

1.0 Overview

TII operates a comprehensive network of over 350 traffic counters and sensors across the national road network incorporating dedicated traffic monitoring units as well as barriers and camera-based sensors at PPP toll plazas, M50 Eflow and the Dublin Tunnel. This network of traffic counters provides a comprehensive overview of traffic movements across all parts of the national road network.

In response to the COVID-19 pandemic, the Government of Ireland imposed restrictions on the movement of people in order to contain the spread of the virus. This commenced with the closure of all schools and colleges from March 13th 2020. Further restrictions involving the retention of essential services only were announced on March 24th 2020. On the evening of Friday March 27th 2020, a Government announcement was made which advised all citizens to stay at home and to only leave their homes for a limited number of reasons.

On the evening of Friday May 1st, the Government published a *“Roadmap for reopening society and business”* outlining Ireland’s plan for lifting COVID-19 restrictions. On Tuesday May 5th the distance that people can leave their home for the purposes of exercise was increased from 2km to 5km. In addition people who were cocooning were permitted to go outside for exercise also from this date. Phase 1 of the Government *“Roadmap for reopening of society and business”* commenced on Monday May 18th. This allowed for the re-commencement of work in certain outdoor workplaces notably construction sites and has also allowed people to meet outside in small groups and the reopening of certain retail businesses such as hardware shops.

Phase 2 of the Roadmap commenced on Monday June 8th where personal travel was permitted anywhere within a county or, if crossing county boundaries, anywhere within 20km. This phase also allowed all retail business to reopen and people to visit each other in their homes in groups of no more than 6 people. Phase 3 of the Roadmap commenced on Monday June 29th where all personal travel restrictions were lifted and childcare facilities and pub and restaurant businesses started to reopen.

An increase in cases of COVID-19 in July led to the postponement of the move to Phase 4 of the reopening on August 4th. In response to emerging local clusters of the disease in the Midlands, further measures were implemented in the counties of Kildare, Offaly and Laois from 7th – 23rd August where travel to and from these counties was restricted. Following public health advice on August 18th, new measures were introduced to limit the spread of COVID-19 including new restrictions on indoor and outdoor gatherings of people, and recommendations to for workers to work from home where possible.

This note examines the impact of the COVID-19 restrictions on national roads traffic volumes, initially in terms of the reduction in movement as a result of the restrictions. It also examines the subsequent increases in movement on the national road network during the phased easing of restrictions. Previous notes were prepared on March 27th, weekly thereafter up to June 19th and further notes issued on July 3rd and 17th, outlining the impacts of these measures on traffic demand on the national road network.

2.0 Reduction in national road traffic volumes in context

The restrictions implemented by Government in order to tackle the spread of the COVID-19 virus have had significant impact on national road traffic volumes. A plot of aggregate daily traffic volumes on multiple traffic counters since February 1st 2020 is shown in Figure 1.

