



Bonneagar Iompair Éireann
Transport Infrastructure Ireland

Transport Infrastructure Ireland

National Road and Greenway Network Indicators

2025

July 2026



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Introduction

Transport Infrastructure Ireland's purpose is to provide sustainable transport infrastructure and services, delivering a better quality of life, supporting economic growth and respecting the environment.

Transport Infrastructure Ireland (TII) has overall responsibility for the planning, supervision, safety, maintenance and operations of the National Roads and the rural greenway networks.

Efficient operation of the National Road Network results in benefits for all road users in the form of shorter journey times, reduced traffic congestion and lower vehicle operating costs. Use of active travel modes along greenways supports sustainable transport objectives and promotes physical activity for leisure and tourism.

High quality National Roads and greenway infrastructure facilitates safe and accessible transport and recreation for all users.

In this report TII presents analysis and key trends relating to the performance and usage of the National Road and greenway networks.



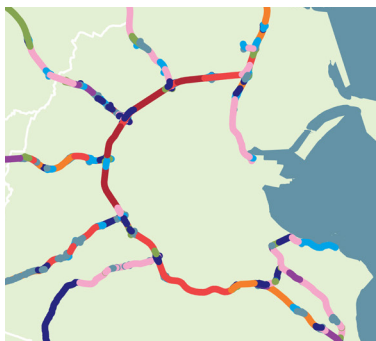
Courtesy Fáilte Ireland

A: Key Trends Summary

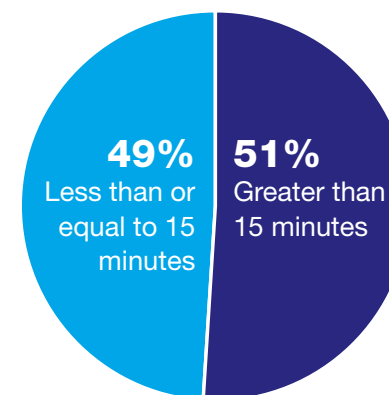
1. Road Network - Travel Hotspots

Trip Duration on National and Regional Roads - AM Peak

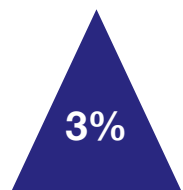
M50 Dublin area:
100,000 or more vehicles
per day hotspot:



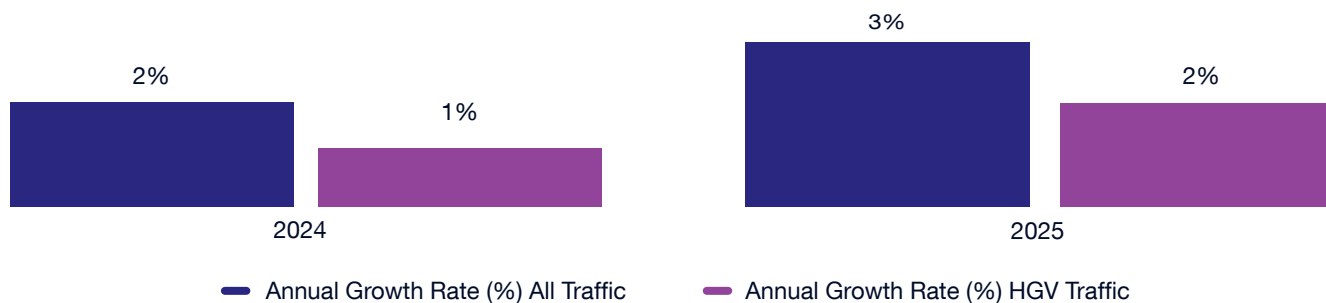
N40 Cork area:
50,000 or more vehicles per
day hotspot:



2. Economic - Traffic Growth 2024-2025



Traffic across the network
increased by 3% in 2025

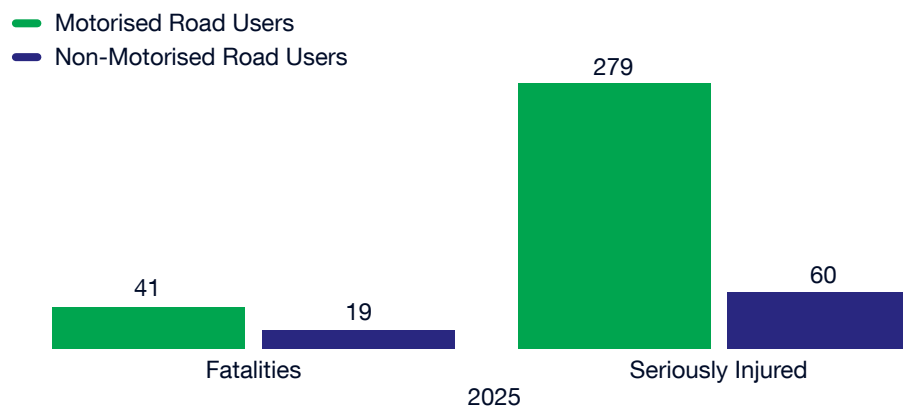
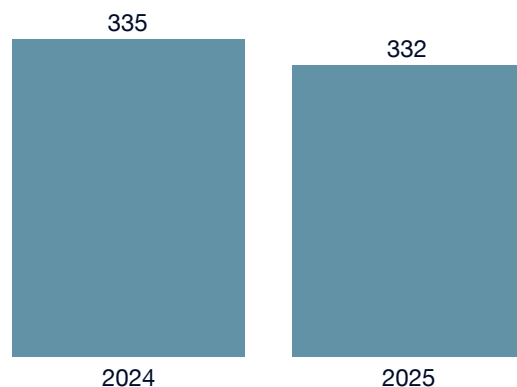
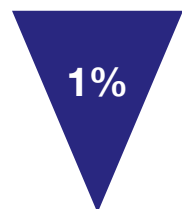


A: Key Trends Summary (Cont.)

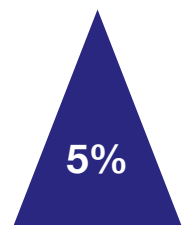
3. Safety - Fatal and Serious Injury Collisions

Total Fatalities and Seriously Injured

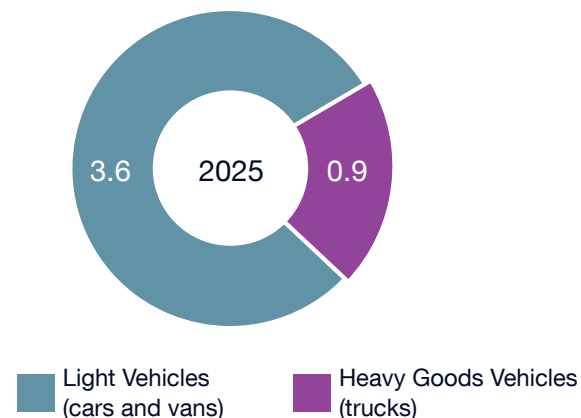
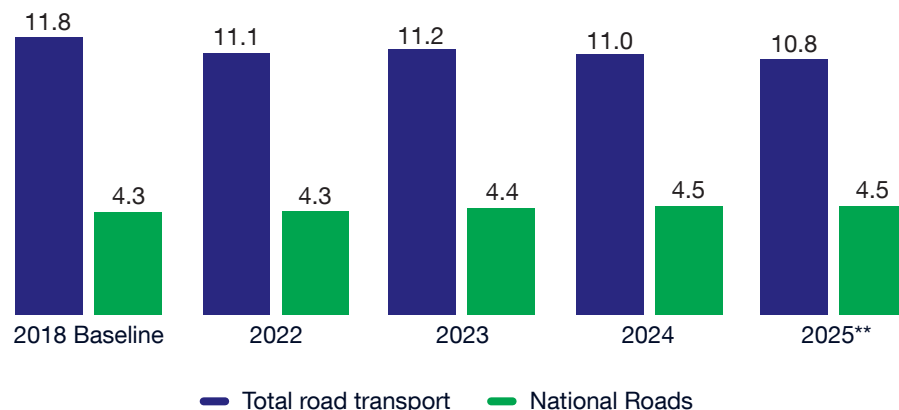
In 2025, 332 Fatal and Serious Injury Collisions resulted in 60 fatalities and 339 serious injuries on the National Roads Network. This represents a 1% decrease from 2024.



4. Emissions – Annual Road Travel Emissions on National Roads per Vehicle Class (megatonnes CO₂e)



5% increase in road travel emissions across the National Roads Network in 2025 compared to 2018 baseline.



** 2025 total road emissions are based on EPA projections.

B: News & Information

How TII Shares News With Road Users

TII's traffic count database includes interactive features that allow users to create their own dashboard where they can personalise reports.

There are also two global reports available for download: a site-wide monthly summary report and Annual Average Daily Traffic (AADT) and a Heavy Goods Vehicle (HVG) percentage report.

The data is available at trafficdata.tii.ie

Mobility and Outdoor Value Estimates

TII, in partnership with Fáilte Ireland, launched the Mobility and Outdoor Value Estimates (MOVE) research programme in 2024 to improve the evidence base for Ireland's outdoor active travel infrastructure, with a particular focus on greenways.

Findings indicate that Ireland's greenways are used by a diverse range of users throughout the year for multiple purposes, including leisure, exercise, tourism and local everyday trips. The findings also highlight the importance of greenways as safe, attractive and accessible spaces for physical activity, recreation and tourism, supporting sustainable transport objectives while delivering wider health, wellbeing and local economic benefits. The on-going research can be explored at uk.planengage.com/tii/page/Power-BI

Bypass Impact Evaluation

In 2025, TII published the **Baile Bhúirne / Baile Mhic Íre Bypass Impact Evaluation study**, the second in the series of studies looking to assess the impacts of TII funded bypass schemes on local communities.

The findings of the study can be found in the Bypass Impact Evaluation Report (tii.ie/en/tii-library/strategic-planning/)

Traffic Assistance and Live Updates

A **Motorway Service Helpline** is available to assist road users in difficulty on a Motorway. All calls are directed through the Motorway Traffic Control Centre.



T: 0818-715-100 or

E: info@mtcc.ie

TII live interactive traffic map, showing current road conditions across Ireland including traffic speeds, incidents, roadworks and weather-related warnings is available under traffic.tii.ie/

News & Information

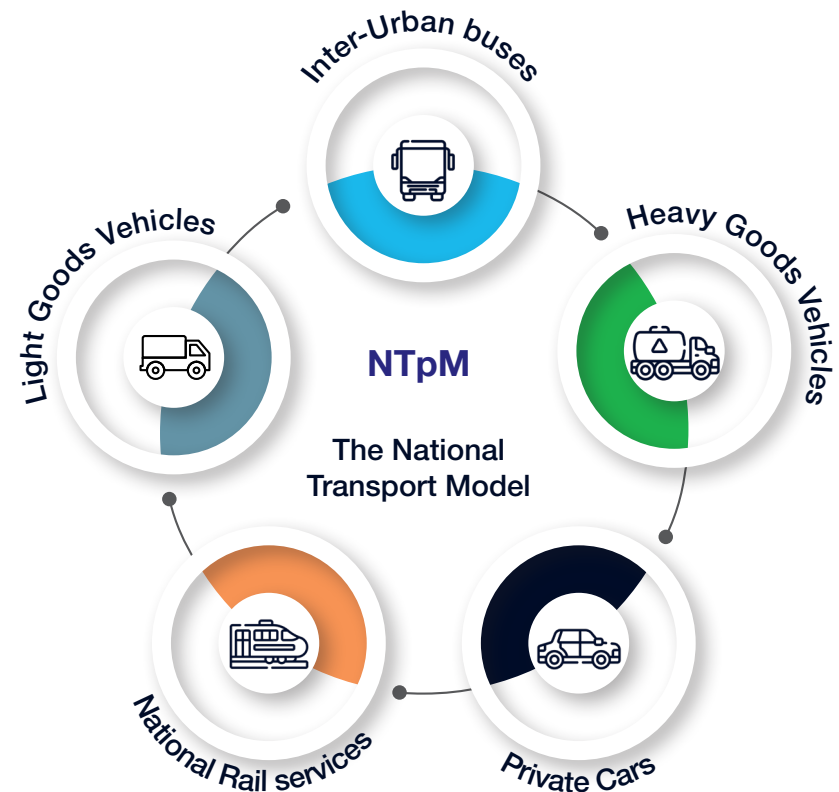
Updates to the National Transport Model

The National Transport Model, developed by TII, is an important tool used to understand how people and goods travel across Ireland, and how this might change into the future. The model provides a view of transport supply and demand across multiple modes, gives insights on current trends and impacts of future interventions, and informs many of the road network indicators presented in this report.

The model was first developed in 2008, and it is regularly updated to ensure that it reflects how Ireland and transport are changing. In 2024, TII commenced a major update of the model, which is now available for use in supporting TII.

This update is a significant step forward in the model's capabilities, shifting the focus away from vehicles and towards people – how they travel, when they travel and why? By better reflecting people's real-world travel behaviour and emerging trends in transport, the model provides a richer and more nuanced picture of how the National Roads Network is used in everyday life. It also strengthens TII's ability to assess the impacts of transport investment on different groups in Irish society, helping ensure that the National Roads Network continues to support and benefit Irish communities.

The modelling of goods and services has also been enhanced through the introduction of a new vehicle class, Light Goods Vehicles. Overall kilometres travelled by this vehicle class has grown in recent years, and this development is now appropriately represented within the model.



1.

