

## **Metro North Inquiry**

### **Considerations on the methodologies employed by the applicant in relation to traffic impact assessment at strategic and local levels:**

The methodology for modelling the impact of the scheme construction is acceptable to the city council. The modelling essentially takes a “corridor” from the DTO Saturn model and cordons it from the overall. The network within this cordon has been added to in order to provide a more accurate area model along the 18 kilometres of the scheme. The Saturn traffic numbers at the cordon are taken as inputs to the Metro North Traffic Model as they reflect the regional traffic distribution trends across the Metro North area. The future years modelled take account of proposed network and management enhancement proposals. This represents a balanced strategic modelling viewpoint.

The local modelling uses VISSIM micro simulation on a confined network much closer to the actual alignment proposed. The VISSIM model is used for the AM and Off Peak hours. The VISSIM traffic figures are extracted from the MNTM cordon and verified using counts. This again is valid as the overall origins and destinations of the vehicles descend from the strategic down to the local model.

Dublin City Council has commissioned the Q Paramics evening peak model using PM traffic data and SCATS timings. This Q paramics model is more extensive than the VISSIM model and is the only model that assesses the PM peak. This is the most sensitive time in terms of traffic management for the city council to consider. The model can assess the city centre network implications of individual worksites and responses.

The modelling takes the region wide implications of the proposed scheme into account. It then looks in more detail at the local implications of proposals and responses through micro-simulation. The regional outlook is based on Census information and validated against actual travel patterns, and the local is based on detailed network layout and validated travel patterns through a smaller network.

In addition to the modelling proposals the Scheme Traffic Management Plan (STMP) outlines that impact assessment will also be focused on all modes of travel. Pedestrian, cycle, taxi, servicing and deliveries, and, individual accesses will be addressed by examination of the actual space afforded to them in the proposal. This is also acceptable to the city council.

Conditions 62, 63, 64, 65, and 66 all refer.

### Consideration of monitoring and mitigation measures proposed to be employed:

### Update on construction traffic management scheme(s) to be implemented:

The proposal is at a preliminary design stage and represents a “typical design” that meets client’s requirements. A PPP scheme allows for flexibility in construction as long as design criteria are met. The principles, as outlined in the agreement between the City Council and the RPA are designed to meet the flexibility potential. They represent a method of approach rather than a list approach as the list may not be relevant if the PPP development moves away from the original as currently proposed. The construction management scheme currently proposed may vary following the appointment of a contractor, however, the scheme proposed could be taken to represent a minimum standard that would be acceptable to Dublin City Council.

The monitoring and mitigation measures and the construction traffic management are both subject to the conditions of agreement. They are focused on maintaining the vitality of the city throughout the works. Accessibility both to the city and through the city while the works are ongoing is vital. It is also necessary to provide clear information to the general public in relation to the ongoing works and to alternatives being provided. There are local liaison committees consider the impact of construction proposals, and a Traffic Management Committee to review monitor and co-ordinate traffic management.

The local assessment process outlined in the STMP does represent a reasonable way to progress. It recognises that some items will need detailed examination and can only be assessed by means of maps and drawings to show the effects of proposals.

The conditions from 62 through to 73 all relate to the management of traffic throughout the proposal development and construction.

### An overview of the post-construction traffic management measures within the Administrative area of the Authority:

The overview of the post construction Traffic management of the City area is contained in the Dublin City Council, Roads and Traffic Department’s “City Centre Transport Plan”. This plan looks at the implications for movement in the city centre based on current Development Plan zoning and densities. It assesses Transport 21 in the context of traffic management requirements and improvements for accessibility. Overall it provides for the additional mobility required to allow Dublin to grow in a sustainable way, while providing for necessary private vehicular access to the city centre for retail and business but does not accommodate through traffic.