



**METRO NORTH
ORAL HEARING**

Validation Exercise Post Port Tunnel Opening

Comparison of 2009 Do No Construction Metro North Traffic Model with recent Traffic Counts.

In response to requests for additional information, data was extracted from the Metro North Traffic Model (MNTM) and compared to recent traffic count data for the AM peak period (7:00 – 9:00 hours). The MNTM was validated for 2006 which was prior to the opening of the Port Tunnel. The table below provides a summary of recent count data in key areas along the Metro North alignment. This was compared to the 2009 Do No Construction MNTM as described in the Scheme Traffic Management Plan. From this it is possible to determine the correlation between the model and the existing situation post opening of the Port Tunnel.

Traffic volumes on the M1 are slightly higher in the MNTM than the corresponding count data, to account for expected growth between 2007 and 2009. The MNTM shows close agreement with the counts taken in Ballymun. Within the canal cordon, the MNTM shows traffic remaining similar to 2007 volumes. This is expected as the city centre is at capacity. Overall, the correlation between the 2009 Do No Construction MNTM and recent traffic counts is good.

Location	Direction	Counts (pcu)	MNTM (pcu)	Difference (pcu)	% Difference	GEH
M1 North of Airport *	Northbound	4378	4915	538	12.3%	7.9
	Southbound	8439	9782	1344	15.9%	14.1
M1 South of Airport *	Northbound	6377	6370	-7	-0.1%	0.1
	Southbound	8031	9121	1090	13.6%	11.8
Ballymun Cordon † (area in VISSIM model)	Inbound	11080	10631	-449	-4.1%	4.3
	Outbound	11129	10724	-405	-3.6%	3.9
Canal Cordon ‡	Inbound	41141	42024	883	2.1%	4.3
	Outbound	23768	22128	-1640	-6.9%	10.8

* NRA Hourly Directional Counts 2007

† Manual Classified Counts for RPA, December 2008

‡ Traffic Counts for DCC, November 2007

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