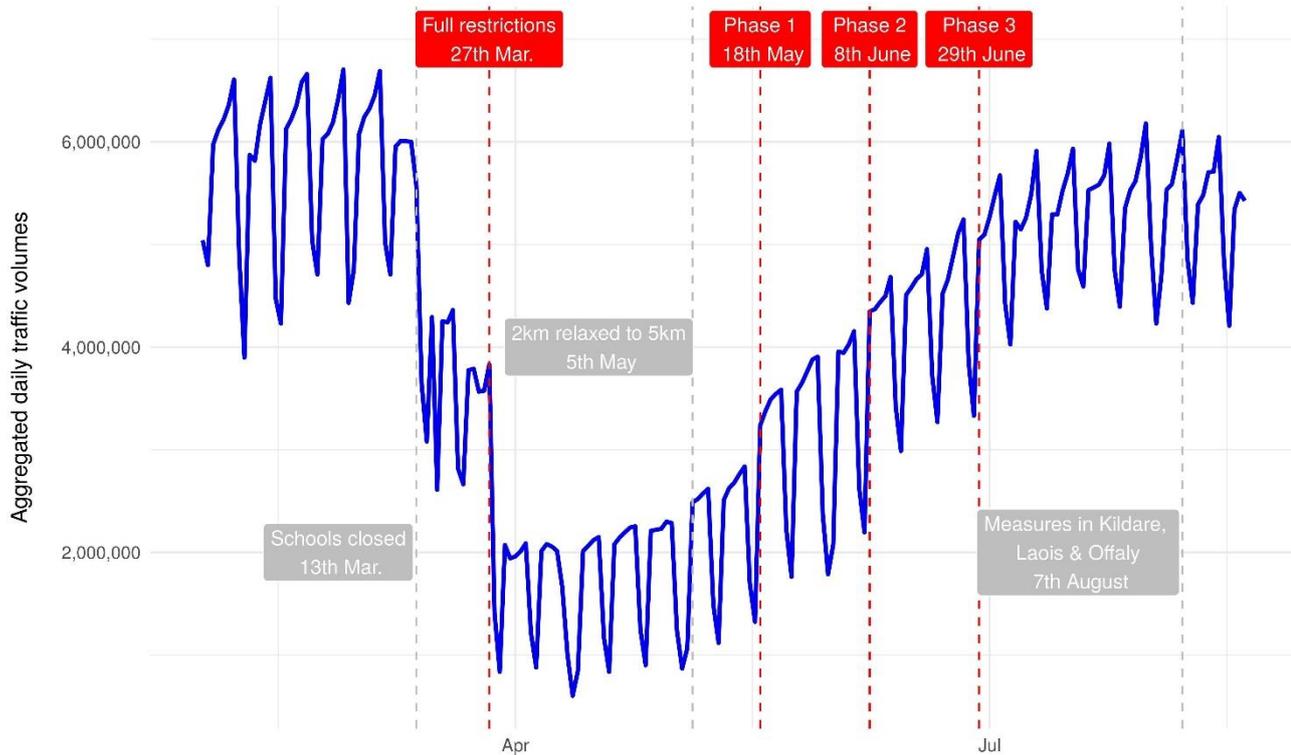


Figure 1: Aggregated traffic volumes on national roads since February 1st 2020

The plot demonstrates the scale of the reduction. Traffic volumes, since the restrictions imposed on March 27th 2020, initially reduced by 60-70%. Volumes have recovered somewhat, but still represent an aggregate reduction of approximately 10-20% from typical conditions in 2019. These impacts can vary by location and this is described further in the following sections of this note.

3.0 Comparison to Typical Traffic Levels

3.1. General Traffic

A summary of the impacts of the restrictions on general traffic, i.e. all classes of vehicles, is provided in Figure 2. This represents an analysis at selected locations whereby traffic volumes in August 2020 are compared with the equivalent weekday in 2019 and the aggregate percentage change is plotted.

The emerging impacts of the restrictions on vehicular travel can be summarised as follows:

- Prior to the March 27th restrictions, the reduction in general traffic volumes was of the order of 40% on weekdays.
- In the week following the announcement of restrictions on Friday March 27th, there was a reduction in traffic volumes across the network of the order of 65-70%.
- There were gradual increases in traffic since the week beginning April 20th week and this continued through to week beginning April 27th.
- Following the easing of certain restrictions on Tuesday May 5th, there was a marked increase in traffic volumes.
- There was a further significant increase, as expected, since May 18th where Phase 1 of the Government “Roadmap for reopening society and business” commenced. This included a step change of an increase in car

traffic volumes. The week-on-week increase in car traffic volumes in the week beginning Monday May 18th was approximately three times the rate of increase in any other recent week.

- Phase 2 of the Roadmap commenced on June 8th and led to another 12% week-on-week increase in traffic volumes. The week beginning June 15th there was a further 5% increase in traffic volumes and another 6% increase for the week beginning June 22nd.
- Phase 3 of the Roadmap commenced on June 29th and has led to a further 13% increase in traffic volumes to date. Overall traffic is down 10-20% when compared with the equivalent weekday traffic flows in 2019.
- This reduction is broadly consistent across all parts of the country including the motorway corridors and the M50.
- Although trends vary by location, many traffic counters that experience a high proportion of commuter traffic typically show a reduction in overall traffic volumes during July and August with traffic dropping as a result of commuters taking annual leave. There is evidence of this seasonal effect leading to a small overall reduction of traffic volumes in recent weeks.

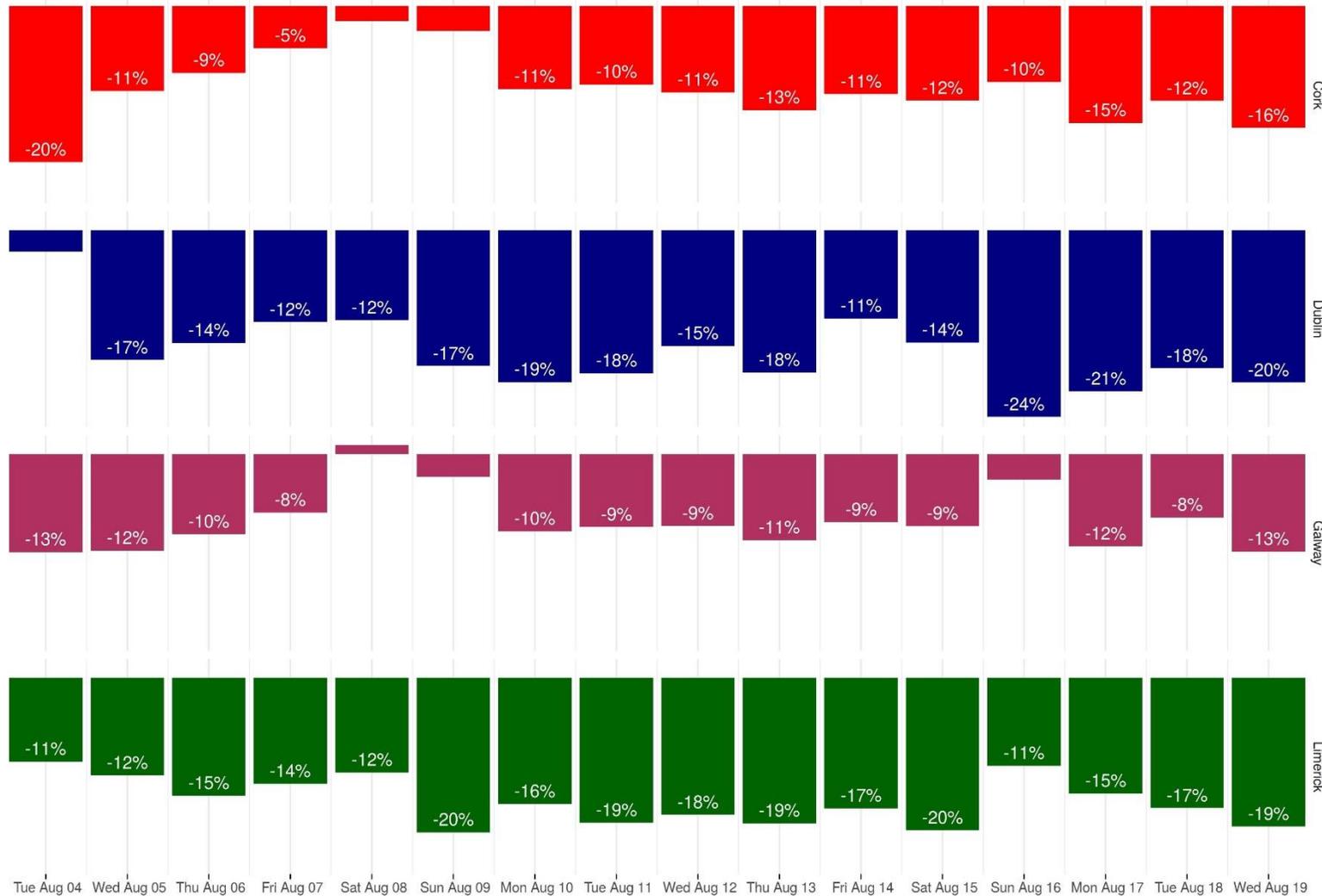
A breakdown of the impacts for heavy goods vehicles (HGV), light goods vehicles (LGV) and private cars separately is detailed in the following sections of this note, along with a summary of impacts on national road border crossings and impacts of recent measures in Kildare, Laois and Offaly.

