northbound v Southbound AM peak hour
Cars,LGVS & HGVs
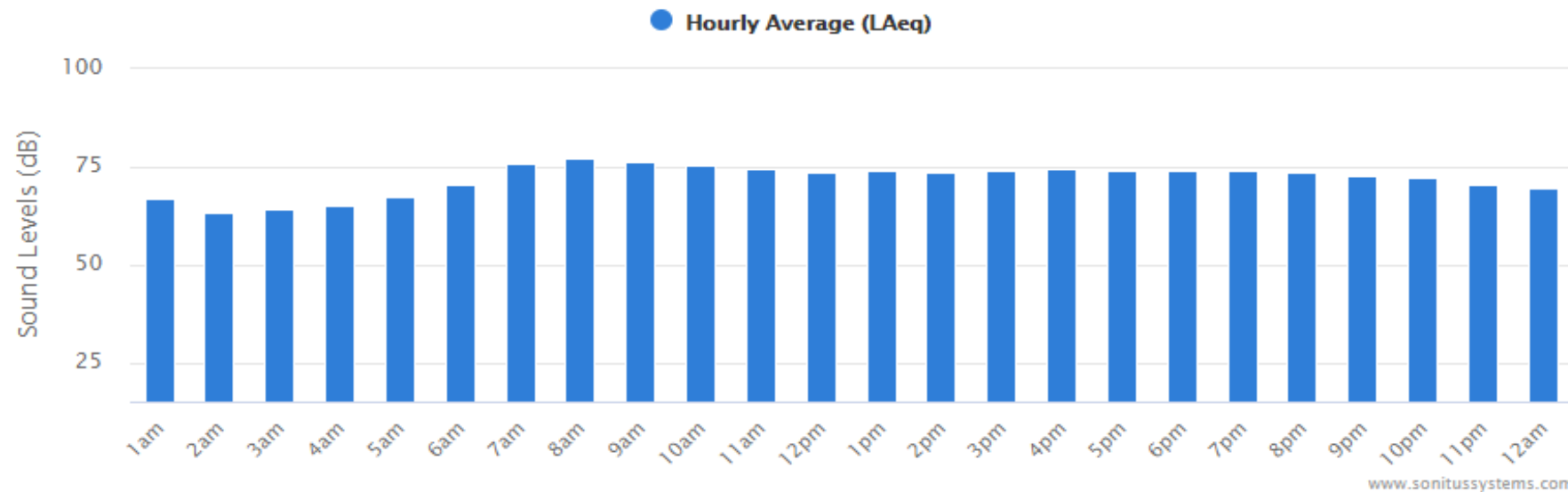
Strand Road has one of the highest noise readings in the City.

