Major Roads and Greenways Projects Active List

Transport Infrastructure Ireland (TII)

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Bonneagar Iompair Éireann
Transport Infrastructure Ireland

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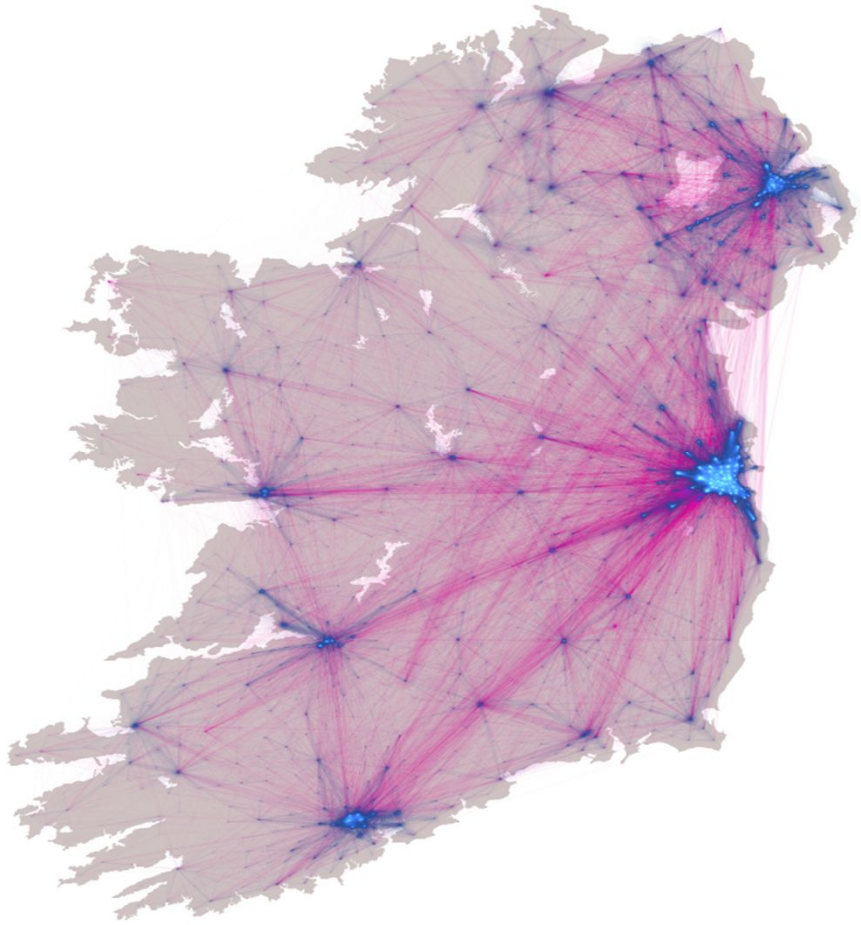


Introduction

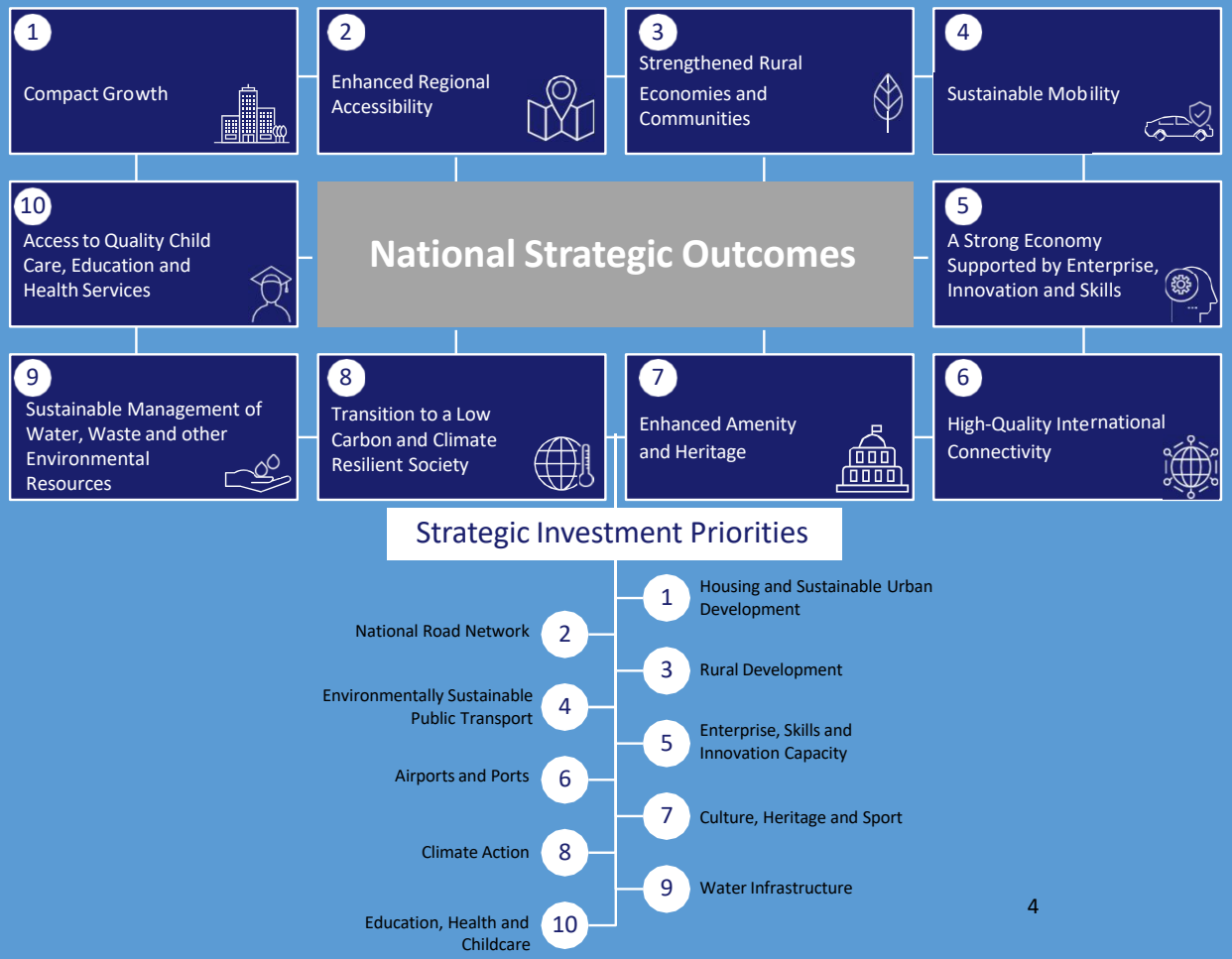
Policy Background

The National Planning Framework (NPF) is the Government's high-level strategic plan for shaping the future growth and development of Ireland and forms part of Project Ireland 2040. Project Ireland 2040 seeks to achieve ten National Strategic Outcomes (NSO):

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, Waste and other Environmental Resources
10. Access to Quality Childcare, Education and Health Services

National Planning Framework:

National Strategic Outcomes and Priorities of the National Development Plan



Policy Background

The National Development Plan 2021 - 2030 (NDP) sets out the investment priorities that will underpin the implementation of the National Planning Framework. A key priority will be to maintain the existing national road network to a robust and safe standard and a significant percentage of national roads expenditure over the course of this NDP will relate to operating, protecting and renewing existing assets and maintaining the value of these assets.

The national roads programme will also seek to support NSO 1: Compact Growth through targeted investments in by-passes of regional town centres and key growth centres, enabling the rejuvenation and revitalisation of urban centres in line with the principles of the new 'Towns Centres First' policy".

The NDP contains a commitment to sustainable mobility, in particular cycling and walking. 20% of the transport capital budget is committed to active travel. This investment supports the development of new and improved walking and cycling facilities including Greenways. The "Strategy for the future Development of National and Regional Greenways" was published in 2018. The objective of the strategy is to assist in the development of Nationally and Regionally significant Greenways in an appropriate location to an appropriate standard to deliver a quality experience for all users.

The National Investment Framework for Transport in Ireland (NIFTI) provides the strategic framework for future investment decision making in land transport. It will guide transport investment in the years ahead to enable the National Planning Framework, support the Climate Action Plan, and promote positive social, environmental and economic outcomes throughout Ireland. Transport investment projects and programmes including Major Roads and Greenways will have to demonstrate their fit with NIFTI and, by extension, with the NPF and NSOs and the National Climate Objective (Climate Action Plan 2023). Project and programme delivery will support the objectives of the Roads Safety Strategy 2023 to 2030.

In addition, national road and greenway investment must align with the guiding principles set out within the National Sustainable Mobility Policy. These principles are Safe and Green Mobility, People Focused Mobility and Better Integrated Mobility.

Project Lifecycle and Public Spending Code

TII must ensure that all individual projects and investment proposals relating to the National Road Network and Greenways meet all of the relevant appraisal processes and value-for-money tests required under the Public Spending Code (PSC), before Exchequer resources are ultimately invested.

The Public Spending Code identifies a Project Lifecycle that includes a series of steps and activities which are necessary in order to take proposals from concept to completion and evaluation. These are highlighted to the right in greater detail and are mapped against the TII's internal appraisal lifecycle.

There are six project phases or steps that are required by the Public Spending Code to bring a proposed project from concept to completion and evaluation. The project lifecycle is not necessarily linear and projects can move sequentially or loop back as different circumstances change.

TII's internal Project Management Guidelines and project appraisal phases are highlighted overleaf and mapped against those of the Public Spending Code for larger projects.

TII has extensive experience evaluating, planning and managing public investment in alignment with the Public Spending Code. This document identifies what stage each project is at, as of the date of this document.

Decision Gates / PSC Deliverables

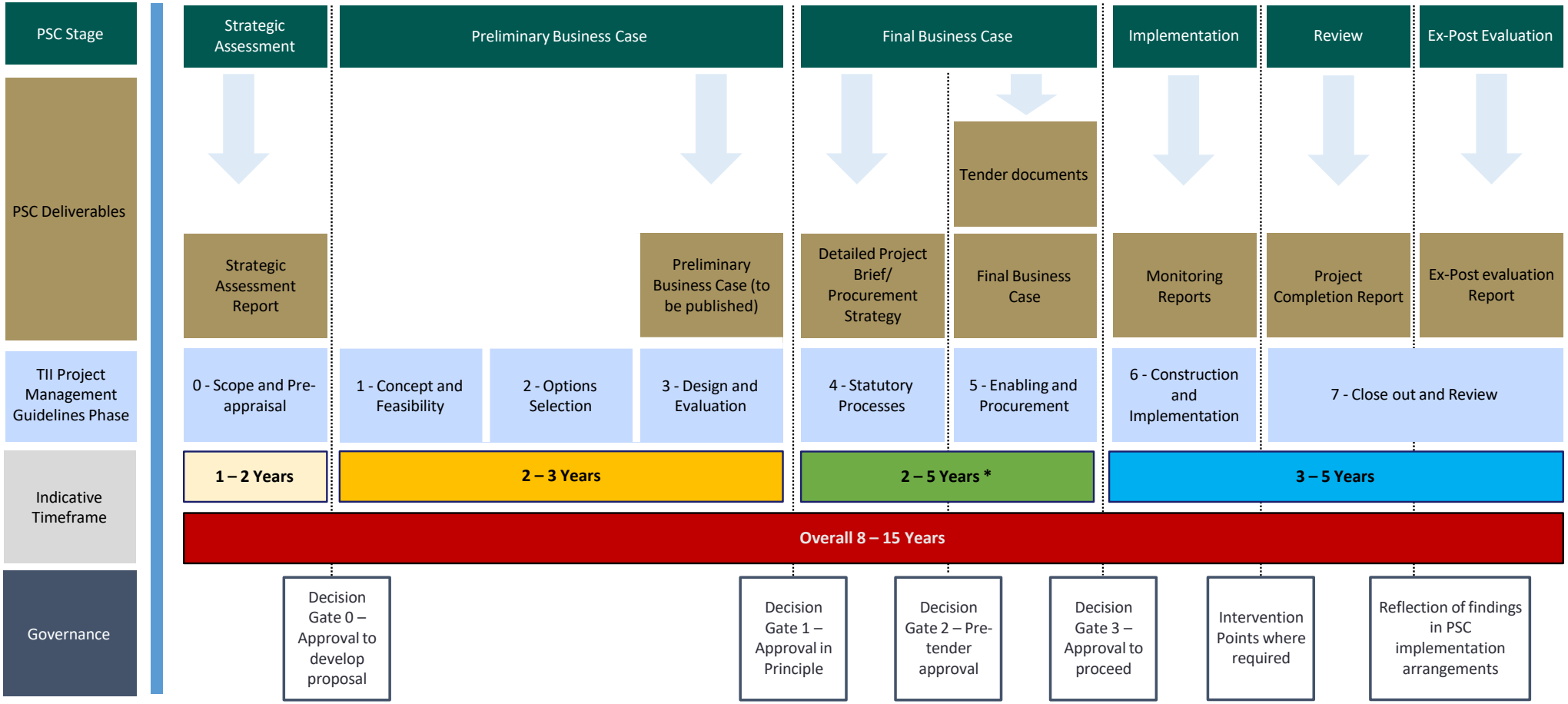
Government approval is required at:

- Decision gate 0: Strategic Assessment – to develop proposal (Projects over €10m)
- Decision gate 1: Preliminary Business Case – Proceed to planning approval
- Decision gate 2: Final Business Case 1 – to proceed to tender
- Decision gate 3: Final Business Case 2 – to award the contract

It is the responsibility of TII to inform Government should adverse developments occur, including unforeseen changes to costs or scope throughout the lifecycle of the project.

Project Lifecycle and Public Spending Code

Lifecycle phases and decision gates



* Including allowance for judicial review of planning decisions

1 PART A Major Roads Active Projects

Introduction to the Majors Roads Active List

Under the Roads Act 1993, the NRA – now TII – was given the responsibility to secure the provision of a safe and efficient national road network. Under this remit, TII operates, maintains and improves the national primary and secondary road network in Ireland. TII's purpose is to provide sustainable transport infrastructure and services, delivering a better quality of life, supporting economic growth and respecting the environment.

The Government (through the National Planning Framework) sets the overall framework for capital investment in Ireland, including the identification of specific national roads projects (Active List) to be progressed during the period of the plan. TII is charged with delivering on Government policy.