Impact of COVID-19 restrictions on general traffic volumes

Average change in traffic volumes on major routes (2020 vs 2019 equivalent weekdays)



Figure 2: General Traffic



(Based on aggregations of traffic volumes* on selected key national roads on approach to each of the major cities.

* note that traffic data between 24th June and August 6th 2019 is missing at some counters due to technical problems in 2019. This data has been interpolated using 2018, 2019 and 2020 data for comparison with current traffic volumes)

3.2. Heavy Goods Vehicles (HGVs)

A summary of the impacts of the restrictions on HGVs (> 3.5 tonnes) is provided in Figure 3.

- Since March 27th there was a clear reduction in HGV traffic volumes of the order of 30-40% which continued up to the week beginning April 27th.
- Since the easing of certain restrictions on Tuesday May 5th, HGV volumes increased.
- There was a significant increase, as expected, since May 18th where Phase 1 of the Government *“Roadmap for reopening society and business”* commenced and certain retailers and constructions sites reopened.
- There were further increases since June 8th and June 29th where the respective Phase 2 and Phase 3 of the Government *“Roadmap for reopening society and business”* commenced.
- Volumes this week beginning August 17th, ranged between 5% below volumes on the equivalent days in 2019 to 5% above these levels.

3.3. Light Goods Vehicles (LGVs)

A summary of the impacts of the restrictions on LGVs (<3.5 tonnes) is provided in Figure 4.

- Since March 27th volumes of LGVs have reduced by over 50%. These reductions in LGV traffic have continued up to week beginning April 27th.
- Since the easing of certain restrictions on Tuesday May 5th, LGV volumes increased.
- There was a significant increase, as expected, since May 18th where Phase 1 of the Government *“Roadmap for reopening society and business”* commenced and certain retailers and constructions sites reopened.
- There were further increases since June 8th and June 29th where the respective Phase 2 and Phase 3 of the Government *“Roadmap for reopening society and business”* commenced.
- Volumes this week beginning August 17th, ranged between 0% and 10% below volumes on the equivalent days in 2019.

3.4. Private Cars

A summary of the impacts of the restrictions on private cars is provided in Figure 5.

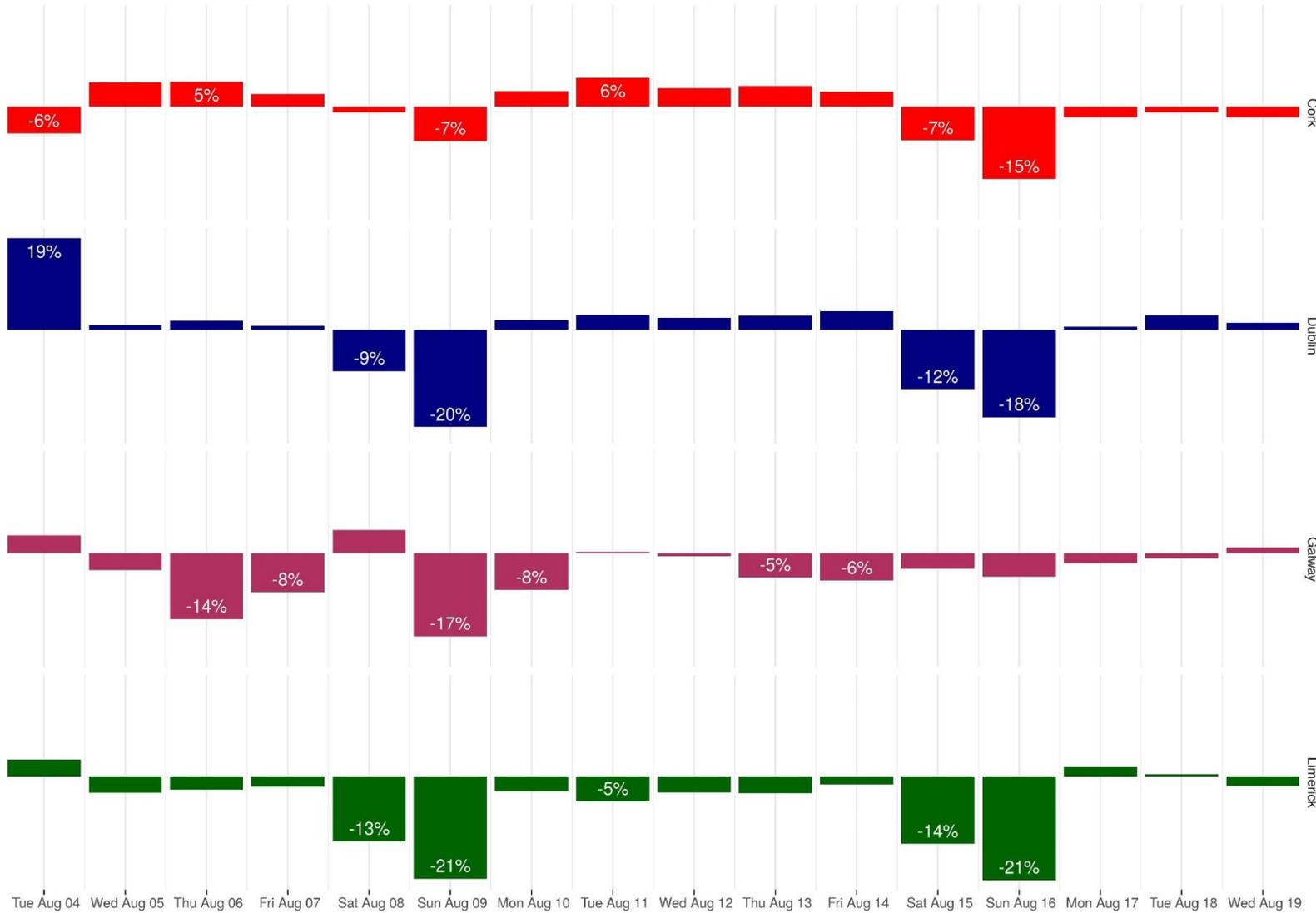
As private cars represent approximately 80 to 90% of all traffic, the reduction in private car traffic is very similar to trends for general traffic discussed above, i.e. namely a reduction in the order of 10-25% compared to 2019 figures.

