

Project Ireland 2040

- **National Planning Framework**
- **National Development Plan (2018 -2027)**

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September 2018

Project Ireland 2040

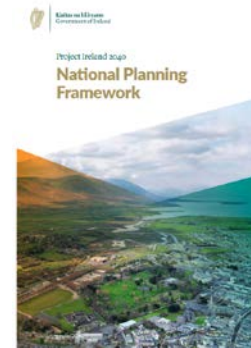


Project Ireland 2040 is the Government's overarching policy initiative to make Ireland a better country for all, a country that reflects the best of who we are and what we aspire to be.

Project Ireland 2040

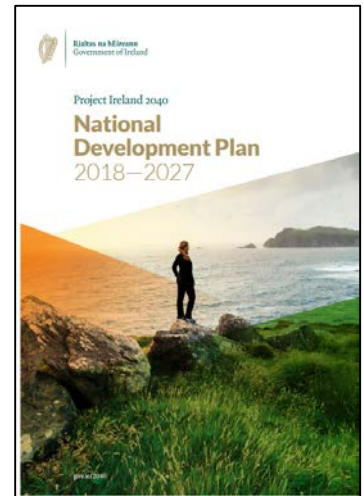
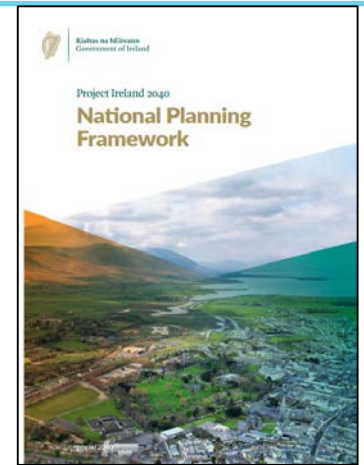
National Strategic Outcomes delivered via 2 Policy Documents:

- **National Planning Framework**
- **National Development Plan 2018-2027**



NPF and NDP: What Project 2040 means for TII

- National Planning Framework shapes future growth and development of Ireland to the year 2040, by guiding public and private investment, creating opportunities for people, and enhancing our environment;
- An ambitious ten-year National Development Plan, which underpins the Planning Framework with €116 billion worth of investment.



National Planning Framework Overview

- The development strategy to shape our national, regional and local spatial development in economic, environmental and social terms to 2040
- **10 National Strategic Outcomes**
- **10 National Strategic Investment Priorities**
- **75 National Policy Objectives**
- National Policy Objective No. 74: *‘secure the alignment of the NPF and NDP through the delivery of National Strategic Outcomes’*

What does this look like?

• Irelands Three Regions

Targeting a level of growth in the country's Northern and Western and Southern Regions combined, to at least match that projected in the East and Midland Region in Ireland Cities and Regional Centres of Scale.

• Irelands Capital

Supporting the future growth and success of Dublin as Ireland's leading global city of scale, by better managing Dublin's growth to ensure that more of it can be accommodated within and close to the city.

• Irelands Cities

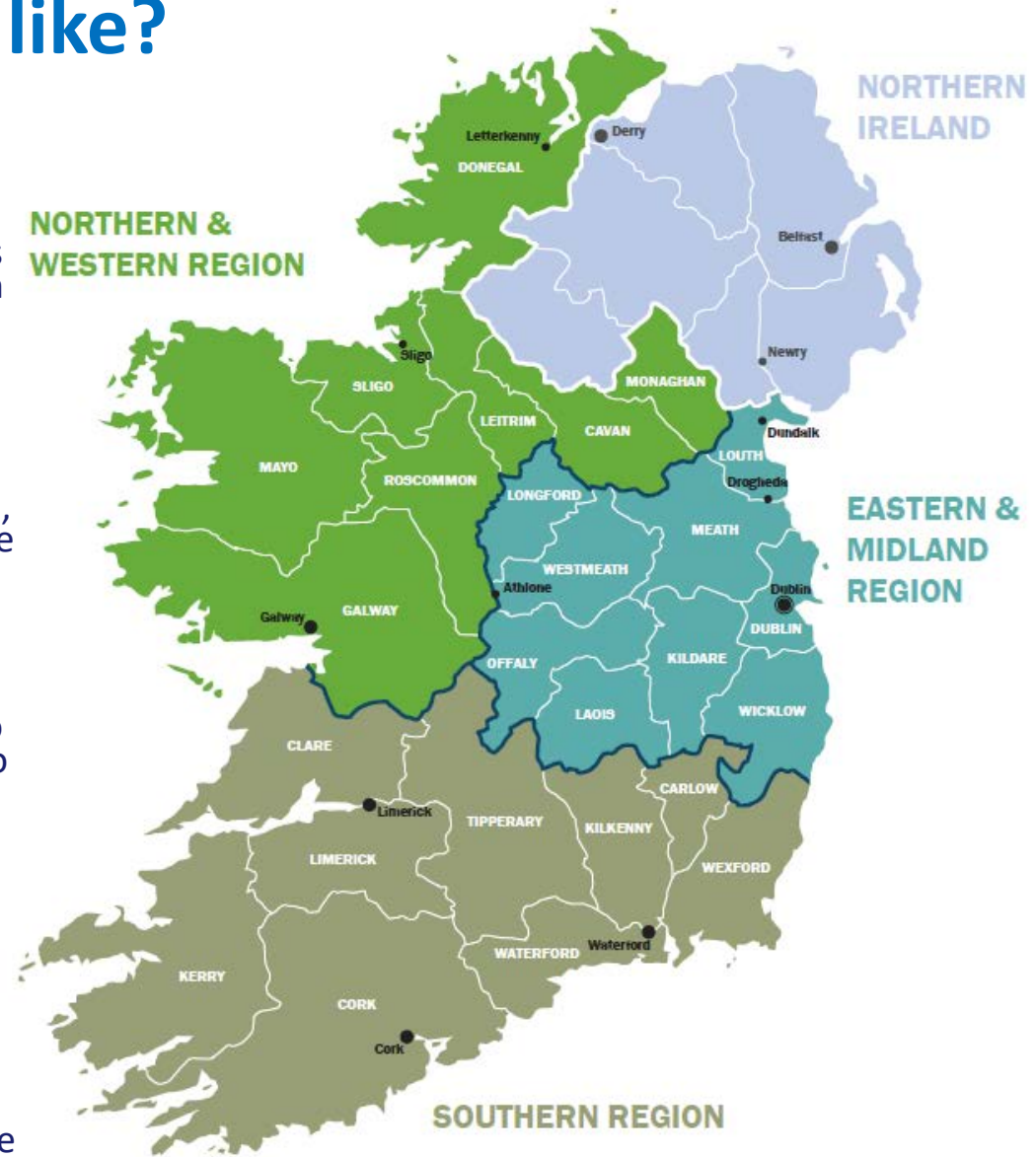
Enable Cork Limerick Galway & Waterford to grow by at least 50% as viable alternatives to Dublin to become cities of scale.