The Active List provides a credible portfolio of nationally significant road projects that support sustainable economic growth in Ireland, and enable the National Strategic Outcomes and priorities of the National Development Plan. The Active List projects offer many benefits to the lives and safety of the population of Ireland and underpins a range of Government policies.

They help:

- Save lives and reduce road collisions through the provision of a safer road network;
- Enable mobility, including the movement of freight and public transport throughout Ireland;
- Encourage transport integration including with other transport modes
- Facilitate regional development, tourism and economic investment;
- Remove traffic congestion from towns and villages throughout the country;
- Improve environmental conditions; and
- Reduce the source of emissions from transport in cities, towns and villages, benefiting human health.

This document provides evidence-based advice to support an informed national conversation about Ireland's road network. The list provides transparency to the public, providing relevant and strategically important information on individual projects and their respective statuses.

The purpose of the Active List is to demonstrate the national significance of Ireland's road network. This document highlights the local problems that the Active List projects seek to address and outlines the regional and national benefits that can be realised through their delivery.

2 Assessment of Roads Projects

Investment Priorities

The National Investment Framework for Transport in Ireland (NIFTI), which was published by the Department of Transport in December 2021, outlines the key principles against which national and regional, comprehensive and single mode-based plans and programmes will be drawn up and assessed. The framework does not set out a list of projects to be prioritised, but rather identifies four priorities, of equal merit, in terms of capital investment. These are:

- Mobility of People and Goods in Urban Areas
- Protection and Renewal
- Enhanced Regional & Rural Connectivity
- Decarbonisation

This policy (along with Project Ireland 2040), influences the prioritisation of capital investment within TII, with all projects being classified as falling into one of the following four NIFTI investment categories:

- Maintain: Asset Management, Network Rehabilitation and Network Operations: The first priority after existing commitments are fulfilled is to maintain the asset value, reliability and functionality of the network.
- Optimise: prioritise the optimisation of existing infrastructure to give sustainable modes greater priority and the development of new sustainable mobility infrastructure.
- Improve: Projects that address operational issue
- New: Network Improvements Projects: Delivery of new projects on deficient sections of the network. New projects in the design process are progressed as integrated transport solutions and consider the objectives of the scheme, connectivity to other transport modes, active travel and efficient movement of goods and people.

How are Roads Projects Assessed?

Strategic Value

As previously highlighted, investment in the national road network is delivered by TII in accordance with the NPF, the NDP, the Climate Action Plan 2023, and guided by the priorities of NIFTI. As a result, all projects are assessed against the objectives of these policies.

The NDP 2021-2030 states:

"To ensure a high degree of accessibility for all regions and urban areas, to other regional centres and to our cities, developing and supporting regional connectivity is also a focus with respect to many roads' projects. The revised NDP will be aligned with the National Planning Framework with a particular focus on ensuring that our regional cities are enabled to become centres of appropriate scale and that their growth is compact and sustainable".

Problem to be addressed

The NDP specifically notes the importance of maintenance and upgrading of the road network and public transport to protect asset quality and value, meet demand forecast, ease congestion and to meet climate action objectives.
Each of the projects outlined in this document seek to address a problem (or problems) that impose economic, social and/or environmental impacts locally, regionally or nationally. The problems identified primarily relate to the following issues:

- Operational constraints that restrict access to home and international markets, thus hampering future economic growth;
- Safety concerns including substandard alignment, unsuitable cross-sectional width, at-grade junctions and direct accesses onto the route;
- Negative social impacts on residents of urban and rural environments;
- Environmental and resilience concerns, including noise and air pollution; and
- Unsuitability of roads for active travel methods such as walking and cycling;
- Lack of connectivity to other transport modes;
- Decarbonisation of transport.

In addition, we have highlighted Legacy* Infrastructure Data on each project overleaf.

Opportunities and Benefits

The investment in the national road network in recent years has vastly improved individual routes throughout Ireland, and has contributed towards strengthening the strategic importance of the overall network.
These improvements have transformed regional connectivity, improved communities across Ireland, and are delivering economic benefits nationally. Each of the projects outlined in this document seek to do the same and provide an opportunity to realise benefits locally, regionally or nationally.
The opportunities and benefits identified can be categorised according to three strategic imperatives:

- Economic, Social and Safety Impacts;
- Public Transport Integration; and
- Environment and Sustainability Impacts, including provision of Active Travel.

These strategic imperatives are discussed in greater detail on page 14.

The objective of TII's capital expenditure programme is to improve the safety and efficiency of the national road network having regard to the needs of all users.

* Legacy indicates that the section is unimproved, not engineered, has a poor level of service and substantially bounded by unforgiving roadsides.

How are Roads Projects Assessed?

Problems to be addressed and Legacy Infrastructure Data

Each of the projects outlined in this document seek to address a problem (or problems) that impose economic, social and / or environmental impacts locally, regionally or nationally. The problems to be addressed are discussed under four sub-headings, which are collectively referred to as Legacy Infrastructure Data.

1 Alignment and Cross Section

For a National Roads to operate in a safe manner it needs to have an accepted horizontal and vertical alignment and able to manage the flow of traffic correctly with minimal congestion. Certain environmental measures need to be in place to allow adequate drainage and controlled flow of clean water into watercourses.

In addition to this, infrastructure resilience and future capacity requirements contribute towards a road being identified as to the necessary standard to deliver on its objectives.

2 Efficient Operations

We have used the Volume to Capacity Ratios to assess traffic status in an area or along a route as it relates the actual traffic (volume) on a road section to the maximum traffic (capacity) that the road section can take in a defined period. If the ratio exceeds 1 then that is an indicator that there is congestion or sub-optimal traffic flow happening.

In this document, we have identified whether the road associated with each project under consideration is expected to be beyond capacity by 2030.

3 Collision Rating

The Collision Rate is the ratio between the number of collisions for a length of road and frequency of vehicles that travel over that same road length. Collision Rates are calculated using all fatal, serious and minor injury collisions.

The Average Collision Rate is the collision rate averaged over many road sections across the Network and a Site Collision Rate is specific to a single site on the Network.

The High Collision Location (HCL) meets two criteria. The first is collision frequency, where a site has three or more collisions, typically measured over three years. The second is met when the Collision rate is more than two times higher than the Average Collision Rate expected for the location.

4 Asset Condition Rating

The National Road Network is sub-dived into five different classifications associated with the geometry, width, sub-divided pavement condition, location and function of the road. These classifications range from high quality motorway and dual carriageway to the low volume legacy roads. The condition rating is in turn related to these classifications and the appropriate service level required for the section of National Road. The rating is an indication of the quality of the road surface and the need for intervention in the future. The network is surveyed annually and rated over a range of performance indicators such as structural health, surface health and sustainability. This facilitates the overall management of the network and prioritisation of intervention as part of a rolling programme.

How are Roads Projects Assessed?

Opportunities and Benefits

Economic, Social and Safety Value		**Enhanced Road Safety** These projects enhance road safety for all road users through the provision of adequate cross-sectional width, overtaking opportunities, forgiving road sides, rest areas, etc.
		**Efficient Access to Home and International Markets** These projects enable efficient access to home and international markets through improved connectivity for freight to and from Ireland's ports and airports.
		**Improved Urban Environment** These projects contribute towards improving urban areas through the provision of Public Realm facilities, reduced congestion and environmental improvements.
		**Better Access to Home Tourism Market** These projects aim to strengthen home tourism through improved connectivity.
		**Regional Connectivity** These projects provide an opportunity to enhance regional accessibility and link urban centres of population. This supports balanced regional development by driving employment growth in the surrounding areas and enabling access to border counties.
Public Transport Integration		**Better Connectivity** These projects act as strategic transport corridors and improvements to the network encourage increased usage of public transport and / or form points of integration with rail lines, park and ride facilities, etc.
		**Reliable and Safer Bus Journeys** Through the provision of additional capacity and improved safety features, these projects will enable reliable and safer road-based public transport.
Environmental and Sustainability Value		**Environmental Improvements** These projects provide environmental benefits such as reduced noise and air pollution through improved journey times and efficient HGV journeys. They provide improved environmental mitigation measures and enhanced drainage solutions.
		**Sustainable Mobility** Decarbonising transport - these projects facilitate sustainable mobility through the provision of new facilities including park and share and electric charging infrastructure.
		**Active Travel** These projects encourage active travel through the provision of improved facilities for vulnerable road users, including dedicated walkways and cycling routes.

3 Major Road Projects List

Major Roads Project List – Project Stage

Early Planning*

Projects categorised as being at 'Early Planning' in this document are currently considered to be at one of the following stages of the TII lifecycle:

- Stage 0: Pre-appraisal
- Stage 1: Concept and Feasibility
- Stage 2: Options Selection

This includes projects that are at Pre-appraisal, Strategic Assessment stage or the Preliminary Business Case stage of the PSC lifecycle. There are currently 10 projects which are categorised as Early Planning.

Planning and Design

Projects categorised as being at 'Planning and Design' in this document are currently considered to be at one of the following stages of the TII lifecycle:

- Stage 3: Design and Evaluation
- Stage 4: Statutory Processes

This includes projects that are in either the Preliminary Business Case stage or the Final Business Case stage of the PSC lifecycle and as such, may have been through Decision Gate 0 and progress through Decision Gate 1. There are currently 15 projects which are categorised as active in Planning and Design and a further 6 that are on-hold due to funding constraints.

Progressing to Construction

Projects categorised as being at 'Progressing to Construction' in this document are currently considered to be at:

- Stage 5: Enabling Works and Procurement

This includes projects that are in the Final Business Case stage of the PSC lifecycle and have been through Decision Gate 2. There are currently 2 projects which are categorised as Projects Progressing to Construction.

At Construction

Projects categorised as being at 'Construction' in this document are currently considered to be at:

- Stage 6: Construction and Implementation

This includes projects that have progressed through Decision Gate 3. There are currently 5 projects which are categorised as at Construction.

- The road lengths noted within this document for all projects categorised as being at "Early Planning" are approximates only.

Projects at Early Planning

Transport Project Name	Local Authority	Projects Stage	Next Public Spending Code Gateway	Construction Timeframe	Page
N3 Virginia Bypass	Cavan / Meath	Options Selection	Preliminary Business Case Approval	Post 2026 - TBC	23
N4 Carrick-on-Shannon to Dromod	Leitrim	Options Selection	Preliminary Business Case Approval	Post 2026 - TBC	24
N4 Mullingar to Longford (Roosky)	Westmeath / Longford	Options Selection	Preliminary Business Case Approval	Post 2026 - TBC	25
N17 Knock to Collooney	Sligo / Mayo	Options Selection	Preliminary Business Case Approval	Post 2026 - TBC	26
N22 Farranfore to Killarney	Kerry	Options Selection	Preliminary Business Case Approval	Post 2030 - TBC	27
N24 Waterford to Cahir	Kilkenny / Tipperary	Options Selection	Preliminary Business Case Approval	Post 2030 - TBC	28
N25 Midleton to Youghal	Cork	Scope & Pre Appraisal	Strategic Assessment Report Approval	Post 2030 - TBC	29
N40 TEN-T Improvements	Cork City	Concept & Feasibility	Preliminary Business Case Approval	Post 2026 - TBC	30
N58 Foxford Bypass	Mayo	Scope & Pre Appraisal	Strategic Assessment Report Approval	Post 2030 - TBC	31
Cork City Northern Transport Project	Cork City	Strategic Assessment Report	Strategic Assessment Report Approval	Post 2030 - TBC	32

Projects at Planning and Design

Transport Project Name	Local Authority	Projects Stage	Next Public Spending Code Gateway	Construction Timeframe	Page
N2 Clontibret to Border	Monaghan	Design & Evaluation	Preliminary Business Case Approval	To be Confirmed	34
N2 Ardee to Castleblaney	Louth / Monaghan	Design & Evaluation	Preliminary Business Case Approval	To be Confirmed	35
N2 Rath Roundabout to Kilmoon Cross (Transportation Corridor)	Meath	Design & Evaluation	Preliminary Business Case Approval	To be Confirmed	36
N2 Slane Bypass and Public Realm Enhancement Scheme	Meath	Design & Evaluation	Preliminary Business Case Approval	To be Confirmed	37
N3 M50 to Clonee (Transportation Corridor)	Fingal County Council / Meath	Design & Evaluation	Preliminary Business Case Approval	To be Confirmed	38
N6 Galway City Ring Road	Galway City and County Council	Statutory Processes	Final Business Case 1 Approval	Subject to Planning and Government Approvals	39
N11/N25 Oilgate to Rosslare Harbour	Wexford	Design & Evaluation	Preliminary Business Case Approval	To be Confirmed	40
Donegal TEN-T Route Improvement *	Donegal	Design & Evaluation	Preliminary Business Case Approval	To be Confirmed	41
N/M20 Cork to Limerick	Cork / Limerick	Design & Evaluation	Preliminary Business Case Approval	Subject to Planning and Government Approvals	42
N21 Foynes to Limerick incl. Adare Bypass	Limerick	Statutory Processes	Final Business Case 1 Approval	Subject to Planning and Government Approvals	43
N21 Newcastle West Relief Road	Limerick	Design & Evaluation	Preliminary Business Case Approval	To be Confirmed	44
N21 Abbeyfeale Relief Road	Limerick	Design & Evaluation	Preliminary Business Case Approval	To be Confirmed	45
N24 Cahir to Limerick Junction	Tipperary / Limerick	Design & Evaluation	Preliminary Business Case Approval	To be Confirmed	46
N52 Ardee Bypass	Louth	Design & Evaluation	Preliminary Business Case Approval	Subject to Planning	47
N72/N73 Mallow Relief Road	Cork / Limerick	Design & Evaluation	Preliminary Business Case Approval	Subject to Planning	48

* Cross Border Project developed in conjunction with Department of Infrastructure NI

Projects On Hold - list

Transport Project Name	Local Authority	Projects Stage	Next Public Spending Code Gateway	Construction Timeframe
M4 Maynooth to Leixlip (Transportation Corridor)	Kildare / South Dublin	Options Selection	Preliminary Business Case	TBD
N11 / M11 Junction 4 to Junction 14	Wicklow / Dun Laoghaire Rathdown	Emerging Preferred Option	Preliminary Business Case	TBD
N24 Tullamore to Kilbeggan	Offaly	Emerging Preferred Option	Preliminary Business Case	TBD
N25 Carrigtwohill to Midleton	Cork	Emerging Preferred Option	Preliminary Business Case	TBD
N25 Waterford to Glenmore	Kilkenny	Design & Evaluation	Preliminary Business Case	TBD
N59 Clifden to Maam Cross	Galway	Scope & Pre Appraisal	Strategic Assessment Report Approval	TBD