Impact of COVID-19 restrictions on heavy goods vehicles traffic volumes

Average change in traffic volumes on major routes (2020 vs 2019 equivalent weekdays)



Figure 3: Heavy Goods Vehicles



(Based on aggregations of traffic volumes* on selected key national roads on approach to each of the major cities.

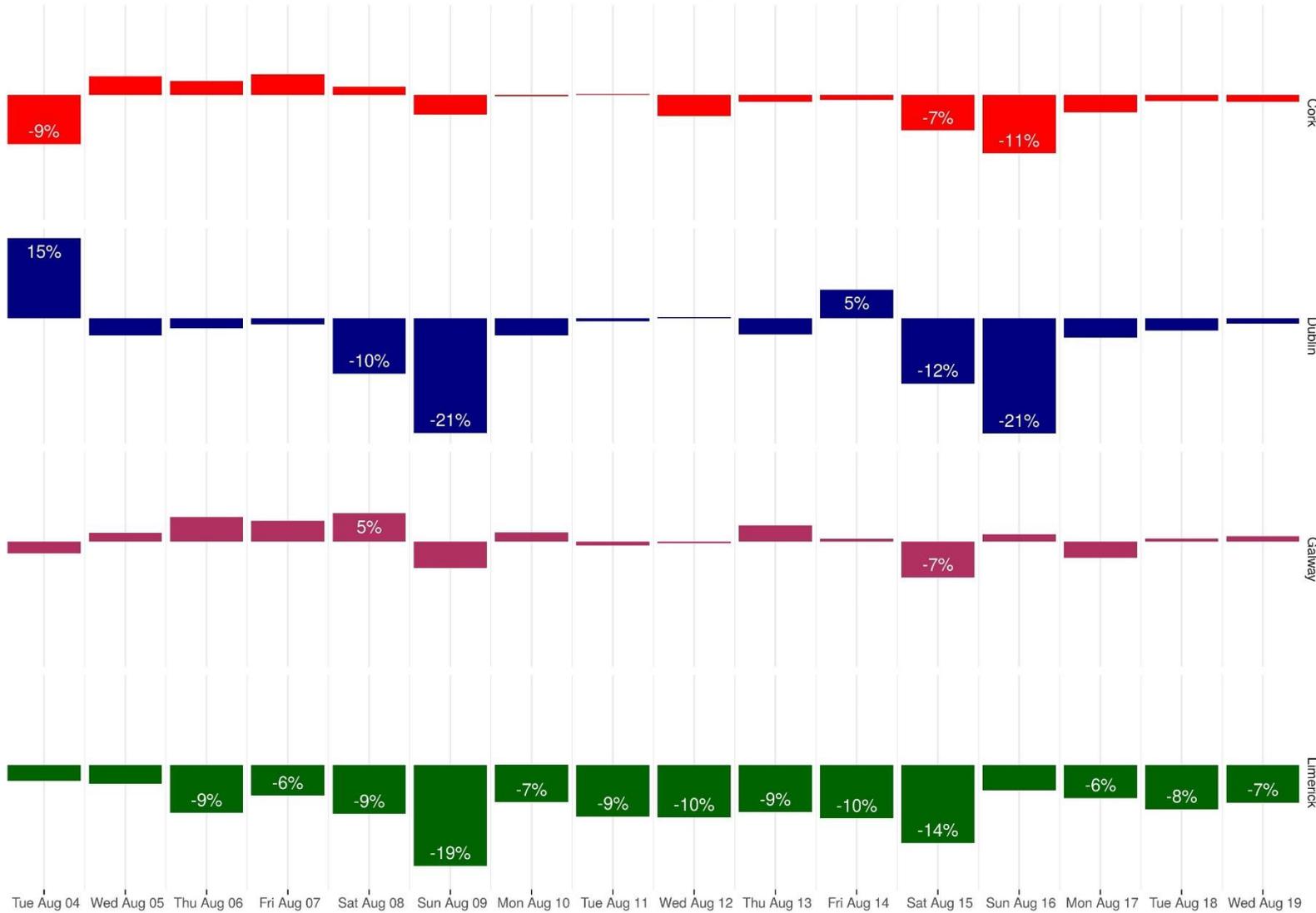
* note that traffic data between 24th June and August 6th 2019 is missing at some counters due to technical problems in 2019. This data has been interpolated using 2018, 2019 and 2020 data for comparison with current traffic volumes)