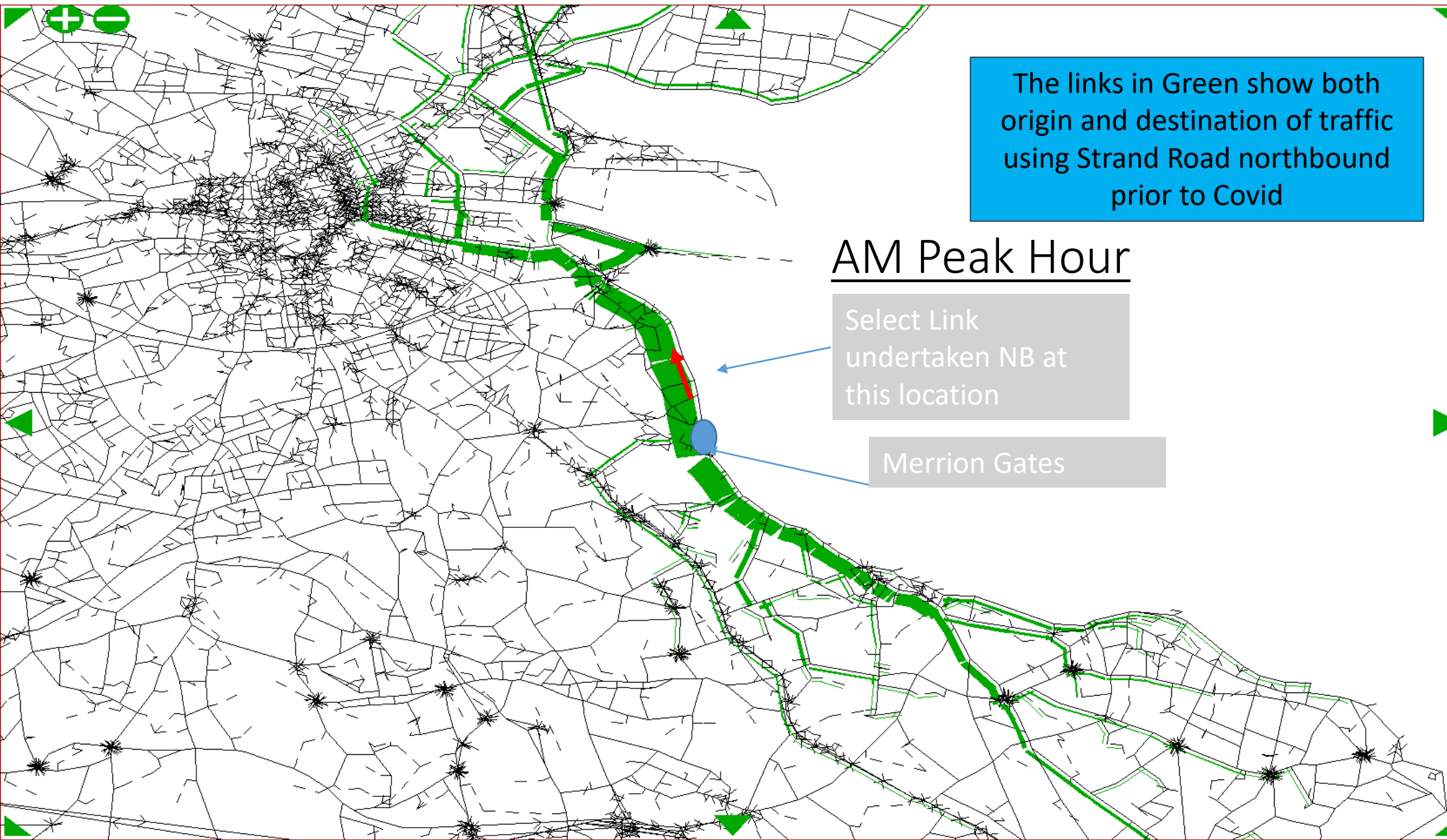Information available at dublincityairandnoise.ie