Projects Progressing to Construction

Transport Project Name	Local Authority	Projects Stage	Next Public Spending Code Gateway	Construction Timeframe	Page
N5 Ballaghaderreen to Longford (Scramogue)	Roscommon	Enabling Works & Procurement	Final Business Case	Q1 2023	50
M28 Cork to Ringaskiddy	Cork	Enabling Works & Procurement	Final Business Case	Q3 2023	51

Projects at Construction

Transport Project Name	Local Authority	Projects Stage	Next Public Spending Code Gateway	Construction Timeframe	Page
N5 Westport to Turlough	Mayo	Construction & Implementation	Project Completion Report	Commenced Q1, 2020	53
M8/N/40/N25 Dunkettle	Cork	Construction & Implementation	Project Completion Report	Commenced Q4, 2020	54
N22 Macroom to Ballyvourney	Cork	Construction & Implementation	Project Completion Report	Commenced Q1, 2020	55
N59 Moycullen Bypass	Galway	Construction & Implementation	Project Completion Report	Commenced Q4, 2021	56
N69 Listowel Bypass	Kerry	Construction & Implementation	Project Completion Report	Commenced Q1, 2022	57

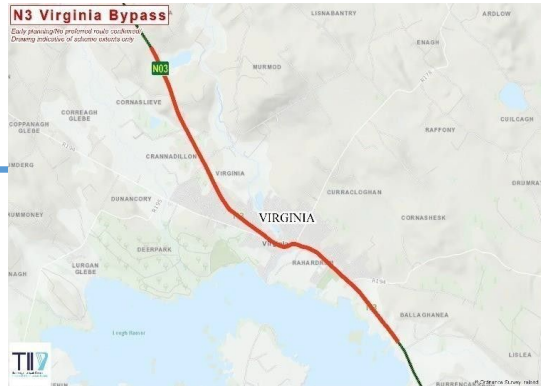
4 Project Details

Details of Projects at Early Planning

N3 Virginia Bypass

Local Authority:	Cavan/Meath
Road length:	14.5km
Cross-section:	TBD
Project Stage:	Options Selection

Next PSC Gateway:	Preliminary Business Case Approval
Construction Timeframe:	Post 2026 - TBC
BCR:	Pending Evaluation
Forecast Cost Range:	TBC - subject to Planning & Design



Project description

The M3 Motorway and N3 National Primary Route form a strategic radial corridor linking Dublin with Cavan and the North-West region, connecting with the A509 at the Border. The town of Virginia is the last remaining town on the route which has not been bypassed and as a result continues to face congestion issues.
The proposed project is 16.5km in length and will extend from the end of the existing N3 dual carriageway at the Cavan/Meath border at Edenburt to Lisgrea in Cavan. Scheme is currently at option selection.

Strategic value

The upgrade to the route will see the removal of through traffic from Virginia which will provide significant improvements in noise and air quality, providing social and environmental benefits to local residents. The proposed project will enhance regional accessibility, particularly between Dublin, Cavan and the wider North-West region. In addition, the project will provide greater access to the home tourism market.

Problem to be addressed

The N3 road is subject to congestion issues with severely restricted overtaking opportunities due to substandard alignment and continuous white lines. The town of Virginia acts as a bottleneck on the N3 route, experiencing high volumes of traffic daily, as a result of thousands of vehicles passing through the town throughout the day, including HGV and slow-moving agricultural vehicles resulting in the environment being negatively impacted. Local residents are subject to noise and air pollution at peak travel periods and there are ongoing safety concerns.
As can be seen from the legacy infrastructure table below, the current route has a twice above average collision rating. This can be attributed to a varying and inconsistent cross section, no hard shoulder in certain areas and many direct access points. This poses serious safety concerns for vulnerable road users and there have been a number of serious incidents relating to pedestrians in the area.

Legacy Infrastructure Data:

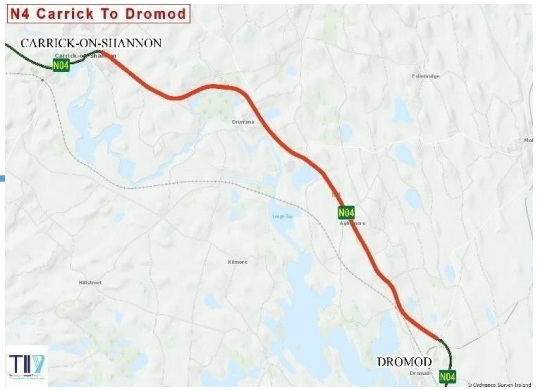
Traffic volumes exceed efficient operating capacity	Yes
Collision Rating	Twice Above Average
Asset Condition Rating	Poor

Opportunities and Benefits

The proposed project will ease congestion in the town of Virginia and provide an opportunity to improve public realm facilities and road safety for vulnerable road users through the provision of dedicated cycling and walking infrastructure.
Reduction in congestion within Virginia will have positive impacts on the wider N3 route and improve accessibility for road users including private cars, commercial vehicles, agricultural vehicles and public transport vehicles.
Following the reduction of through traffic, the project will allow for major environmental improvements in noise, air and water quality for Virginia Town and Lough Ramor, the proposed Natural Heritage Area. The proposed project will allow the town to be reclaimed for the local residents and will improve their quality of life.

Enhanced Road Safety	✓
Efficient Access to Markets	✓
Improved Urban Environment	✓
Better Access to Home Tourism Market	✓
Regional Connectivity	✓
Better Connectivity (Transport Corridors)	✓
Reliable and Safer Bus Journeys	✓
Environmental Improvements	✓
Decarbonisation of Transport & Sustainable Mobility	✓
Active Travel	✓

N4 Carrick-on-Shannon to Dromod



Local Authority:	Leitrim
Road length:	21km
Cross-section:	Expressway TBD
Project Stage:	Options Selection

Next PSC Gateway:	Preliminary Business Case Approval
Construction Timeframe:	Post 2026 - TBC
BCR:	Pending Evaluation
Forecast Cost Range:	TBC - subject to Planning & Design

Project description

The National Primary N4, Dublin to Sligo Route, connecting to the N5 (Westport) and N6 (Galway & Athlone) is a strategic corridor from Dublin to the North West region.
The proposed project aims to address congestion issues in Carrick-on-Shannon and improve a 21km section of the N4 route between Drumharlow townland in Roscommon (north of Carrick-on-Shannon) and Faulties townland, south of Aghamore in Leitrim. A preferred route has been identified.

Strategic value

Through the provision of reliable transport infrastructure, the project will enhance connectivity between Dublin, Sligo and the North-West. This enhanced regional accessibility will support economic growth and have positive impacts both locally and nationally.
The project will ensure improved road safety for road users of the route and have positive urban and rural environmental impacts, which will improve the quality of life.
There will be great environmental impacts with the provision of charging facilities for electric cars as well as improved public transport routes with greater reliability.

Problem to be addressed

With a large volume of traffic using this section of the N4 daily, Carrick-on-Shannon is subject to severe congestion, particularly at peak periods. While a relief road provides some relief, there is a convergence of traffic in the town via a single masonry arch bridge, which was constructed in 1846. This bridge, combined with a narrow carriageway and high frequency of sharp bends and associated junctions continues to result in significant traffic congestion and unreliable journey times for commuters. In addition, the N4 is a significant bus corridor with multiple road-based public transport providers using it each day. The congestion in the town has caused unreliability of journey times and hampers the uptake of public transport in the region. The provision of the bypass will aim to reduce carbon emissions by reducing congestion and encouraging active travel in the town of Carrick-on-Shannon.
As we can see from the legacy infrastructure table below, the current road has a twice above average collision rating.

Legacy Infrastructure Data:

Traffic volumes exceed efficient operating capacity	No
Collision Rating	Twice Above Average
Asset Condition Rating	Adequate

Opportunities and Benefits

The project aims to provide reliable and resilient transport infrastructure, which will improve the safety of the route, while also enhancing connectivity in the North-West region. The proposed project will improve journey times and increase the reliability of road - based public transport, providing the opportunity to increase the demand for services.
Another consequence of the reduction in traffic volumes through the town of Carrick-on-Shannon is the urban environment improvements, such as the drop in noise and air pollution. Additionally, with traffic redirected, the existing road can be developed to facilitate safer cycling and walking routes, which will encourage and promote physical activity locally.

Enhanced Road Safety	✓
Efficient Access to Markets	✓
Improved Urban Environment	✓
Better Access to Home Tourism Market	✓
Regional Connectivity	✓
Better Connectivity (Transport Corridors)	✓
Reliable and Safer Bus Journeys	✓
Environmental Improvements	✓
Decarbonisation of Transport & Sustainable Mobility	✓
Active Travel	✓

N4 Mullingar to Longford (Roosky)

Local Authority:	Westmeath/ Longford
Road length:	54km
Cross-section:	Expressway TBD
Project Stage:	Options Selection

Next PSC Gateway:	Preliminary Business Case Approval
Construction Timeframe:	Post 2026 - TBC
BCR:	Pending Evaluation
Forecast Cost Range:	TBC - subject to Planning & Design

Project description

The National Primary N4, Dublin to Sligo Route, connecting to the N5 (Westport) and N6 (Galway & Athlone) is a strategic corridor from Dublin to the North-West region and border counties.
The project is 54 km in length and connects Mullingar in Westmeath to Roosky in Longford. The existing route is a single carriageway road that passes through or close to several settlements, including Ballinalack, Rathowen, Edgeworthstown, Longford and Newtownforbes. Works are underway on the identification of the preferred route.

Strategic value

Through the provision of reliable transport infrastructure, the project will improve connectivity between Dublin, Sligo and the North-West. The proposed project – which passes through eight different counties – will enhance regional accessibility and improve road safety along the route. This project intends to support the economic performance of the local and wider region through the provision of improved transport infrastructure, whilst minimising the environmental impact of the transport intervention.

Problem to be addressed

This section of the N4 is operating with traffic levels in excess of those catered for by the current road cross section.
The safety of road users is being compromised due to 500 at-grade junctions and private access points along the route. As a result, there are significant safety concerns associated with the route and it is prone to serious collisions. The road has been identified as having a collision rating which is twice above average and has been the scene of many fatalities.
The N4 ranks poorly in the context of head-on collisions resulting in fatalities.
The congestion from the current traffic is impacting the urban and rural environment of the towns and villages along the existing route. Local residents are subjected to noise and air pollution from the delays and queues caused from the build up of traffic on route.
The provision of this scheme will aim to reduce carbon emissions by reducing congestion and encouraging active travel in the bypassed towns and villages.

Legacy Infrastructure Data:

Traffic volumes exceed efficient operating capacity	Yes
Collision Rating	Twice Above Average
Asset Condition Rating	Good

Opportunities and Benefits

The project will improve regional connectivity and create sustainable transport links between Sligo, Longford, Mullingar and Dublin. This improved connectivity will drive employment growth in the surrounding areas and contribute towards balanced regional development.
By further developing the existing N4, the proposed project will improve journey times and allow for safer and more reliable journeys for road users, including users of road-based public transport.
In addition, through the provision of new cycling and walkways, local residents will benefit from improved public realm facilities.

Enhanced Road Safety	✓
Efficient Access to Markets	✓
Improved Urban Environment	✓
Better Access to Home Tourism Market	✓
Regional Connectivity	✓
Better Connectivity (Transport Corridors)	✓
Reliable and Safer Bus Journeys	✓
Environmental Improvements	✓
Decarbonisation of Transport & Sustainable Mobility	✓
Active Travel	✓

N17 Knock to Collooney

Local Authority:	Sligo/ Mayo
Road length:	55km
Cross-section:	Expressway TBD
Project Stage:	Options Selection

Next PSC Gateway:	Preliminary Business Case Approval
Construction Timeframe:	Post 2026 - TBC
BCR:	Pending Evaluation
Forecast Cost Range:	TBC - subject to Planning & Design

Project description

The N17, national primary road is part of the Atlantic Corridor route, beginning at Tuam in Galway and running to Collooney in Sligo.
The proposed project involves upgrading a proportion of 55km of a substandard section of the existing N17 to current alignment & safety standards, while also bypassing four towns & villages. These include; Tobercurry, Charlestown-Bellahy, Ballinacarrow and the village of Curry.
A preferred solution has been identified.

Strategic value

Through the provision of safer and more reliable transport infrastructure along the Atlantic Corridor and increased capacity on the N17 route, there will be positive economic and social benefits locally and for the wider North-West region.
Improved journey times and enhanced accessibility will encourage investment in the area as well as providing an improvement in the quality of life for local residents. The project will have many environmental benefits including improved water quality and noise and air pollution.

Problem to be addressed

The N17 is a strategically important route in the North-West region and the legacy infrastructure is currently experiencing physical constraints due to the existing road not being able to facilitate the large volumes of traffic. The N17 is a key enabler for regional growth of the Atlantic corridor, and the current capacity issues are inhibiting economic growth in the region.
The towns and villages along the route – particularly Charlestown and Tobercurry – experience severe congestion as a result of thousands of vehicles passing through the town and village centres everyday. The urban environment of these towns is being negatively impacted, significantly, with local residents being subject to noise and air pollution. The existing infrastructure has a number of safety concerns, with a collision rating twice above average. The provision of this scheme will aim to reduce carbon emissions by reducing congestion and encouraging active travel in the bypassed towns and villages.

Legacy Infrastructure Data:

Traffic volumes exceed efficient operating capacity	Yes
Collision Rating	Twice Above Average
Asset Condition Rating	Adequate

Opportunities and Benefits

This proposed project assists in the delivery of a high quality road network along the Atlantic Corridor, linking Cork, Limerick, Galway and Sligo. The project provides enhanced regional accessibility and also access to international markets via Ireland West Airport Knock. Through the provision of improved infrastructure, the project will support commercial growth and investment in the area, including at the Knock Airport Strategic Development Zone.
The proposed project will remove through traffic from a number of towns and villages which will have positive social and environmental impacts on local residents. Road users will benefit from improved journey time reliability and in addition, the project provides the opportunity to introduce active transport facilities and encourage physical activity in the area.