• Irelands Rural Fabric:

Reversing town/village and rural population decline.

• Compact Growth:

Targeting a greater proportion (40%) of future housing development to be within and close to the existing 'footprint' of built-up areas.



NPF Targets

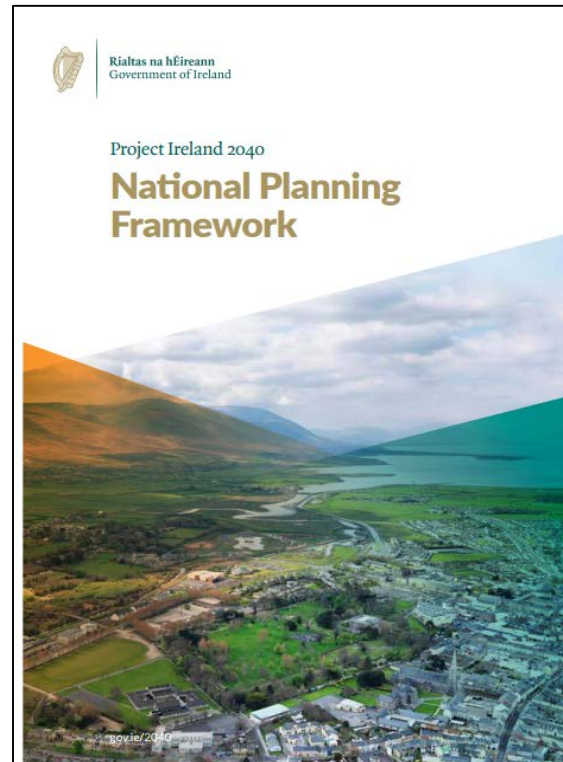
Project Ireland 2040

Population 5.85 million

Additional 1.1 million people , 660,000 jobs

Eastern & Midland Region		Southern Region		Northern & Western Region	
Population	Jobs	Population	Jobs	Population	Jobs
+ 490,000 - 540,000 people (2.85m total)	+320,000 in employment (1.34m total)	+ 340,000 - 380,000 people (2m total)	+225,000 in employment (880,000 total)	+160,000 - 180,000 people (1m total)	+115,000 in employment (450,000 total)
Centres of Scale					
Dublin City and Suburbs: +235,000 - 290,000 people (at least 1.41 million total) To be set out in Regional Spatial & Economic Strategy <ul style="list-style-type: none"> • Athlone • Newry-Dundalk-Drogheda cross border network 		Cork City and Suburbs: +105,000 - 125,000 people (at least 315,000 total) Limerick City and Suburbs: +50,000 - 55,000 people (at least 145,000 total) Waterford City and Suburbs: +30,000 - 35,000 people (at least 85,000 total)		Galway City and Suburbs: +40,000 - 45,000 people (at least 120,000 total) To be set out in Regional Spatial & Economic Strategy <ul style="list-style-type: none"> • Sligo • Athlone • Letterkenny-Derry cross border network 	

What does the NPF mean for TII?



TII & 10 National Strategic Outcomes

1. **Compact Growth**
2. **Enhanced Regional Accessibility**
3. **Strengthened Rural Economies and Communities**
4. **Sustainable Mobility**
5. A Strong Economy, supported by Enterprise, Innovation and Skills
6. **High-Quality International Connectivity**
7. Enhanced Amenity and Heritage
8. Transition to a Low Carbon and Climate Resilient Society
9. Sustainable Management of Water and other Environmental Resources
10. Access to Quality Childcare, Education and Health Services

National Planning Framework policies, actions and investment focus for TII

NSO 1 Compact Growth

Urban Renewal & Development:

- Improve accessibility to and between centres of mass and scale and better integration with surrounding areas
- Ensure transition to more sustainable modes of travel and energy consumption within an urban context

Rural Renewal & Development:

- Ensure transition to more sustainable modes of travel and energy consumption within smaller towns and villages and rural areas

NSO 2 Enhanced Regional Accessibility

Inter-Urban Roads

- Maintaining the strategic capacity and safety of the national roads network including planning for future capacity enhancements;
- Improving average journey times targeting an average inter-urban speed of 90kph;
- Enabling more effective traffic management within and around cities;
- Advancing orbital traffic management solutions, such as Galway Ring Road and M8/N25/N40 Dunkettle Junction

Accessibility to the North-West

- Upgrading access to the North-West border area, utilising existing routes (N2/N14/A5);
- Upgrading northern sections of the N4 and N5 routes and sections of the N3/M3 national primary route;
- Progressive development of the Atlantic Economic Corridor from Galway northwards by upgrading sections of the N17 northwards, where required and upgrading the N15/N13 link.

NSO 3 Strengthened Rural Economies and Communities

Rural Development

- Invest maintaining regional and local roads and **strategic road improvement projects in rural areas to ensure access to critical services** such as education, healthcare and employment;

NSO 4 Sustainable Mobility

Public Transport

Expand public transport alternatives to car transport to reduce congestion and emissions & enable the transport sector to cater for longer term population and employment growth through:

- Deliver the key public transport objectives of the Transport Strategy for the Greater Dublin Area 2016-2035 by investing in projects such as **MetroLink**, DART Expansion Programme, BusConnects in Dublin and key bus-based projects in other cities and towns

NSO 6 High-Quality International Connectivity

Airports and Ports

Enhancing land-side access, particularly in public transport terms, such as through the **MetroLink** project in Dublin; Improve land transport connections to the major ports including:

- Facilitating the growth of Dublin Port through greater efficiency, limited expansion into Dublin Harbour **and improved road access, particularly to/from the southern port area;**
- **Enhancing road connectivity to Shannon-Foynes Port**, including local by-passes; and
- Improving **access to Ringaskiddy Port.**

