

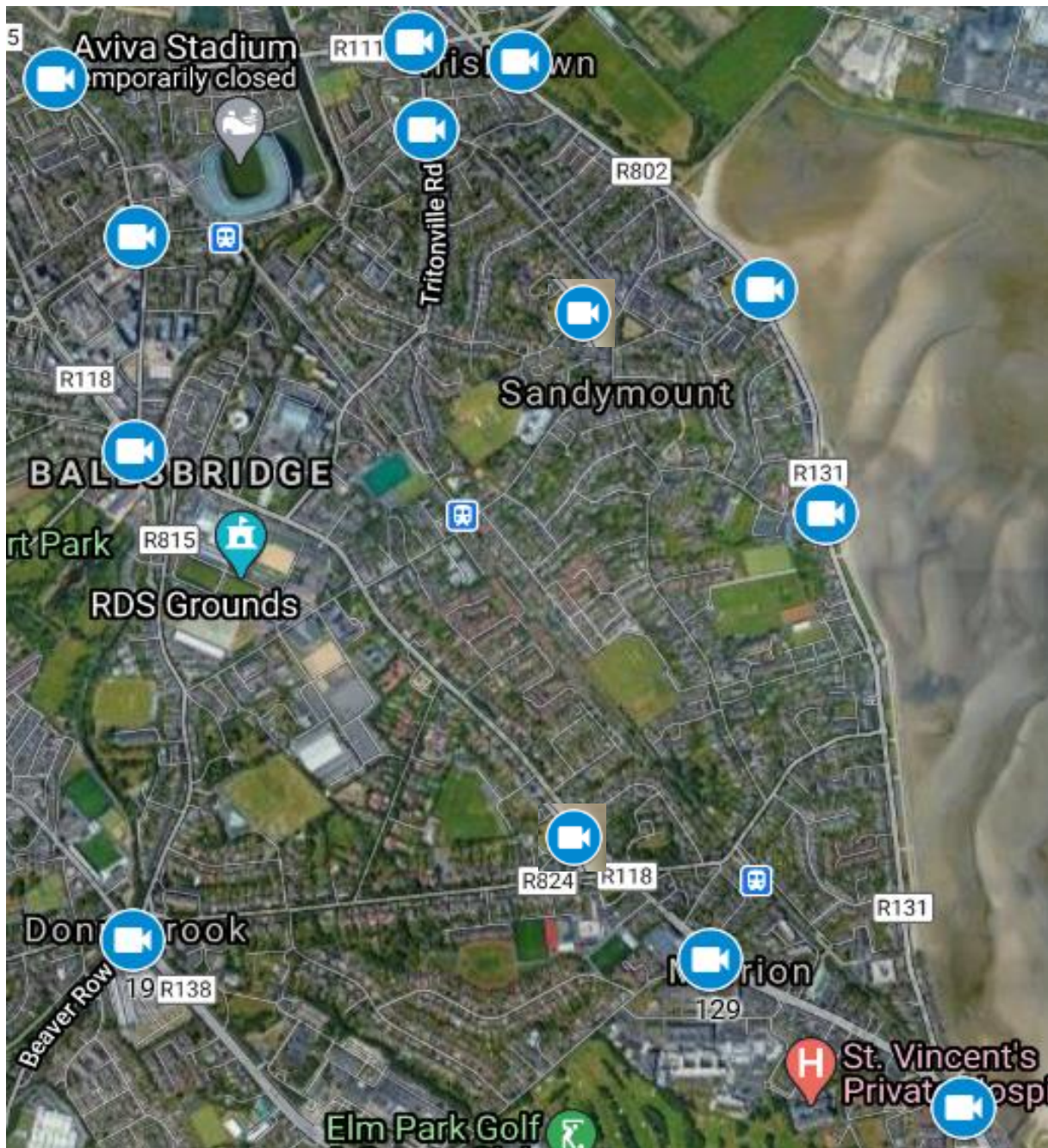
Strand Road Trial
Modelling analysis
and
Traffic data