Enhanced Road Safety	✓
Efficient Access to Markets	✓
Improved Urban Environment	✓
Better Access to Home Tourism Market	✓
Regional Connectivity	✓
Better Connectivity (Transport Corridors)	✓
Reliable and Safer Bus Journeys	✓
Environmental Improvements	✓
Decarbonisation of Transport & Sustainable Mobility	✓
Active Travel	✓

N22 Farranfore to Killarney

Local Authority:	Kerry
Road length:	27km
Cross-section:	Expressway TBD
Project Stage:	Options Selection

Next PSC Gateway:	Preliminary Business Case Approval
Construction Timeframe:	Post 2030 - TBC
BCR:	Pending Evaluation
Forecast Cost Range:	TBC - subject to Planning & Design

Project description

The N22 is a national primary road connecting Cork City to Tralee in Kerry, bypassing several towns and villages including Macroom, Ballyvourney and Ballymakeery.
The proposed project consists of 27km of road improvements on the N22 between Farranfore and Killarney. The project will link to the N71 and provides for a bypass of Farranfore village, a realigned N22 including a link into Killarney town and an outer bypass of Killarney town. Works are underway on the development of the preferred route.

Strategic value

The N22 project strengthens the links between Cork and Kerry and provides resilient transport infrastructure to support economic growth in the wider region. In addition to this, the route provides enhanced access to home and international markets.
The proposed project allows for public transport integration and further encourages the switch from private to public transport. Noting Farranfore Airport, the mainline rail stations in Farranfore and Killarney, and the mainline bus service to Killarney - by improving access to the town and village, further demand is driven for these services.
Additionally, there will be the provision of cycling and walkways encouraging the transition to active travel methods.

Problem to be addressed

The N22 is a key route in the South-West region and the existing infrastructure does not have sufficient capacity to deal with the current demand. The volumes of traffic travelling on this section of the route daily – through Killarney town and Farranfore village – is causing capacity constraints and significant uncertainty in travel time for all road users. Flow disruption leads to poor air and noise quality for the surrounding areas and negatively impacts on daily commuters and bus operators.

The County of Kerry suffers from poor access with towns such as Dingle, Cahersiveen, Listowel and Tralee not being served by a large number of high quality transport routes, which acts as a barrier to economic growth in the area.
The N22 has a large number of direct private access points onto the road which leads to a number of safety concerns. The existing N22 route has a poor road safety record and was reported to be the most prone road for fatal and serious collisions on the National Road Network between 2014 and 2018, directly impacting cyclists and pedestrians who are the most vulnerable roads users.

Legacy Infrastructure Data:

Traffic volumes exceed efficient operating capacity	Yes
Collision Rating	Twice Above Average
Asset Condition Rating	Poor

Opportunities and Benefits

Through the provision of reliable transport infrastructure, the project will improve connectivity between Cork and Kerry, ensuring enhanced regional accessibility. In addition, this project facilitates efficient access to international markets via Farranfore Airport and will strengthen tourism in the area.
The project will provide relief to the current congestion issues within Killarney and Farranfore. This will provide journey time reliability for road users which will improve the quality of life for local residents and have positive economic benefits on the region.
The proposed project also addresses the current safety concerns with this section of the N22, by removing through traffic from Killarney and Farranfore.

Enhanced Road Safety	✓
Efficient Access to Markets	✓
Improved Urban Environment	✓
Better Access to Home Tourism Market	✓
Regional Connectivity	✓
Better Connectivity (Transport Corridors)	✓
Reliable and Safer Bus Journeys	✓
Environmental Improvements	✓
Decarbonisation of Transport & Sustainable Mobility	✓
Active Travel	✓

N24 Waterford to Cahir

Local Authority:	Kilkenny/Tipperary
Road length:	60km
Cross-section:	Expressway TBD
Project Stage:	Options Selection

Next PSC Gateway:	Preliminary Business Case Approval
Construction Timeframe:	Post 2030 - TBC
BCR:	Pending Evaluation
Forecast Cost Range:	TBC - subject to Planning & Design

Project description

The N24 road is a national primary road connecting Limerick to Waterford, running through Tipperary Town, Cahir, Carrick-on-Suir and Clonmel.
The section of the N24 being considered by this project is approximately 60km in length. It extends from the M8 Junction 10 Cahir North Roundabout, north of Cahir in Co. Tipperary to the southern terminal of the M9 Dublin to Waterford motorway at the Quarry Roundabout, north of Waterford City in Co. Kilkenny.
Current Project Status: Options being developed.

Strategic value

This project addresses a core priority under the National Planning Framework, which is the requirement to enhance and upgrade accessibility between urban centres of population and their regions (i.e. Limerick and Waterford City). This project will strengthen the growth potential of the region by providing enhanced regional accessibility.
The route also forms part of the strategic link between Shannon Foynes Port (via the N69) and the Ports of Waterford and Rosslare Europort (via N25). The proposed project will enhance the North Sea-Mediterranean Corridor, strengthening the link between Ireland, the UK and mainland Europe.

Problem to be addressed

The existing N24 road between Waterford and Cahir is subject to severe congestion issues with restricted overtaking opportunities along the route. This section of the road runs through a number of key towns (including Clonmel and Carrick-on-Suir and Mooncoin) that as a result, experience high volumes of through traffic daily, particularly at peak periods.
These towns have become congestion points and the journey time unreliability for passengers and traffic prohibits efficient regional transport links. The roundabouts on the Clonmel Ring Road are a particular pinch point of congestion for commuter traffic.
The legacy infrastructure is substandard in terms of cross-sectional width and capacity, fuelling traffic queues and delays which also discourages an uptake in cycle trips for local journeys.
This results in journey time uncertainty for road users and causes safety concerns as evidenced by the route having a collision rating twice above average.

Legacy Infrastructure Data:

Traffic volumes exceed efficient operating capacity	Yes
Collision Rating	Twice Above Average
Asset Condition Rating	Adequate

Opportunities and Benefits

Through the provision of more reliable and safer journeys, this project aims to enhance regional accessibility and improve connectivity between Limerick and Waterford. In addition, the project will provide improved access to international markets as the N24 connects via the N25 to the N29, which links directly to the Port of Waterford and the N24 also connects to Rosslare Europort via the N25. The project will improve the quality of life of commuters and local residents, through reliable journey times and the provision of new cycling and walking facilities. It is envisaged that the N24 will connect to the Waterford Greenway which in turn will connect with the South-East Greenway, which will run from New Ross to Waterford City. This will act as a motivator for tourism in the region and promote physical activity.

Enhanced Road Safety	✓
Efficient Access to Markets	✓
Improved Urban Environment	✓
Better Access to Home Tourism Market	✓
Regional Connectivity	✓
Better Connectivity (Transport Corridors)	✓
Reliable and Safer Bus Journeys	✓
Environmental Improvements	✓
Decarbonisation of Transport & Sustainable Mobility	✓
Active Travel	✓

N25 Midleton to Youghal (bypasses Castlemartyr)

Local Authority:	Cork
Road length:	Circa 20km, to be determined
Cross-section:	To be Determined
Project Stage:	Strategic Assessment Report

Next PSC Gateway:	Strategic Assessment Report Approval
Construction Timeframe:	Post 2030 - TBC
BCR:	Pending Project Development
Forecast Cost Range:	TBC - subject to Planning & Design

Project description

The N25 National Primary Route is part of the strategically significant and regionally important TEN-T transport corridor connecting the interurban areas of Cork to Waterford, via the villages of Castlemartyr and Killeagh, and continuing to Rosslare Europort (E30). Commencing at Lakeview Roundabout in Midleton to the Youghal Bypass at Ballyvergan, this Project aligns with European, National, Regional and Local Policies with the potential for new bypasses of Castlemartyr and Killeagh to be assessed further alongside potential multi-modal transport solutions thus promoting decarbonisation with the elimination of traffic congestion in Castlemartyr and Killeagh and a safe, reliable, efficient and accessible transport solution. Route options under development.

Strategic value

This Project is consistent and compatible with European policy such as the Trans-European Transport Network (TEN-T) with reliable journey times and enhanced accessibility between Cork Airport, Ringaskiddy Port and Rosslare Europort providing an economic benefit for the efficient mobility of people and goods. In terms of National Policy, the Project addresses a core priority to enhance and upgrade accessibility between urban centers of population and their regions between Cork and Waterford under the National Planning Framework and aligns with the National Investment Framework for Transport in Ireland (NIFTI) in addition to Regional Policies such as the Cork County Development Plan.

Problem to be addressed

Decarbonising Transport is a Project objective with the elimination of traffic congestion in Castlemartyr and Killeagh. Traffic surveys indicate that the average annual daily traffic (AADT) on the N25 at Castlemartyr is in excess of 17,000 with Heavy Goods Vehicles accounting for 5% of this. This volume of traffic is far in excess of the Capacity (AADT) for Level of Service for a Standard Single Carriageway. The AADT recorded east of Killeagh is 13,000.

For economic development, an interurban transport corridor is required to reduce freight road miles and associated CO_2 emissions as a counterbalance to Dublin linking Cork and Waterford with Rosslare Port.

Safety incidences with increased traffic volumes, combined with the number of identified High Collision Locations (HCL) identified along this section of N25 national primary road between Midleton and Youghal, given the number of at grade junctions and direct accesses (residential & agricultural) on to the existing N25 National Primary road.

Legacy Infrastructure Data:

Traffic volumes exceed efficient operating capacity	Yes
Collision Rating	Above Average
Asset Condition Rating	Adequate

Opportunities and Benefits

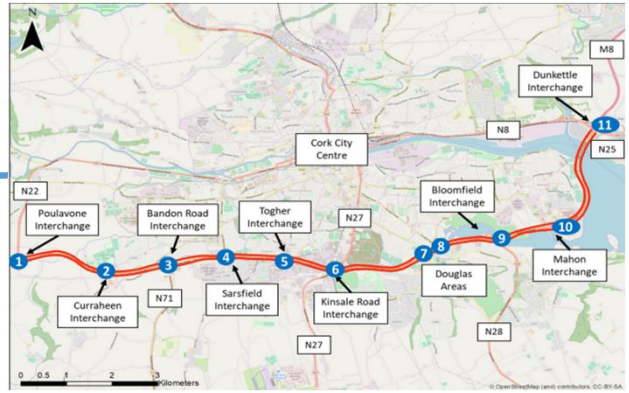
- Safety: Improved for all road users and local residents with significant reductions in collision risk rates due to the removal/ improvement of the number of N25 junction crossings & residential & agricultural access points.
- Decarbonisation & Climate: Infrastructure supporting low carbon transport systems, reduction GHG emissions and improved air and noise quality by eliminating severe traffic congestion from the villages of Castlemartyr and Killeagh.
- Efficiency: Improved interurban passenger travel via public transport with reliable journey times encouraging modal shift solutions.
- Reliability: Improved TEN-T network with reliable journey times and improved accessibility between Cork Airport, Ringaskiddy Port and Rosslare Port providing economic benefit for efficient movement.
- Accessibility: Enhanced Regional and Rural Connectivity (NIFTI) with the provision of a safe active travel interurban network to complement the Midleton to Youghal Greenway.

Enhanced Road Safety	✓
Efficient Access to Markets	✓
Improved Urban Environment	✓
Better Access to Home Tourism Market	✓
Regional Connectivity	✓
Better Connectivity (Transport Corridors)	✓
Reliable and Safer Bus Journeys	✓
Environmental Improvements	✓
Decarbonisation of Transport & Sustainable Mobility	✓
Active Travel	✓

N40 TEN-T Improvements

County:	Cork City Council
Road length:	15km
Cross-section:	Dual Carriageway
Project Stage:	Concept & Feasibility

Next PSC Gateway:	Preliminary Business Case Approval
Construction Timeframe:	To be Confirmed
BCR:	Post 2026 - TBC
Forecast Cost Range:	> €20m TBC (possible phased delivery)



Project description

The N40 Cork South Ring Road (SRR) is a National Primary Road that runs between the Dunkettle Interchange (Jack Lynch Tunnel) to the east of Cork City and the Poulavone Interchange (N22) to the southwest of Cork City (near Ballincollig) encompasses 11 grade separated junctions.

The purpose of the scheme is to;

- Identify the impact on the N40 of the completed Dunkettle Interchange Upgrade
- Assess deficiencies of the existing N40 and identify potential solutions (protection and renewal)
- Identify impacts and potential measures required on N40 following from completion of planned complementary schemes and population growth envisaged for the region under Cork Metropolitan Area Transport Strategy (CMATS).

Strategic value

The N40 corridor forms part of the Core TEN-T network and provides a significant strategic national and regional level function. The N40 provides access to the Port of Cork operations at Ringaskiddy, via Bloomfield Interchange (J9) and the N28. The N40 also provides access to Cork Airport via Kinsale Road Interchange (J6) and the N27. The airport, port, and the connecting N27 and N28 also form part of the TEN-T network.

Problem to be addressed

The N40 does not currently function in its primary role to cater for strategic traffic and functions as a District Distributor Route and in some instances as a Local Collector Route. The main problems include;

- Ongoing rapid increase in demand which has begun to exceed the capacity of the route, resulting in reduced operational performance
- High levels of journey time variability along the route
- Congestion and queueing issues at interchanges
- Weaving problems and merging /diverging delays on sections
- Forced or breakdown traffic flow (Level of Service F) evident in both the morning and evening peak between Bloomfield and Dunkettle on the N40.
- Significant levels of traffic collisions and disruptions
- Impact of the Dunkettle Upgrade on the demand for travel on the N40 in the westbound direction, facilitating the release of significant latent demand which will impact on future levels of service
- De-Carbonising Transport - project will prioritise emission reduction by prioritising traffic management investment in freight corridors where congestion results in high levels of GHG emissions.

Legacy Infrastructure Data:

Traffic volumes exceed efficient operating capacity	Yes
Collision Rating	Above average
Asset Condition Rating	Poor

Opportunities and Benefits

Through the provision of reliable and safer infrastructure, the proposed project will deliver economic, safety and environmental improvements to the N40 route and environs.