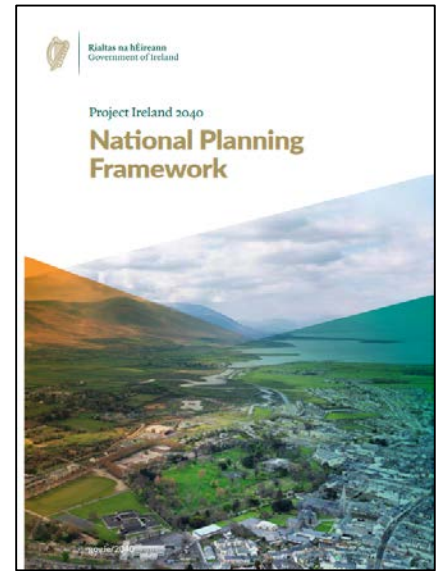
What next for TII ?

Further Active Engagement

1. Regional Spatial and Economic Strategies with Metropolitan Area Strategic Plans
2. Transport Strategies for all cities and regional centres
3. Engagement with National Regeneration and Development Agency
4. Urban and Rural Regeneration and Development Funds

Most critically

Implementing the NPF by focussed delivery of NDP and associated TII projects



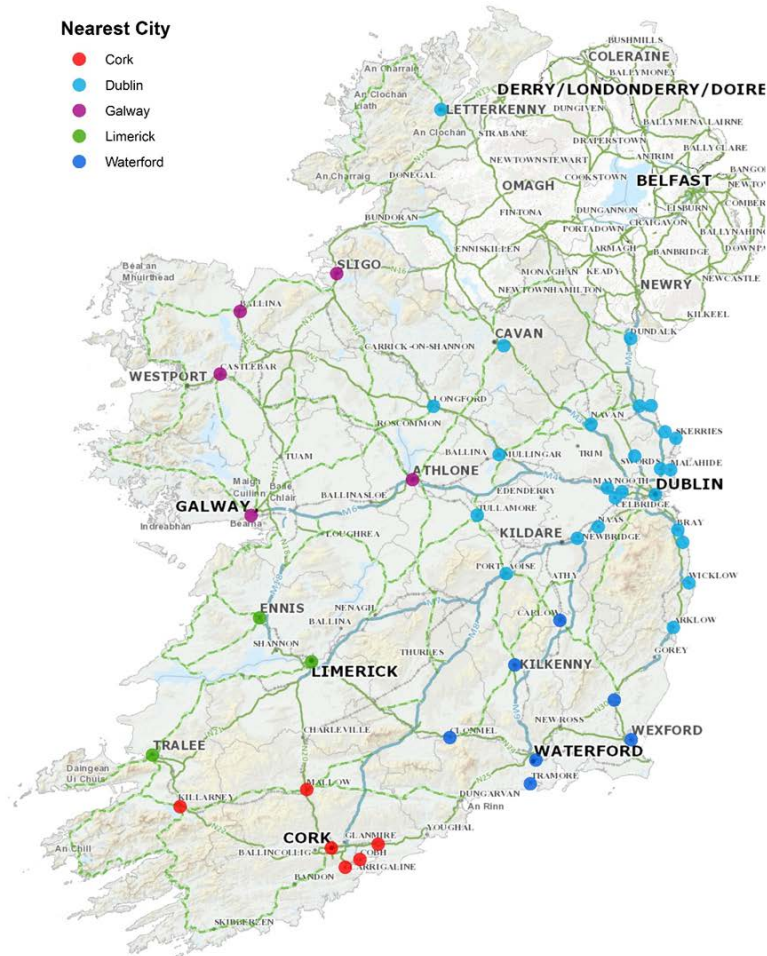
National Development Plan (2018-2027)

What sections of the Network were considered.

CSO Settlements (Population > 10,000)

Nearest City

- Cork
- Dublin
- Galway
- Limerick
- Waterford



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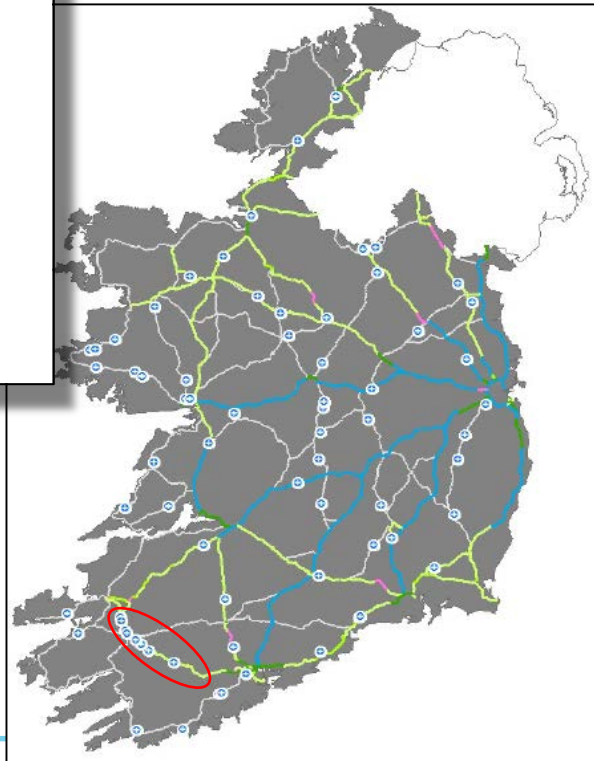
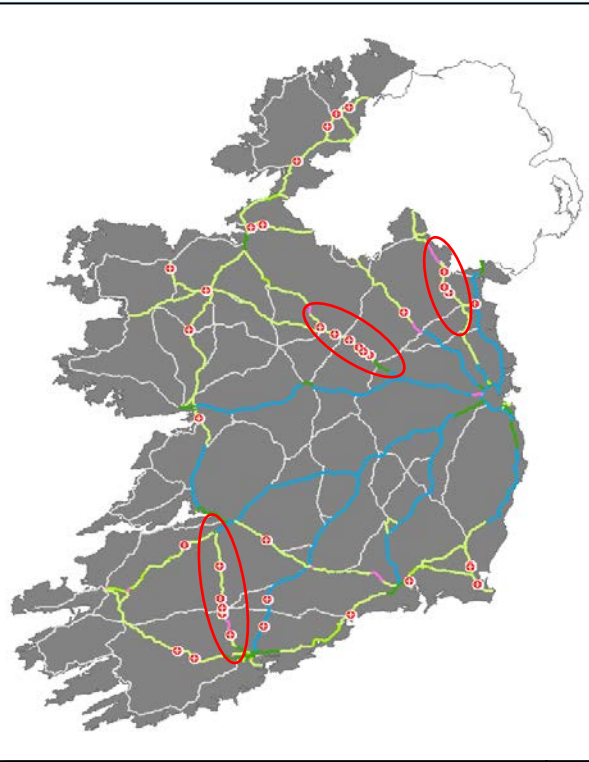
Connecting Communities

- Cities & Urban Areas of Scale
- 33 locations all on or adjacent the National Primary Network




What sections of the Network to considered.