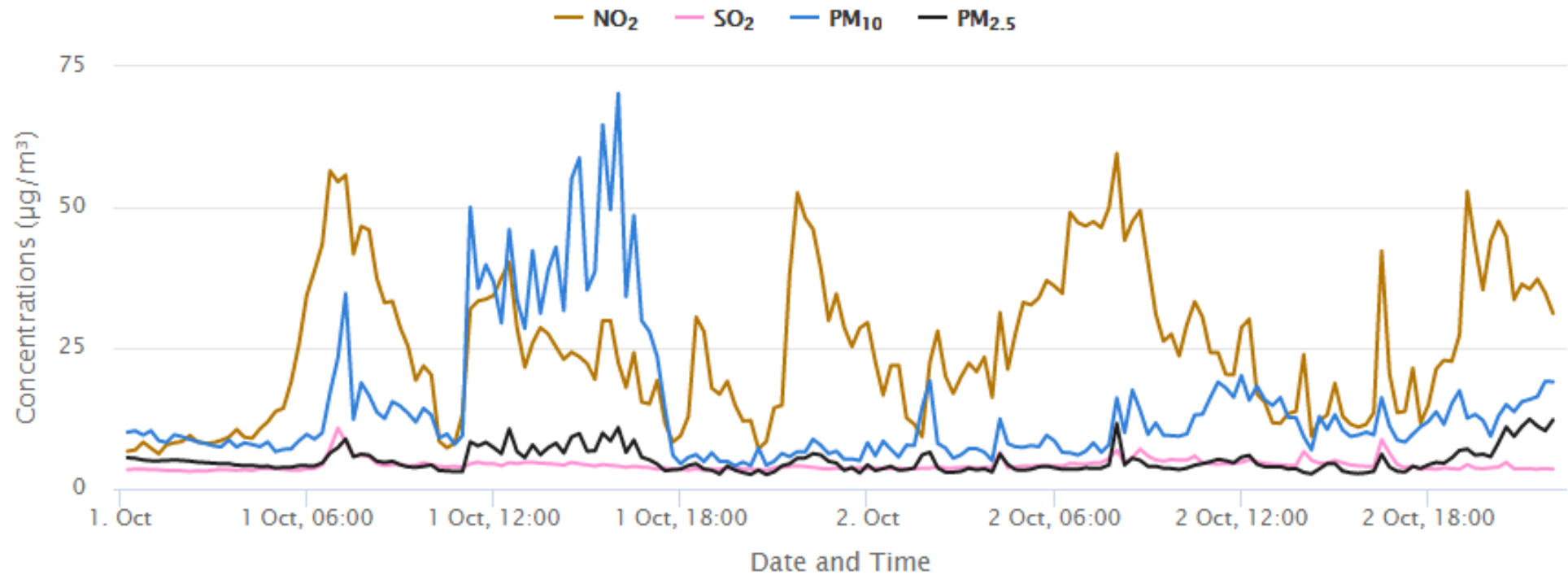
Merrion Gates - No. of mins per hour gates are closed