05/10/2020

Traffic Data

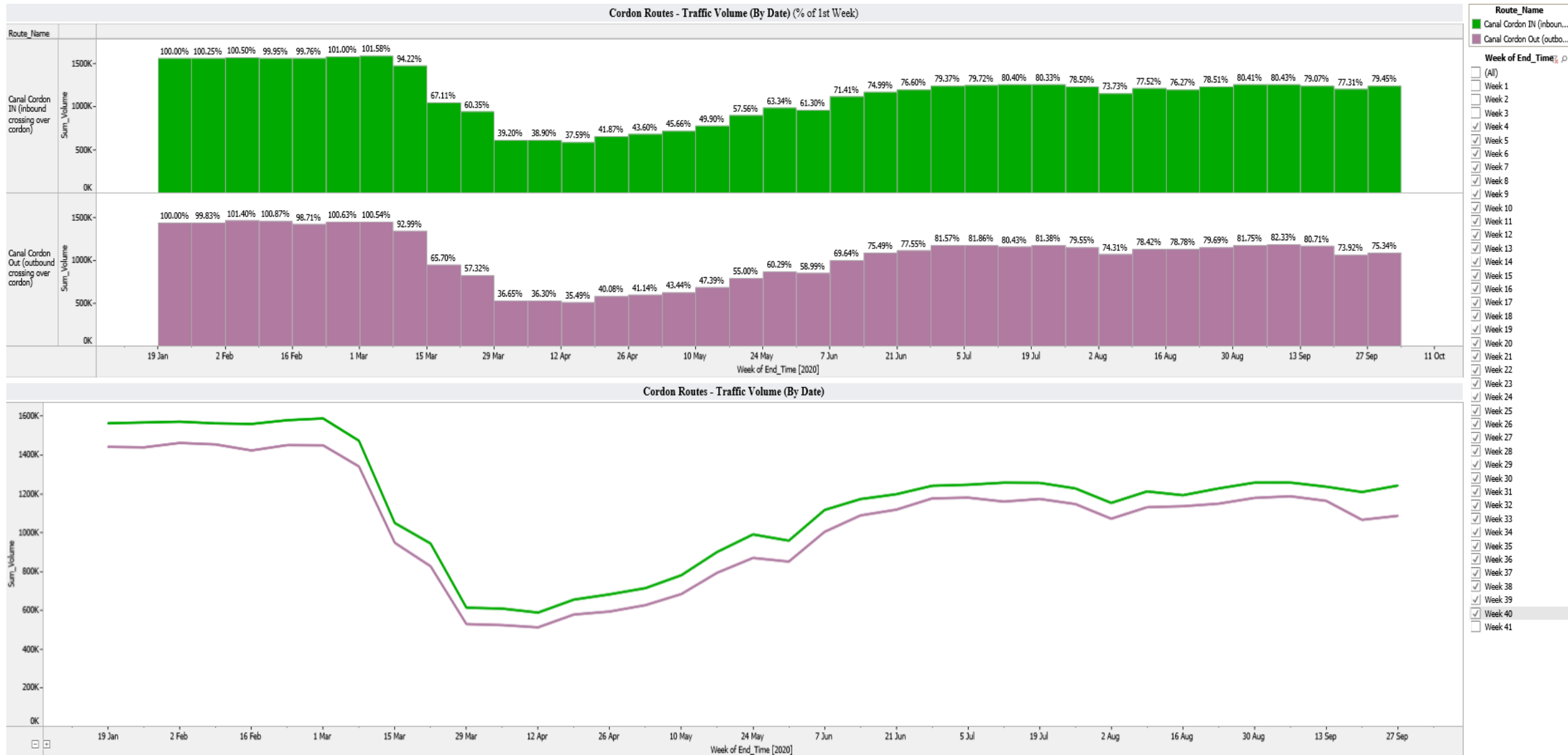
Within the area covered by the trial DCC have the following data:-

- 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

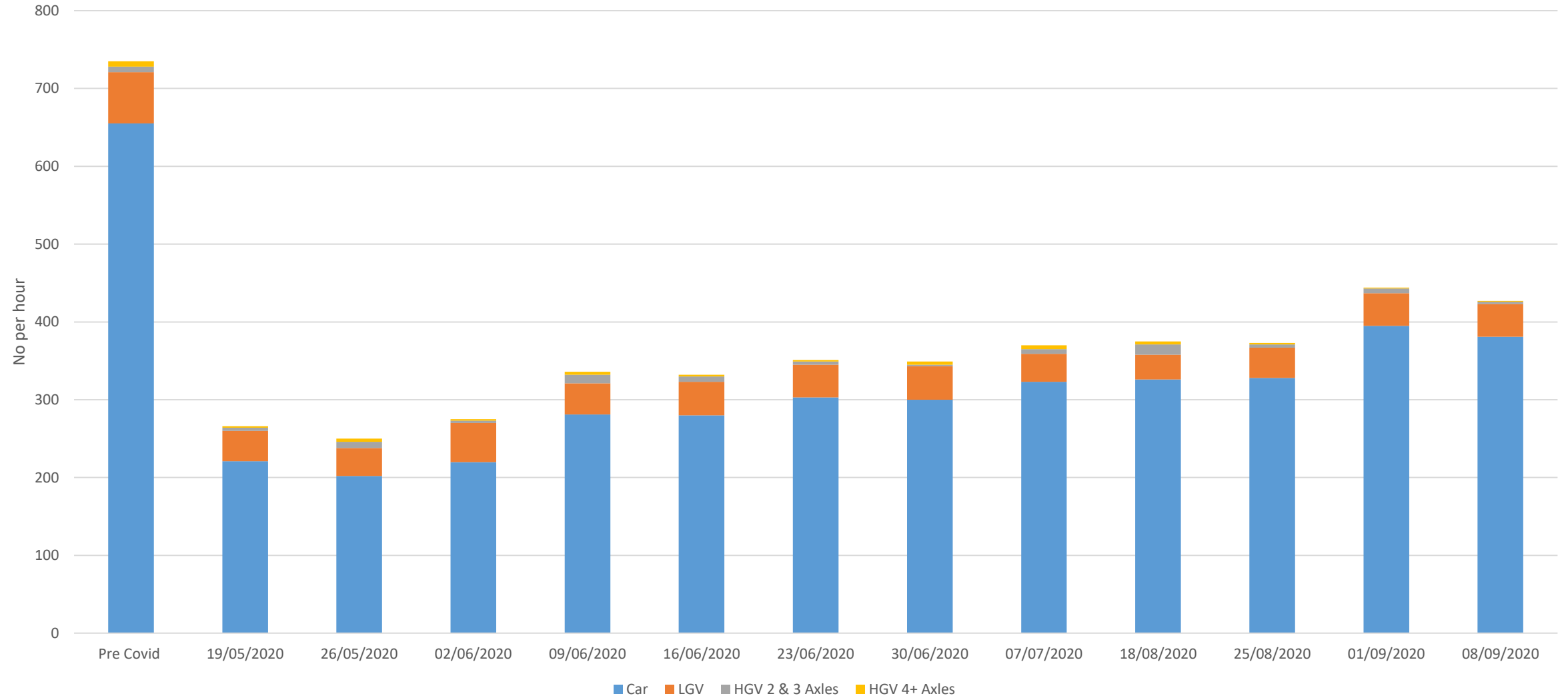




Traffic volumes crossing the canl cordon comparing pre Covid with current situation on a week by week basis.