Road Network

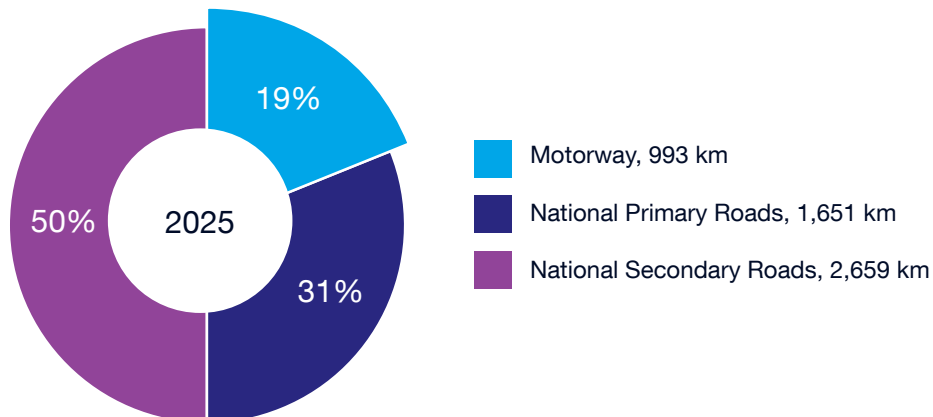


A1: Extent of National Roads Network by Classification

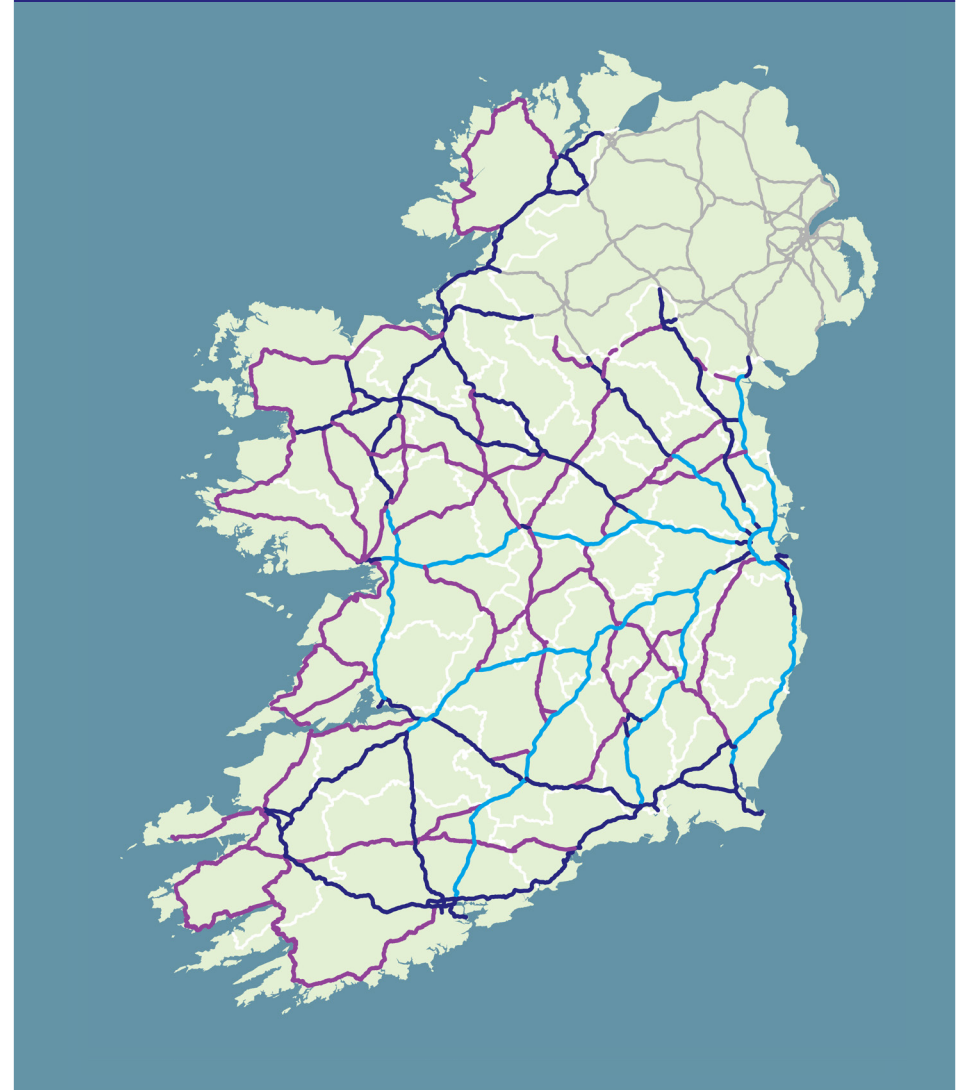
There are approximately 5,300 km of National Roads in Ireland. The length of the network fluctuates every year due to road reclassification, realignments to existing roads and the completion of new roads.

The network encompasses all National Primary Roads, including Motorways, and National Secondary Roads.

Extent of National Roads Network by Classification (2025)



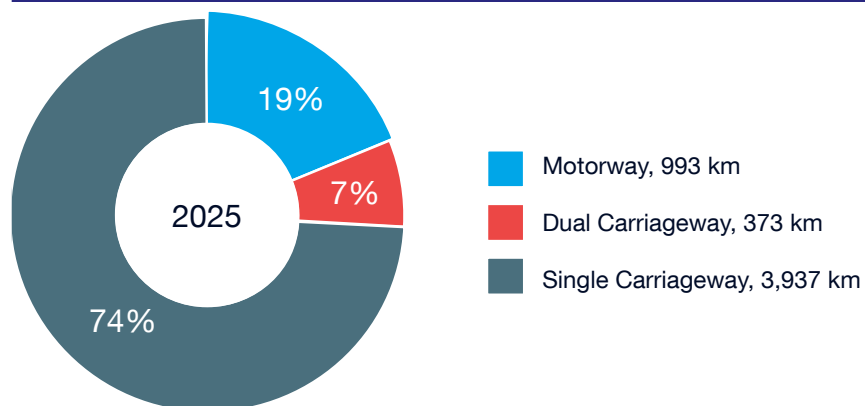
Overview of National Roads Network by Classification (2025)



A2: Extent of National Roads Network by Carriageway Type

The National Roads Network is also classified by Carriageway Type: Motorways, Dual and Single Carriageways.

Extent of National Roads Network by Carriageway Type (2025)



Overview of National Roads Network by Carriageway Type (2025)

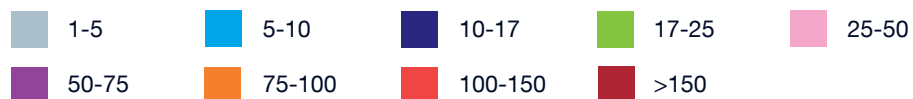


B1: Level of Usage of the National Roads Network

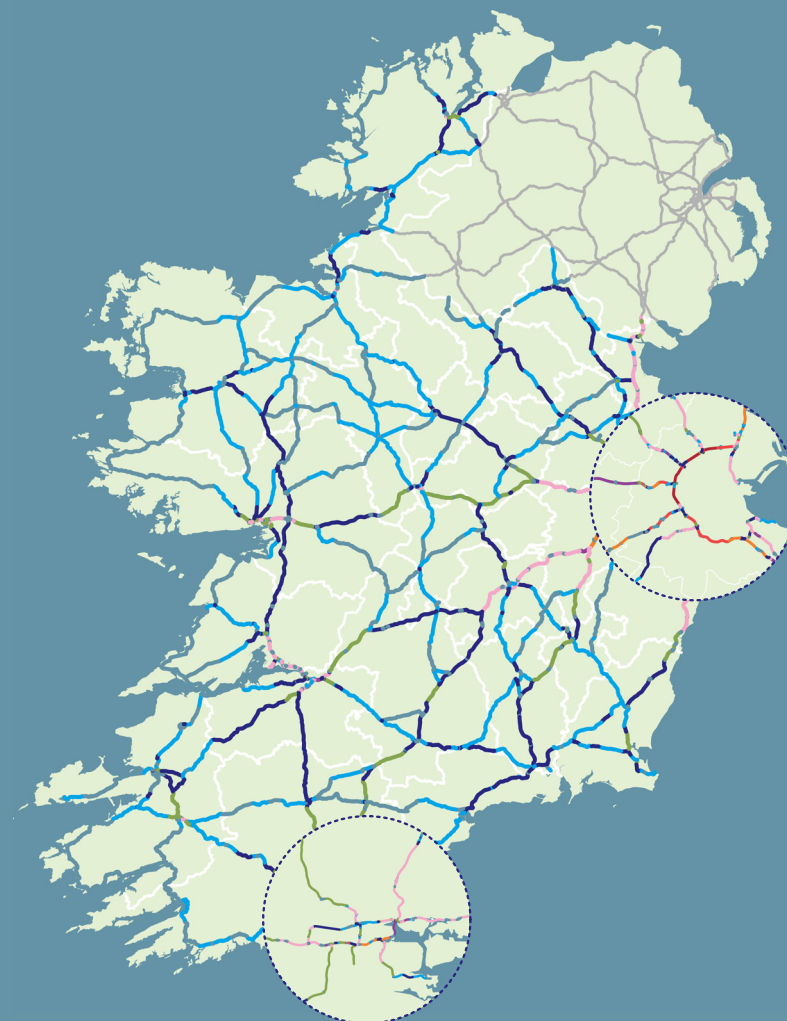
Traffic levels in 2025 increased from 2024 with AADT levels reaching over 150,000 per day.

- In 2025, the M50 carried the highest volumes of traffic per kilometre in the country.
- In 2025, traffic levels on the N40 increased from 2024 levels.

AADT (thousands per day)



Level of Usage of the National Roads Network
Measured by Annual Average Daily Traffic (AADT) (2025)

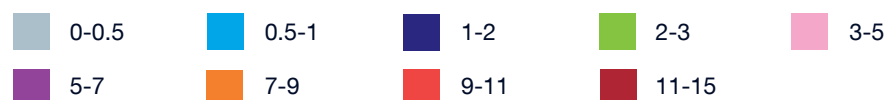


B2: Freight Movements on the National Roads Network

The National Roads Network is used by large numbers of freight vehicles (i.e. vehicles that carry and deliver goods). Ireland's economy is dependent on the efficient movement of goods, both domestically and internationally.

- The M50, the N7, the M7, and Dublin radial routes carried the highest levels of HGV traffic in 2025.

AADT (thousands per day)



Level of Usage of the National Roads Network by HGV
Measured by Annual Average Daily Traffic (AADT) (2025)



C1: Level of Service: Morning Rush-Hour

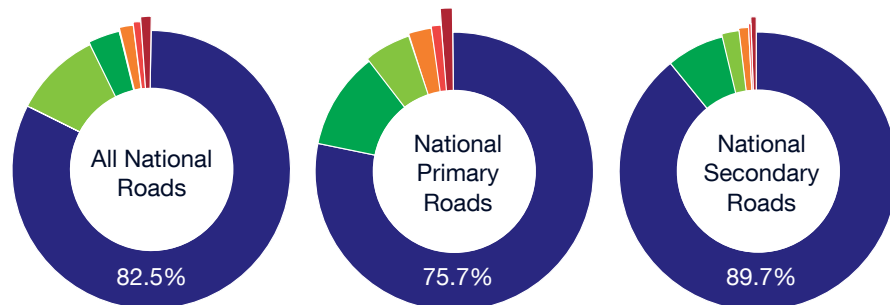
Level of service (LOS) is a measurement used to evaluate road performance in terms of traffic flow and speed. It considers factors such as vehicle speed, mobility and safety.

For further information see: Transport Research and Information

Note: A Study of Lane Capacity, online at

www.tii.ie/tii-library/strategic-planning

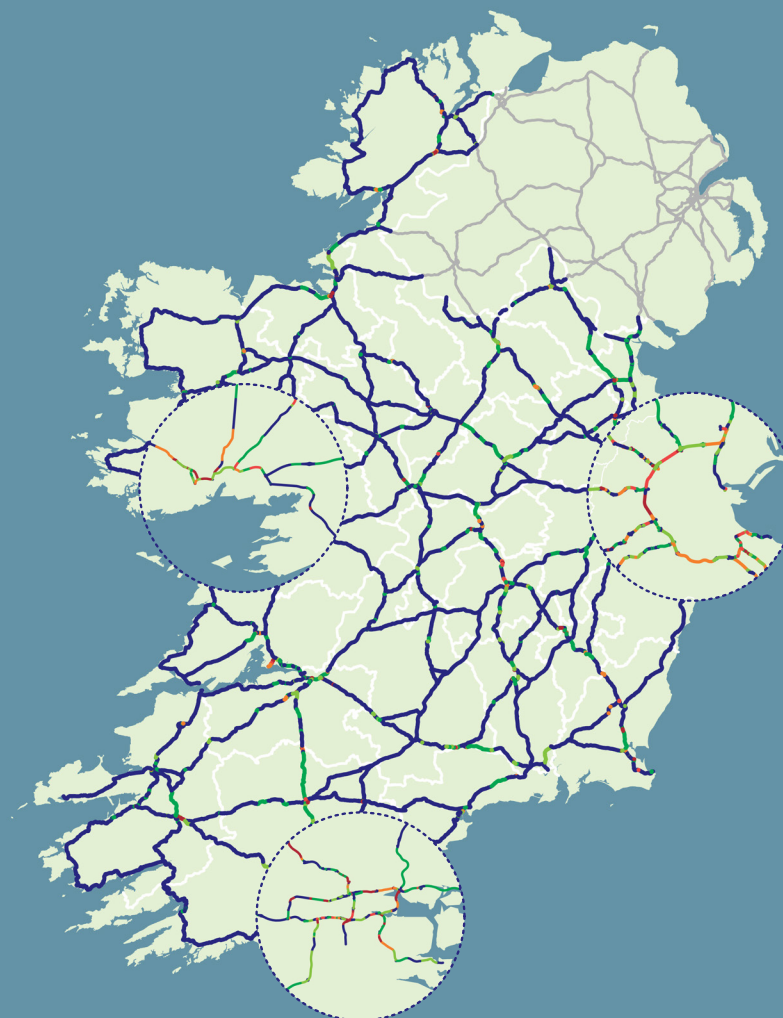
Levels of Service by Road Type (2025)



Level of Service



Level of Service Provided by the National Roads Network During Morning Rush-Hour (2025)



D1: M50 Performance Summary

2025 Key Network Statistics

The M50 is the busiest road in Ireland, with traffic volumes exceeding 150,000 vehicles per day on multiple sections, underscoring its critical role in supporting regional , national and international movement.