- Economy, maximise the efficient use of the N40, ensure the N40 can accommodate traffic demand and changes in traffic patterns, protect the strategic function and improve journey times on the route
- Safety, reduce traffic weaving issues, reduce frequency and severity of vehicle collisions, reduce impacts of incidents on the N40. Reduce congestion in the Jack Lynch Tunnel.
- Environmental, contribute to the reduction of CO2 emissions, air pollution and noise arising from traffic congestion on the N40

Enhanced Road Safety	✓
Efficient Access to Markets	✓
Improved Urban Environment	✓
Better Access to Home Tourism Market	✓
Regional Connectivity	✓
Better Connectivity (Transport Corridors)	✓
Reliable and Safer Bus Journeys	✓
Environmental Improvements	✓
Decarbonisation of Transport & Sustainable Mobility	✓
Active Travel	✓

N58 Foxford Bypass

Local Authority:	Mayo
Road length:	To be confirmed
Cross-section:	To be confirmed
Project Stage:	Scope and Pre Appraisal

Next PSC Gateway:	Strategic Assessment Report
Construction Timeframe:	Post 2030 - TBC
BCR:	Pending Evaluation
Forecast Cost Range:	TBC - subject to Planning & Design

Project description

The proposed N58 Foxford Bypass would involve the construction of approximately 8 km of new off-line road to link the N26 north of Foxford to the N58 south of Foxford thereby bypassing Foxford town, County Mayo. The strategic assessment phase has commenced.

Strategic value

This project promotes an efficient and effective national transport link between the two largest towns in County Mayo, Ballina and Castlebar. It also provides a much needed north/south transport link to the relatively poorly served area of north Mayo.

Problem to be addressed

The N58 national secondary road is subject to congestion issues with severely restricted overtaking opportunities due to substandard alignment. The town of Foxford acts as a bottleneck on both the N26 and N58 routes, experiencing high volumes of traffic passing through the town throughout the day, including HGVs and slow-moving agricultural vehicles.

This section of the route is not adequate to facilitate the volume of vehicles which pass through Foxford town and the environment is being negatively impacted as a result. The local residents are subject to noise and air pollution at peak travel periods and there are ongoing safety concerns.

The combination of substandard geometry, cross section, inadequate vulnerable road user infrastructure at the existing bridge and the density of existing accesses impairs safety for all road users.

Legacy Infrastructure Data:

Traffic volumes exceed efficient operating capacity	Yes
Collision Rating	
Asset Condition Rating	

Opportunities and Benefits

The proposed project will ease congestion in the town of Foxford and provide an opportunity to improve public realm facilities and road safety for vulnerable road users through the provision of dedicated cycling and walking infrastructure.

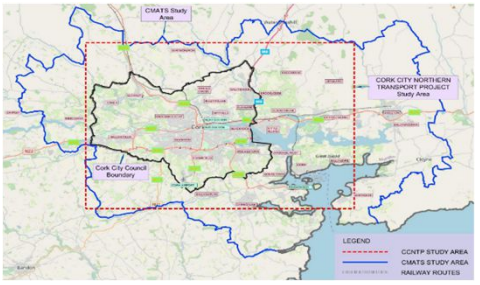
Reduction in congestion within Foxford will have positive impacts on the wider N58 route and improve journey time reliability for road users including private cars, commercial vehicles, agricultural vehicles and public transport vehicles traveling between Ballina/North Mayo and the county town of Castlebar.

Enhanced Road Safety	✓
Efficient Access to Markets	✓
Improved Urban Environment	✓
Better Access to Home Tourism Market	✓
Regional Connectivity	✓
Better Connectivity (Transport Corridors)	✓
Reliable and Safer Bus Journeys	✓
Environmental Improvements	✓
Decarbonisation of Transport & Sustainable Mobility	✓
Active Travel	✓

Cork City Northern Transport Project (CCNTP)

Local Authority:	Cork City Council
Road length:	Circa 20km, to be determined
Cross-section:	To be Determined
Project Stage:	Strategic Assessment Report (SAR) submitted to DOT in Oct 2022

Next PSC Gateway:	Strategic Assessment Report (SAR) Approval
Construction Timeframe:	Post 2030 - TBC
BCR:	Pending Project Development
Forecast Cost Range:	TBC - subject to Planning & Design



Project description

The CCNTP is a complementary but independent project to the N/M20 corridor project and looks at the provision of a radial corridor north of Cork City for strategic and freight traffic, protecting existing infrastructure catering for all modes of transport including active travel. The CCNTP is a regional connectivity project, which will improve mobility around the city, to its ports, airport and to the wider south-west region and beyond. As an integral component of CMATS, the CCNTP will help remove strategic traffic, including freight, from the city centre, improving safety and the environment within Cork City.

Strategic value

This Project is consistent and compatible with European policy such as the Trans-European Transport Network (TEN-T), National policy including Project Ireland 2040, Climate Action Plan 2021, Regional and Local Policy including Regional Planning Guidelines, CMATS, Cork City and County Development Plans. The Project addresses the key objectives to enhance regional connectivity and improve connectivity of Port of Cork operations at Ringaskiddy and Cork Airport to support economic growth and the mobility of people and goods in urban areas.

The project will support population growth and expansion of Cork City and benefit an improved living and working environment for all within the City.

Problem to be addressed

Cross city connectivity from the North Cork City area to Ringaskiddy Port and Cork Airport. Provide a link from N/M20 to N22 and N40 to South and West plus link to N/M8 and N25 to East of City Centre. Remove strategic and freight traffic in particular from City Centre and Urban Areas.

De-Carbonising Transport - existing strategic traffic traversing city including freight traffic increases congestion with associated high levels of GHG emissions, project will prioritise emission reduction by providing alternate freight corridor.

Safety, presence of strategic and freight traffic traversing city centre and residential areas and potential conflict with VRU's in the urban area.

Legacy Infrastructure Data:

Traffic volumes exceed efficient operating capacity	Yes
Collision Rating	Above Average on existing network within the Study Area
Asset Condition Rating	Adequate

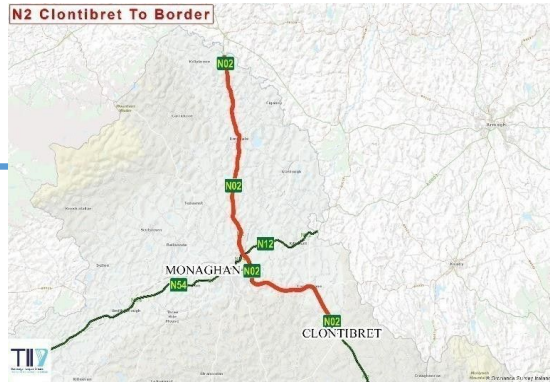
Opportunities and Benefits

- Safety: Reduction of HGV's within city centre and residential areas, segregation of local and strategic traffic, reduction in road collisions in city .
- Economy: Improved journey reliability between mid and south-west and Cork port, improved attractiveness for investment and employment in North Cork City area, improve connectivity and facilitate efficient movement of goods nationally and internationally.
- Environment: Support Cork City Council Climate Adaption Strategy by improving city centre air quality, reduce traffic noise in city centre.
- Accessibility: reduce existing severance within the city by reducing strategic traffic, in particular freight traffic, improve transport infrastructure and enhance accessibility for north city areas
- Climate: Infrastructure supporting low carbon transport systems, reduction GHG emissions and improved air and noise quality by reducing city centre congestion from strategic traffic incl. freight traffic.

Enhanced Road Safety	✓
Efficient Access to Markets	✓
Improved Urban Environment	✓
Better Access to Home Tourism Market	✓
Regional Connectivity	✓
Better Connectivity (Transport Corridors)	✓
Reliable and Safer Bus Journeys	✓
Environmental Improvements	✓
Decarbonisation of Transport & Sustainable Mobility	✓
Active Travel	✓

Details of Projects at Planning and Design

N2 Clontibret to Border



Local Authority:	Monaghan
Road length:	28km
Cross-section:	Expressway TBD
Project Stage:	Design & Evaluation

Next PSC Gateway:	Preliminary Business Case Approval
Construction Timeframe:	To be Confirmed
BCR:	Pending Evaluation
Forecast Cost Range:	€280m to €340m*

Project description

The project is located between Clontibret in Monaghan and the Northern Irish Border and forms part of the N2, connecting Dublin to the North-West region.
The N2 is a national primary road, passing through the towns of Slane and Ardee and bypasses Carrickmacross, Castleblayney and Monaghan before connecting with the A5 at the Border.
The proposed project is 28km in length and seeks to address the existing operational and safety problems on this section of the road, including considerable peak time congestion in Emyvale.

Strategic value

The upgrade to the route will see the removal of through traffic from Emyvale which will provide significant improvements in noise and air quality, providing social and environmental benefits to local residents. The proposed project will enable increased connectivity between Dublin and the North-West region, through the provision of improved road-based public transport. As there are no other modes of public transport along the route, this upgrade is critical for regional connectivity and contributes towards improving the roads resilience to cater for increased future demand.

Problem to be addressed

Emyvale experiences a high volume of through traffic daily, and is particularly congested in the mornings and evenings, causing negative environmental and social impacts for local residents.
The absence of rail along this route increases the importance of road-based public transport for residents and daily commuters. For this reason, the condition of the road directly and solely inhibits regional connectivity and impacts quality of life in the area.
In addition, the existing road is substandard due to the number of at-grade junctions and private access points along the route which cause safety concerns. These, coupled with the lack of overtaking opportunities has resulted in poor road safety along the route.

Legacy Infrastructure Data:

Fit for purpose	No
Traffic volumes exceed efficient operating capacity	Yes
Collision Rating	Above Average
Asset Condition Rating	Good

Opportunities and Benefits

This project will ensure infrastructure resilience to cater for future traffic flow along this section of the N2 while also promoting regional connectivity to the North-West. In addition, the project will facilitate more reliable journey times for road users (including road-based public transport users) and provides an opportunity to increase road safety.
The proposed project will ease congestion in Emyvale town and provide an opportunity to improve public realm to cater for pedestrians and cyclists. With traffic redirected, the existing road through the town can be developed to facilitate safer cycling and walking routes, reclaiming the village for the local residents and enhancing their quality of life. The provision of these facilities will promote physical activity.

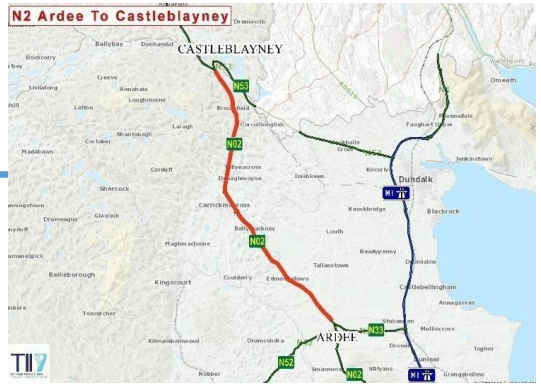
Enhanced Road Safety	✓
Efficient Access to Markets	✓
Improved Urban Environment	✓
Better Access to Home Tourism Market	✓
Regional Connectivity	✓
Better Connectivity (Transport Corridors)	✓
Reliable and Safer Bus Journeys	✓
Environmental Improvements	✓
Sustainable Mobility	✓
Active Travel	✓

* Based on Early Forecast Cost range benchmarked to 2020 prices (No inflation or programme risk added).

N2 Ardee to Castleblayney

County:	Louth/Monaghan
Road length:	32km
Cross-section:	Expressway TBD
Project Stage:	Design & Evaluation

Next PSC Gateway:	Preliminary Business Case Approval
Construction Timeframe:	To be Confirmed
BCR:	Pending Evaluation
Forecast Cost Range:	€280m to €320m*



Project description

The proposed project is 32km in length and located between Ardee in Louth and Castleblayney in Monaghan and forms part of the N2 strategic route, connecting Dublin to the North-West region.
The N2 is a national primary road, passing through the towns of Slane and Ardee and bypasses Carrickmacross, Castleblayney and Monaghan before connecting with the A5 at the Border. A preferred route has been identified.

Strategic value

This project promotes efficient and effective national transport links between the North and South, improving connectivity between Dublin and the North-West region. This enhanced regional accessibility will support economic growth and have positive impacts both locally and nationally.
The project will enable increased road safety for road users of the route and promote increased usage of road-based public transport, which will have positive social and environmental impacts locally.

Problem to be addressed

Acting as the primary route between Dublin and the North-West region, this project has a number of safety concerns with the road being substandard due to the volume of at-grade junctions and private accesses. These issues, coupled with the lack of overtaking opportunities makes the route hazardous for those using it, including vulnerable road users, with this section of the road having a collision rating twice above average. The N2 also ranks very poorly with regards to head-on fatal collisions.
The absence of rail or air travel along this route increases the importance of road-based public transport for residents and daily commuters. For this reason, the condition of the road directly and solely inhibits regional connectivity and impacts quality of life.

Legacy Infrastructure Data:

Traffic volumes exceed efficient operating capacity	Yes
Collision Rating	Twice Above Average
Asset Condition Rating	Very Good

Opportunities and Benefits

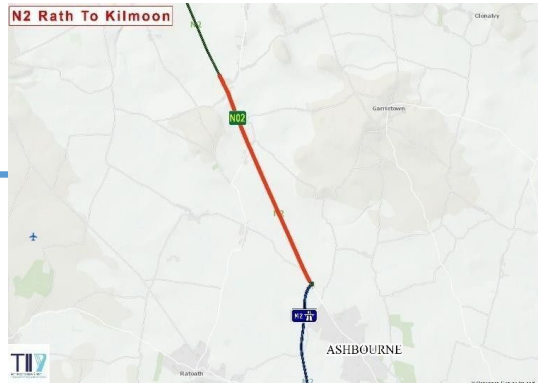
Improved road safety will be the primary benefit achieved from the delivery of this project. This upgrade will enhance safety by reducing the number of direct access points & turning movements and by providing passing opportunities. It will therefore contribute towards a reduction in head on collisions along the route
The project will also improve journey time certainty for road users, including public transport users. This improvement promotes enhanced regional accessibility and will increase demand for the service.
In addition to this, new cycling and walking facilities will be provided as part of the project which will promote physical activity, fostering the integration of active and public transport modes.

Enhanced Road Safety	✓
Efficient Access to Markets	✓
Improved Urban Environment	–
Better Access to Home Tourism Market	✓
Regional Connectivity	✓
Better Connectivity (Transport Corridors)	✓
Reliable and Safer Bus Journeys	✓
Environmental Improvements	✓
Decarbonisation of Transport & Sustainable Mobility	✓
Active Travel	✓

* Based on Early Forecast Cost range benchmarked to 2020 prices (No inflation or programme risk added).