Impact of COVID-19 restrictions on light goods vehicles traffic volumes

Average change in traffic volumes on major routes (2020 vs 2019 equivalent weekdays)



Figure 4: Light Goods Vehicles



(Based on aggregations of traffic volumes* on selected key national roads on approach to each of the major cities.

* note that traffic data between 24th June and August 6th 2019 is missing at some counters due to technical problems in 2019. This data has been interpolated using 2018, 2019 and 2020 data for comparison with current traffic volumes)

Impact of COVID-19 restrictions on private car traffic volumes

Average change in traffic volumes on major routes (2020 vs 2019 equivalent weekdays)



Figure 5: Private Cars



(Based on aggregations of traffic volumes* on selected key national roads on approach to each of the major cities.

* note that traffic data between 24th June and August 6th 2019 is missing at some counters due to technical problems in 2019. This data has been interpolated using 2018, 2019 and 2020 data for comparison with current traffic volumes)

4.0 Dublin Tunnel

A plot of the impacts of the restrictions on weekday traffic in the Dublin Tunnel for general traffic, heavy goods vehicles and private car traffic are provided in Figure 6.

The emerging impacts of the restrictions on vehicular travel can be summarised as follows:

- In the Dublin Tunnel, since March 27th, TII saw reductions in general traffic exceeding 60% on weekdays relative to 2019 levels.
- Following the restrictions imposed on Friday March 27th, the reduction in weekday HGV volumes in the tunnel was in the region of 30-40% relative to 2019 levels. In the period between Monday March 30th and Friday May 1st, weekday HGV volumes through the tunnel averaged at approximately 6,500 vehicles per day.
- The restrictions resulted in a dramatic fall in the use of the tunnel by private cars. During week commencing March 23rd, car volumes through the tunnel were approximately 5,000 – 6,000 per day as compared with normal weekday volumes of over 16,000. In the period between Monday March 30th and Friday May 1st, car volumes reduced to an average of approximately 2,450 per day, an overall reduction versus normal conditions of almost 85%.
- Following the commencement of Phase 1 of the reopening of society and business, there was a week-on-week increase of approximately 40% in car traffic volumes in the tunnel during the week beginning May 18th with a 20% increase the week beginning May 25th. The following week, beginning June 1st, there was a further 9% week-on-week increase in car traffic volumes.
- Phase 2 of the reopening of society and business commenced on June 8th. Following this there was a week-on-week increase of approximately 5% in car traffic volumes in the tunnel during the week beginning June 8th with an 8% increase the week beginning June 15th. The following week, beginning June 22nd, there was a further 7% week-on-week increase in car traffic volumes.
- Phase 3 of the reopening of society and business commenced on June 29th. This week, beginning August 17th, private car traffic volumes in the tunnel were approximately 4% above levels seen in Phase 2 at the end of June.
- There was an average of approximately 8,700 cars travelling through the tunnel per day between Monday and Wednesday of this week. While car volumes are slowly increasing this still represents an approximate 35-40% reduction in car traffic volumes on the equivalent days in 2019. It should be noted that there is now less incentive for cars to use the tunnel as other routes into the city that are normally heavily congested may now be experiencing free-flow conditions