**13,277**

Highest Hourly Flow recorded on the N7 - N4 section between 7am and 8am on 23rd July

**189,590**

Highest Daily Flow recorded on M50 between the N3 - N2

**Thursday**

Busiest Typical Day

**1.72 billion**

Vehicle km travelled which represents a 2% increase on 2024

**17:00 - 18:00**

Peak Incident Time

**2,158**

Total No. of Incidents of which **818** were Traffic Collisions

**13 minutes**

Average Response Time to Incidents

**31 minutes**

Median duration of Incidents

M50 Annual Average Daily Traffic and Percent Heavy Goods Vehicles (2025)



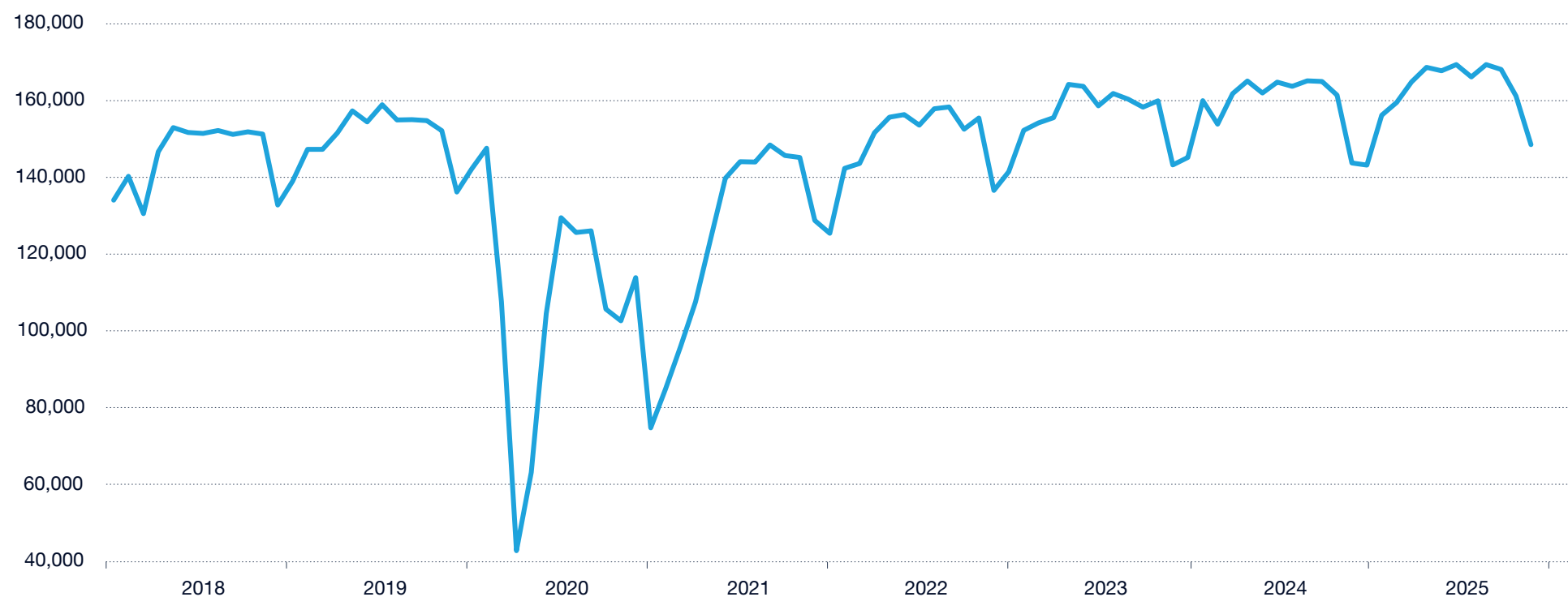
Note: A change in tolling technology at the Dublin Port Tunnel in October 2024 altered the vehicle-classification system. As a result, HGV and Bus percentages from 2025 onwards may not be fully comparable with data from previous years.

* This figure represents non-tollable traffic volumes at the Dublin Tunnel which includes HGVs (28.2%) and buses (49%). Buses that are exempt from tolls have more than 25 seats.

**The annual figure was estimated from available traffic flow information covering a portion of the year.

D2: M50 Performance Summary

Monthly Average Daily Traffic (MADT) on the M50 (2018-2025)



Monthly average daily traffic measures the average daily traffic over the period of a month. This is shown above at the location of the M50 eflow toll bridge (between J6 & J7), for each month between 2018 and 2025.

M50 Level of Service

Typical Working Day in 2025



Average hourly levels of service for 2025 were analysed from TII Traffic Monitoring Units to give an indication of travel congestion and typical working days. A typical working day in 2025 refers to all weekdays, excluding school holidays and public holidays.

D3: Daily Variations in M50 Congestion

Traditionally, the performance of the M50 is examined for a typical working day, as presented on Page 18. Detailed data provides further insights into variations throughout the working week.

- **Northbound:** Congestion is evident on all weekdays, with the most pronounced levels occurring from Tuesday to Thursday.
- Evening peak congestion is more pronounced and extends over a longer duration than the morning peak period.
- The N4 (J7) and N81 (J11) section shows recurring levels of congestion, peaking around 8-9 am and during the afternoon and early evening period between 3-7pm.
- Relatively lower levels of congestion are evident on Fridays, particularly in the evening.

Variations in M50 Congestion Across a Typical Week: Northbound



D3: Daily Variations in M50 Congestion

Traditionally, the performance of the M50 is examined for a typical working day, as presented on Page 18. Detailed data provides further insights into variations throughout the working week.

- **Southbound:** Observed traffic flow is consistent with a weekday profile, with congestion largely concentrated in the morning peak period, more stable conditions during the inter-peak, and later-day congestion occurring on a more limited and section-specific basis.
- Friday conditions are generally less pronounced across the day.

Variations in M50 Congestion Across a Typical Week: Southbound

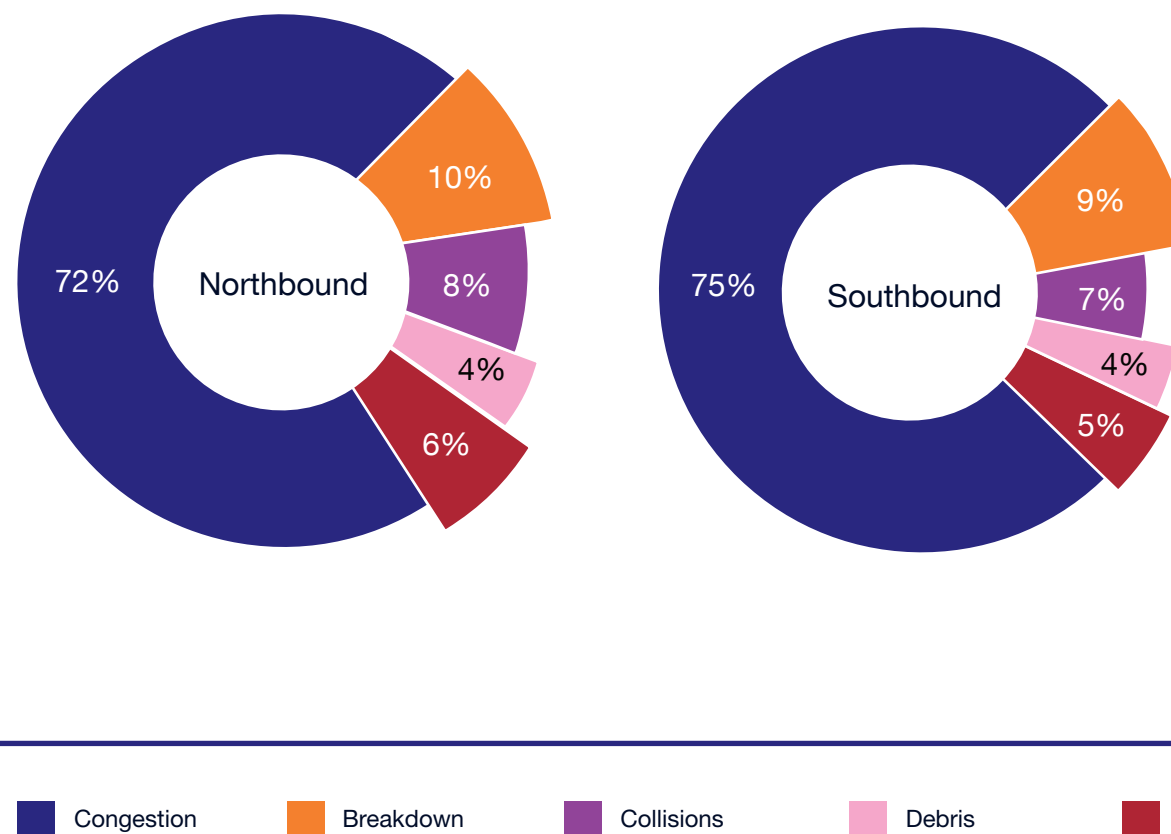


D4: Variable Speed Limits on the M50

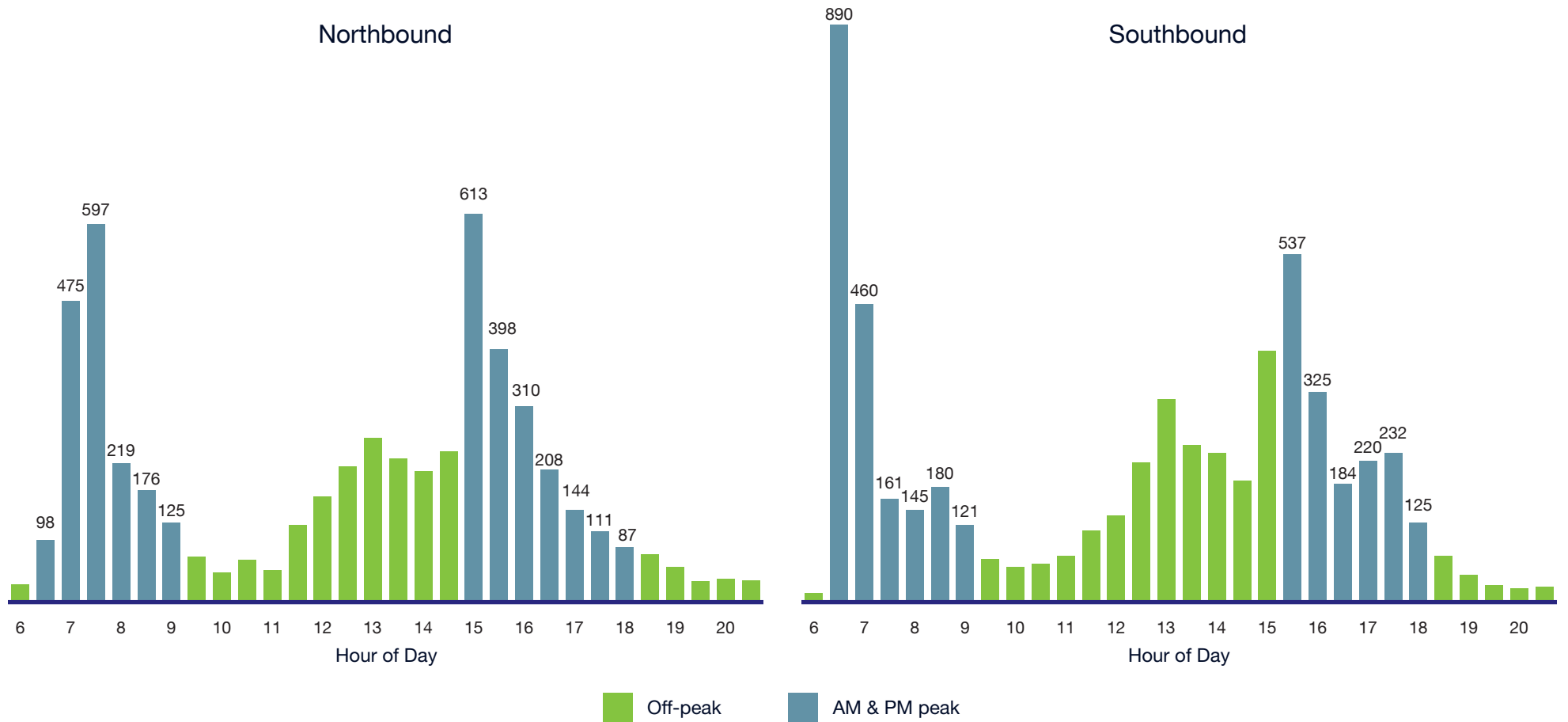
A Variable Speed Limit (VSL) system is in operation on the M50. VSL and intelligent traffic management systems enhance safety and operational efficiency for users of the M50. This involves the active management of traffic speeds during periods of congestion and in response to incidents, including weather-related events such as heavy rainfall.

The most common issue that resulted in speed limit reductions on the M50 in 2025 was traffic congestion. Speed limit reductions generally occurred most frequently during the busy morning and evening peak hours, varying slightly depending on direction of travel.

Reasons for Speed Limit Reduction on the M50 in 2025



Daily Profile of Speed Limit Reductions on the M50 in 2025*



*Graphs show the number of times throughout 2025 when speed limit reductions were set during specific times of the day.

D5: N40 Performance Summary

2025 Key Network Statistics

Several sections of the N40 Cork Southern Ring Road carry in excess of 80,000 vehicles per day, reflecting its role as a critical element of Cork's strategic road network.

**8,399**

Highest Hourly Flow recorded on the Togher - Sarsfield section between 4pm and 5pm on 9th September

**17:00 - 18:00**

Peak Incident Time

**103,328**

Highest Daily Flow recorded on the Kinsale Rd - Douglas section

**449**

Total No. of Incidents of which **137** were Traffic Collisions

**Thursday**

Busiest Typical Day

**12 minutes**

Average Response Time

**0.39 billion**

Vehicle km travelled which represents a **4%** increase on 2024

**37 minutes**

Median duration of Incidents

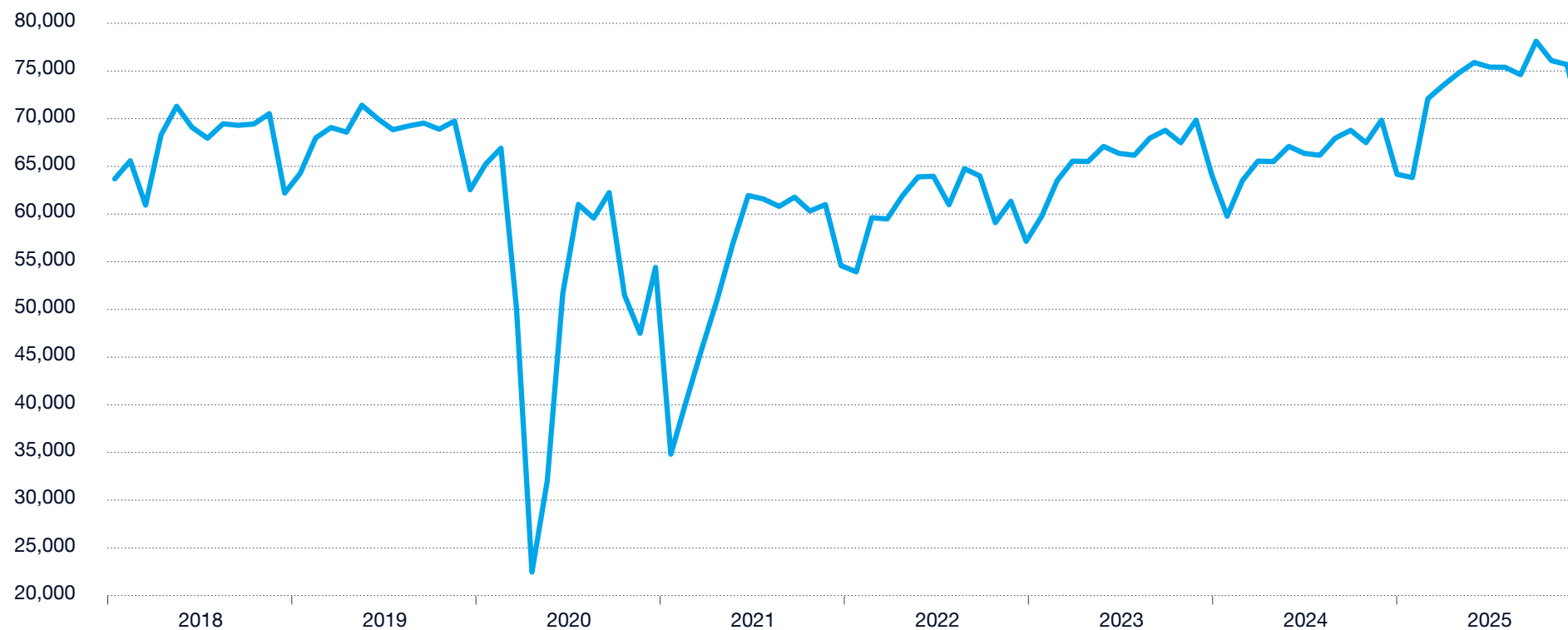
N40 Annual Average Daily Traffic and Percent Heavy Goods Vehicles (2025)



*The annual figure was estimated from available traffic flow information covering a portion of the year.