N2 Rath Roundabout to Kilmoon Cross

(Transportation Corridor)



Local Authority:	Meath
Road length:	6km
Cross-section:	TBD
Project Stage:	Design & Evaluation

Next PSC Gateway:	Preliminary Business Case Approval
Construction Timeframe:	To be Confirmed
BCR:	Pending Evaluation
Forecast Cost Range:	€90m to €100m*

Project description

The proposed project is located north of Ashbourne and forms part of the N2, connecting Dublin to the North-West region. The Phase 2 Option Selection Report was published by Meath County Council in February 2022.

Currently not progressing to the conclusion of Phase 3 due to funding constraints.

Strategic value

This project promotes efficient and effective national transport links between the North and South, improving connectivity between Dublin and the North-West region. This enhanced regional accessibility will support economic growth and have positive impacts both locally and nationally.

The project will improve the quality of life of commuters and local residents through improved journey times and the provision of new cycling and walking facilities. In addition, improvements in journey time reliability will increase the prospect of public transport use in the area.

Problem to be addressed

This 6km project aims to address safety issues, improve public transport flow (decarbonisation) , and traffic flow disruption issues on a section of the N2 between Rath Roundabout and Kilmoon Cross.
There are no active travel alternatives limiting walking and cycling.

The section has numerous hazards such as at-grade junctions, utility poles, private entrances, non-standard fencing, ditches and business frontages. The existing road has been rated as a high collision location at certain points, with the overall rating being twice above average.

Flow disruption leads to poor air and noise quality for the surrounding areas as well as negative impacts on daily commuters and bus operators. Traffic flow between Slane and Ashbourne is constrained by this short section.

Legacy Infrastructure Data:

Traffic volumes exceed efficient operating capacity	Yes
Collision Rating	Twice Above Average
Asset Condition Rating	Very Good

Opportunities and Benefits

Through the provision of reliable transport infrastructure, the project aims to encourage modal shift to public transport which would flow better through this section.

The proposed project includes the provision of facilities for vulnerable road users, promoting physical activity through newly developed walkways and cycle lanes.

In addition, the project improves regional connectivity between Dublin and the North-West region. The N2 route acts as a link to Dublin and provides access to international markets and border counties, which will support economic activity.

The proposed project greatly enhances safety.

Enhanced Road Safety	✓
Efficient Access to Markets	✓
Improved Urban Environment	✓
Better Access to Home Tourism Market	✓
Regional Connectivity	✓
Better Connectivity (Transport Corridors)	✓
Reliable and Safer Bus Journeys	✓
Environmental Improvements	✓
Decarbonisation of Transport & Sustainable Mobility	✓
Active Travel	✓

* Based on Early Forecast Cost range

N2 Slane Bypass & Public Realm Enhancement Scheme

Local Authority:	Meath
Road length:	3.4km
Cross-section:	Expressway
Project Stage:	Design & Evaluation

Next PSC Gateway:	Preliminary Business Case Approval
Construction Timeframe:	To be Confirmed
BCR:	Pending Evaluation
Forecast Cost Range:	€100m to €150m*

Project description

This project forms part of the N2, connecting Dublin to the North-West region. This is a national primary road, passing through the towns of Slane and Ardee and bypasses Carrickmacross, Castleblayney and Monaghan before connecting with the A5 at the Northern Ireland border. The proposed project is 3.4km in length and is envisaged to run east of Slane Village on the N2, addressing a significant substandard section of the existing route. The project will also encompass traffic management measures within Slane village, together with works on the N51 route (between the proposed bypass and the centre of the village). This project is progressing to planning approval in 2023.

Strategic value

This project promotes efficient and effective national transport links between the North and South, improving connectivity between Dublin and the North-West region. The bypass of Slane provides capacity for additional passenger, freight and HGV traffic on the route which will support economic growth and have positive impacts both locally and nationally.
The project will improve the quality of life of commuters and local residents through improved journey times and the provision of new cycling and walking facilities. In addition, improvements in journey time reliability will increase the likelihood of public transport use in the area.

Problem to be addressed

The N2 – and Slane in particular – is subject to severe congestion, causing long delays and journey time unreliability for road users. The current stop / go system in the village is exacerbating the capacity constraints as a heavily trafficked bridge operates on a village shuttle system controlled by traffic signals. Slane is a heritage village and one of the main objectives of this project is to alleviate the negative impact of national traffic on the sensitive village environment. The cross-sectional width of the route is substandard and cannot adequately facilitate the volumes of traffic passing through the village of Slane daily.
As a result of the thousands of vehicles passing through the village everyday, the urban environment of Slane is being negatively impacted with local residents subjected to noise and air pollution.
There have been improvements in recent years, traffic management measures were installed in the early 2000s as an interim measure, in response to a number of fatal accidents. However, a number of risks remain, as evidenced by non-fatal accidents on the route since.
The provision of this scheme will aim to reduce carbon emissions by reducing congestion and encouraging active travel in Slane town.

Legacy Infrastructure Data:

Traffic volumes exceed efficient operating capacity	Yes
Collision Rating	Average (HCL)
Asset Condition Rating	Very Poor (5)

Opportunities and Benefits

Through the provision of reliable transport infrastructure, the project aims to better manage the traffic efficiency, flow and congestion in Slane. The project aims to reduce the traffic volumes on the existing N2 through the village improving journey time reliability for road users.
Traffic management measures are proposed, which in combination with the Public Realm Plan for Slane Village being developed by Meath Co Co, will ensure an enhanced village environment when the bypass is implemented. Additionally, the project will include measures to reduce the noise pollution and environmental impacts on nearby residential areas, enhancing the living environment for Slane residents.

Enhanced Road Safety	✓
Efficient Access to Markets	✓
Improved Urban Environment	✓
Better Access to Home Tourism Market	✓
Regional Connectivity	✓
Better Connectivity (Transport Corridors)	✓
Reliable and Safer Bus Journeys	✓
Emissions reduction	✓
Decarbonisation of Transport & Sustainable Mobility	✓
Active Travel	✓

* Based on draft TC1.

N3 M50 to Clonee (Transportation Corridor)

Local Authority:	Fingal County Council/ Meath
Road length:	7km
Cross-section:	Type 1 Dual
Project Stage:	Design & Evaluation

Next PSC Gateway:	Preliminary Business Case Approval
Construction Timeframe:	To be Confirmed
BCR:	Pending Evaluation
Forecast Cost Range:	TBC - subject to Planning & Design

Project description

The M50 is a multi-lane orbital motorway which forms a 'C' Ring to the west of Dublin and is the busiest motorway in Ireland. The proposed project aims to address public transport and commercial vehicles flow disruptions between on the N3 between Junction 1 (M50) and Clonee (Junction 4).

The proposed project may include online-improvements to both the mainline and junctions, and the development of bus lanes. The Preferred Option for this scheme has been chosen and the Option Selection Report was published on 29 June 2022.

2023 delivery of Phase 3 will be limited due to funding constraints with priority being afforded to public transport and active travel measures.

Problem to be addressed

There is severe traffic flow breakdown on the N3 between Junction 1 and Junction 4.

There is limited bus lane capacity limiting modal shift to public transport.

Commercial vehicles distributed by the M50 and travelling to various commercial and industrial locations around Blanchardstown are inordinately delayed within this section resulting in negative economic impact.

Safety is an issue due to significant traffic weaving at junctions and accesses to private and commercial properties along the section.

Opportunities and Benefits

The proposed project will enhance and promote public and commercial transport connectivity between Meath and Dublin (including Dublin Port and the airport).

This will increase usage of road-based public transport on the route and further alleviate pressure on the network. This will also promote economic activities and improve human health by improving air quality (decarbonisation), noise and urban realm.

Road safety would be improved by reducing the impact of weaving traffic and those of direct private and commercial entrances.

Thousands of light commercial vehicles would be facilitated by the project. Access by emergency vehicles would be enhanced.

Strategic value

The project aims to increase public transport and promote modal shift and aid decarbonisation.

It aims to provide better economic linkages between Dublin, Meath, Cavan and beyond. Safety would be enhanced.

The enhancements envisaged as part of the project, which include bus priority measures, will reduce traffic flow breakdowns.

The project promotes effective transport links in the greater Dublin region, enabling better accessibility to key facilities, including the M50 motorway, Dublin Port, Dublin Airport, industries, colleges and hospitals.

Legacy Infrastructure Data:

Traffic volumes exceed efficient operating capacity	Yes
Collision Rating	Below Average
Asset Condition Rating	Adequate

Enhanced Road Safety	✓
Efficient Access to Markets	✓
Improved Urban Environment	✓
Better Access to Home Tourism Market	✓
Regional Connectivity	✓
Better Connectivity (Transport Corridors)	✓
Reliable and Safer Bus Journeys	✓
Environmental Improvements	✓
Decarbonisation of Transport & Sustainable Mobility	✓
Active Travel	–

N6 Galway City Ring Road

Local Authority:	Galway City & County Councils
Road length:	17.5km
Cross-section:	Motorway / Single Carriageway
Project Stage:	Statutory Processes **

Next PSC Gateway:	Final Business Case 1
Construction Timeframe:	Subject to Planning and Government Approvals
BCR:	4.8 to 5.0
Forecast Cost Range:	€600m*

Project description

The N6 road is a national primary road from junction 11 on the M4 motorway at Kinnegad in Westmeath to Galway City. The N6/M6 and N4/M4 form a continuous motorway or dual carriageway from Dublin city centre to Galway City, passing through the midlands.
The proposed project comprises 12.5km of motorway between the existing N6 at Coolagh (northeast of the city) to the existing Ballymoneen Road (northwest of the city) and continues as a single carriageway road for a further 5km of protected road, west of Bearna. The new orbital route travels around the city, and will include a new bridge crossing of the River Corrib.
An Bord Pleanála approved the scheme in December 2021, however, the decision is subject to judicial review proceedings

Strategic value

This project is a key component of the Galway Transport Strategy which realises Galway City and County Council's vision of all elements of transport working together to achieve an integrated sustainable transport system.
As the principal economic centre in the West of Ireland, Galway City is critical to employment in the region and this project will contribute towards ensuring the city is able to cater for future economic expansion and development.
This project frees up road space in the city by removing through traffic for use by improved public transport services, and active travel modes. As a result, an environmental benefit of the project is the improvement in noise and air quality in the city centre.

Problem to be addressed

With the existing volume of vehicles on the existing road network, Galway is suffering from extreme congestion throughout the city centre. The N6 Galway City Ring Road is crucial in rerouting traffic from the city and alleviating the existing capacity constraint which is ultimately prohibiting economic growth and prosperity in the region.
This significant lack of capacity affects pedestrians, cyclists, vulnerable road users, public transport, freight and private cars, infringing on their safety. Peak delays are significant and are extending over a greater portion of the day, sequentially causing journey time variability.
Galway suburbs have developed as a succession of low density residential areas interspersed with employment areas, which has led to a predominance of private car usage as a means of travel, due to inadequate transport links to access these areas within the city. The rerouting of private vehicles will free up road space in the city centre for improved bus services and enhanced active travel facilities.
The urban environment is affected by noise and air pollution as a result of the lack of opportunity on the city streets for active travel methods.

Legacy Infrastructure Data:

Traffic volumes exceed efficient operating capacity	Yes
Collision Rating	Twice Above Average (HCL)
Asset Condition Rating	Poor (4)

Opportunities and Benefits

Acting as a gateway to Connemara and the Western Region, which includes large Gaeltacht areas, the optimisation of transport connectivity within Galway City will be essential to help the region chart a steady course for economic growth. The additional bridge crossing of the Corrib will provide this accessibility to the West. By reducing traffic volumes on the existing road network, the proposed project will improve safety and journey time reliability. This diversion of traffic from the city will improve the existing collision rating which currently stands at twice above average.
The project will provide direct access to major employment centres at Parkmore and Ballybrit Business Parks, and offers an opportunity to execute the vision of the Galway Transport Strategy.

Enhanced Road Safety	✓
Efficient Access to Markets	✓
Improved Urban Environment	✓
Better Access to Home Tourism Market	✓
Regional Connectivity	✓
Better Connectivity (Transport Corridors)	✓
Reliable and Safer Bus Journeys	✓
Emissions reduction	✓
Decarbonisation of Transport & Sustainable Mobility	✓
Active Travel	✓

* Based on 2017 Preliminary Business Case.
**An Bord Pleanála approved the scheme in December 2021, however, the High Court has remitted the decision back o ABP following judicial review proceedings.

N11/N25 Oilgate to Rosslare Harbour

Local Authority:	Wexford
Road length:	33km
Cross-section:	Expressway TBD
Project Stage:	Design and Environmental Evaluation

Next PSC Gateway:	Preliminary Business Case Approval
Construction Timeframe:	To be Confirmed
BCR:	Pending Evaluation
Forecast Cost Range:	€400m to €500m*

Project description

The M11 Gorey to Enniscorthy motorway was opened in 2019 and this project focuses on improvements to the N11, south of the motorway. The N11 route runs through Oilgate village and on to Wexford where it connects with the N25 road from Wexford to Rosslare Europort.
This project consists of c.33km of dual carriageway which will form a strategic link between Rosslare Europort, Dublin and the rest of Ireland.
Current Project Status: Preferred Option identified.

Strategic value

Rosslare Europort is the key Irish Seaport on the Southern Corridor of the Irish Sea, providing passenger and freight services between Rosslare, the UK and a variety of locations on mainland Europe. Rosslare Europort is of particular importance to the island of Ireland, as it provides efficient access to International markets against the backdrop of Brexit.
Through the provision of reliable transport infrastructure, the project will improve regional accessibility, specifically between Rosslare Europort/Wexford and Dublin (via the M11) and Rosslare Europort/Wexford and Cork/Waterford (via the N25). This improved connectivity and increased route capacity will stimulate regional development and have positive economic and social benefits.
The project will connect with a proposed cycleway / Greenway which will promote physical activity locally and encourage home tourism in the area.

Problem to be addressed

Acting as a critical route connecting Rosslare Europort with the East and South-West of the country, the existing road is subject to severe congestion. With a high volume of passenger and freight traffic using the road each day, journey time reliability has become a major issue for road users. As traffic in the area and demand for the route continue to increase, capacity constraints act as a barrier to economic growth for both the Port and the wider region.
These capacity constraints can be attributed to the substandard cross section of the road combined with the number of villages that the route runs through, these villages are ill-equipped to handle the level of traffic using the route. In addition, there are a number of accident prone spots along the N11 due to numerous at grade junctions and a mixing of traffic causing accidents.
In addition, the villages along the route are subject to consistent queues of traffic, noise and air pollution, which also discourages an uptake in cycle trips for local journeys.