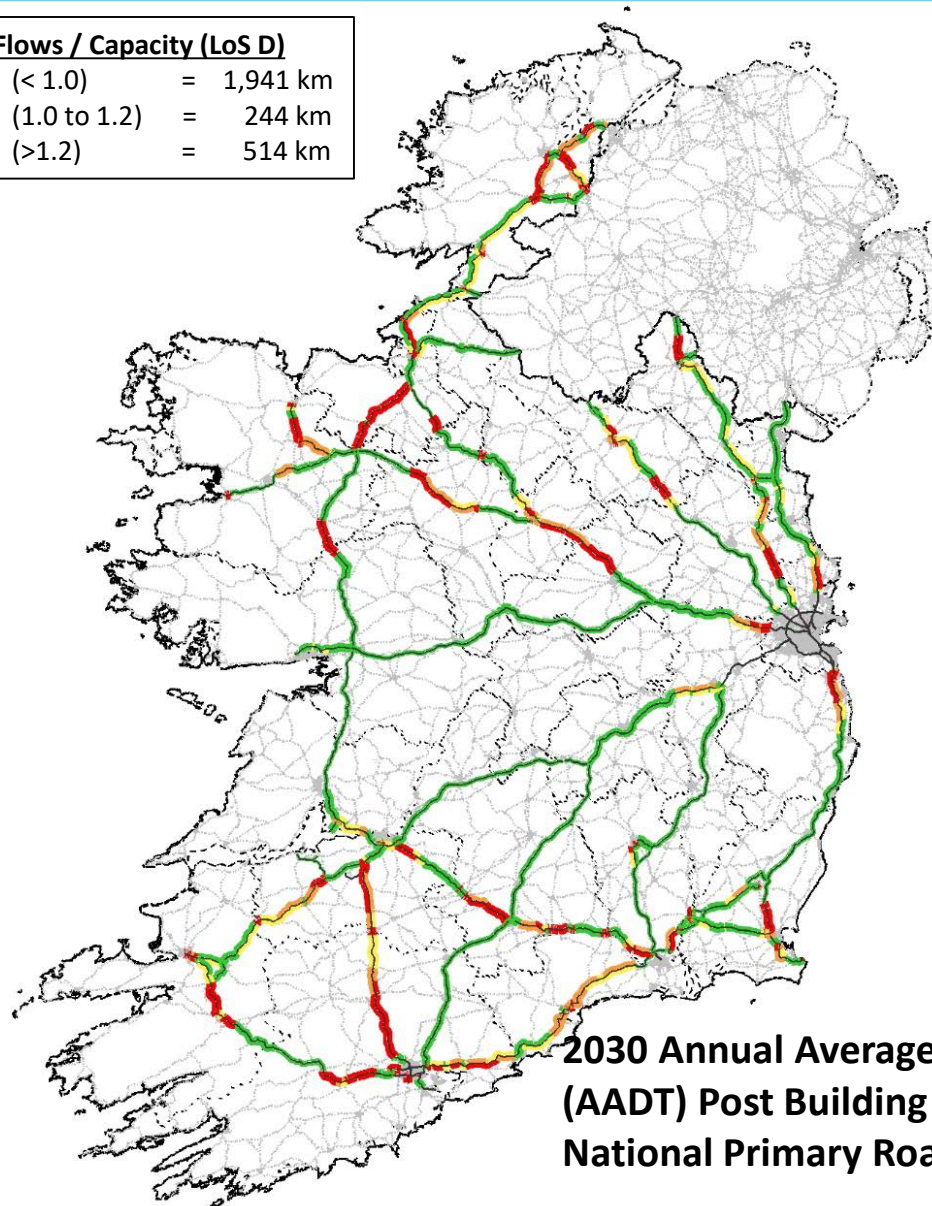
Safety

- Head on collisions
- Head on Fatal collisions



What sections of the Network were considered.

AADT Flows / Capacity (LoS D)	
	(< 1.0) = 1,941 km
	(1.0 to 1.2) = 244 km
	(>1.2) = 514 km



Capacity

- $V/C > 1.2$

2030 Annual Average Daily Traffic
(AADT) Post Building on Recovery
National Primary Roads

What sections of the Network were consider



European Policy

- TEN-T Network
- Core and Comprehensive

Pre-Appraisal Considerations

PRE-APPRAISAL PROJECTS		BACKGROUND INFO	PRIORITY 1				
Route	Project	Current Traffic Volumes	TEN T	National Primary 2030 V/C > 1.2	NTA Transport Strategy for the Greater Dublin Area	Head On Collision Report: Sections Identified	National Planning Framework - Links / serves settlements >10,000 population
2	N2 Rath Roundabout to Kilmoon Cross	16,000	NO	YES	YES	NO	YES
2	N2 Clontibret to the Border	5,700	COMP	NO	NO	YES	YES
2	N2 Ardee to South of Castleblaney	10,000	COMP	NO	NO	YES	YES
3	N3 Virginia Bypass	12,000	NO	YES	NO	NO	YES
3	M50 to Clonee	75,000	NO	YES	YES	NO	YES
4	Mullingar to Longford / Roosky	12,400	COMP	YES	NO	YES	YES
4	Carrick-on-Shannon to Dromod	8,000	COMP	NO	NO	NO	YES