D6: N40 Operational Performance

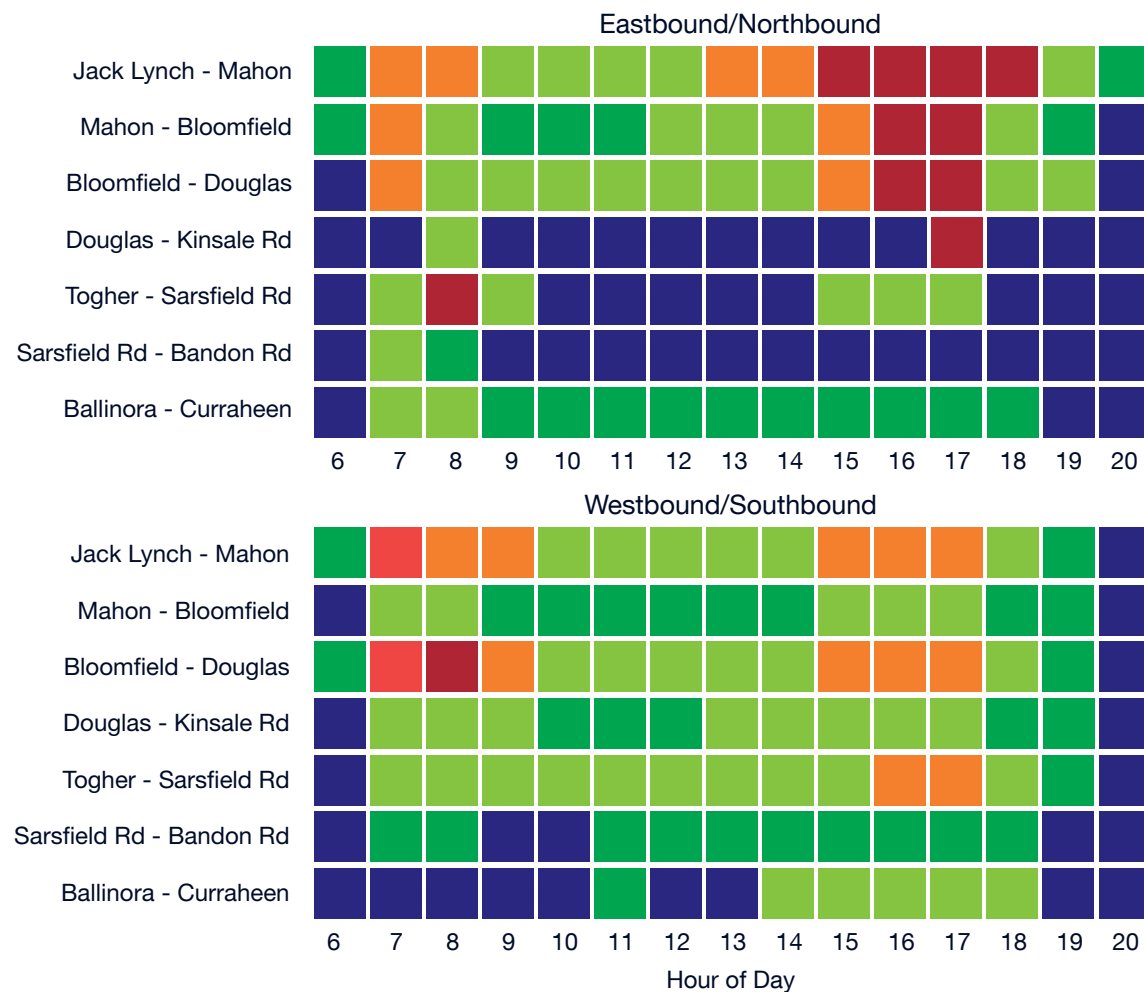
Monthly Average Daily Traffic (MADT) on the N40 (2018-2025)



Monthly average daily traffic measures the average daily traffic over the period of a month. This is shown above at the location of the Jack Lynch Tunnel (between J10 and J11), for each month between 2018 and 2025.

N40 Level of Service

Typical Working Day in 2025



Level of Service

 A. Free flow	 B. Reasonably free flow	 C. Stable flow	 D. Approaching unstable flow	 E. Unstable flow	 F. Forced or breakdown flow
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Average hourly levels of service for 2025 were analysed from TII Traffic Monitoring Units to give an indication of travel congestion and typical working days. A typical working day in 2025 refers to all weekdays, excluding school holidays and public holidays.

D7: Dublin Radials Performance Summary

The Dublin Radials represent some of the busiest routes in Ireland converging onto the M50 and providing access to the Greater Dublin Area. They are made up of National Primary Routes including the M1, M2, N3, N4, N7, N81 and M11.

**161,542**

Highest Daily Flow Recorded on the **M1** between the M50 and Dublin Airport

**135,829**

Highest Daily Flow Recorded on the **N7** between the M50 and Newlands Cross

**57,753**

Highest Daily Flow Recorded on the **M2** between the M50 and Coldwinters

**35,613**

Highest Daily Flow Recorded on the **N81** between the M50 and Tallaght Village

**91,114**

Highest Daily Flow Recorded on the **N3** between Blanchardstown and Clonsilla

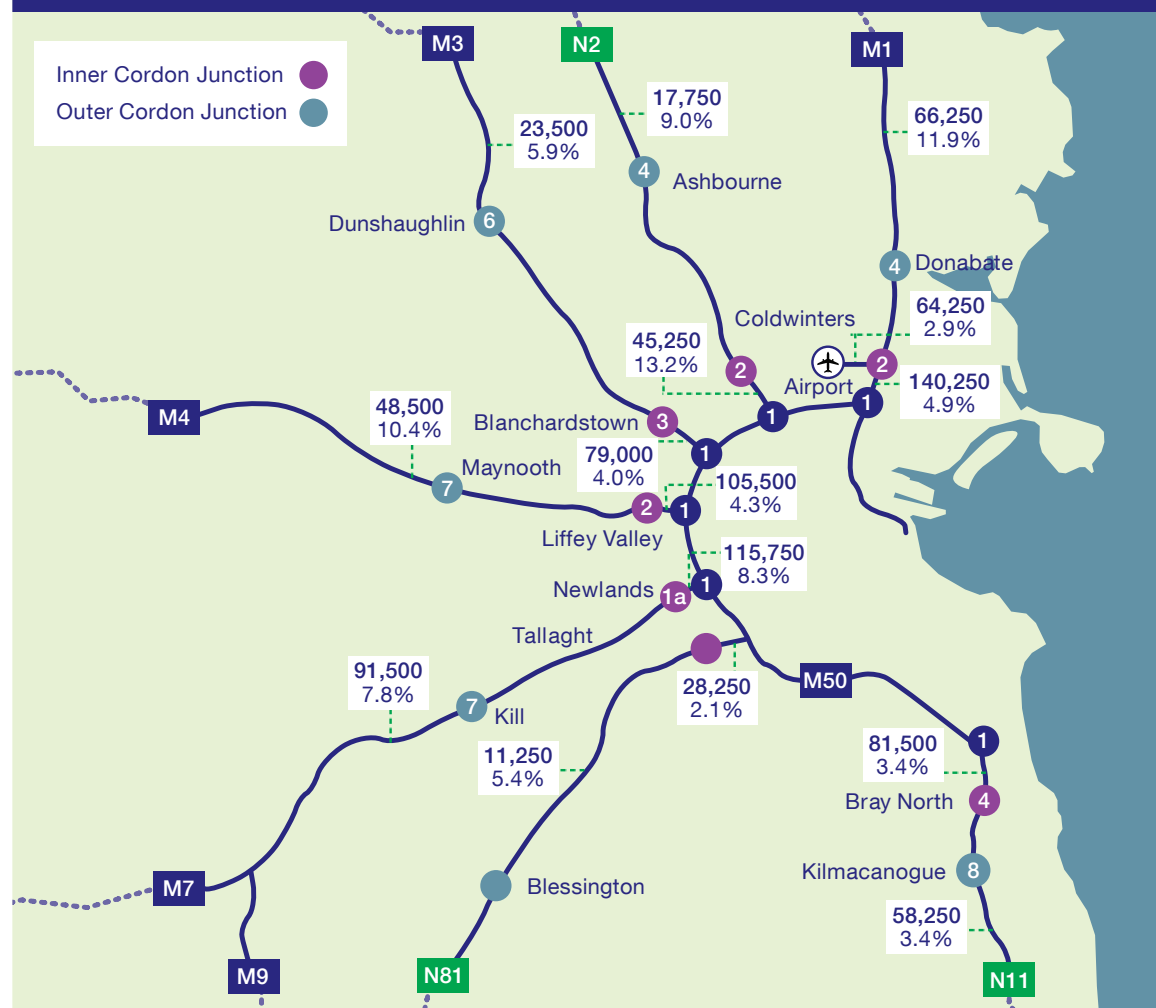
**94,336**

Highest Daily Flow Recorded on the **M11** between the M50 and Bray North

**118,264**

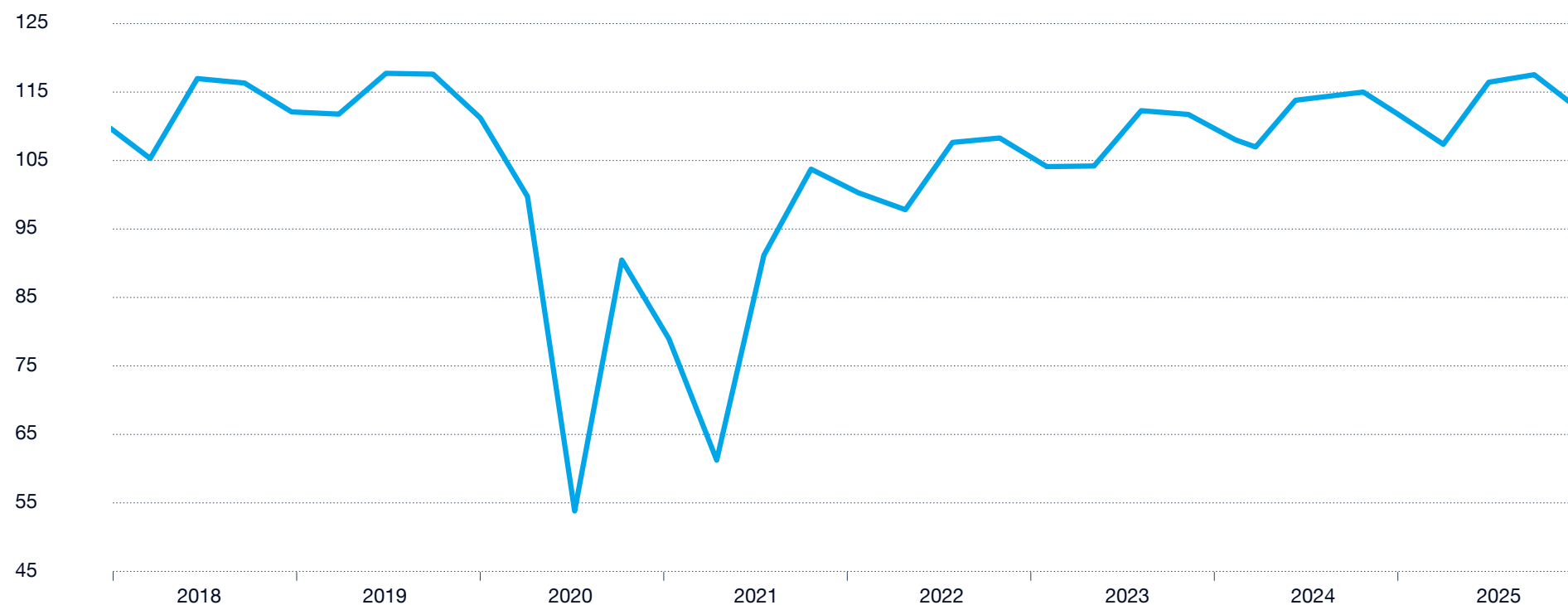
Highest Daily Flow Recorded on the **N4** between the M50 and Liffey Valley

Dublin Radials Annual Average Daily Traffic and Percent Heavy Goods Vehicles (2025)



D8: Dublin Radials Performance Summary

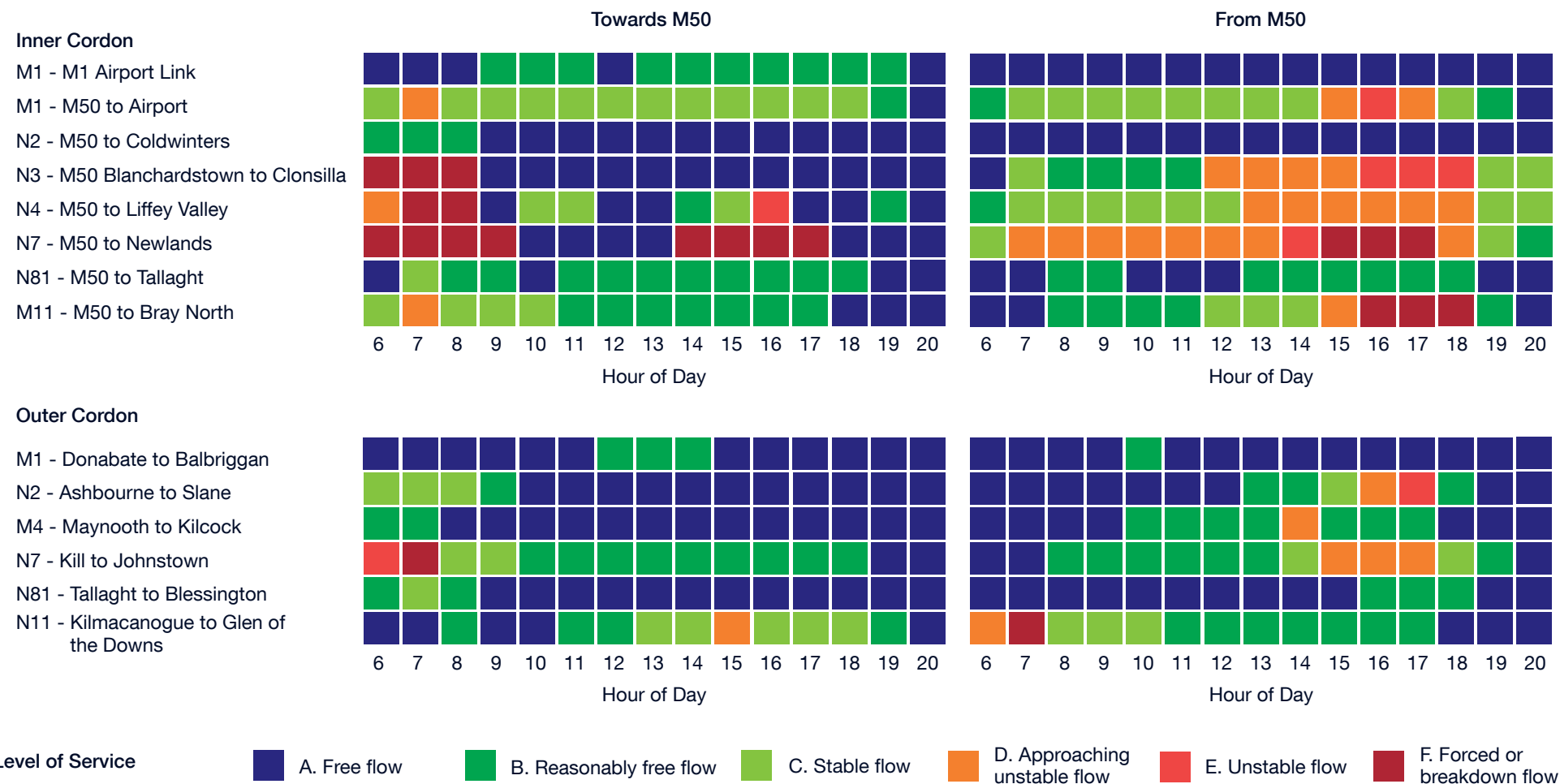
Quarterly Traffic Profile of Dublin Radials (2018-2025)
Traffic Volume Index (Base Q3 2013)



Trends in traffic volumes on the Dublin Radials are represented above as a quarterly index of aggregate traffic volumes on each route between 2018 and 2025.