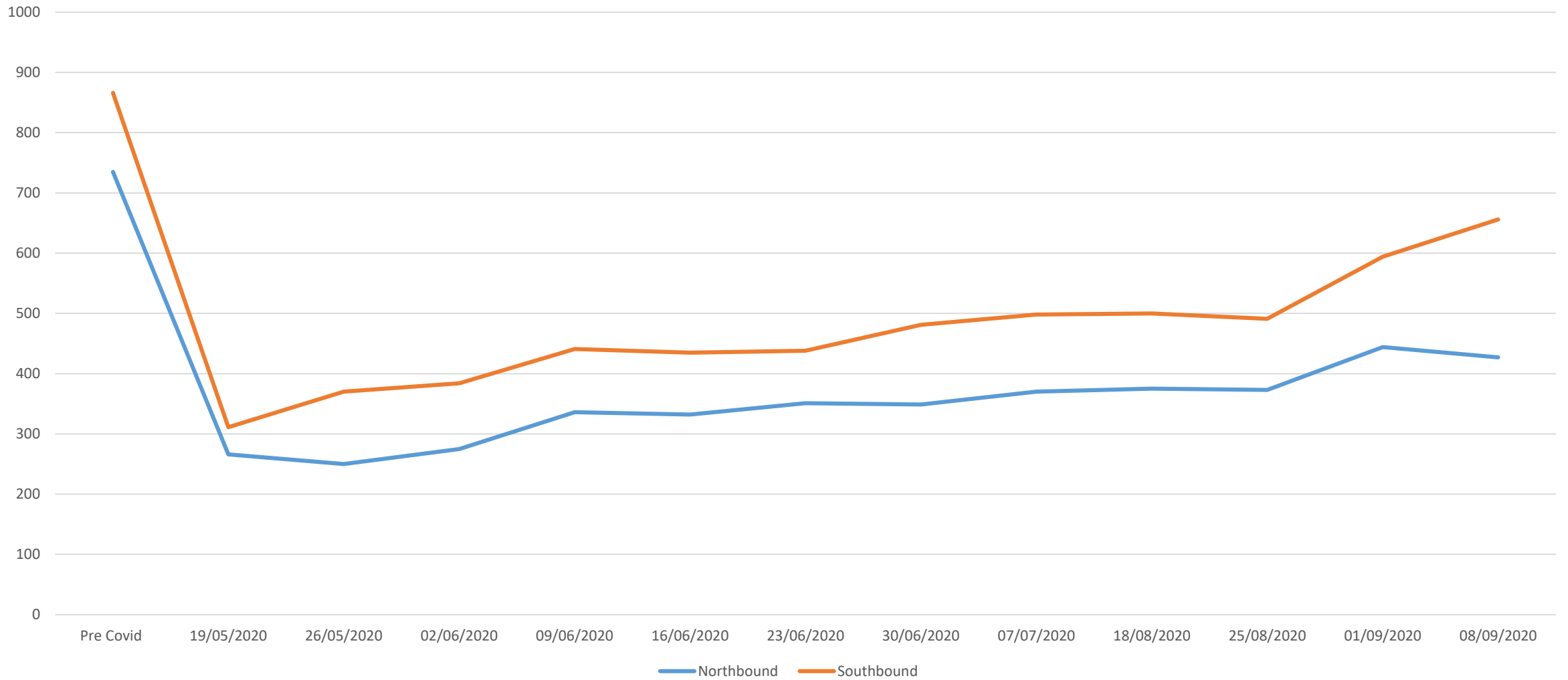
Data from Beach Road northbound

Beech Round Northbound - AM peak hour



Northbound/Southbound comparison

Northbound v Southbound AM peak hour
Cars, LGVs & HGVs



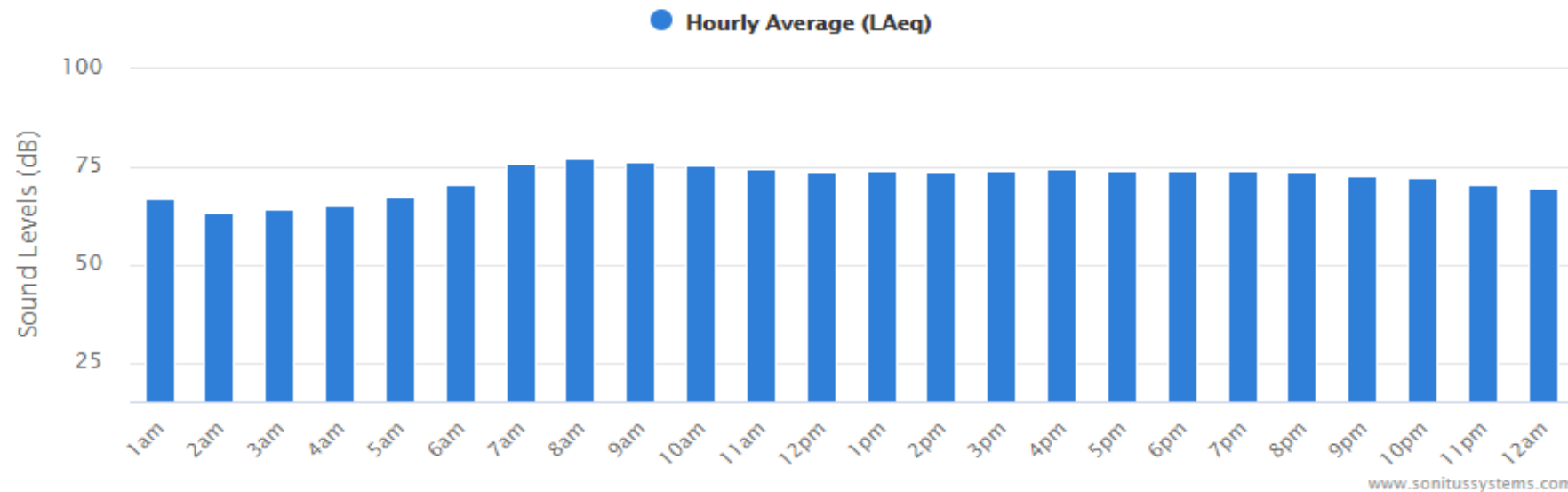