Legacy Infrastructure Data:

Traffic volumes exceed efficient operating capacity	Yes
Collision Rating	Twice Above Average
Asset Condition Rating	Very Good

Opportunities and Benefits

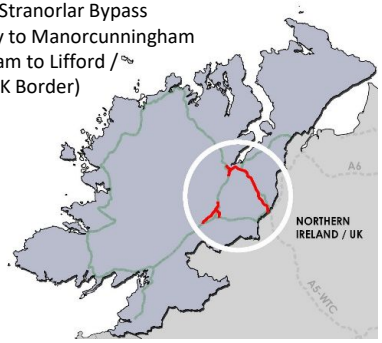
This project will increase the safety and capacity of the N11/N25 Corridor, in addition to improving the connectivity between Wexford, the surrounding areas and international markets. The proposed project will also provide journey time reliability for road users which will improve the quality of life for local residents. It will also strengthen Irelands international links, having positive economic benefits on the region.
A major benefit provided by the proposed project is the improvement in road safety and provision of infrastructure that can accommodate a larger volume of road users (passenger traffic, freight traffic and road-based public transport traffic). In addition, improved journey time reliability will encourage increased usage of road-based public transport.

Enhanced Road Safety	✓
Efficient Access to Markets	✓
Improved Urban Environment	✓
Better Access to Home Tourism Market	✓
Regional Connectivity	✓
Better Connectivity (Transport Corridors)	✓
Reliable and Safer Bus Journeys	✓
Environmental Improvements	✓
Decarbonisation of Transport & Sustainable Mobility	✓
Active Travel	✓

* Based on Early Forecast Cost range benchmarked to 2020 prices (No inflation or programme risk added).

TEN-T Priority Route Improvement Project, Donegal

TEN-T Priority Route Improvement Project, Donegal:
Section 1 – N15/N13 Ballybofey/Stranorlar Bypass
Section 2 – N56/N13 Letterkenny to Manorcunningham
Section 3 – N14 Manorcunningham to Lifford / Strabane / A5 Link (UK Border)



Local Authority:	Donegal
Road length:	42km** (63 km Active travel)
Cross-section:	Expressway Type 2 Dual Carriageway***
Project Stage:	Design & Evaluation

Next PSC Gateway:	Preliminary Business Case Approval
Construction Timeframe:	To be Confirmed
BCR:	Pending Evaluation
Forecast Cost Range:	€785m to 840m*

Project description

The TEN-T Priority Route Improvement Project, transforms connectivity and access to and within Donegal. The project provides a sustainable and inclusive transport network, while also addressing critical transport deficiencies along three targeted sections of existing TEN-T/national route:
The project provides a multi-modal transport network including 63km Active Travel, 42km of improved mainline and new bypass road and 8 new multimodal hubs with EV charging. Stage 3 Design and Evaluation expected to be complete Q2 2023 (pending Cabinet/TII approval of PBC).

Strategic value

This project is of critical importance to this isolated North-West border region. It is essential in meeting core National and Regional Policies (NPF, RSES, CAP etc.) including connectivity, compact growth and developing regional centres of growth. The project will facilitate and encourage economic growth through significantly improved multimodal connectivity between local centres within the Northwest city region and to regional transport hubs across the island. This project aims to improve the efficiency and reliability of the regional transport network by improving journey times and journey time reliability while also reducing the frequency and severity of collisions, improving the overall safety of the national road network in Donegal. This multimodal project encourages and enables sustainable transport within existing urban centres through bypasses as well as interurban through a blend of improved existing and targeted new road and active travel. The project delivers on commitments under Ten-T regulations to this 'lagging region' within the EU.

Problem to be addressed

Letterkenny is a designated regional growth centre. The existing connecting transportation to the town (N56/N13/N14) are substandard in terms of alignment, journey time, safety, environmental standards. There is a complete absence of modal alternatives. The existing sole access route into the Letterkenny and its key services is the N56. This , is a lifeline route and it currently offers no resilience particularly in emergencies. The conflict between local and strategic traffic on the existing Ten-T network obstructs compact growth and the successful provision of low carbon transport solutions within town centre and between urban communities and facilities. The urban environments within the towns on the strategic Ten-T transport network (Letterkenny, Ballybofey/Stranorlar/Lifford) continue to suffer from chronic noise and air pollution. The existing Ten-T routes have no provision for low carbon transport alternatives, and only offer an unsafe and unreliable public transport provision. The substandard and unsafe existing network fails to provide equivalent basic connectivity to and within this generationally deprived, underinvested and isolated region.

Legacy Infrastructure Data:

Traffic volumes exceed efficient operating capacity	Yes
Collision Rating	Twice Above Average
Asset Condition Rating	Varies

Opportunities and Benefits

Through the provision of more reliable and safer journeys, this project aims to enhance regional accessibility and improve connectivity to/from the North-West City region for both public and private transport. The project will deliver multimodal transport improvements providing significant economic, social and environmental benefits for all. The project will address climate action through significant local and interurban active travel improvements and autonomous cycle/pedestrian facilities. Bypass elements will enable compact growth and low carbon transport alternatives within key urban centres. This project will reduce: overall air pollution and traffic noise levels particularly in bypassed town centre and urban residential areas. It will improve watercourse quality and flood resilience at key interfaces. The project will deliver significant improved safety for all road users.

Enhanced Road Safety	✓
Efficient Access to Markets	✓
Improved Urban Environment	✓
Better Access to Home Tourism Market	✓
Regional Connectivity	✓
Better Connectivity (Transport Corridors)	✓
Reliable and Safer Bus Journeys	✓
Environmental Improvements	✓
Decarbonisation of Transport & Sustainable Mobility	✓
Active Travel	✓

* Based on Preliminary Business Case 2023
** Multimodal transport intervention Includes full active travel network and modal transition hubs, elements of online improvement, bypass and new road provision.
*** 63km integrated Active travel , Overall Mainline Length = 41.6km. (*Type 1 Dual Carriageway , (Upgrade & Overlay)) = 4.4km, Type 2 Dual Carriageway = 31.3km. Type 1 Single Carriageway = 4.9km. Type 2 Single Carriageway = 1km.*)

N/M20 Cork to Limerick

Local Authority:	Limerick
Road length:	80km
Cross-section:	Motorway or Dual Carriageway TBD
Project Stage:	Design & Environmental Evaluation

Next PSC Gateway:	Preliminary Business Case
Construction Timeframe:	To be confirmed as may be phased
BCR:	Pending Evaluation
Forecast Cost Range:	TBD

Project description

The N20 is the national primary road connecting the cities of Cork and Limerick.

As a critical route in the region, the proposed project looks to create a new, improved and safer transport corridor for all users including walkers, cyclists and public transport patrons. The preferred corridor maximises use of the existing infrastructure and also results in significant traffic reductions in bypassed communities such as Rathduff, Mallow, Buttevant Charleville, Bruree and Banogue.

The provision of mobility hubs will promote more journeys via sustainable modes such as public transport or new active travel pathways between communities.

Strategic value

The N20 is a strategically important route and the proposed project aims to enhance regional accessibility by improving the network connecting the cities of Cork and Limerick, and ultimately Galway allowing for balanced regional growth.

The NDP sets out that the N20/M20 Cork to Limerick project will provide better connectivity between Ireland's second and third largest cities, by improving the quality of the transport network which will address safety issues associated with the existing N20 route and provide for safer and more efficient journey times.

More reliable journey times provided by the project will provide express inter-city bus services the opportunity to use the network which would promote road-based public transport in the region and lead to positive environmental impacts.

Problem to be addressed

The existing N20 is the primary link between Cork and Limerick and faces ongoing congestion issues and capacity constraints. The route has a particularly poor safety record (collision rating twice above average) with the proportion of fatal and severe injury collisions being very high, which is a consequence of the predominantly single carriageway route not being effective in conveying high traffic volumes.

Large sections of the existing single carriageway do not have hard shoulders, have no overtaking opportunities, have poor forward visibility with high numbers of private and domestic access points along the route. The resulting poor level of service acts as a barrier to economic growth in the Munster region.

Decarbonising Transport – The project removes high level of congestion which improves social and environmental impacts on commuters and local residents. Promotes increased use of other modes of transport, Active Travel and transfer to electrification of vehicles.

Legacy Infrastructure Data:

Traffic volumes exceed efficient operating capacity	Yes
Collision Rating	Twice Above Average
Asset Condition Rating	Good

Opportunities and Benefits

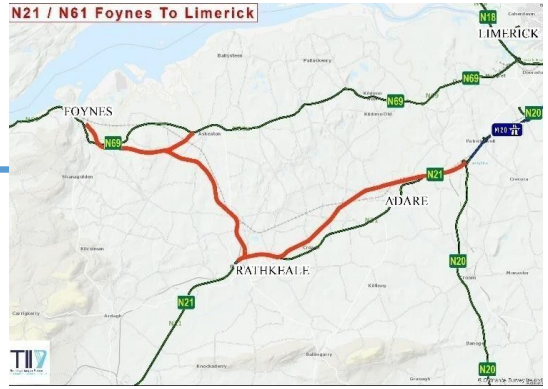
The proposed project will improve the connectivity between Cork and Limerick as well as other regional towns along the route. It also provides an opportunity to develop the Atlantic Economic Corridor by improving connections to West Cork and Kerry.

The project has the potential to significantly reduce the number of road-based collisions, accidents and fatalities across the network. This is achieved with an improved traffic flow reducing the volume of vehicles in a bottleneck.

The project will improve journey time reliability for passengers and freight traffic using the route which will enhance both quality of life and economic benefits in the region.

Enhanced Road Safety	✓
Efficient Access to Markets	✓
Improved Urban Environment	✓
Better Access to Home Tourism Market	✓
Regional Connectivity	✓
Better Connectivity (Transport Corridors)	✓
Reliable and Safer Bus Journeys	✓
Environmental Improvements	✓
Decarbonisation of Transport & Sustainable Mobility	✓
Active Travel	✓

N21 Foynes to Limerick incl. Adare Bypass



Local Authority:	Limerick
Road length:	33km
Cross-section:	Motorway / Dual Carriageway
Project Stage:	Statutory Processes

Next PSC Gateway:	Final Business Case
Construction Timeframe:	Subject to Planning and Government Approvals
BCR:	1.6
Forecast Cost Range:	€450m*

Project description

The proposed project is 33km in length and will provide a motorway upgrade to the N21 Limerick to Kerry route, in addition to connecting the Port of Foynes to the Motorway network.
The project consists of a 16km dual carriageway from Foynes to Rathkeale, a single carriageway link road to the existing N69 at Askeaton, and a 16km motorway from Rathkeale to the existing motorway network at Attyflin. This project also facilitates the bypass of the highly congested heritage town of Adare and nearby areas of Croagh and Rathkeale. A number of applications for judicial review of the scheme planning approval have been submitted.

Strategic value

This project promotes efficient and effective transport links in the Munster region, improving connectivity between Foynes Port, Limerick and the surrounding areas. The project will improve the urban environment of the heritage town of Adare and will drastically increase road capacity, reducing journey times and improving safety for road users. The project is linked to the Limerick Greenway – which is being proposed by Limerick County Council – and will provide walking and cycling facilities in the area, enhancing the safety of active transport users.

Problem to be addressed

The N21 road is subject to severe congestion – particularly in Adare – as it acts as a link between Limerick, Kerry and the South-West region. The existing network in the area is not able to facilitate large volumes of passenger and freight traffic due to the restricted width of roads and large number of minor junctions. Flow disruption leads to poor air and noise quality for the surrounding areas and negatively impacts on daily commuters and bus operators.
The town of Adare experiences high volumes of traffic, with thousands of vehicles passing through the town centre everyday. The urban environment is being impacted significantly as a result of this, with local residents being subjected to constant noise pollution.
With the Port of Foynes in the area, there is already a large volume of freight traffic on the road. This level of freight traffic requires infrastructure that can support the route and act as a main link between Limerick City and international markets.
When examining the legacy infrastructure it is clear the road is hazardous with collision ratings above average.

Legacy Infrastructure Data:

Traffic volumes exceed efficient operating capacity	Yes
Collision Rating	Above average
Asset Condition Rating	Poor (4)

Opportunities and Benefits

This project has strong strategic merit to improve connectivity in the entire South- West region and will link the international markets to the city of Limerick via Foynes Port.
The bypass of Adare provides capacity for larger vehicles on the road, and will reduce passenger and freight travel time. Road users can expect to benefit from journey time reliability, which could increase dependency and demand for public transport in the area.
In addition to this, the project will facilitate urban improvements and positive environmental impacts for the surrounding towns and villages.

Enhanced Road Safety	✓
Efficient Access to Markets	✓
Improved Urban Environment	✓
Better Access to Home Tourism Market	✓
Regional Connectivity	✓
Better Connectivity (Transport Corridors)	✓
Reliable and Safer Bus Journeys	✓
Environmental Improvements	✓
Decarbonisation of Transport & Sustainable Mobility	✓
Active Travel	✓

N21 Newcastle West Relief Road

Local Authority:	Limerick
Road length:	7.3km
Cross-section:	Expressway TBD
Project Stage:	Design & Evaluation

Next PSC Gateway:	Preliminary Business Case Approval
Construction Timeframe:	To be Confirmed
BCR:	3.1
Forecast Cost Range:	€75m to €100m

Project description

The N21 is a national primary road that connects the M20 outside Limerick to Tralee in Kerry, running through the towns of Abbeyfeale, Newcastlewest, Adare and the village of Templeglantine.
The proposed project is 10km in length and intends to address congestion issues in Newcastle West. The Preferred Option for this scheme has been chosen and the Option Selection Report was published by Limerick City & County Council in Q1 2022.

Strategic value

Acting as a link between Limerick, Kerry and the South-West region, the N21 is a critically important route. The project will provide capacity for additional passenger, freight and HGV traffic on the N21 which will support economic growth and have positive impacts both locally and nationally. Acting as a critical point of connection to Killarney and other parts of Kerry, this project is also strategically important in supporting tourism in the region.
The project will have positive benefits on the urban environment of Newcastle West and aims to improve the quality of life of commuters and local residents through reliable journey times and the provision of new cycling and walking facilities.
The project is linked to the Limerick Greenway, which has been developed by Limerick County Council. This ensures the provision of walking and cycling facilities in the area, enhancing the safety of active transport users.