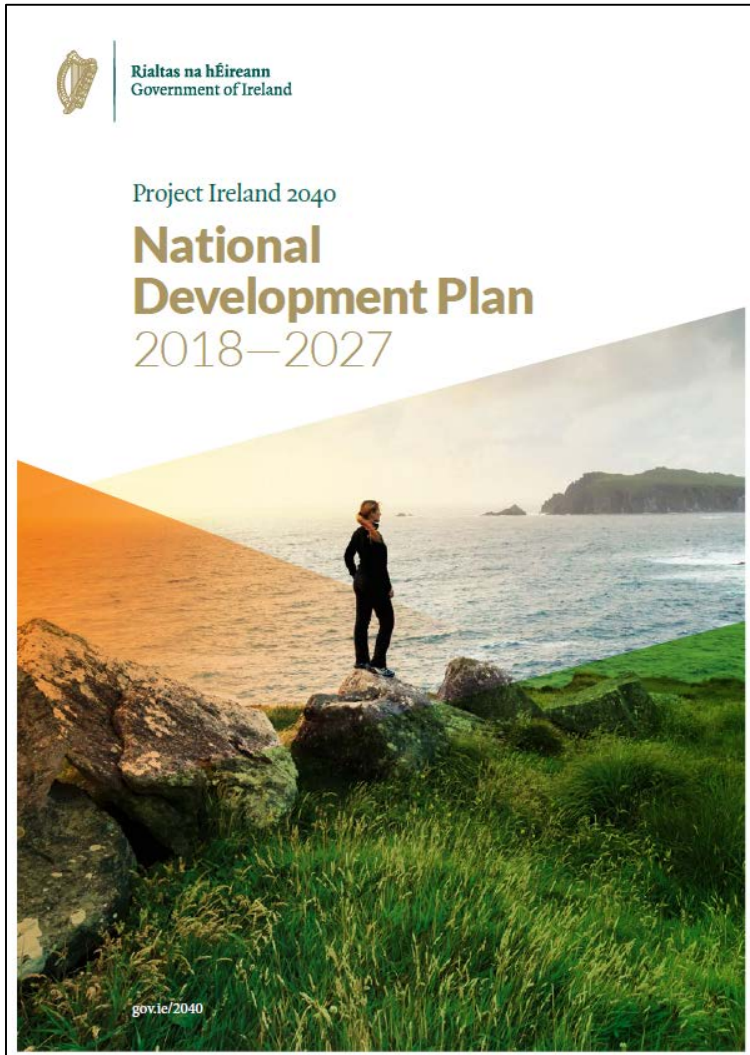
OTHER OBJECTIVES					Comments
Completing Missing Links	Accessing Poorly Served Regions	Increasing Employment Accessibility	Port/airport Access	BREXIT Mitigation	
YES	YES	YES		YES	Not on TEND-T, Safety Scheme Not on TEN-T, Access to North West Not on TEN-T, GDA Strategy
YES	YES	YES		YES	
YES	YES	YES		YES	
YES	YES	YES		YES	
YES		YES		YES	
YES	YES			YES	

Pre-Appraisal Considerations

PRE-APPRAISAL PROJECTS		BACKGROUND INFO	PRIORITY 1					OTHER OBJECTIVES					
Route	Project	Current Traffic Volumes	TEN T	National Primary 2030 V/C > 1.2	NTA Transport Strategy for the Greater Dublin Area	Head On Collision Report: Sections Identified	National Planning Framework - Links / serves settlements >10,000 population	Completing Missing Links	Assessing Poorly Served Regions	Increasing Employment Accessibility	Port/airport Access	BREXIT Mitigation	Comments
2	N2 Rath Roundabout to Kilmom Cross	16,000	NO	YES	YES	NO	YES	YES	YES	YES		YES	Not on TEN-T, Safety Scheme
2	N2 Clontibret to the Border	5,700	COMP	NO	NO	YES	YES	YES	YES	YES		YES	
2	N2 Ardee to South of Castleblaney	10,000	COMP	NO	NO	YES	YES	YES	YES	YES		YES	Not on TEN-T, Access to North West
3	N3 Virginia Bypass	12,000	NO	YES	NO	NO	YES	YES	YES	YES		YES	
3	M50 to Clonee	75,000	NO	YES	YES	NO	YES	YES	YES	YES		YES	Not on TEN-T, GDA Strategy
4	Mullingar to Longford / Roosky	12,400	COMP	YES	NO	YES	YES	YES	YES	YES		YES	
4	Carrick-on-Shannon to Dromod	8,000	COMP	NO	NO	NO	YES	YES	YES	YES		YES	Not on TEN-T, Waterford to Limerick Connectivity
4	Maynooth to Leixlip	38,000	COMP	YES	YES	NO	YES	YES	YES	YES		YES	
11	N11 Oligate to Rosslare	13,000	COMP	YES	NO	NO	YES	YES	YES	YES	YES	YES	Not on TEN-T, Waterford to Limerick Connectivity
11	Jn 4 M50 To kilmacanogue	>70,000	COMP	YES	YES	NO	YES	YES	YES	YES	YES	YES	
13	Ballybofey to Stranorlar Bypass	7-10,000	COMP	YES	NO	NO	YES	YES	YES	YES		YES	Not on TEN-T, Waterford to Limerick Connectivity
13/14/56	4 lane Road Letterkenny /Manorcunningham	19,400	PART	YES	NO	NO	YES	YES	YES	YES		YES	
14	Manorcunningham to Lifford	11,400	COMP	YES	NO	NO	YES	YES	YES	YES		YES	Not on TEN-T, Mulingar to Tullamore, Tullamore to Athlone Connectivity
17	Knock to Collooney	6 - 10,000	COMP	YES	NO	NO	YES	YES	YES	YES		YES	
20	Cork to Limerick	20,000	COMP	YES	NO	YES	YES	YES	YES	YES	YES	YES	Not on TEN-T, Mulingar to Tullamore, Tullamore to Athlone Connectivity
21	Newcastle West Relief Road	10,500	COMP	YES	NO	NO	YES	YES	YES	YES	YES	YES	
21	Abbeyfeale Relief Road	10,500	COMP	YES	NO	NO	YES	YES	YES	YES	YES	YES	Not on TEN-T, Mulingar to Tullamore, Tullamore to Athlone Connectivity
22	N22 Farranfore to Killarney	10-15,000	COMP	YES	NO	YES	YES	YES	YES	YES	YES	YES	
24	Cahir to Waterford	7-13,000	NO	YES	NO	NO	YES	YES	YES	YES		YES	Not on TEN-T, Waterford to Limerick Connectivity
24	Cahir to Limerick Junction	6,400	NO	YES	NO	NO	YES	YES	YES	YES		YES	
25	N25 Carrigtohill to Middleton	35,000	COMP	YES	NO	NO	YES	YES	YES	YES		YES	Not on TEN-T, Waterford to Limerick Connectivity
25	N25 Waterford to Glenmore	11,800	COMP	YES	NO	NO	YES	YES	YES	YES		YES	
50	Southern Port Access From tunnel, includes bridge and Poolbeg IC	-	NO	-	YES	NO	-	YES			YES		Not on TEN-T, Mulingar to Tullamore, Tullamore to Athlone Connectivity
52	N52 Tullamore to Kilbeggan	12,800	NO	YES	NO	NO	YES	YES		YES		YES	

