

**APPENDIX 4.3.1**

**Fingal County Council Map Detailing Traffic Reductions**

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**Traffic Growth**  
5% to/from Airport  
3% elsewhere

Rowans Rd. Interchange  
to Lissenhall Interchange

Year	Without	With M/w
2000	15,300	-
2020	29,600	-

N1/Hearse Road to Rathbeale Road

Year	Without	With M/w
1994	25,400	-
2000	30,800	8,400
2020	58,700	15,200

Rathbeale Road

Year	Without	With M/w
1994	4,800	-
2000	5,800	5,800
2020	10,800	10,800

Swords Bypass to N1/Stockhole Lane

Year	Without	With M/w
1994	42,000	-
2000	38,900	16,000
2020	75,400	32,000

Forest Little Road

Year	Without	With M/w
1994	5,600	-
2000	6,400	6,400
2020	11,700	11,700

N1/Stockhole Lane to Airport roundabout

Year	Without	With M/w
1994	38,100	-
2000	34,400	12,100
2020	67,500	24,100

Airport access road

Year	Without	With M/w
1994	19,100	-
2000	25,600	25,600
2020	68,000	68,000

Airport to Santry

Year	Without	With M/w
1994	15,700	-
2000	10,400	10,400
2020	19,900	19,900

N1/Five Roads to Blakes Cr.

Year	Without	With M/v
1994	13,300	-
2000	16,100	900
2020	31,200	1,600

Skerries Road

Year	Without	With M/v
1994	9,600	-
2000	11,600	11,600
2020	21,900	21,900

N1/Blakes Cross to Lissenhall

Year	Without	With M/v
1994	21,400	-
2000	25,900	10,600
2020	49,800	20,100

Hearse Road

Year	Without	With M/v
1994	5,400	-
2000	6,400	6,400
2020	11,700	11,700

M1/Lissenhall to Airport

Year	With M/w
2000	22,300
2020	43,500

Swords to Malohide Road

Year	Without	With M/w
1994	21,000	-
2000	13,100	13,100
2020	23,600	23,600

Note: The effect of the Northern Cross Route Extensor to Malohide Road is included for the year 2000 and beyond.

Airport I.C. to N1

Year	Without	With M/w
1994	35,300	-
2000	43,800	27,000
2020	92,200	65,000

M1 Airport to Turnapin

Year	Without	With M/w
1994	35,300	-
2000	43,800	43,800
2020	92,200	92,200

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N2

EO1

EO1

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**Environmental Agency**

**Kingal County Council**

**Northern Motorway**  
**Airport to Balbriggan Bypass**  
**Environmental Impact Study**

Figure 2.(viii)

Title:- Traffic statistics