

TRAFFIC MANAGEMENT ARRANGEMENTS FOR DUBLIN PORT TUNNEL OPENING

Thursday March 16th 2006:

After the Dublin Port Tunnel opens, the lane layout at the northern end of the Tunnel will provide the same number of traffic lanes for surface traffic as was the case before construction began (see graphic).. Two lanes of traffic will go underground into the Tunnel and two surface lanes will continue on into the city. Traffic on the M1, heading into the city and not wishing to enter the Dublin Port Tunnel will have two lanes on which to continue driving towards Collins Avenue and the city.

In addition, traffic coming from the M50 and merging with the M1 traffic heading towards the tunnel and city, will be provided with a 1 kilometre long third lane to allow easy and safe merging with the M1 traffic. This southbound third lane will run between the M50 and Coolock Lane junctions on the M1, just north of the Tunnel.

On the journey northwards, traffic exiting the city will not have to merge with the Tunnel traffic but instead will join the tunnel traffic climbing up out of the Tunnel's two lanes and become a third lane heading northwards on the M1 This 1 kilometre of third lane in the northbound direction will also allow plenty of room for traffic to move into their desired lanes prior to the M50 junction, in accordance with normal motorway driving practise.

Most of the truck traffic in the Tunnel will be dispersed around the M1 and the northern sections of the M50 and will occur outside peak hours. The trucks using the Dublin Port Tunnel will add just 3% more peak time traffic in each direction at the West Link toll plaza. Based on current daily figures of approximately 90,000 vehicles on this section of the M50, it means approximately 100 extra trucks will be travelling in each direction, to and from the Dublin Port Tunnel at peak hours.

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