OTHER POTENTIAL PROJECTS		INFO	PRIORITY 1					OTHER OBJECTIVES					
Route	Project	Current Traffic Volumes	TEN T	National Primary 2030 V/C > 1.2	NTA Transport Strategy for the Greater Dublin Area	Head On Collision Report: Sections Identified	National Planning Framework - Links / serves settlements >10,000 population	Completing Missing Links	Assessing Poorly Served Regions	Increasing Employment Accessibility	Port/airport Access	BREXIT Mitigation	Comments
1	Balbriggan to Lissenhall (>1.2)	60,000	CORE	YES	YES	NO	YES	YES	YES	YES	YES	YES	Catered for within GDA Strategy Some minor improvement along corridor (Ballindine-Miltown)
17	Tuam Claremorris (>1.2)	8,500	COMP	YES	NO	NO	YES	YES	YES	YES		YES	
22	Macroom to Ballincollig Cork (>1.2)	12-18,000	COMP	YES	NO	YES	YES	YES	YES	YES		YES	Improvements made east of Lissarda Not on TEN-T, will be dealt with in CMATS
22	Carrigrohane to UCC (>1.2)	11-16,000	NO	YES	NO	NO	YES	YES	YES	YES		YES	
24	Limerick to Caherconlish (>1.2)	17,000	NO	YES	NO	NO	YES	YES	YES	YES		YES	Not on TEN-T, covered by Urban Transport Strategy Not on TEN-T
26	Ballina to Bohola (Mountfalcon to Foxford) (>1.2)	8,000	NO	YES	NO	NO	YES	YES	YES	YES		YES	
27	Cork Airport to N40 (>1.2)	20,000	CORE	YES	NO	NO	YES	YES	YES	YES	YES	YES	Will be dealt with in CMATS
3	The Poles to Bulters Bridge (1.0 to >1.2)	11,000	NO	YES	NO	NO	YES	YES	YES	YES		YES	Not on TEN-T Significant previous investment on M4
4	Maynooth to Kilcock (1.0 to >1.2)	45,000	COMP	YES	NO	NO	YES	YES	YES	YES		YES	
13	Letterkenny to Stranorlar (1.0 to >1.2)	12,000	COMP	YES	NO	NO	YES	YES	YES	YES		YES	Minor improvements to northern sections Minor improvements undertaken along corridor
13	Manorcunningham to Bridgend (1.0 to >1.2)	9-13,000	COMP	YES	NO	NO	YES	YES	YES	YES		YES	
15	Sligo to Clifony (1.0 to >1.2)	8-12,000	COMP	YES	NO	NO	YES	YES	YES	YES		YES	Some minor improvement along corridor (Munninane)
2	Kilmoon to Slane BP South (1.0 to 1.2)	15,000	NO	NO	NO	NO	YES	YES	YES	YES		YES	Non Core, Capacity not > 1.2
2	Slane BP North to Colllon (1.0 to 1.2)	6,000	NO	NO	NO	NO	YES	YES	YES	YES		YES	
5	Turlough to Bohola (1.0 to 1.2)	12,000	COMP	NO	NO	NO	YES	YES	YES	YES		YES	Non Core, Capacity not > 1.2 Capacity not > 1.2
7	Monasterevin to Newbridge (1.0 to 1.2)	38-45,000	CORE	NO	NO	NO	YES	YES	YES	YES		YES	
21	Abbeyfeale to Rathkeale (inter urban section) (1.0 to 1.2)	11,000	COMP	NO	NO	NO	YES	YES	YES	YES		YES	Significant previous investment, Capacity not > 1.2
25	Middleton to Youghal (1.0 to 1.2)	9-17,000	COMP	NO	NO	NO	YES	YES	YES	YES		YES	
25	Waterford to Dungarvan (1.0 to 1.2)	10,000	COMP	NO	NO	NO	YES	YES	YES	YES		YES	Capacity not > 1.2 Capacity not > 1.2 Capacity not > 1.2

Discussions with DTTAS & DPER



Having completed the Process and interaction with DTTAS what made it into the National Development Plan?