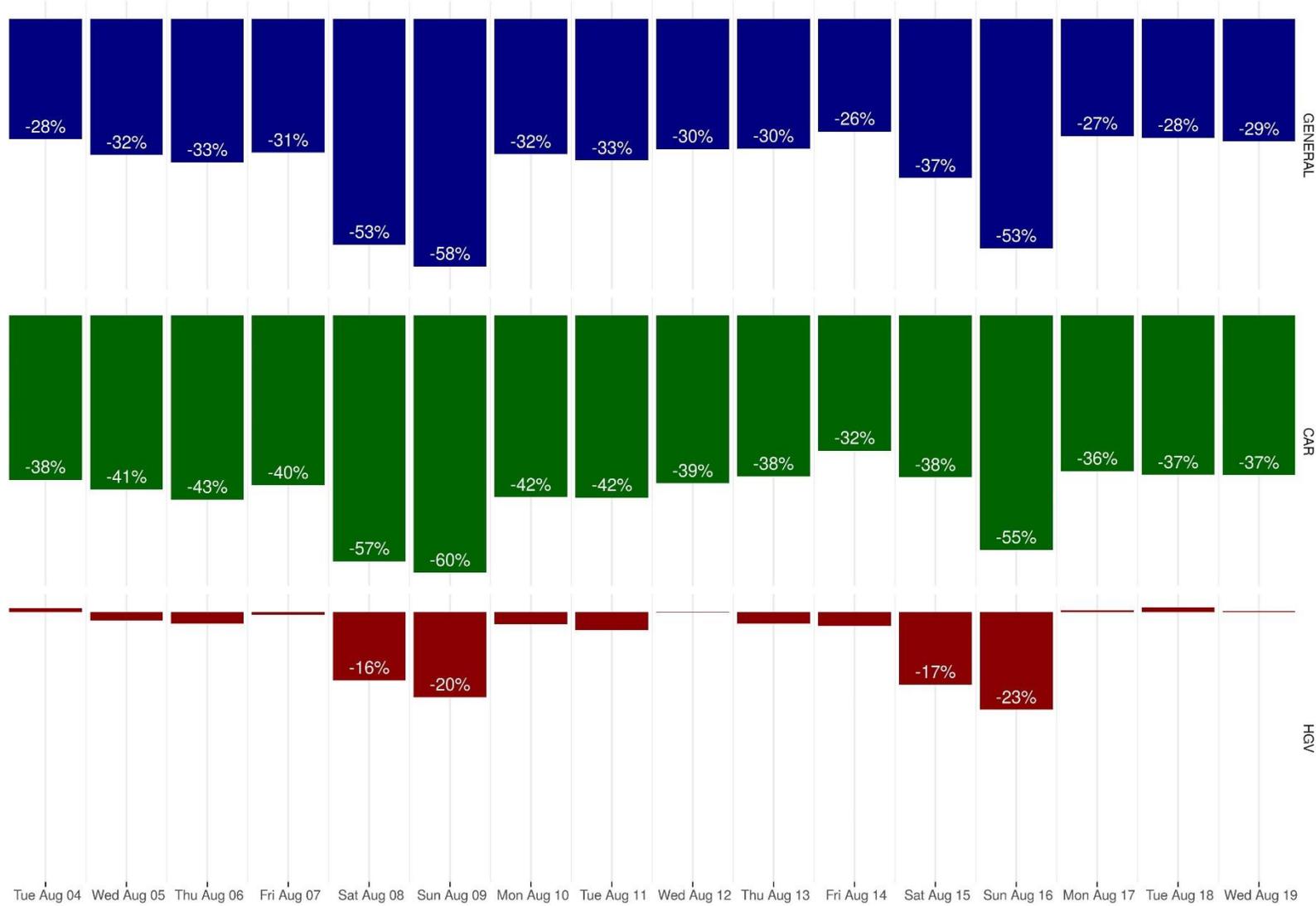
This week, beginning August 17th, HGV volumes in the tunnel were at similar levels seen in Phase 2 at the end of June. There was an average of approximately 8,800 HGVs travelling through the tunnel per day between Monday and Wednesday of this week. This represents a slight increase in HGV traffic volumes in the tunnel compared to the equivalent days in 2019.

Impact of COVID-19 restrictions on traffic volumes in Dublin Tunnel

Average change in traffic volumes on major routes (2020 vs 2019 equivalent weekdays)



Figure 6: Dublin Tunnel traffic



5.0 The Border

A selection of 12 traffic counter sites on national roads close to the border were analysed. A plot of trends at the border, compared to national traffic, is provided in Figure 7. The trend is developed using an index of a 7 day rolling mean traffic flow from February 7th 2020, in order to smooth seasonal patterns.

