


## 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>Thursday 21<sup>st</sup> May 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>
M50 J6-J7 (N3 Navan Road to N4 Galway Road)	11,834	-58%	+30%
M1 North of J20 (South of Border at Jonesboro)	1,248	-67%	+36%
M1 J2-J3 (Dublin Airport to Swords)	9,700	-51%	+25%
M4 J6-J7 (Between Celbridge and Maynooth)	5,343	-48%	+29%
N6 Bóthar na dTreabh, Galway	2,348	-49%	+24%
M7 J29-J30 Limerick SRR (Ballysimon to Rosbrien)	3,939	-59%	+23%
N7 J3-J4 (Citywest)	8,960	-51%	+24%
M9 J11-J12 (Mullinavat to Waterford)	1,060	-55%	+24%
M11 J5-J6 (Between Bray North and Bray Central)	5,943	-58%	+36%
N40 Cork SRR (Kinsale Road to Douglas)	8,659	-52%	+32%

### **Introductory Remarks**

- In the initial three weeks following the introduction of the March 27<sup>th</sup> restrictions, traffic volumes were very consistent. Overall traffic volumes were typically down approximately 65-70% across the national road network.
- From Tuesday 21<sup>st</sup> April, an upward trend in car traffic volumes became apparent.
- In response, daily traffic figures are being provided in order to more closely monitor the trends. Traffic figures are measured from 7am to 10am so as to provide an early indicator each day.
- Weekly heavy goods vehicle traffic has remained largely stable and accordingly the daily figures provided are for cars only.
- The changes 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.

### **Daily Data for Thursday 21<sup>st</sup> May**

- The increase in car traffic volumes today as compared with Thursday 14<sup>th</sup> May continues the trend of increased traffic growth that was apparent yesterday.
- Overall, car traffic today is typically down by between 48% and 67% of the volumes of one year ago, across the sampled traffic counters. However, the reduction in car traffic is diminishing and traffic volumes are showing a progressive increase as compared with the traffic volumes recorded in the immediate aftermath of the 27<sup>th</sup> March restrictions.
- Traffic just south of the Northern Ireland Border on the N1 at Jonesboro is up 36% as compared with Thursday 14<sup>th</sup> May. Traffic is 67% lower than the same day last year at this counter.
- Car traffic volumes on the radial routes into Dublin show an increase this morning as compared with Thursday of last week of between 25% and 36%. Car traffic is up 36% on the M11 at Bray, 29% on the M4 at Celbridge-Maynooth, 25% on the M1 at Swords to Airport and 24% on the N7 at Citywest. These figures are almost identical to yesterday and continue the trend that has been evident since Monday.
- The M50 (N3 Navan Road to N4 Galway Road) shows a 30% increase as compared with Thursday 14<sup>th</sup> May. This is very consistent with the car traffic growth on the M50 experienced since the start of the week and also with traffic growth rates on the radial routes approaching the M50.
- In the case of the regional cities the increases in car traffic volumes this morning as compared with Thursday of last week are as follows: N40 Cork 32%, N6 Bóthar na dTreabh Galway 24%, M9 Waterford 24%, M7 Limerick 23%. These traffic growth levels continue the consistent trend visible since Monday.

As a general conclusion, this morning's increase in car traffic across the sample sites continues the consistent growth levels evident since Monday, with similar levels of growth evident in Dublin and the regional cities.