- Funding
- Projects

Funding - NDP – Allocations to National Roads

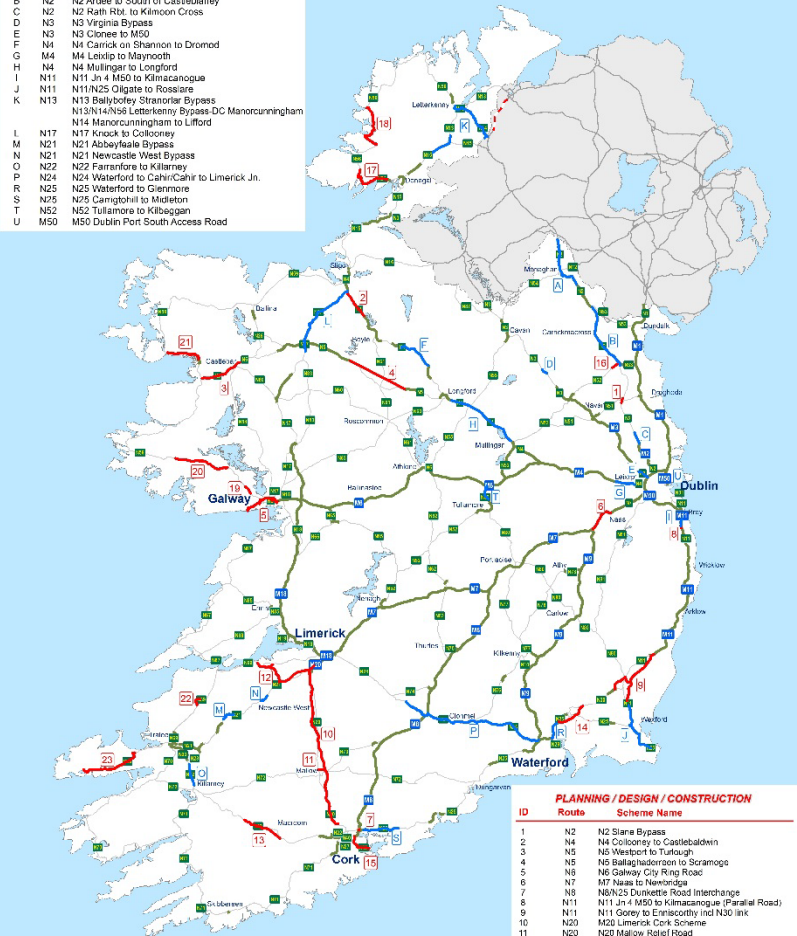
Table 3.2 Indicative resource allocations for the delivery of NSOs, and for named Strategic Investment Priorities under each NSO, over the period 2018-2027

€ billion	Exchequer	Non-Exchequer	Allocation
1. Compact Growth (Lead Department: DHPLG: Related Departments, DTTAS, DRCD)			14.5
of which: Social Housing Provision	11.6		
Urban Regeneration and Development Fund	2.0		
2. Enhanced Regional Accessibility (Lead Department: DTTAS)			7.3
of which: M20 Cork to Limerick	0.9		
National Roads	5.7		
3. Strengthened Rural Economies and Communities (Lead Departments: DRCD, DAFM. Related Departments: DBEI, DTTAS, DCHG, DCCAE)			8.8
of which: Regional and Local Roads	4.5		
Rural Regeneration and Development Fund	1.0		
National Broadband Plan	Confidential		
Agriculture	0.8		
Tourism	0.3		
State Owned Enterprises (for example, Coillte, Bord na Móna)		0.8	
4. Sustainable Mobility (Lead Department: DTTAS)			8.6
of which: Dart Expansion	2.0		
Metro Link	3.0		
BusConnects Programme	2.4		

Projects - What Roads? Where?

TII National Roads Programme 2018 - 2027

PRE-APPRAISAL / EARLY PLANNING	
ID	Route Scheme Name
A	N2 N2 Clontibret to the Border
B	N2 N2 Ardee to South of Castleblaney
C	N2 N2 Rath Rbt. to Kilmoon Cross
D	N3 N3 Virginia Bypass
E	N3 N3 Clonee to M50
F	N4 N4 Carrick on Shannon to Dromod
G	M4 M4 Leixlip to Maynooth
H	N4 N4 Mullingar to Longford
I	N11 N11 Jn 4 M50 to Kilmacanogue
J	N11 N11 Oilgate to Rosslare
K	N13 N13 Ballybofey Stranorlar Bypass
L	N13/N14/N56 Letterkenny Bypass DC Manor Cunningham
M	N14 Manor Cunningham to Lifford
N	N17 N17 Knock to Collooney
O	M21 N21 Abbeyfeale Bypass
P	N21 N21 Newcastle West Bypass
Q	N22 N22 Farranfore to Killarney
R	N24 N24 Waterford to Cahir/Cahir to Limerick Jn.
S	N25 N25 Waterford to Glenmore
T	N25 N25 Carrigtohill to Middleton
U	N52 N52 Tullamore to Kilbeggan
V	M50 M50 Dublin Port South Access Road



Legend	
—	Pre-Appraisal / Early Planning
—	Planning / Design / Construction
—	Improved Network

PLANNING / DESIGN / CONSTRUCTION	
ID	Route Scheme Name
1	N2 N2 Slane Bypass
2	N4 N4 Collooney to Castlebaldwin
3	N5 N5 Westport to Turlough
4	N5 N5 Ballaghaderreen to Scramogue
5	N8 N8 Galway City Ring Road
6	N7 N7 Naas to Newbridge
7	N8 N8/N25 Dunkettle Road Interchange
8	N11 N11 Jn 4 M50 to Kilmacanogue (Parallel Road)
9	N11 N11 Gorey to Enniscorthy Ind N50 link
10	N20 N20 Limerick Cork Scheme
11	N20 N20 Malton Relief Road
12	N21 N21/N69 Limerick Foynes
13	N22 N22 Ballyvourney to Macroom
14	N25 N25 New Ross Bypass
15	N28 N28 Cork to Ringaskiddy
16	N52 N52 Ardee Bypass
17	N56 N56 Mountcharlies to Inver
18	N56 N56 Dungloe to Glenties
19	N59 N59 Moycullen Bypass
20	N59 N59 Coughterand-Kilnam Cross-Clifden
21	N59 N59 Westport to Mullarney
22	N59 N59 Lifford Bypass
23	N86 N86 Tralee to An Daingan

Inter-Urban Roads



Accessibility to the North-West

- M20 Cork to Limerick
- N6 Galway City Ring Road
- M7 Naas to Newbridge bypass widening, Osberstown interchange and Sallins Bypass
- N8/N25 Dunkettle Interchange
- M69 Listowel Bypass
- N28 Cork to Ringaskiddy Road
- N21/N69 Limerick to Adare to Foynes
- N22 Ballyvourney to Macroom
- N72/N73 Malton Relief Road
- N59 Moycullen Bypass
- N25 New Ross Bypass
- M11 Gorey to Enniscorthy

- N4 Collooney to Castlebaldwin
- N5 Westport to Turlough
- N5 Ballaghaderreen to Scramogue
- N52 Ardee Bypass
- N2 Slane Bypass
- N56 Dungloe to Glenties
- A5 Road Development
- N56 Mountcharlies to Inver

Rail Network



- Protect investment in existing inter-urban rail network
- A feasibility study of high speed rail between Dublin Belfast, Dublin Limerick Junction/Cork and an evaluation of its economic benefits against improvements to existing line speeds will also be carried out against relevant appraisal processes and value-for-money tests required under the Public Spending Code to commence within a year.