REAL TIME

HOURLY AVERAGES

Hourly Averages at Strand Road

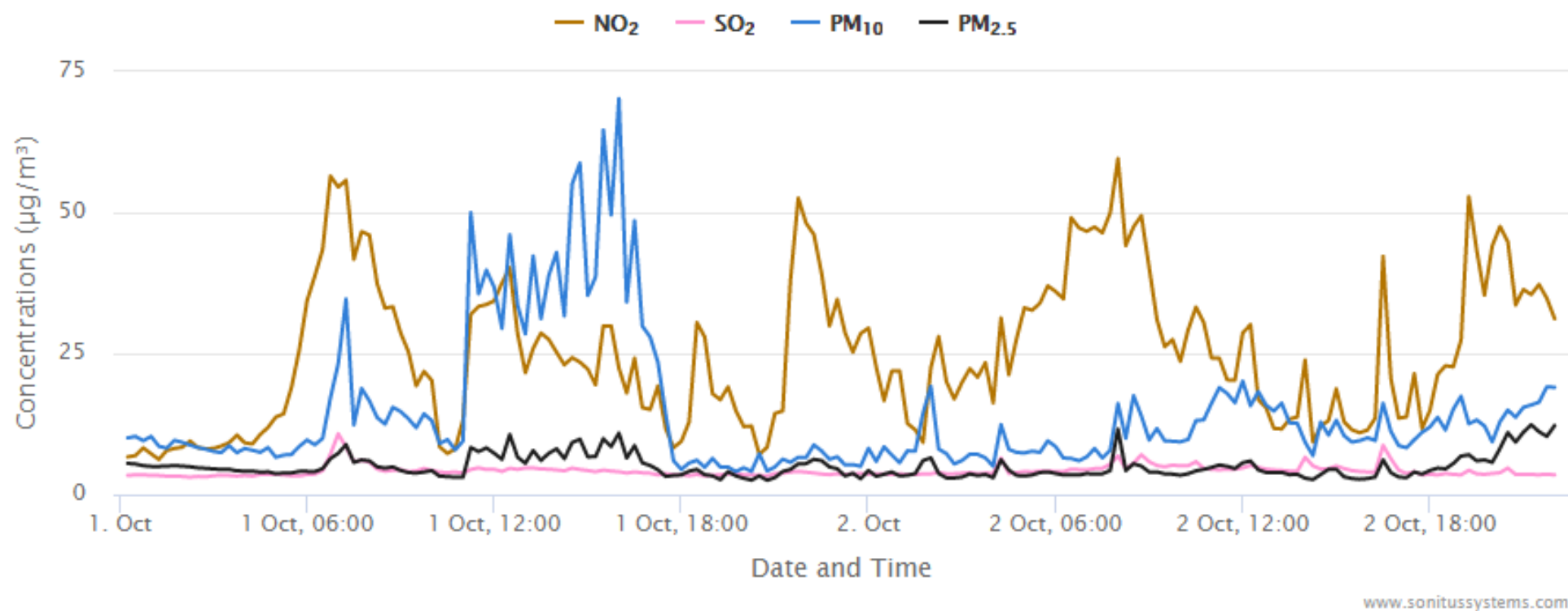


Average sound levels (LAeq) for each hour of the day. If multiple days are selected, then readings for the timeframe are averaged.