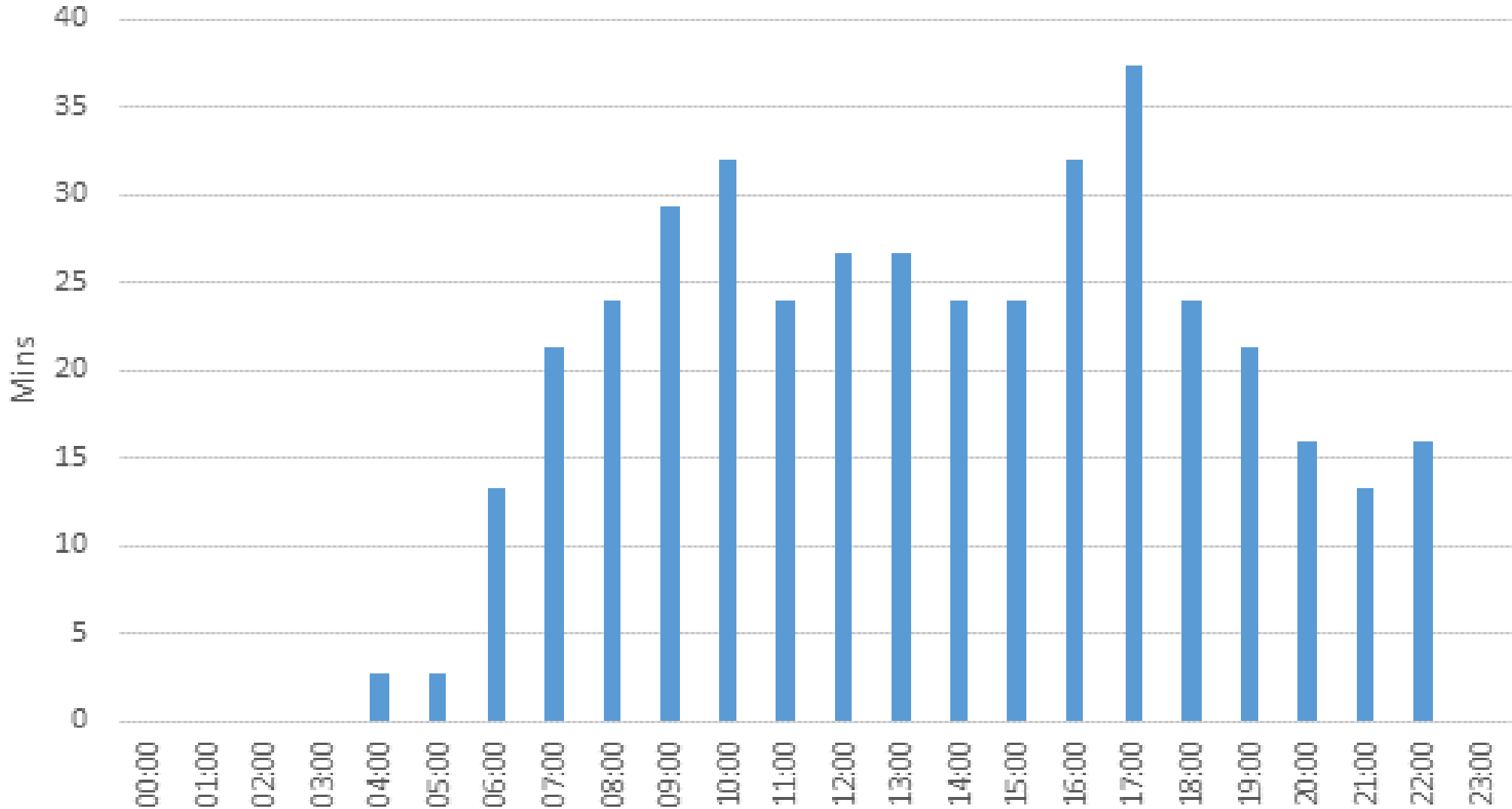
Taken from SCATS Traffic Control System

