


## Note

The following Table provides traffic trend information derived from a small sample set of traffic counters located on the national road network.

The information below covers the morning period from 7am until 10am. The trend for car traffic from this period of the day generally correlates closely with the overall daily trend in car traffic at each location.

This summary is produced daily.

				
<b>Transport Infrastructure Ireland</b>				
<b>National Road Car Traffic Report</b>				
<b>Morning Period (7am – 10am)</b>				
<b>Friday 9<sup>th</sup> October 2020</b>				
<b>Traffic Counter</b>	<b>Traffic Volume (Cars Only)</b>	<b>Comparison with same day 2019</b>	<b>Comparison with same day last week</b>	<b>Comparison with same day pre-Level 3 in Dublin</b>
M50 J5-J6 (N2 to N3 Navan Road)	17,482	-26%	-5%	-6%
M1 North of J20 (South of Border at Jonesboro)	2,046	-39%	-14%	-21%
M1 J2-J3 (Dublin Airport to Swords)	14,178	-23%	-3%	-4%
M4 J6-J7 (Between Celbridge and Maynooth)	7,016	-25%	-10%	-15%
N6 Bóthar na dTreabh, Galway	3,391	-25%	-4%	-7%
M7 J29-J30 Limerick SRR (Ballysimon to Rosbrien)	6,694	-31%	-5%	-2%
N7 J3-J4 (Citywest)	12,208	-32%	-9%	-11%
M9 J11-J12 (Mullinavat to Waterford)	1,619	-27%	-4%	-4%
M11 J5-J6 (Between Bray North and Bray Central)	9,253	-30%	-15%	-16%
N40 Cork SRR (Kinsale Road to Douglas)	13,843	-21%	-1%	0%

### **Introductory Remarks**

- From Tuesday 21<sup>st</sup> April, an upward trend in car traffic volumes became apparent. In response, daily traffic figures were provided by TII from 29<sup>th</sup> April in order to more closely monitor traffic trends. Traffic figures were measured from 7am to 10am so as to provide an early indicator each day.
- Weekly heavy goods vehicle traffic had remained largely stable and accordingly the daily figures provided were for cars only.
- The changes recorded day-to-day are not cumulative – they compare only the current day's figures versus the same day in the previous week and the same day last year.
- Given the potential traffic impacts arising from the introduction of Level 3 restrictions in Dublin on 19<sup>th</sup> September TII provided a daily update on morning peak traffic figures commencing 21<sup>st</sup> September until 2<sup>nd</sup> October.
- With the introduction of countrywide Level 3 restrictions from midnight on Tuesday 6<sup>th</sup> October, TII has again reverted to providing a daily update.

### **Daily Data for Friday 9<sup>th</sup> October**

- Overall, car traffic today is typically down by between 23% and 39% of the volumes of one year ago, across the sampled traffic counters.
- Car traffic just south of the Northern Ireland Border on the N1 at Jonesboro shows a decrease today of -14% as compared with Friday 2<sup>nd</sup> October and by -21% since the start of the Level 3 restrictions in Dublin.
- Car traffic volumes on the radial routes into Dublin this morning all show a decrease when compared with Friday of last week. Car traffic is down -3% on the M1 at Swords to Airport, -9% on the N7 at Citywest, -10% on the M4 at Celbridge-Maynooth and -15% on the M11 at Bray. The smaller reduction in car traffic of -3% on the M1 reflects the fact that the Garda motorway checkpoint on the M1 is remote from the traffic counter (the checkpoint was located north of Balbriggan at the county boundary), while the other three routes all had Garda checkpoints in place close to the traffic counter location.
- The M50 (N3 Navan Road to N4 Galway Road) shows a -5% decrease as compared with Friday 2<sup>nd</sup> October. This counter typically shows a trend closer to the M1 counter than the counters on the other radial approaches to the M50.
- In the case of the regional cities the change in car traffic volumes this morning as compared with Friday 2<sup>nd</sup> October is as follows: N40 Cork -1%, N6 Bóthar na dTreabh Galway -4%, M9 Waterford -4% and M7 Limerick -5%.