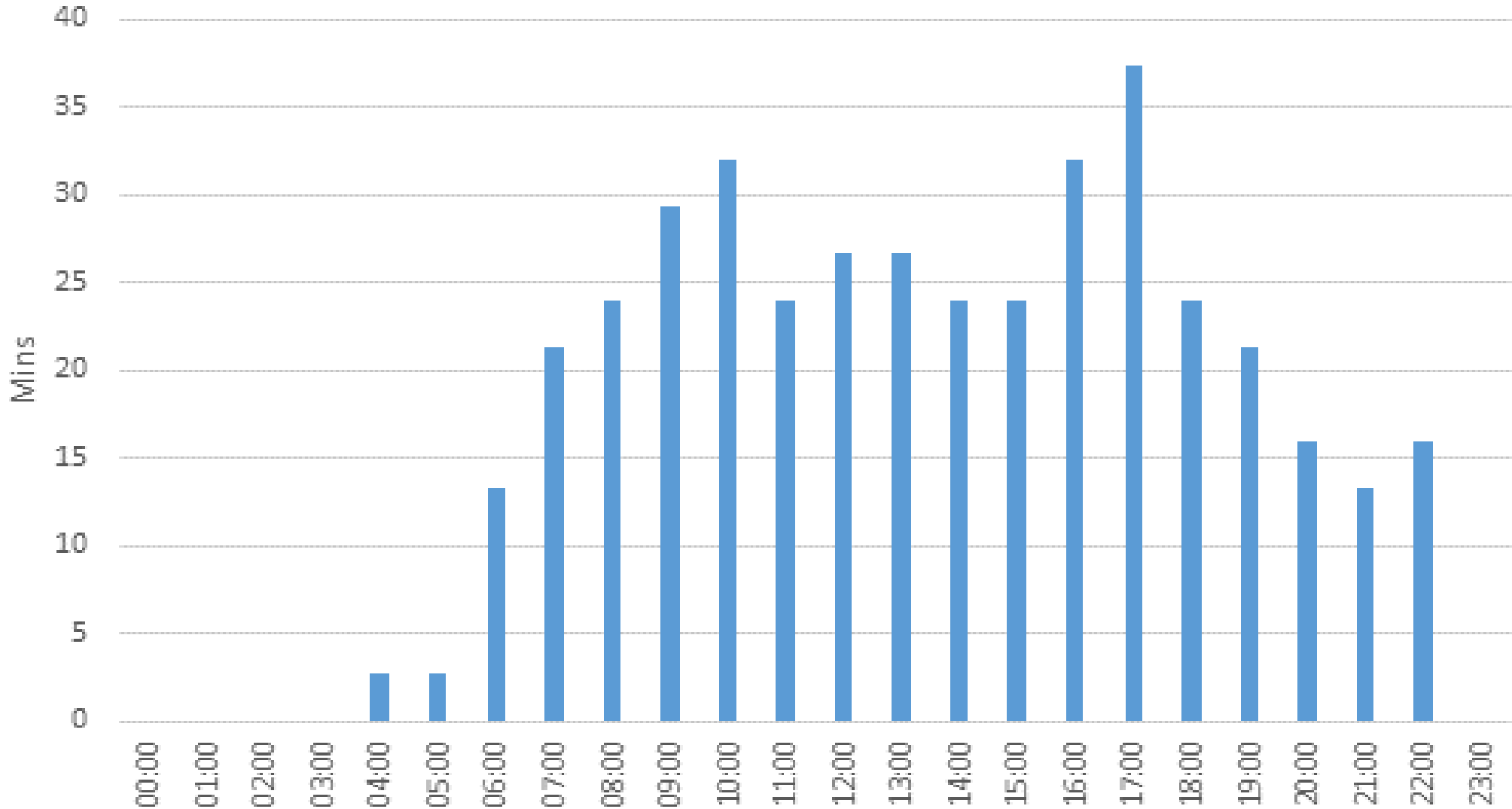


Strand Road has one of the highest noise readings in the City.

Air Quality Levels at Ringsend



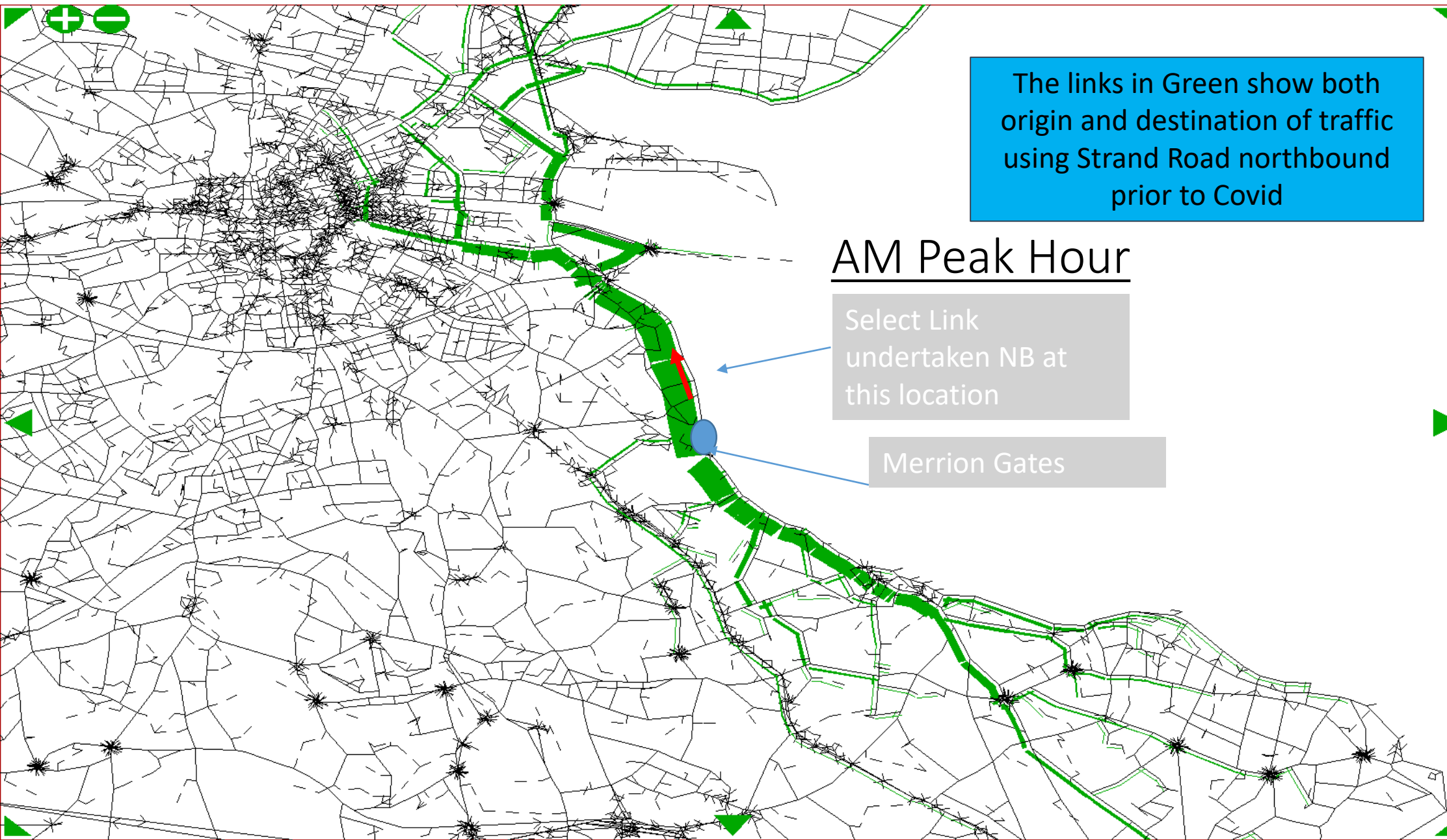
Merrion Gates - No. of mins per hour gates are closed