NTA Eastern Regional Model Findings

- Recent traffic surveys (Pre-Covid) indicate:
  - 675 vehs travelling Northbound in AM peak hour at the select link location
    - 634 cars
    - 29 LGVs
    - 12 HGVs
- The majority of traffic comes from Merrion Road via Merrion Gates (618 vehs) which is reflected in the Select Link Analysis

The links in Green show both origin and destination of traffic using Strand Road northbound prior to Covid

AM Peak Hour

Select Link undertaken NB at this location

Merrion Gates

ERM AM 2020 v8 (Built on R2.6) 12- 8-20

NTA ERM

East Link

Ringsend

40%

60%

Strand Road
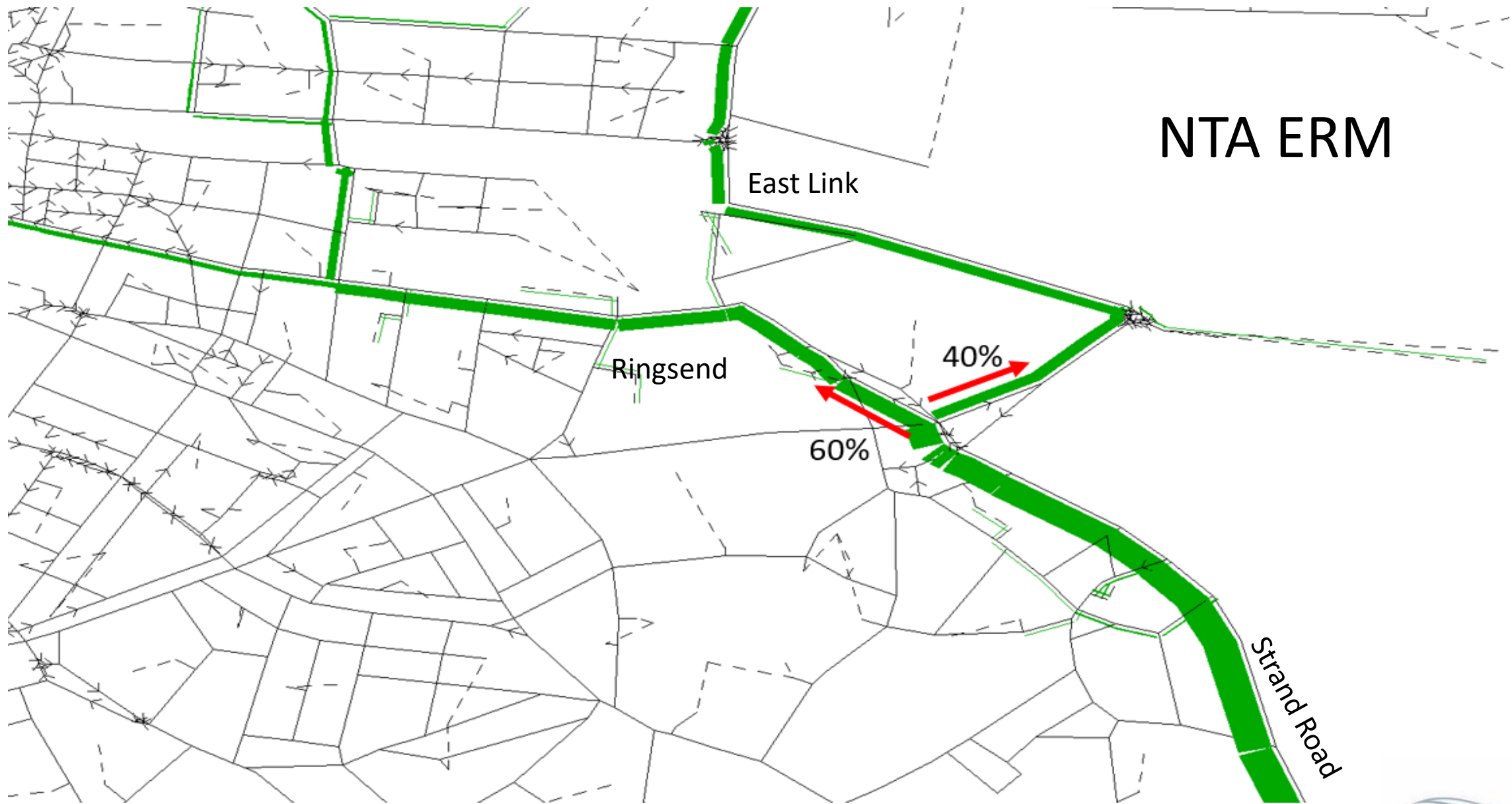
The modelled split between traffic heading to East Link and the City Centre

NTA
Údarás Náisiúnta Iompair
National Transport Authority

Difference of Actual Flow
AM Peak Hour (Current Scenario v Proposed scenario)

NTA ERM

Legend:
- **Decrease** (blue)
- **Increase** (green)