The following sections of the national road network will be progressed through pre-appraisal and early planning during 2018 to prioritise projects which are proceeding to construction in the National Development Plan.

- N2 Clontibret to the Border
- N2 Rath Roundabout to Kilmoon Cross
- N2 Ardee to south of Castleblaney
- N3 Virginia Bypass
- M4 Maynooth to Leixlip
- N4 Mullingar to Longford
- N4 Carrick on Shannon
- M11 from Jn 4 M50 to Kilmacanogue
- N11 Oilgate to Rosslare
- N13 Ballybofey Stranorlar Bypass
- N13/N14/N56 Letterkenny Bypass and Dual Carriageway to Manor Cunningham

- N14 Manor Cunningham to Lifford
- N17 Knock to Collooney
- N21 Newcastle West Bypass
- N21 Abbeyfeale
- N24 Cahir to Limerick Junction
- N24 Waterford to Cahir
- N25 Waterford to Glenmore
- N25 Carrigtohill to Middleton
- N52 Tullamore to Kilbeggan
- N3 Clonee to M50
- M50 Dublin Port south access

**TII Projects
Delivering on
NPF & NDP
National Strategic Objectives**

Project Ireland 2040: National Planning Framework and National Development Plan (2018-2027)

Projects in Planning, Design Construction

National Strategic Outcomes

1. Compact Growth

2. Enhanced Regional Accessibility

3. Strengthened Rural Economies and Communities

4. Sustainable Mobility

6. High Quality International Connectivity

N2 Slane Bypass
 N4 Collooney to Castlebaldwin
 N5 Westport to Turlough
 N5 Ballaghaderreen to Scramogue
 N6 Galway City Ring Road
 M7 Naas to Newbridge Upgrade
 N8/N25 Dunkettle Interchange
 M11 Gorey to Enniscorthy
 M20 Cork to Limerick
 N21 / N69 Limerick to Adare Foynes
 N22 Ballyvourney to Macroom
 N25 New Ross Bypass
 N28 Cork to Ringaskiddy
 N52 Ardee Bypass
 N56 Dungloes to Glenties
 N56 Mountcharles to Inver
 N59 Moycullen Bypass
 N69 Listowel Bypass
 N72/N73 Mallow Relief Road

MetroLink (Dublin)

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Project Ireland 2040: National Planning Framework and National Development Plan (2018-2027)

Projects in Pre-Appraisal & Early Planning	National Strategic Outcomes				
	1. Compact Growth	2. Enhanced Regional Accessibility	3. Strengthened Rural Economies and Communities	4. Sustainable Mobility	6. High Quality International Connectivity
N2 Rath Roundabout to Kilmoon Cross	✓				
N2 Ardee to south of Castleblaney	✓				
N2 Clonribet to Border	✓				
N3 Clonee to M50	✓		✓		
N3 Virginia Bypass	✓	✓	✓	✓	
N4 Mullingar to Longford	✓	✓	✓		✓
M4 Maynooth to Leixlip	✓	✓			✓
N4 Carrick on Shannon	✓	✓	✓		✓
M11 from M50 to Kilmacanogue	✓	✓		✓	✓
N11 Oilgate to Rosslare	✓	✓	✓		✓
N21 Newcastle West Bypass	✓	✓	✓		✓
N21 Abbeyfeale Bypass	✓	✓	✓		✓
N24 Cahir to Limerick Junction	✓	✓	✓		
N24 Waterford to Cahir	✓	✓	✓		
N25 Waterford to Glenmore	✓	✓	✓		
N25 Carrigtohill to Midleton	✓	✓	✓		✓
N52 Tullamore to Kilbeggan	✓	✓	✓		
N17 Knock to Collooney	✓	✓	✓		✓
M50 Dublin Port south access road	✓	✓			✓
Luas Network Expansion to Bray Finglas, Lucan and Poolbeg	✓			✓	

Pre-appraisal Projects

APPRAISAL PROJECTS - PIPELINE	
N4 Mullingar to Longford	N52 Tullamore to Kilbeggan
N2 Clontibret to Border	N2 Ardee from south of Castleblaney
N13 Ballybofey Stranorlar Bypass	N11 Bray to Kilmacanogue
N13/ N14/ N56 4 Lane Road / Letterkenny/ ManorCunningham	M50 Dublin port south access
N14 Manorcunningham to Lifford	N3 Virginia Bypass
N25 Carraigtohill to Midleton	N4 Maynooth to leixlip
N11 Oilgate to Rosslare	N4 Carrick on Shannon to Dromod
N17 Collooney Knock	N2 Rath roundabout to Kilmoon Cross
N24 Cahir to Limerick Junction	N3 Clonee to M50
N21 Newcastle West Bypass	N24 Waterford to Cahir
N21 Abbeyfeale Bypass	N22 Farranfore to Killarney
N25 Waterford to Glenmore	

Other Funding Possibilities.

Rural Regeneration and
Development Fund -€1bn

Urban Regeneration and
Development Fund - €2bn

All large-scale projects included in the new National Development Plan should, therefore, continue to be assessed in terms of suitability for procurement by PPP and/or alternative financing, in particular projects which involve user charges or which offer the potential to generate significant third party income. Further details of the findings and recommendations of the PPP review are set out in chapter 6.

It is very important to note that many of the Strategic Investment Priorities have benefits which, directly or indirectly, will accrue to all households and communities irrespective of their location that will support the achievement of several of the NSOs set out in the NPF. For example, investment in schools, the road network, ports and tourism will underpin the development of our cities and towns, regions and rural areas. However, to avoid repetition, the Strategic Investment Priorities are included in the National Development Plan under the NSO to which they primarily relate.

3. Strengthened
Rural Economies and
Communities



4. Sustainable
Mobility



8. Transition to a
Low-Carbon and
Climate-Resilient
Society



6. High-Quality
International
Connectivity



What the NDP means for us.

- **Policy Context**
 - **Identified Projects**
 - **Majors schemes pipe line**
 - **Steady state renewal**
 - **Funding clarity**
-

Thank You

The image features a solid light blue background. In the top right corner, there is a decorative graphic consisting of three parallel, diagonal lines that slope downwards from left to right. The lines are a slightly darker shade of blue than the background.