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

Link
Annotation
Bandwidth
Options:

Units =
100.00 /mm

min 0 mm
max 0 mm
fix 0 mm

Set Back: 0

Fill Bandwidths? YES

no Overprint
-ing numbers

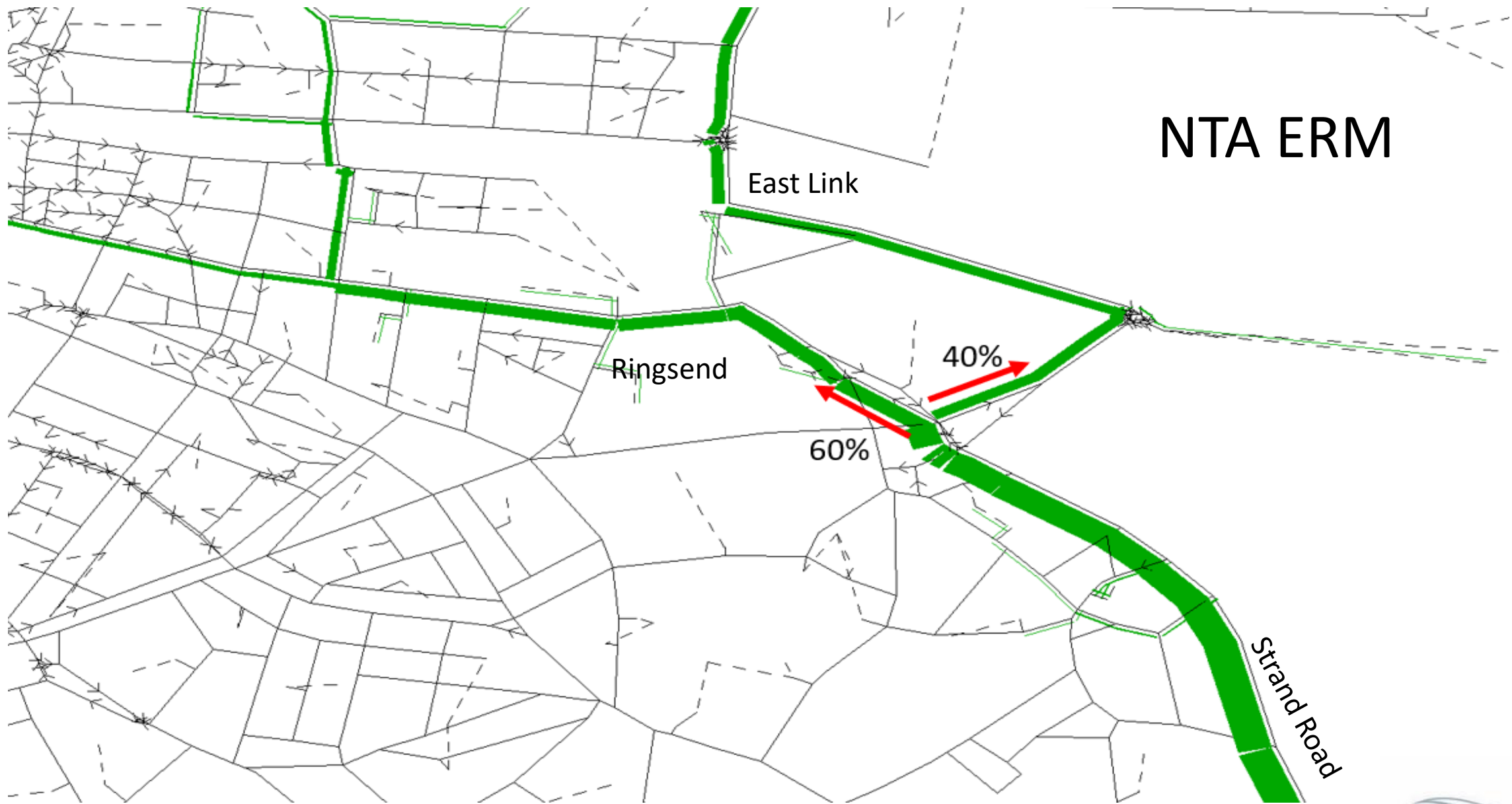
Multiple
data entries
split along
the line