Merrion Gates

Pre Covid Volumes
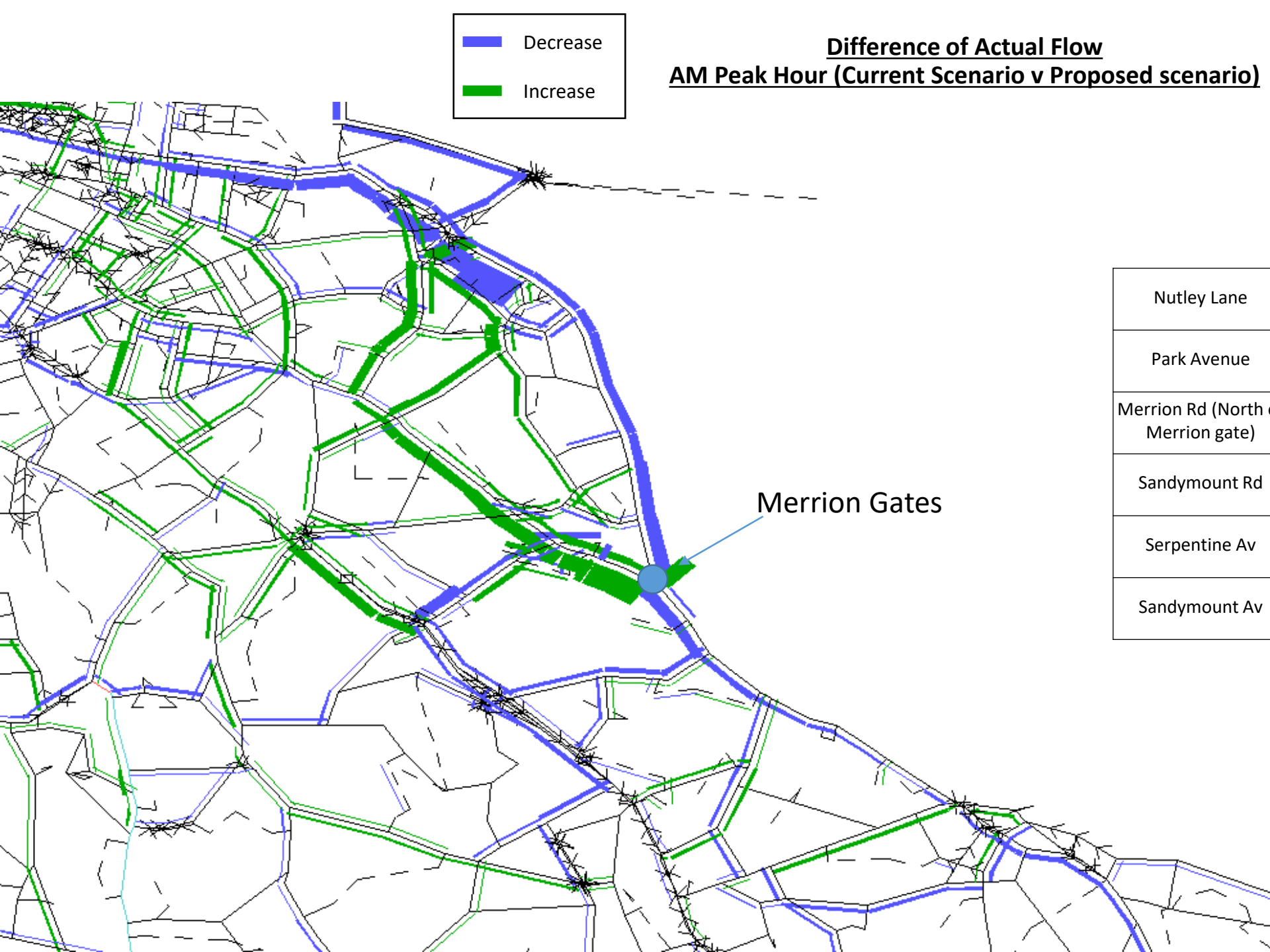
		2020 AM flows (pcu/h)		
		Reference	Do Something	%Diff
Nutley Lane	Northbound	766	699	-9%
	Southbound	562	641	14%
Park Avenue	Northbound	162	198	22%
	Southbound	409	406	-1%
Merrion Rd (North of Merrion gate)	Northbound	371	795	114%
	Southbound	384	466	21%
Sandymount Rd	Northbound	488	597	22%
	Southbound	488	467	-4%
Serpentine Av	Northbound	359	490	36%
	Southbound	208	208	0%
Sandymount Av	Northbound	162	264	63%
	Southbound	174	183	5%

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National Transport Authority