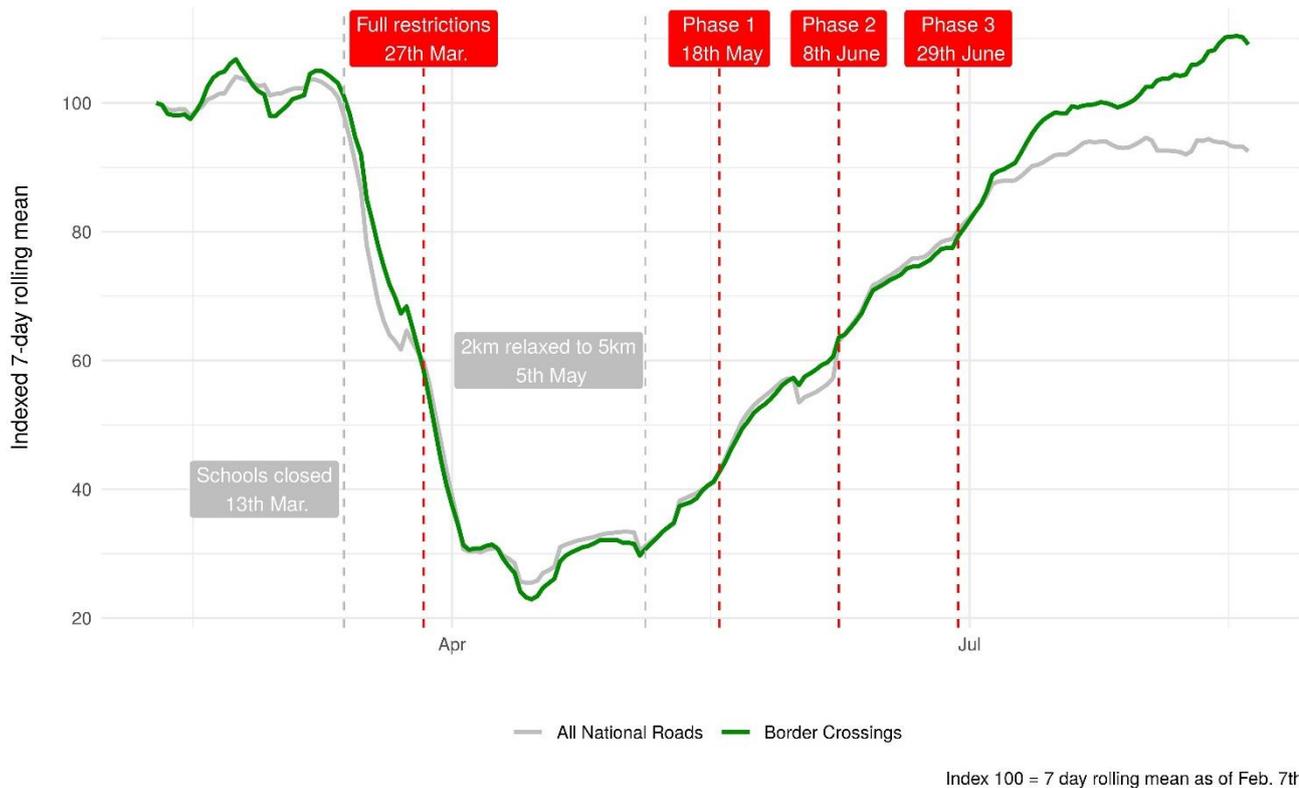


Figure 7: Trends in traffic at national road border crossings compared with all national roads

The plot indicates that trends on vehicles crossing the border via national roads were very similar to the global trend across all national roads with volumes reduced to 60-70% of typical levels, over the period of restrictions between March 27th and May 5th. Since the easing of restrictions on May 5th and the Phase 1 of reopening of society and business on May 18th, volumes of traffic crossing the border were approximately 50-60% of typical levels.

Phase 2 of the reopening commenced on June 8th and by the week beginning June 22nd, volumes of border traffic were approximately 75-80% of typical levels. Phase 3 of the reopening commenced on June 29th and volumes of border traffic are now approximately 110% of levels seen in February 2020. Since mid-July, increases in vehicles crossing the border via national roads have been greater than those observed on other national roads.

A further comparison between private car and heavy goods vehicle traffic volumes crossing the border on equivalent days in 2019 and 2020 is provided in Figure 8. This indicates that during this week, private car volumes are down approximately 10-15% when compared with the equivalent day of last year. Recent trends in heavy goods vehicles crossing the border show an increase in volumes of up to approximately 10% when compared to the equivalent days in 2019.

Impact of COVID-19 restrictions on border traffic

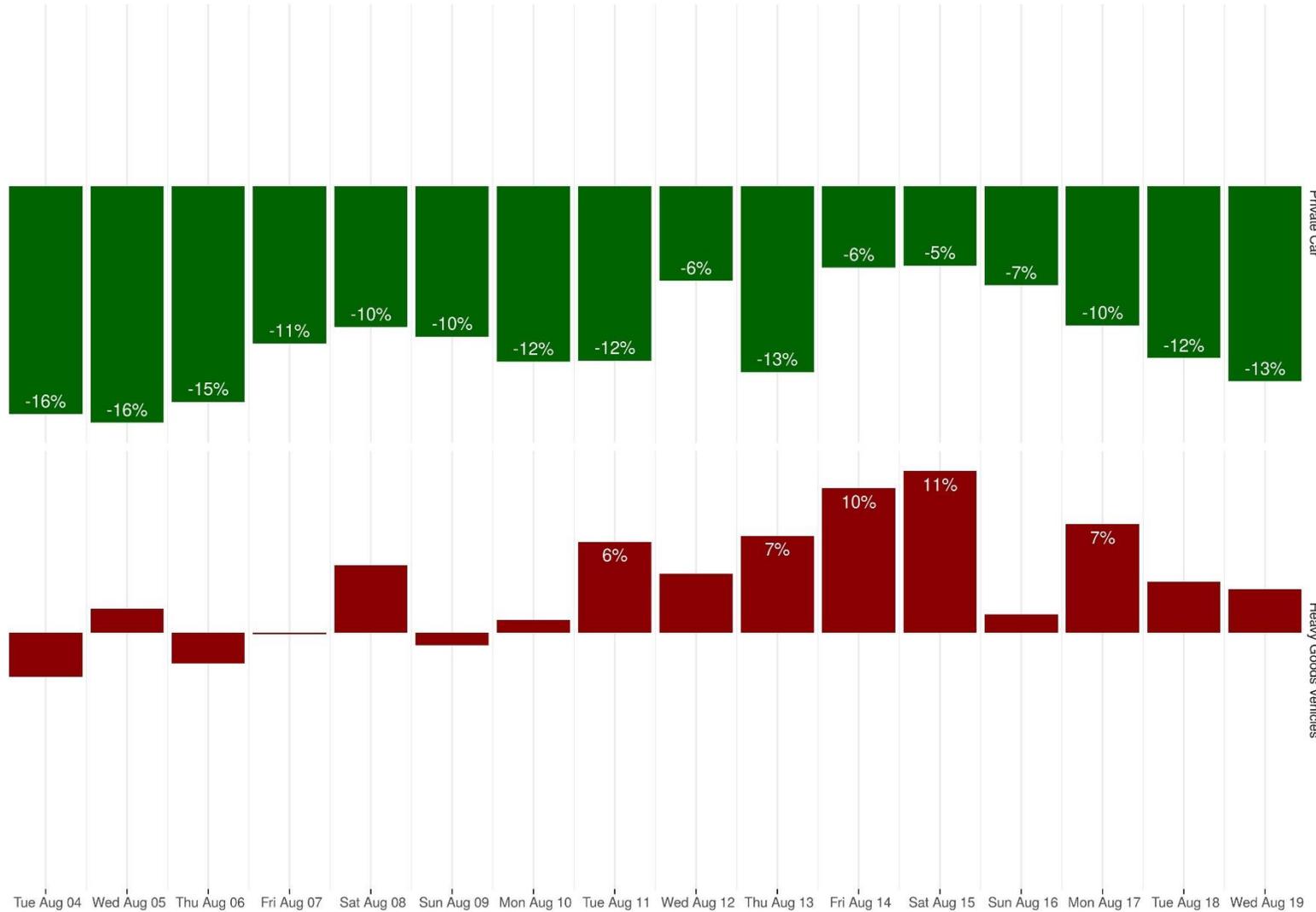
Average change in traffic volumes on national road border crossings (2020 vs 2019 equivalent weekdays)