offset Gap =
1.0 mm

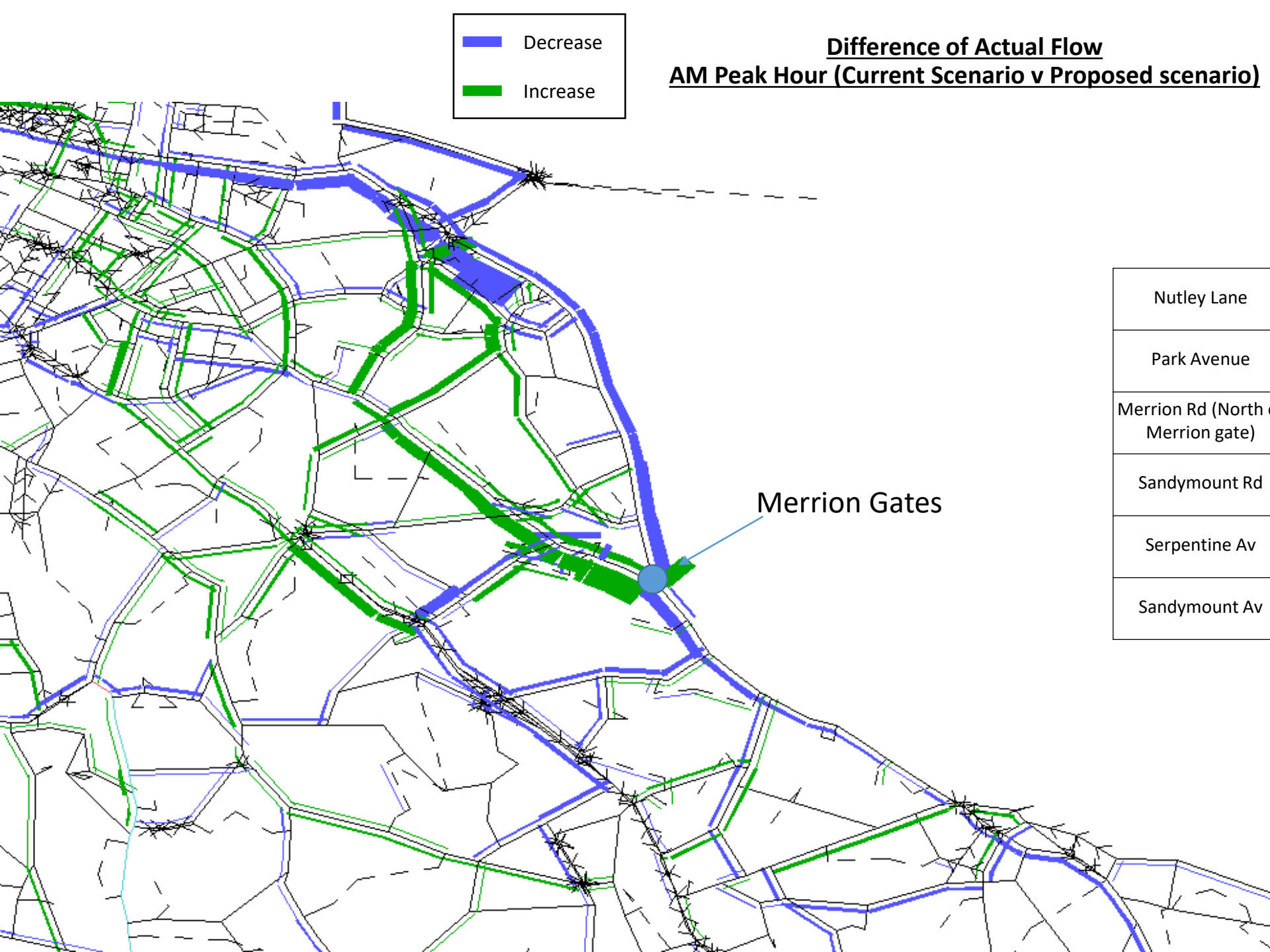
Q - Return

+ Menu bar!