Dublin Radials Level of Service

Typical Working Day in 2025



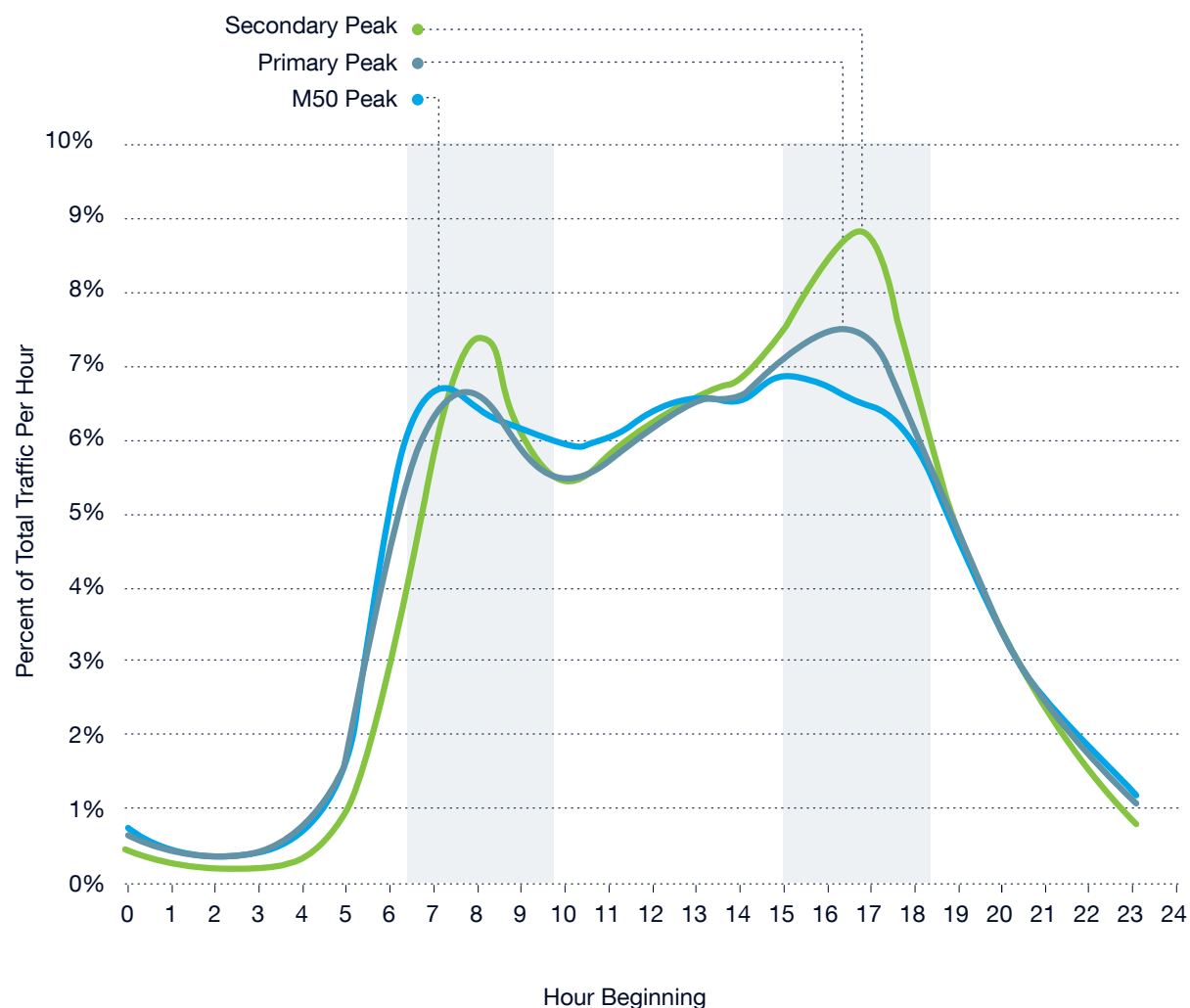
Analysis to understand hourly level of service was carried out using TII Traffic Monitoring Units. A typical working day in 2025 refers to all weekdays, excluding school holidays and public holidays. The inner and outer cordons presented above match the locations shown on the map of the Dublin Radials on Page 28.

E: Roads Usage Over the Day

Peak periods on Ireland's National Roads are defined by the demand for travel along the network at a given time. Peak periods have a level of traffic that is usually 30-50% above off-peak levels.

- Traffic on the M50 is spreading out more throughout the day. While peaks are still visible, significant traffic flows are maintained during the inter-peak periods. The afternoon peak is starting earlier now.

Average Daily Traffic Profile and Peak Periods on the National Roads Network (2025)

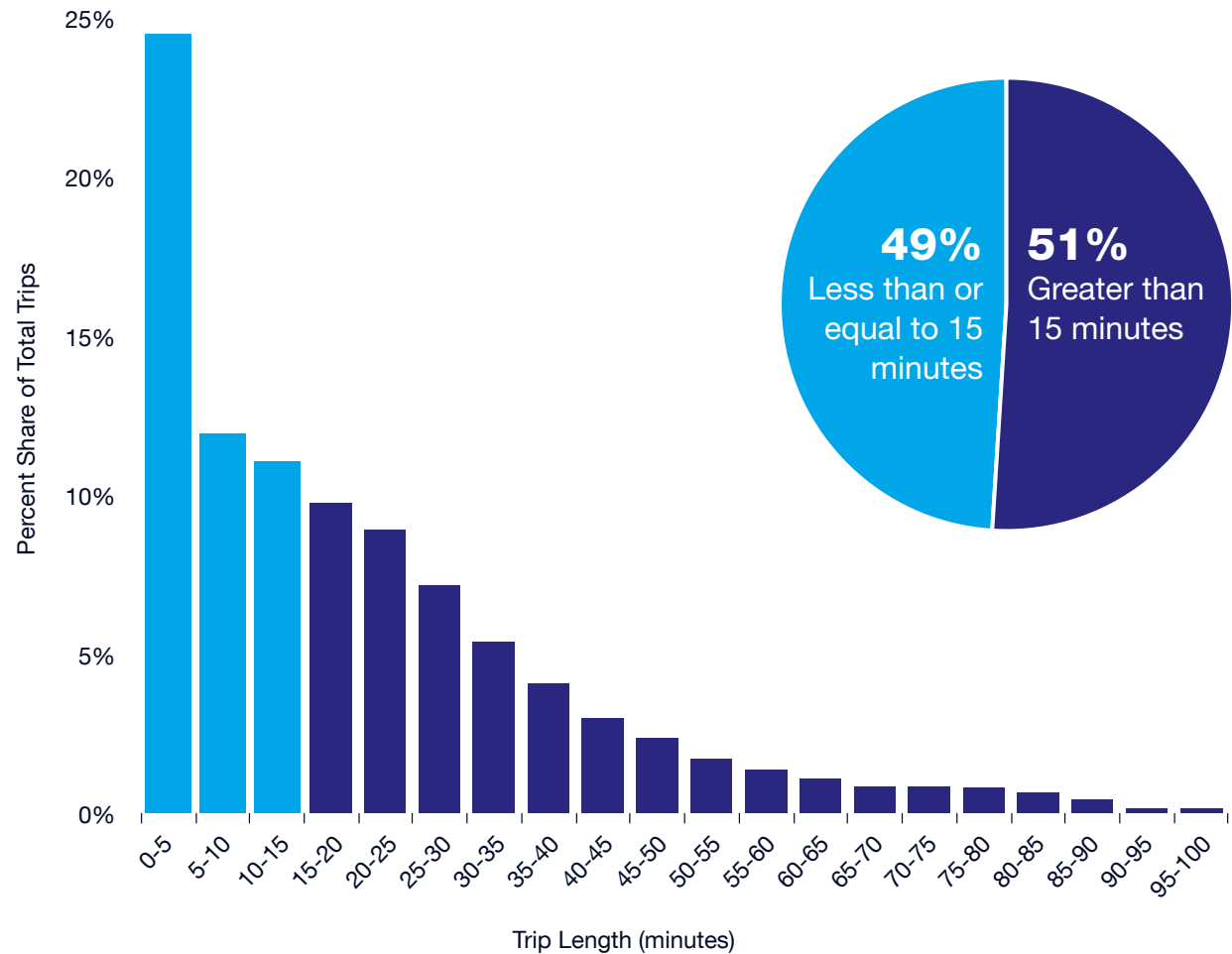


F: Trip Duration on National and Regional Roads

Across Ireland's National and Regional Roads networks, a significant portion of trips that people make are of short duration.

In total in 2025, 49% of trips were of 15 minutes duration or less. The average trip duration was 22 minutes.

Trip Duration on National and Regional Roads - Light Vehicles AM Peak



G: Annual Traffic Growth Rates

Traffic levels were up 2.6% across the National Roads Network in 2025 compared to 2024

Annual traffic growth rates vary by road type and vehicle type. Roads across different regions of Ireland experienced different levels of growth throughout 2025.

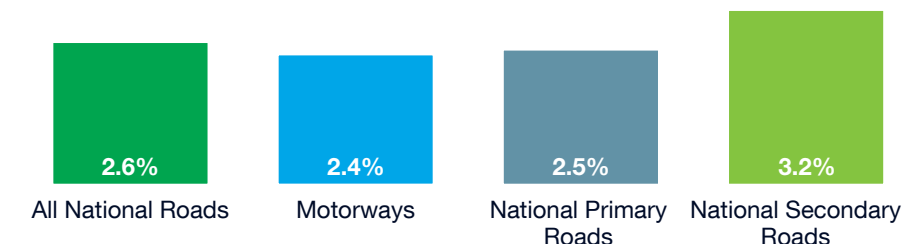
Light Goods Vehicle* traffic increased by 4.8%.

Heavy Goods Vehicle** traffic increased by 1.9%.

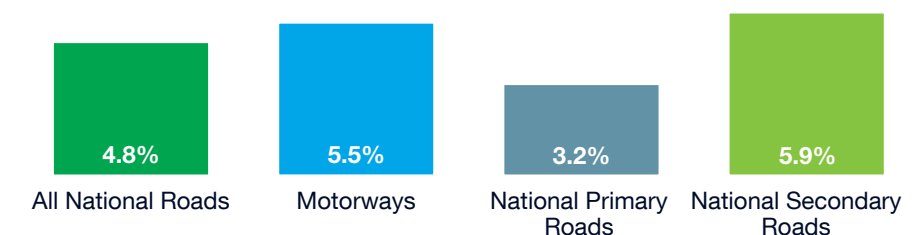
*Light Goods Vehicles have total weight under 3,500kg, including the cargo being transported.

**Heavy Goods Vehicles have total weight over 3,500kg, including the cargo being transported.

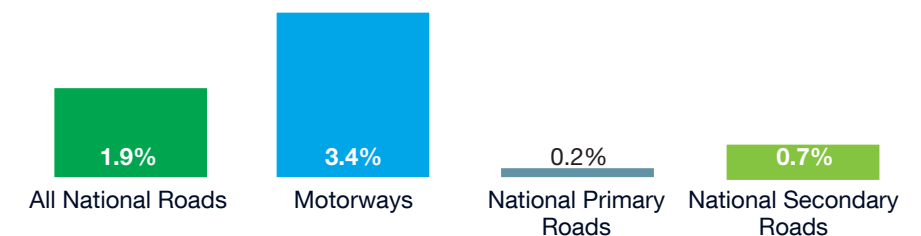
Annual Traffic Growth Rates by Road Type (2024-2025)