Figure 8: Border Crossings

(Based on aggregations of traffic volumes on national roads near border crossings.*

** note that traffic data between 24th June and August 6th 2019 is missing at some counters due to technical problems in 2019. This data has been interpolated using 2018, 2019 and 2020 data for comparison with current traffic volumes)*



6.0 Kildare, Laois & Offaly

A selection of 21 traffic counter sites on national roads in the counties of Kildare, Laois and Offaly were analysed. A plot of trends in these counties, compared to national traffic, is provided in Figure 7. The trend is developed using an index of a 7 day rolling mean traffic flow from February 7th 2020, in order to smooth seasonal patterns.

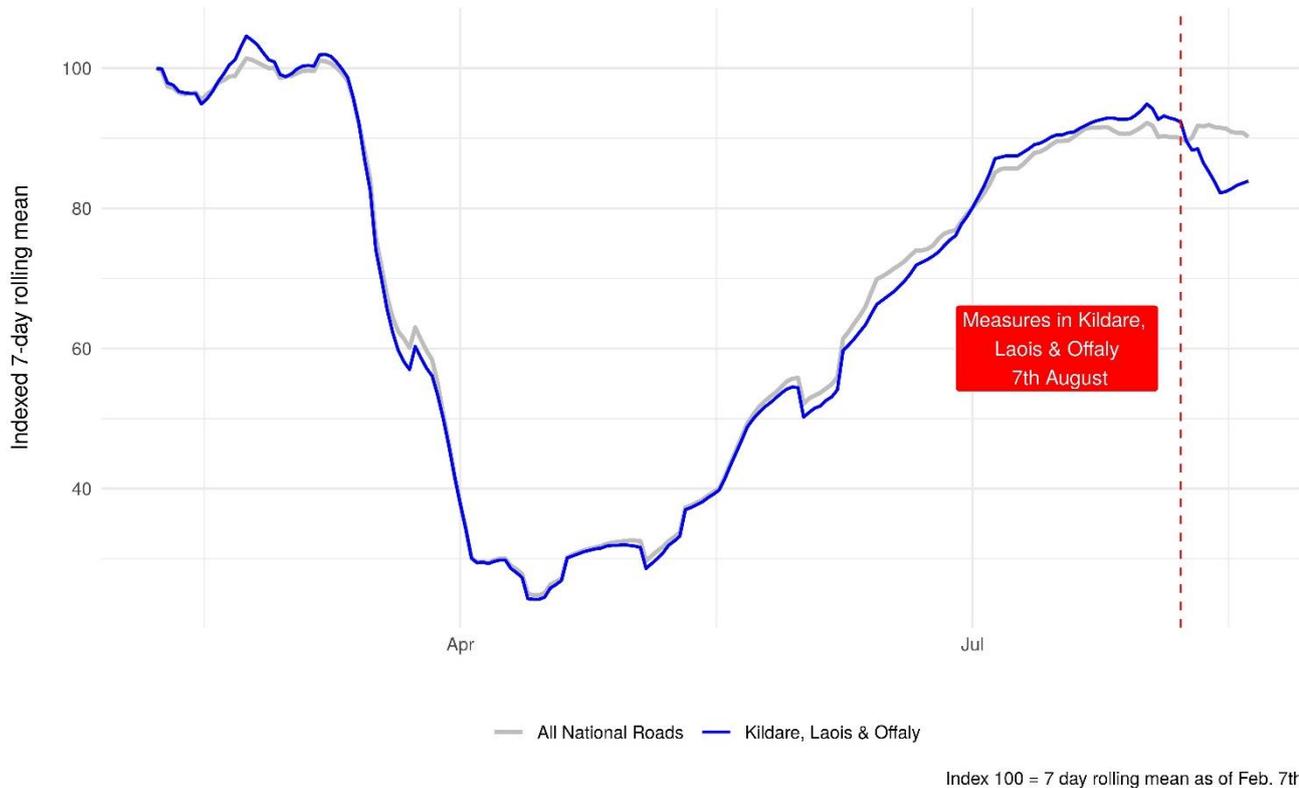


Figure 9: Trends in traffic in Kildare, Laois and Offaly compared with all national roads

The plot indicates that the measures introduced on August 7th to restrict movements in Kildare, Laois and Offaly resulted in a reduction in traffic volumes on national roads in these counties. Prior to the additional measures, traffic volumes in these counties closely tracked trends on all national roads. Aggregate traffic volumes on all national roads are now at approximately 90% of typical levels seen in early February 2020 while volumes in the counties of Kildare, Laois and Offaly are at approximately 84% of these levels.

The reduction in traffic volumes on major commuter routes in or near Kildare show more substantive impacts of the regional measures. The week beginning August 10th saw a reduction in traffic volumes of 15% on the M4 at Celbridge and a reduction of 14% on the M7 at Citywest, close to the Kildare border. This week, beginning August 17th, there was a week-on-week increase at these locations of 4% but there is still a discernible impact of the regional measures on these major routes.