See 11.6.3



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

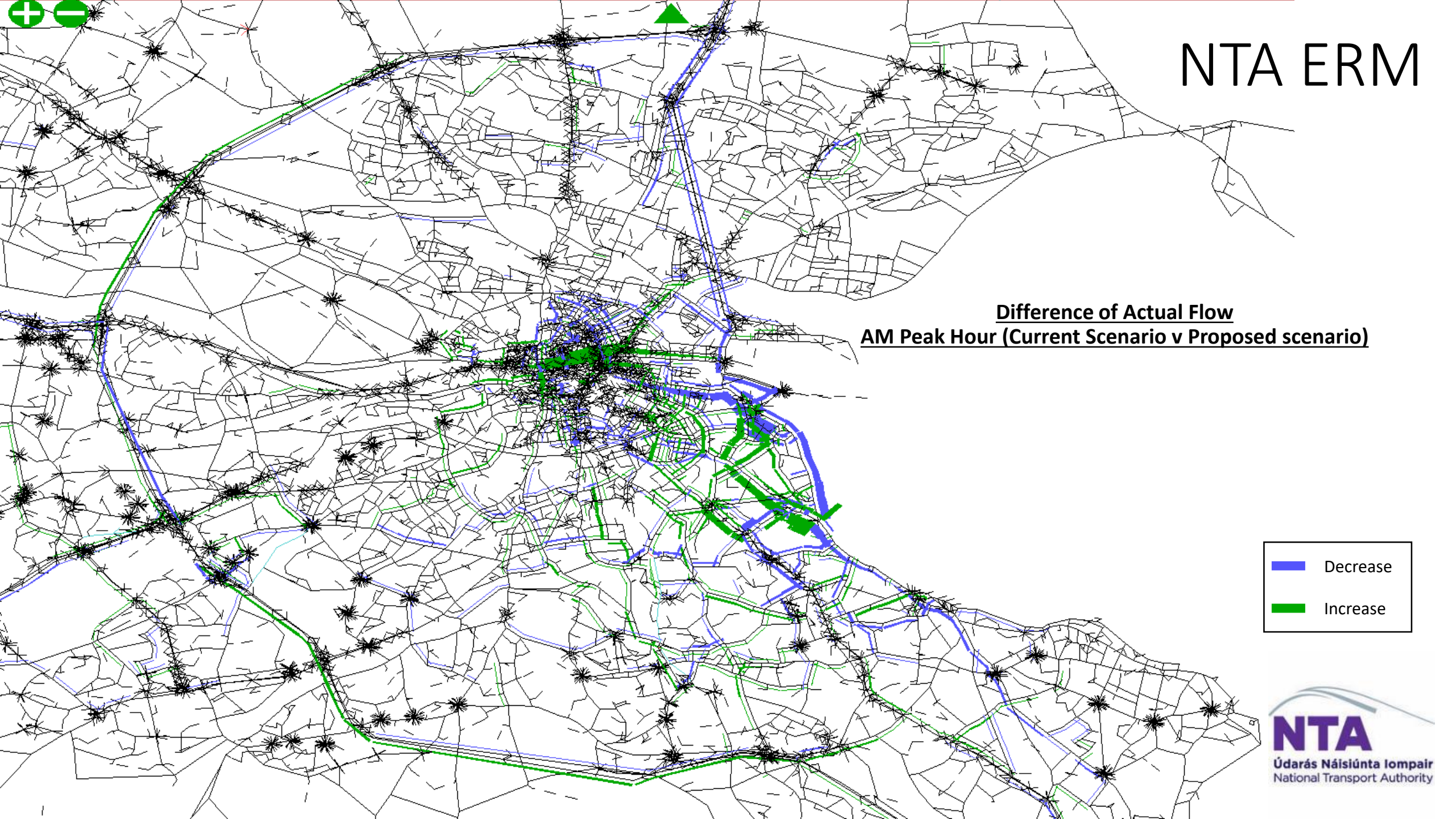


NTA ERM

		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%

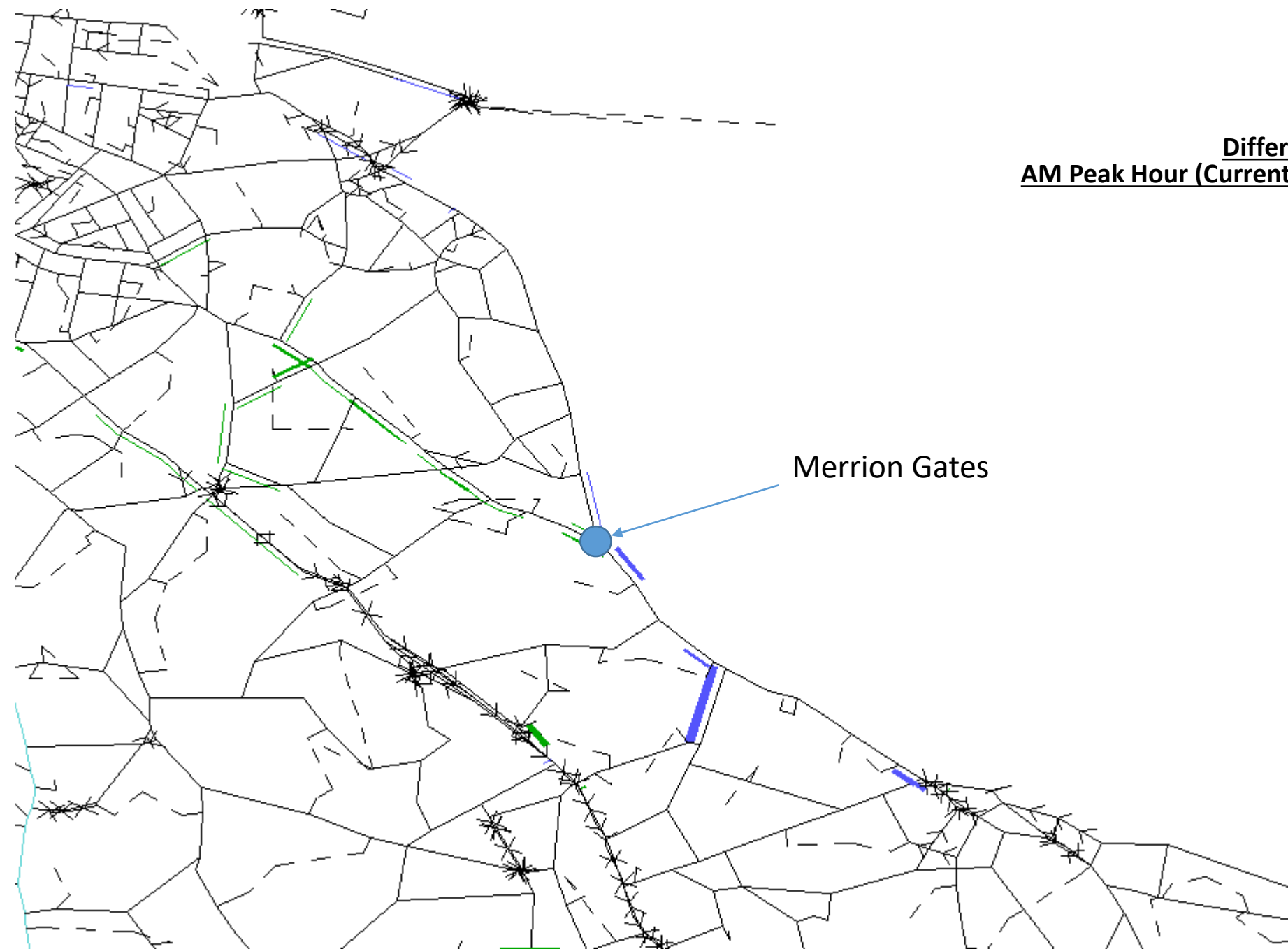
Pre Covid Volumes

NTA ERM



NTA ERM

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



Merrion Gates