NTA ERM

**Difference of Actual Flow
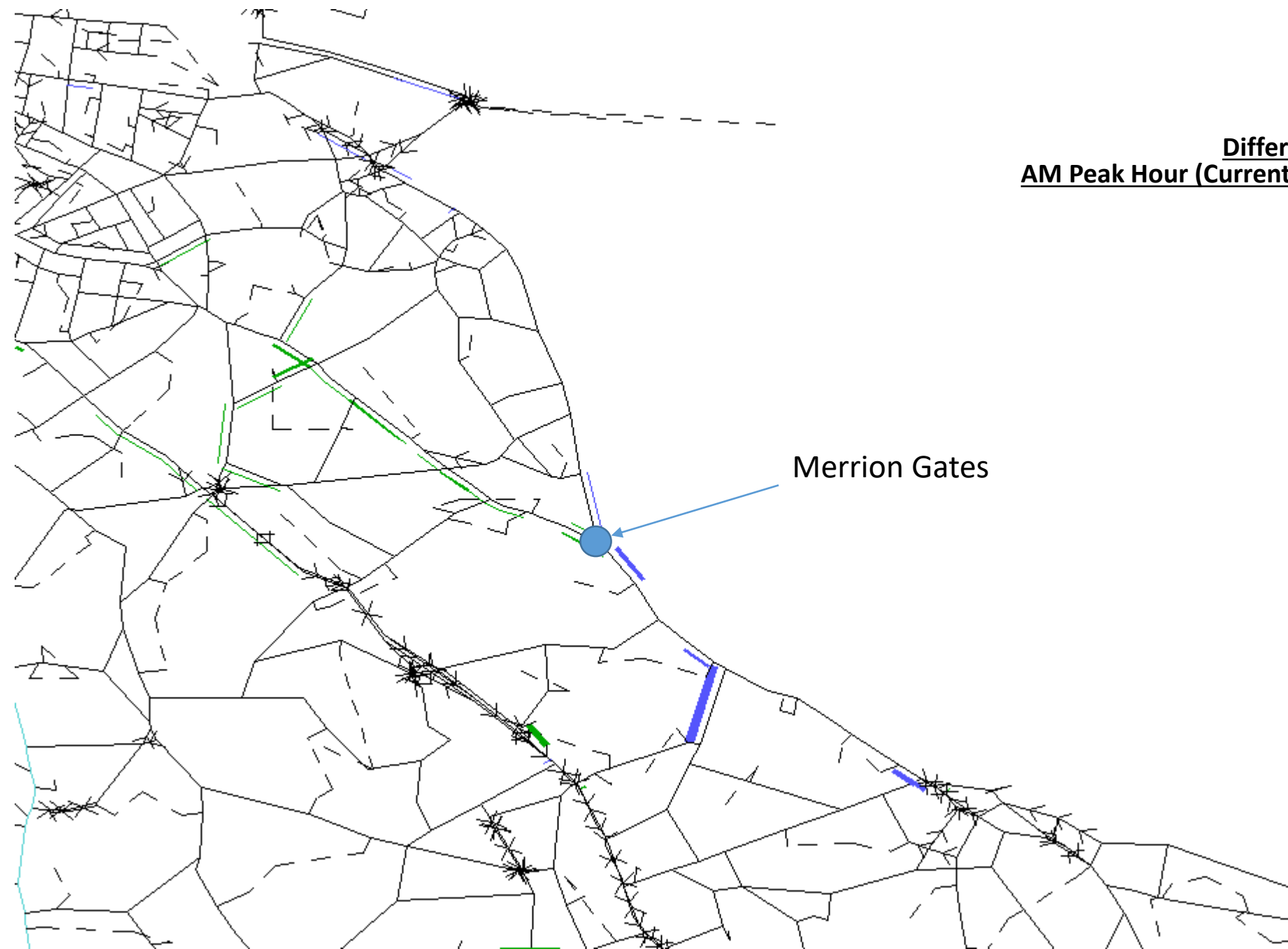AM Peak Hour (Current Scenario v Proposed scenario)**