All Vehicles

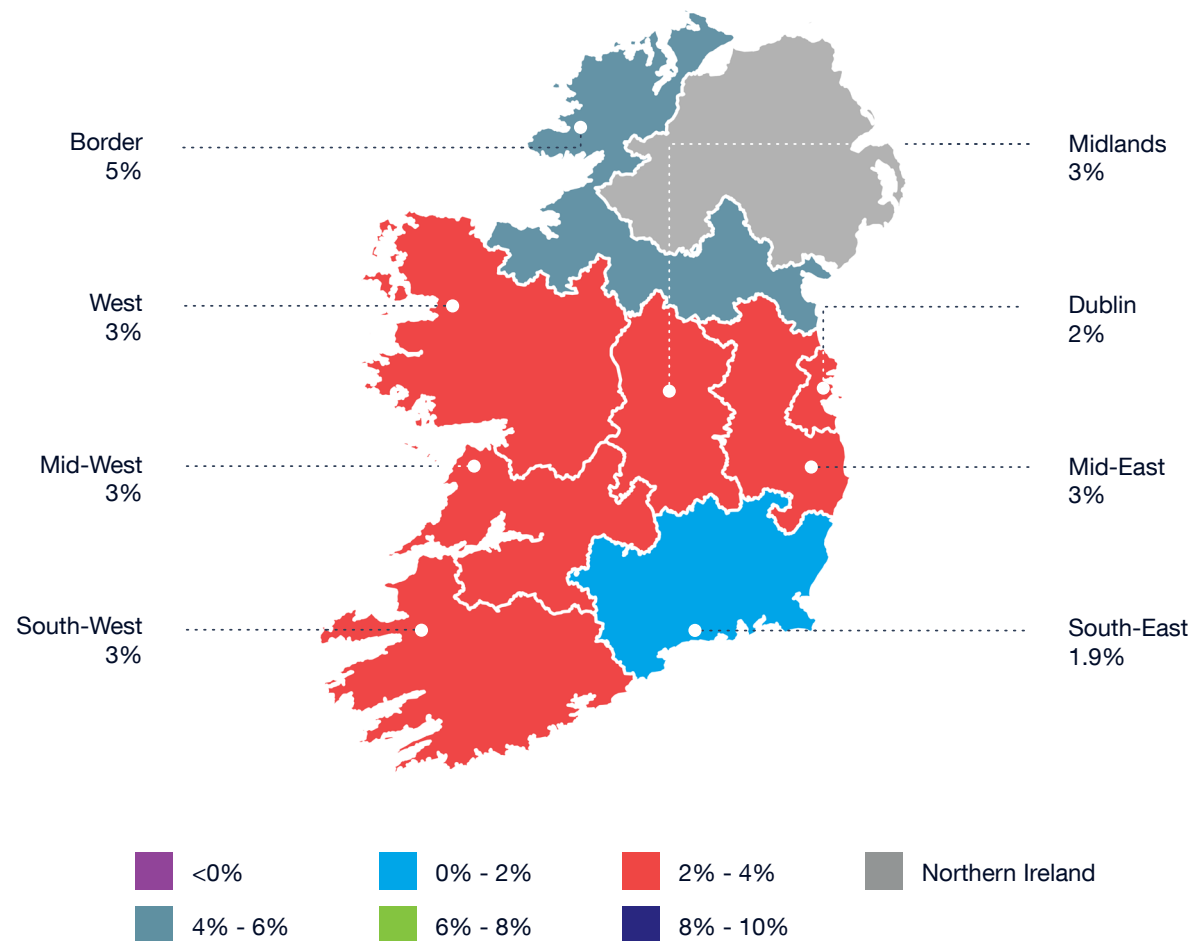


Light Goods Vehicles

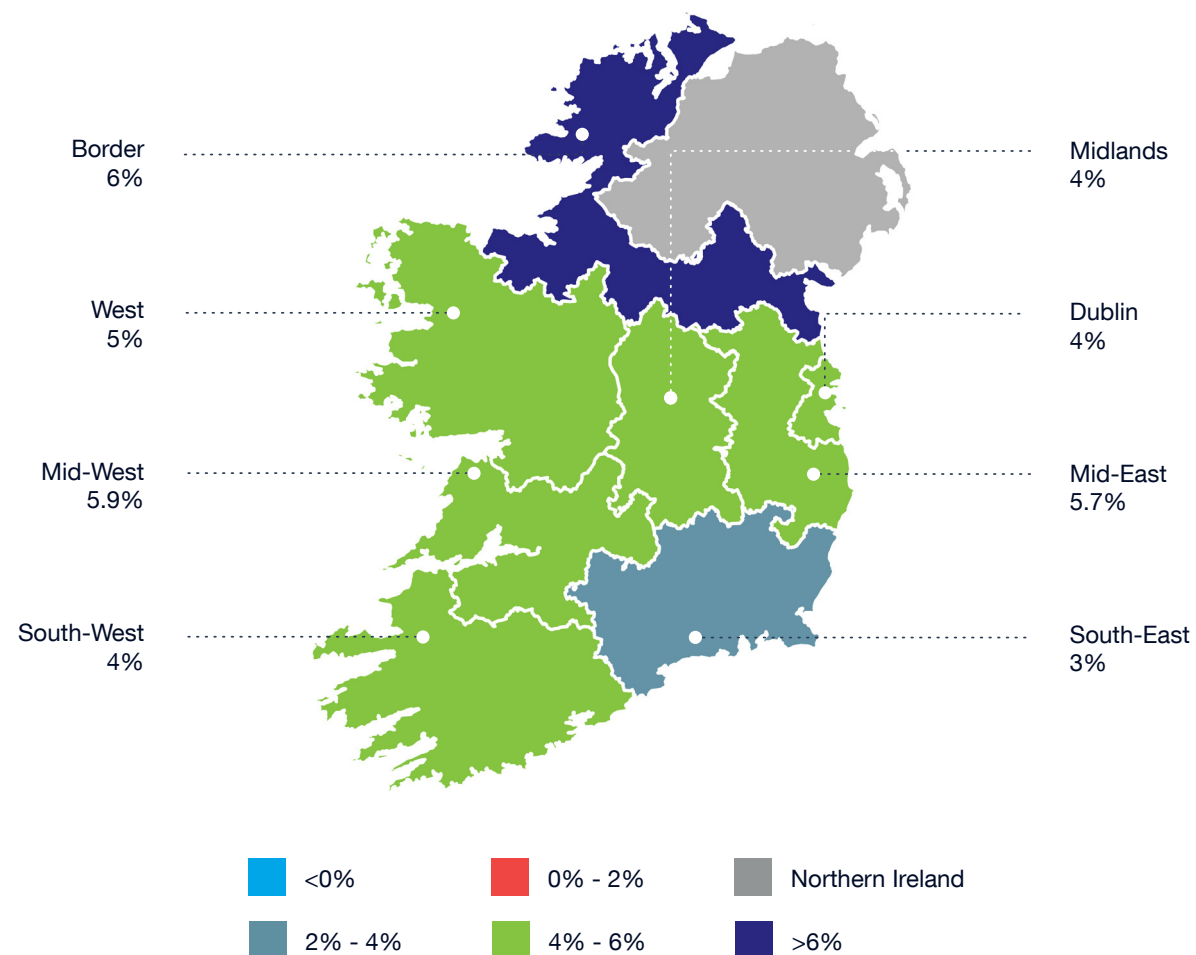


Heavy Goods Vehicles

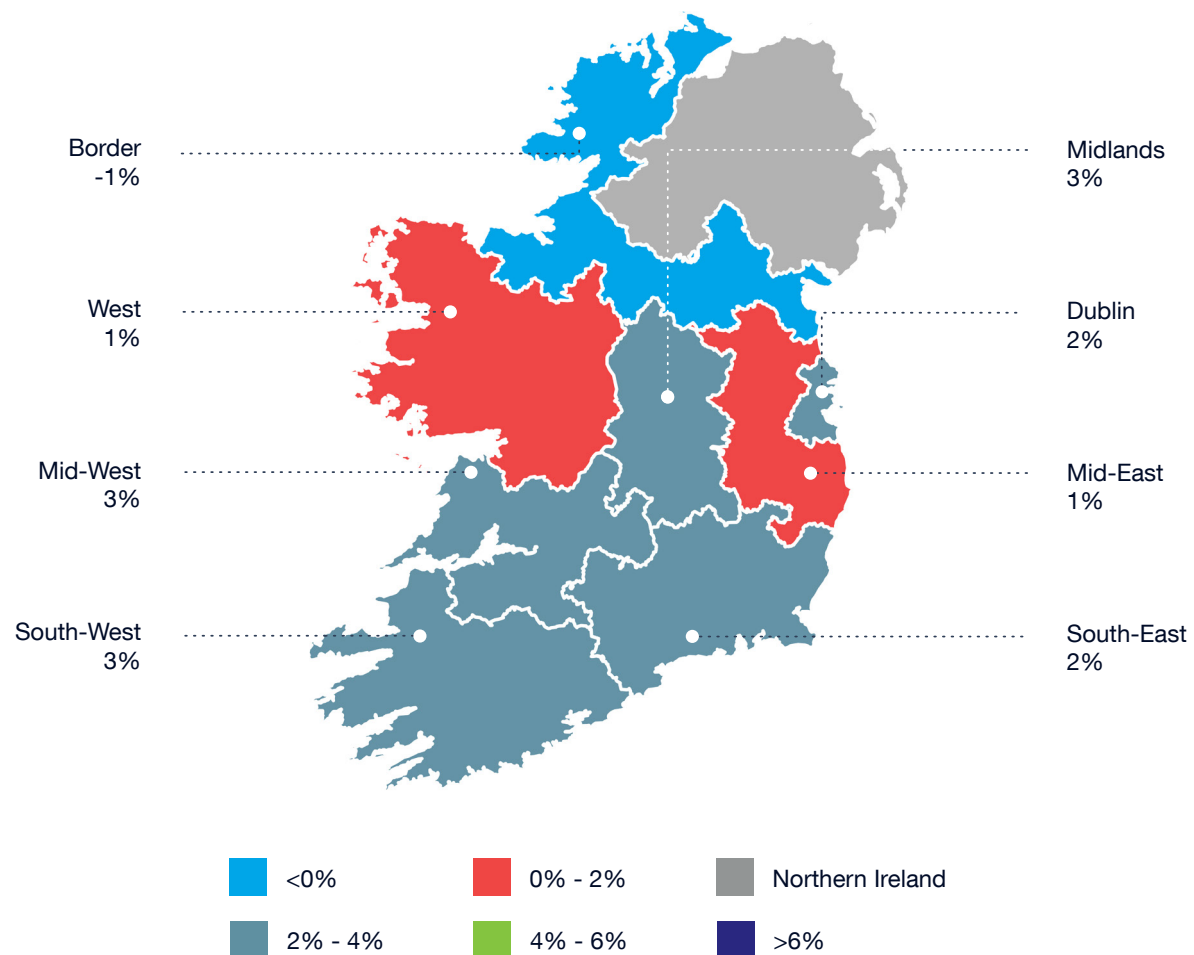
Annual Traffic Growth Rates by Region - All Vehicles (2024-2025)



Annual Traffic Growth Rates by Region - Light Goods Vehicles (2024-2025)



Annual Traffic Growth Rates by Region - Heavy Goods Vehicles (2024-2025)

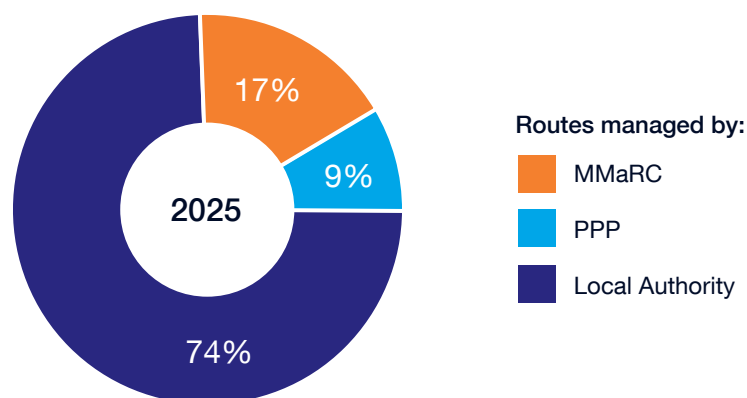


H: Network Management

The responsibilities for the Management of the National Roads Network are assigned to a number of bodies, with the majority share of National Primary and National Secondary roads administered by local authorities.

Motorways are managed under Motorway Maintenance and Renewal Contracts (MMaRC) or by Public-Private Partnership (PPP) concession companies.

Route Management Breakdown (km)*



*Percentages are rounded off and may not add up to 100%.

Overview of National Roads Network by Carriageway Type (2025)



Network Management Key Facts:

**163**

weather stations in operation on the National Roads Network

**47,491**

tonnes of salt were used on National Roads Network in 2025

**74**

nights in 2025 where the temperature dropped below zero

**1,608**

emergency roadside telephones (SOS phones) in the country

**342**

demountable snow ploughs

**18,970**

all emergency calls received by Motorway Traffic Control Centre including SOS phones

**400**

salt spreaders

2.

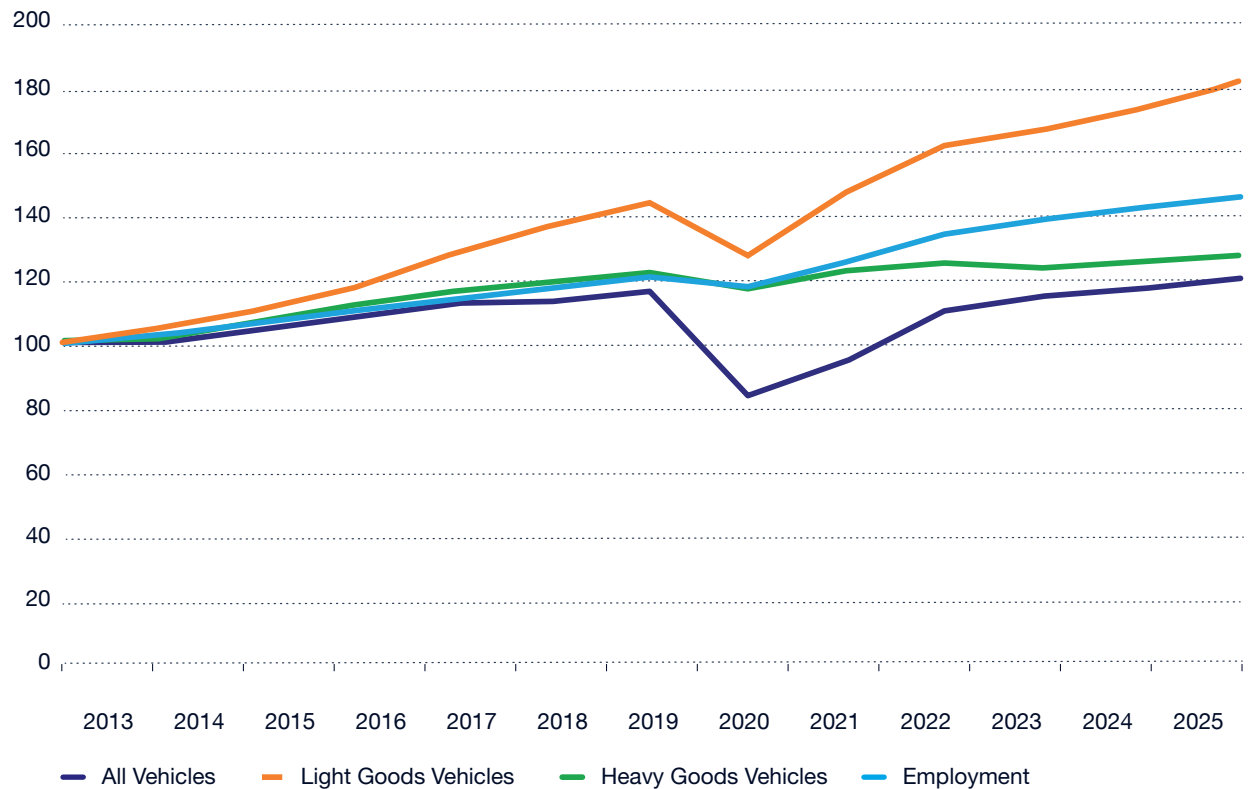
Economics



A: Economic Trends in Transport

After returning to post-pandemic levels, traffic growth on the National Roads Network has stabilised. Traffic growth has continued to follow the same trend as economic growth, which is measured by employment levels. However, there remains a gap between the two indices. This gap may reflect a structural transformation in travel behaviour, driven by hybrid work models, improvements in public transport and enhanced active mode infrastructure.