Decrease
Increase
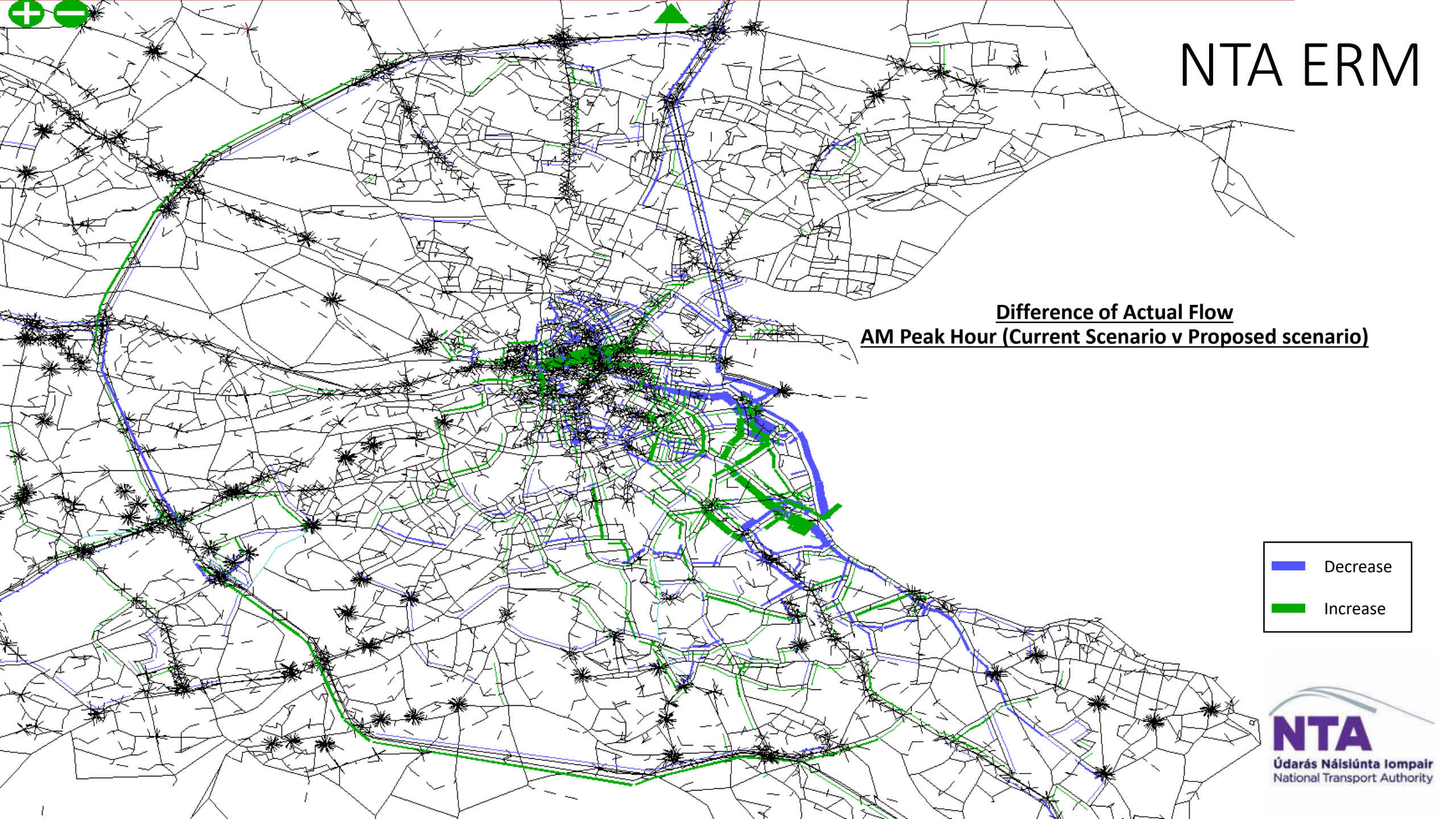
NTA ERM

Difference of Delay
AM Peak Hour (Current Scenario v Proposed scenario)

Merrion Gates

Decrease

Increase