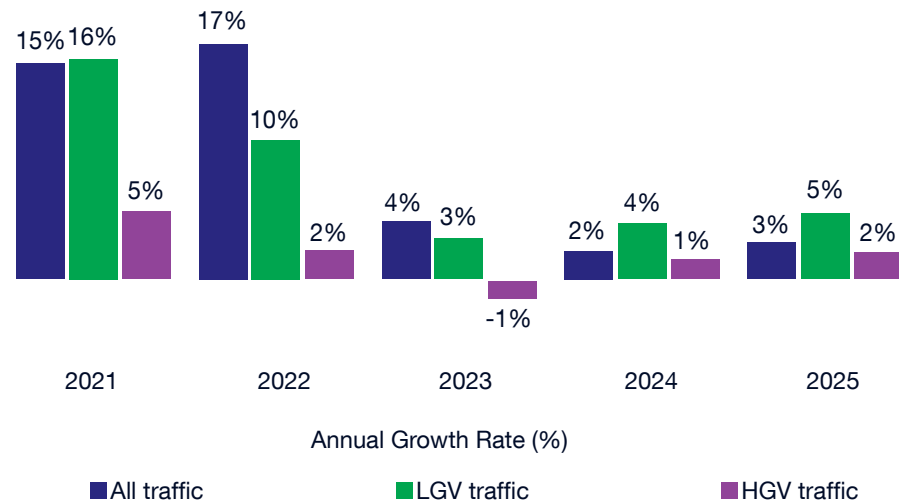
Index of Vehicle Kilometres of Travel on All National Roads and Employment*



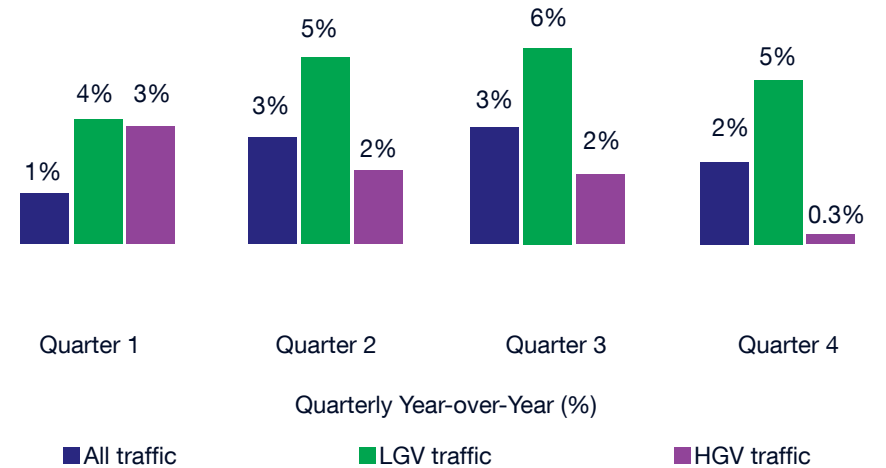
* Source of traffic data: <https://traffic.tii.ie/>.

* Source of employment data: <https://data.cso.ie/table/QLF01>.

Annual Growth Rate on the National Roads Network (2021-2025)



Quarterly Year-over-Year Growth Rate on the National Roads Network (2024-2025)



3.

Road Condition



This section is currently under review and an update will be included in due course.

4.

Safety



A: Commitment to Safety Along the National Roads Network

Transport Infrastructure Ireland is committed to implementing safety measures along the National Roads Network to reduce traffic collisions.

Central to this commitment is the Safe Systems approach, which Ireland has adopted and which recognises that death and serious injury from many road traffic collisions is preventable. This approach emphasises that responsibility for road safety is shared across all elements of the road system.

Ireland's Government Road Safety Strategy aims to improve road safety and reduce road fatalities and serious injuries by 50% by 2030. This strategy is part of 'Vision Zero', which was introduced by the Irish Government in 2021 to bring traffic related deaths and serious injury to 0% by 2050.

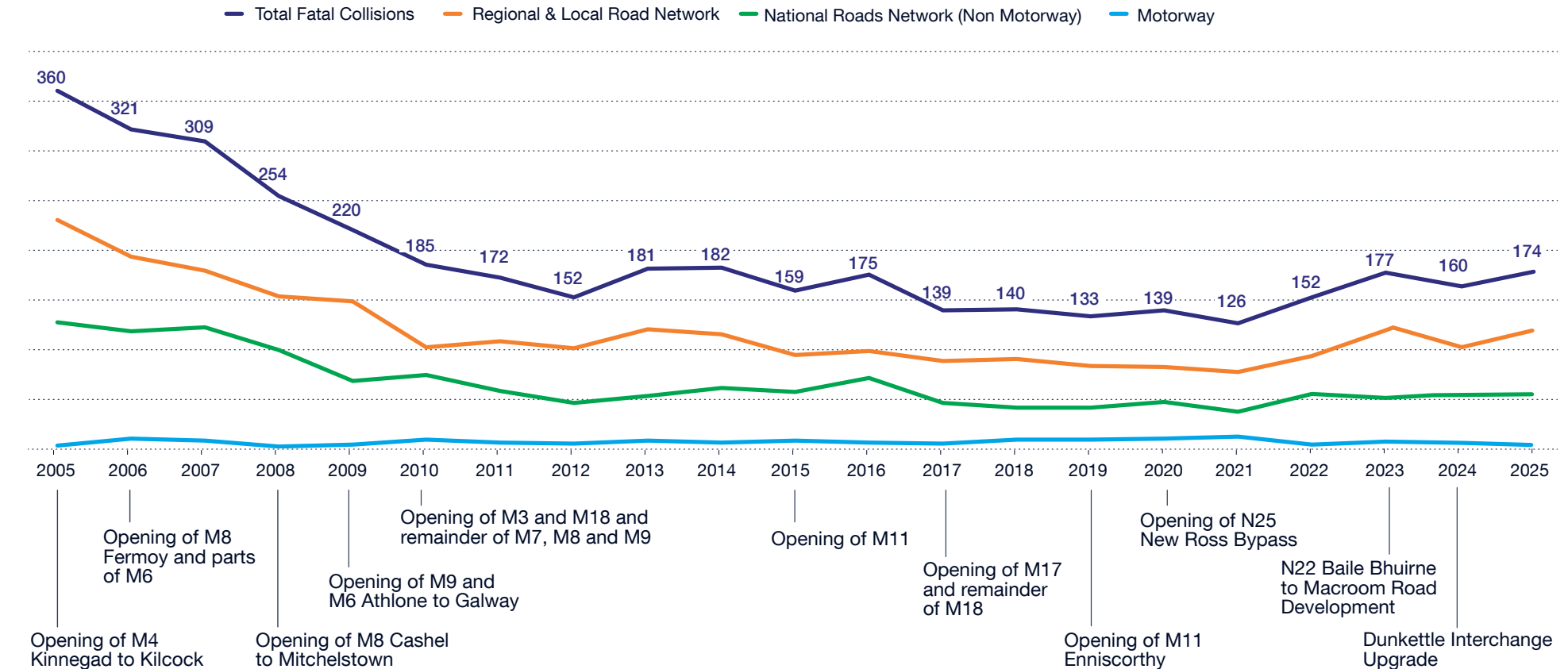
In line with these strategies, TII will:

- Prioritise the delivery of high quality, suitable infrastructure to create forgiving roadsides, self-explaining roads, and a safe environment for vulnerable road users
- Meet asset protection and renewal requirements to help ensure the safety of the network, in line with the National Investment Framework for Transport in Ireland (NIFTI)
- Target investment on sections of national roads with the highest risk of fatal or serious injury in line with the European Union Road Infrastructure Safety Management (RISM) directive

For further details on TII's long term commitments to road safety, see **National Roads 2040** (www.tii.ie/tii-library/strategic-planning/)

B: Fatal Collision Trends (2005-2025) by Network - Highlighting Key Milestones on National Roads

Fatal Collision Trends (2005-2025) by Network with Key Dates of Road Scheme Openings



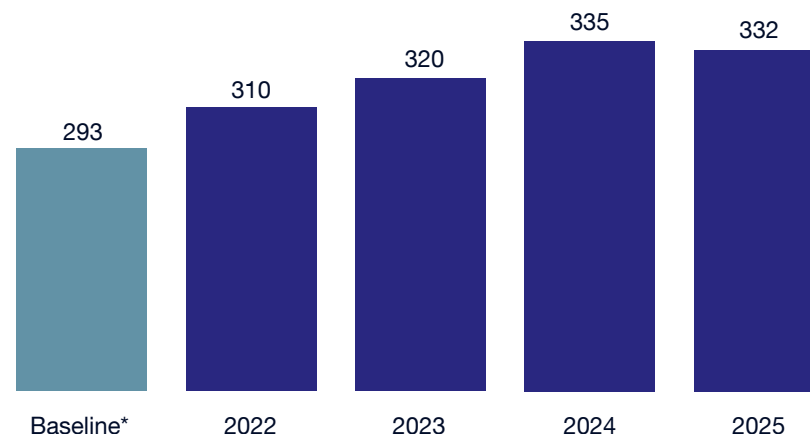
All figures are based on the latest available information at the time of compilation.

C: Fatal and Serious Injury Collisions on the National Roads Network

In 2025, there were 332 fatal and serious injury collisions on the National Roads Network. This represents a 1% decrease compared to 2024 and a 13% increase compared to the Baseline.

It is important to understand the types of fatal and serious injury collisions that occur most frequently on the National Roads Network in order to work towards an overall reduction.

Recent Trends in Fatal and Serious Injury Collisions



*Baseline calculated in line with RISM Directive as an average of 2017-2019 figures for fatal and serious injury collisions. The Road Infrastructure Safety Management (RISM) Directive is an EU Directive which was transposed into Irish Law through S.I No. 612 of 2021. The RISM provides a system for managing the safety of the National Roads Network.

Note: Collision figures are based on Pulse collision data extracted on 24 April 2026. As this is live data, figures for previous years may change as additional or updated records become available.

Fatal and Serious Injury Collisions by Type on the National Roads Network (2025)



Vehicle to Vehicle
34%



Single Vehicle
21%



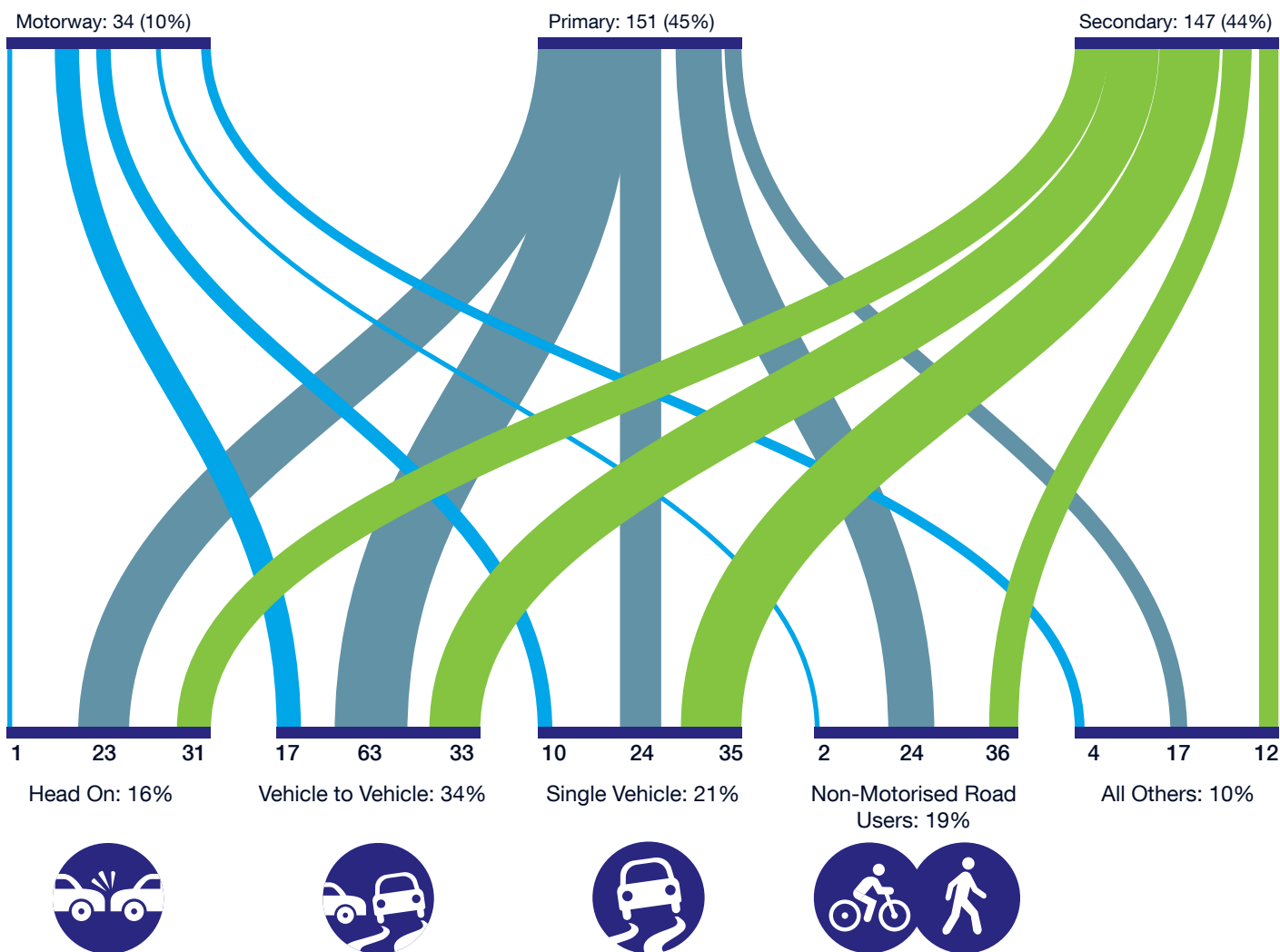
Head-On
16%



Non-Motorised
Road Users
19%

All Other
10%

The Distribution of Fatal and Serious Injury Collisions Across the National Roads Network by Broad Collision Type in 2025



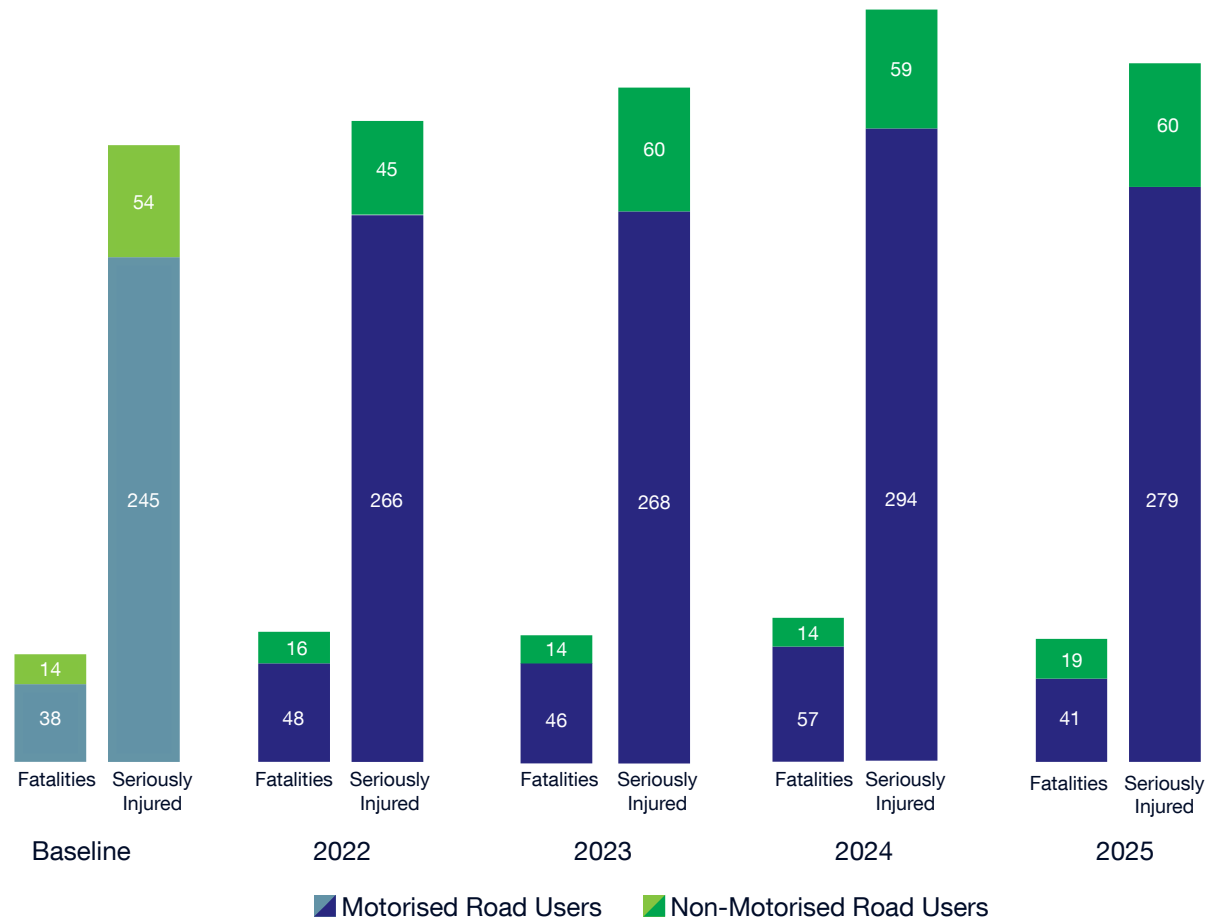
D: Fatalities and Seriously Injured on the National Roads Network

In 2025, 58 collisions on the National Roads Network resulted in 60 fatalities, representing a 15% (-11) decrease compared to 2024, no change compared to 2023, a 6% (-4) decrease compared to 2022, and a 14% (+7) increase compared to the Baseline.

In 2025, 339 people were seriously injured in road traffic collisions reported along National Roads. This is an decrease of approximately 4% (-14) on 2024 figures, a 3% (+11) increase on 2023 figures, a 9% (+28) increase compared to 2022 figures, and a 13% (+40) increase on the Baseline.

Despite the reduction in fatal collisions, there is an upward trend in serious injury collisions showing that more attention on fatalities and serious injuries is needed to meet the targets set out in the RISM Directive.

Fatalities and Seriously Injured on the National Roads Network



Note: Collision figures are based on Pulse collision data extracted on 24 April 2026. As this is live data, figures for previous years may change as additional or updated records become available.

5.

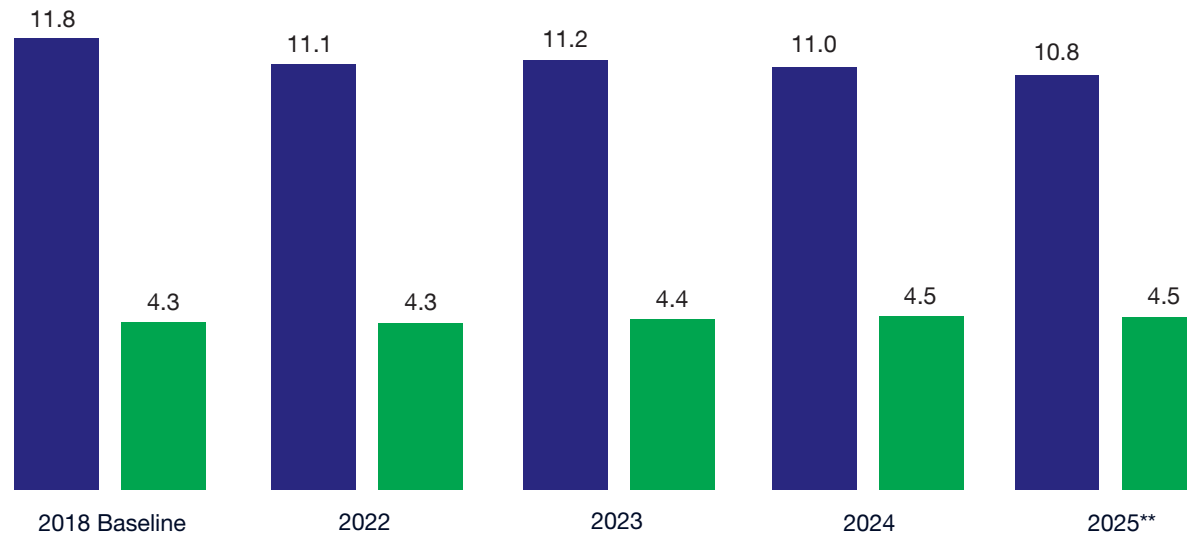
Emissions



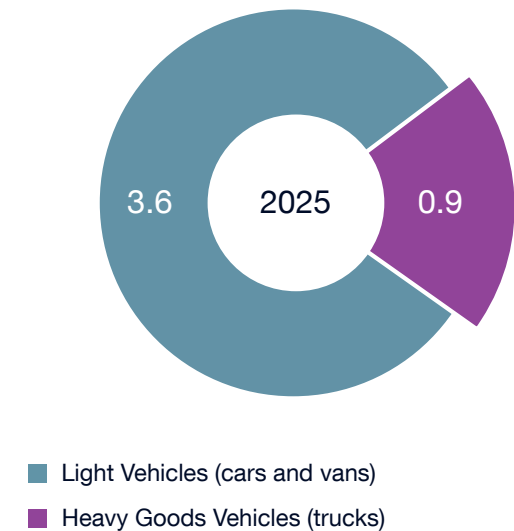
A1: Vehicle Emissions on the National Roads Network

Annual Road Travel Emissions (megatonnes CO₂e)*

— Total road transport — National Roads



Annual Road Travel Emissions on National Roads per Vehicle Class (megatonnes CO₂e)



Travel on National Roads contributed an average of **40%** of total road transport emissions between 2022-2025.

Heavy Goods Vehicles (HGVs) contributed **20%** of National Roads emissions in 2025.

Sources:

1. EPA, 2024 (2018 - 2023 total road transport emissions are based on final EPA data and have been updated from projections used in previous reports.
2. TII National Transport Model (NTpM), TII Roads Emissions Model (REM) v1.0.3, CSO and UCC (2024) Irish Stock Model v2.4, Previously reported emissions have been updated by re-running historical years to reflect the best available data at the time of

publication.

* In April 2025, the EPA published 'Ireland's Final Greenhouse Gas Emissions 1990-2023'. The total road transport emissions on this page have been updated to reflect these final EPA figures.

** 2025 total road emissions are based on EPA projections.

A2: Air Quality Emissions on the National Roads Network

In 2025, Oxides of Nitrogen (NO_x) emissions declined while Particulate Matter (PM₁₀) emissions increased.

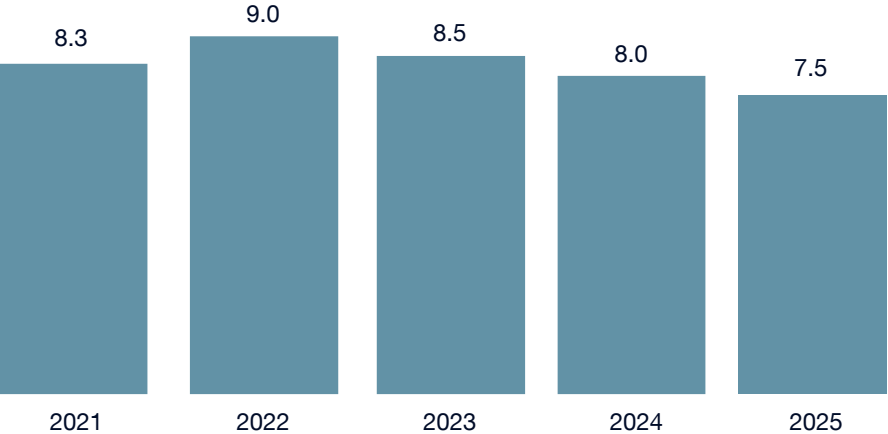
Exhaust emissions from motor vehicles contain a variety of pollutants.

Greenhouse gases (GHG), principally carbon monoxide (CO) and carbon dioxide (CO₂) contribute to climate change.

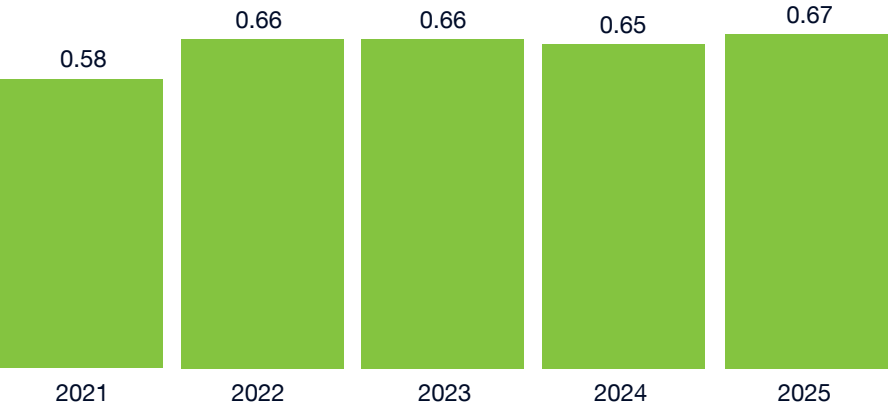
Nitrogen Oxides and very small Particulate Matter, can be harmful to human health and damage a variety of ecosystems.

Total emissions of Oxide of Nitrogen (NO_x) decreased in 2025 from 2024 levels, as the vehicle fleet in Ireland shifted toward more fuel-efficient and lower-emission vehicles. Total emissions of Particulate Matter (PM₁₀) increased from 2024 levels.

Annual Emissions of NO_x in Megatonnes



Annual Emissions of PM₁₀ in Megatonnes



6.

Greenways



A: Greenways Investment Key Facts

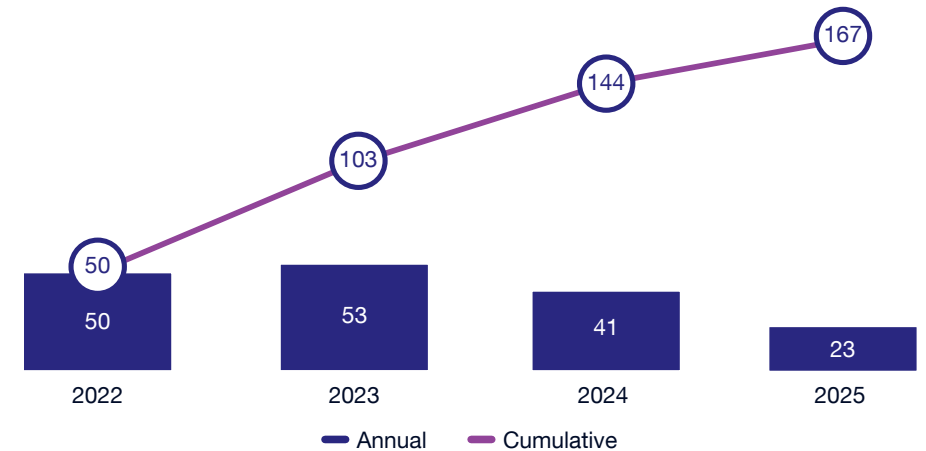
TII became the Approving Authority for rural greenways and acts on behalf of the Department of Transport in this role.

Since 2022, TII has funded the delivery of 167km of greenways.

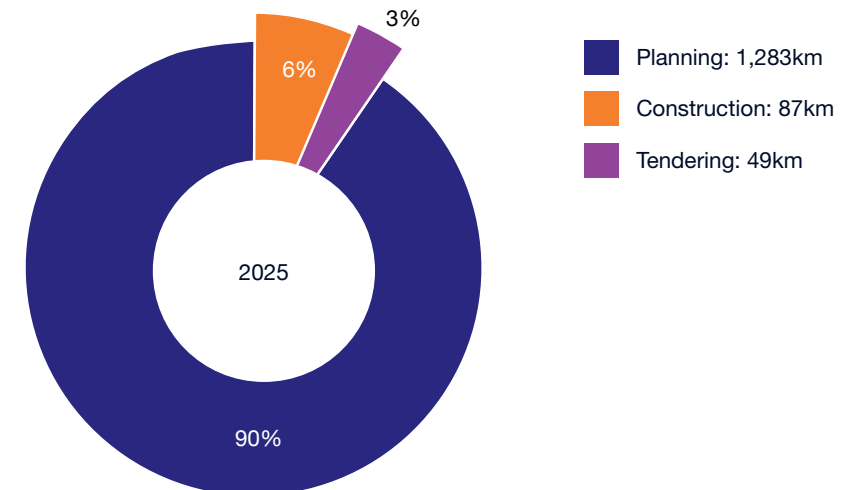
Some of the TII-funded greenways are part of the National Cycle Network (NCN), a network of cycle corridors connecting more than 200 settlements.

TII is also developing active travel facilities on, across or adjacent to the National Roads Network, particularly in built-up areas, villages, towns and cities.

TII Funded Greenways Delivered (Kilometres)



TII Funded Greenways in Planning/Under Construction



B. Greenways Network Management Key Facts

2025 Key Network Statistics

TII implements a data-driven asset management strategy for active travel infrastructure, enabled by advanced pavement inspection technologies to assess asset condition and collect data.



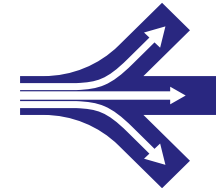
470km Surveyed



48 Greenway junctions or accesses upgraded



5.7km Greenway fence renewed



10.5km Greenway surface renewed



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