Problem to be addressed

Providing access to the South-West, the N21 road is subject to severe congestion issues, as high volumes of commuters travel to and from Limerick daily. Congestion issues are worsened throughout the summer months as tourists use the route as a direct access point to other parts of Kerry. Flow disruption leads to poor air and noise quality for the surrounding areas and negatively impacts on daily commuters and bus operators.
Newcastle West is a bottleneck on the route and the existing infrastructure cannot facilitate the current demand. These congestion issues cause significant delays and journey time unreliability for road users which impacts on the competiveness and urban environment of Newcastle West and the surrounding areas.
Newcastle West is an urbanised area and the N21 runs directly through the town. As a result, there are safety concerns associated with the existing infrastructure, particularly with regards to vulnerable road users.

Legacy Infrastructure Data:

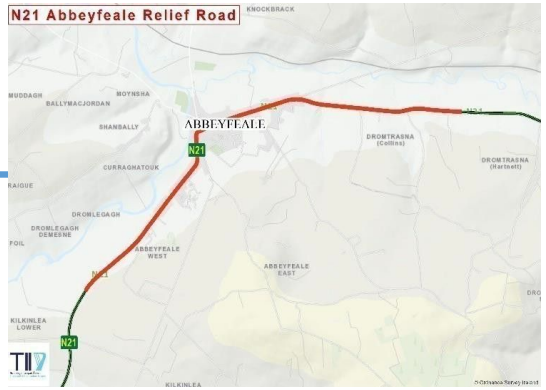
Traffic volumes exceed efficient operating capacity	Yes
Collision Rating	Twice Above Average
Asset Condition Rating	Poor

Opportunities and Benefits

The proposed project will provide safer and more reliable transport infrastructure along the N21 route and improve connectivity in the South-West region. By redirecting traffic from the town centre, there will be additional capacity on the route which could support further economic growth in the region. The Port of Foynes is east of Newcastle West and this project will allow for greater journey time reliability for freight traffic as well as for daily commuters using the network.
The project addresses the safety concerns within the town centre by removing the through traffic. This will have positive urban and environmental impacts for local residents, including the provision of active travel facilities and the opportunity to invest in the Public Realm.

Enhanced Road Safety	✓
Efficient Access to Markets	✓
Improved Urban Environment	✓
Better Access to Home Tourism Market	✓
Regional Connectivity	✓
Better Connectivity (Transport Corridors)	✓
Reliable and Safer Bus Journeys	✓
Environmental Improvements	✓
Decarbonisation of Transport & Sustainable Mobility	✓
Active Travel	✓

N21 Abbeyfeale Relief Road



Local Authority:	Limerick
Road length:	6.55km
Cross-section:	Expressway TBD
Project Stage:	Design & Evaluation

Next PSC Gateway:	Preliminary Business Case Approval
Construction Timeframe:	To be Confirmed
BCR:	1.5
Forecast Cost Range:	€75m to €100m

Project description

The N21 is a national primary road that connects the M20 outside Limerick, to Tralee in Kerry, running through the towns of Abbeyfeale, Newcastlewest, Adare and the village of Templeglantine. The proposed project is 8.5km in length and intends to address congestion issues in the market town of Abbeyfeale. The Preferred Option for this scheme has been chosen and the Option Selection Report was published by Limerick City & County Council in Q2 2022.

Strategic value

Acting as a link between Limerick, Kerry and the South-West region, the N21 is a critically important route. The project will provide capacity for additional passenger, freight and HGV traffic on the N21 route which will support economic growth and have positive impacts both locally and nationally. Acting as a critical point of connection to Killarney and other parts of Kerry, this project is also strategically important in supporting tourism in the region.
The project will have positive benefits on the urban environment of Abbeyfeale and aims to improve the quality of life of commuters and local residents through improved journey times and the provision of new cycling and walking facilities.

Problem to be addressed

Providing access to the South-West, the N21 road is subject to severe congestion issues, as high volumes of commuters travel to and from Limerick daily. Congestion issues are worsened throughout the summer months as tourists use the route as a direct access point to other parts of Kerry. Flow disruption leads to poor air and noise quality for the surrounding areas and negatively impacts on daily commuters and bus operators.
Like the other towns on the route, Abbeyfeale is a bottleneck on the route. These congestion issues cause significant delays and journey time unreliability for road users which has subsequent impacts on the competiveness and urban environment of Abbeyfeale and the surrounding areas.
The current route has a twice above average collision rating. This section of the route passes directly through the town centre – past a secondary school and a large number of local businesses – which causes a number of safety concerns, particularly for vulnerable road users.

Legacy Infrastructure Data:

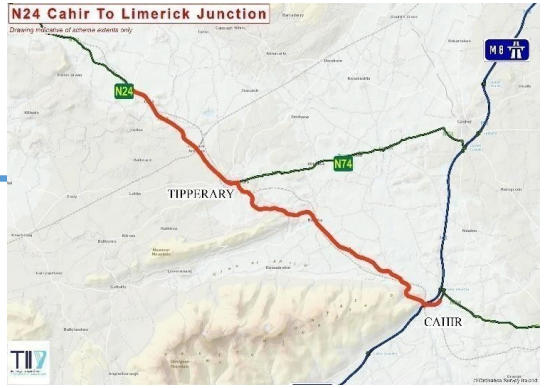
Traffic volumes exceed efficient operating capacity	Yes
Collision Rating	Twice Above Average
Asset Condition Rating	Very Poor

Opportunities and Benefits

The proposed project will provide safer and more reliable transport infrastructure along the N21 route and improve connectivity in the South-West region. By redirecting traffic from the town centre, there will be additional capacity on the route which could support further economic growth in the region.
The project will improve the urban environment of the market town of Abbeyfeale, strengthen journey time reliability for road users while also improving noise and air pollution in the town centre. The project will allow the town to be reclaimed for pedestrians and cyclists and the removal of traffic from the existing route will allow for increased safety.

Enhanced Road Safety	✓
Efficient Access to Markets	✓
Improved Urban Environment	✓
Better Access to Home Tourism Market	✓
Regional Connectivity	✓
Better Connectivity (Transport Corridors)	✓
Reliable and Safer Bus Journeys	✓
Environmental Improvements	✓
Decarbonisation of Transport & Sustainable Mobility	✓
Active Travel	✓

N24 Cahir to Limerick Junction



Local Authority:	Tipperary/Limerick
Road length:	35km
Cross-section:	Expressway TBD
Project Stage:	Starting Design & Evaluation

Next PSC Gateway:	Preliminary Business Case Approval
Construction Timeframe:	To be Confirmed
BCR:	Pending Evaluation
Forecast Cost Range:	€450m to €500m

Project description

The N24 is a national primary road connecting Limerick to Waterford, running through Tipperary Town, Cahir, Carrick-on-Suir and Clonmel. This project consists of approximately 35km of road improvement works between Cahir in Tipperary and Limerick Junction. The study area associated with the proposed project runs through Tipperary Town, Monard and to Oola in County Limerick, and also bypasses Bansha. The Preferred Option for this scheme has been chosen and the Option Selection Report is due to be published by Tipperary County Council in Q3 2022. There is an option to develop this scheme in phases with a bypass of Tipperary Town first.

Strategic value

This project addresses a core priority under the National Planning Framework, which is the requirement to enhance and upgrade accessibility between urban centres of population and their regions (i.e. Limerick and Waterford City).
In addition, the proposed project will lead to an improvement in efficiency of the N24 route which will have positive economic and social benefits for Tipperary. The Tipperary Taskforce aims to stimulate employment, social inclusion and tourism in the area and this project will contribute towards this.

Problem to be addressed

The existing N24 between Cahir and Limerick Junction is substandard as the primary road connecting Limerick and Waterford. The existing network has a number of deficiencies and suffers from poor geometric conditions, particularly between Cahir and Tipperary. The cross-sectional width is substandard and there is a high volume of bends causing poor visibility.
As the demand for the route increases, the traffic volumes are expected to exceed efficient operating capacity by 2030. As congestion issues worsen, unreliable journey times will continue to have a negative impact on daily commuters. There are a number of towns and villages along the route which are negatively impacted by these issues as well as the condition of the legacy infrastructure. Flow disruption leads to poor air and noise quality for the surrounding areas and negatively impacts on daily commuters and bus operators.
In addition, these issues inhibit economic growth and commercial investment in the region. With Tipperary Town being identified as an area of social deprivation, investment in the road network will improve the quality of life for local residents.

Legacy Infrastructure Data:

Traffic volumes exceed efficient operating capacity	Yes
Collision Rating	Above Average
Asset Condition Rating	Adequate

Opportunities and Benefits

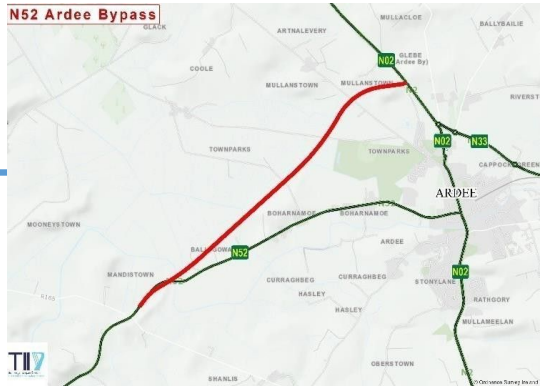
Through the provision of more reliable and safer journeys, this project aims to enhance regional accessibility and improve connectivity between Limerick and Waterford.
This project also provides the opportunity to provide better connectivity with public transport, through direct access to the train stations in Cahir and Limerick Junction which will encourage the use of public transport in the area. By removing through traffic from a number of towns and villages, there will be greater safety for road users and increased capacity on the network for both passengers and freight traffic. Improved journey time reliability will act as an enabler to economic growth and urban environment improvements (such as the provision of public realm facilities) will have positive social benefits on local residents.

Enhanced Road Safety	✓
Efficient Access to Markets	✓
Improved Urban Environment	✓
Better Access to Home Tourism Market	✓
Regional Connectivity	✓
Better Connectivity (Transport Corridors)	✓
Reliable and Safer Bus Journeys	✓
Environmental Improvements	✓
Decarbonisation of Transport & Sustainable Mobility	✓
Active Travel	✓

N52 Ardee Bypass

Local Authority:	Louth
Road length:	4.5km
Cross-section:	Single
Project Stage:	Design and Evaluation

Next PSC Gateway:	Preliminary Business Case Approval
Construction Timeframe:	Subject to Planning and Approvals
BCR:	TBD
Forecast Cost Range:	€40m to €45m*



Project description

The N52 is a national secondary road connecting the M7 motorway from just south of Nenagh in Tipperary to the N2 North of Ardee.
This project consists of 4.5km of Type 2 Single Carriageway and comprises six road junctions, including a proposed roundabout on the N2, and two river bridge structures. The project facilitates the western bypass of the town of Ardee. A judicial review has been submitted in relation to the decision on environmental impact and appropriate assessment screening.

Strategic value

The N52 is critical to enhancing regional accessibility and improving connectivity to Border counties.
The bypass of Ardee will provide greater capacity for passenger and freight traffic on the route which will support economic expansion of the region. In addition, the project supports road-based public transport integration.

Problem to be addressed

The town of Ardee is subject to congestion particularly at peak periods. The route serves both passenger and freight traffic every day, and the legacy infrastructure is causing daily delays and journey time unreliability for road users.
The existing road runs directly through the town centre resulting in an inability to regulate traffic flow and reducing the efficiency of travel on the overall network. In addition, the urban environment of Ardee is being negatively impacted as a result of the route running directly through the town centre, local residents are subject to noise and air pollution and vulnerable road users are at risk.
As can be seen from the legacy infrastructure below, the road has been identified as having an above average collision rating.
The provision of this scheme will aim to reduce carbon emissions in the town by reducing congestion and encouraging active travel in the Ardee.

Legacy Infrastructure Data:

Traffic volumes exceed efficient operating capacity	No
Collision Rating	Above Average
Asset Condition Rating	Very Poor

Opportunities and Benefits

Through the provision of reliable transport infrastructure, the project aims to better manage traffic efficiency along the route. This will strengthen the networks resilience and result in more reliable and safer journeys for road users. The project will provide a strategic, safe and efficient route for long distance traffic travelling between Louth and Tipperary, providing enhanced access to the North-West region. This will be achieved by diverting the traffic away from the town of Ardee, and reclaiming the existing route for local residents with the project contributing towards an improvement in noise and air quality in the town. The project will include the provision of dedicated walking and cycling facilities, encouraging physical activity in the area.

Enhanced Road Safety	✓
Efficient Access to Markets	✓
Improved Urban Environment	✓
Better Access to Home Tourism Market	✓
Regional Connectivity	✓
Better Connectivity (Transport Corridors)	✓
Reliable and Safer Bus Journeys	✓
Environmental Improvements	✓
Decarbonisation of Transport & Sustainable Mobility	✓
Active Travel	✓

* Based on Preliminary Business Case - subject to review prior to seeking approval to award main works contract post tender.
* Scheme currently subject to Judicial Review

N72 Mallow Relief Road

County:	Cork
Road length:	5km
Cross-section:	Single TBD
Project Stage:	Design and Environmental Evaluation

Next PSC Gateway:	Preliminary Business Case Approval
Construction Timeframe:	To be Confirmed
BCR:	Pending Evaluation
Forecast Cost Range:	€40m to €50m*

Project description

The N72 is a national secondary road that runs east-west from its junction with the N25 near Dungarvan in Waterford to the N70 in Killorglin in Kerry. The road is 5.1km and passes through a number of towns including Lismore, Fermoy, Mallow, Rathmore, Killarney and Killorglin.
The proposed project will provide specific relief to Mallow town centre.
A preferred route has been identified.

Strategic value

The proposed project strengthens the links between Waterford, Cork and Kerry and provides resilient transport infrastructure in the Munster region to support economic growth. This project is complimentary of the N20 Cork to Limerick project, and also facilitates the connectivity of Cork and Kerry – further strengthening the Atlantic Economic corridor.
Through the provision of improved access to and from Mallow, the route will cater for local through traffic, strategic traffic travelling East to West and facilitate access to national and international markets for local industries.
A major benefit of the project is the improvement to noise and air quality in the surrounding urban area. There will also be journey time reliability for road users, reducing the emissions from vehicles using the network.

Problem to be addressed

Mallow is a bottleneck along the N72 route and subject to severe congestion as a result of a high volume of commuters using the network daily. This results in journey time unreliability for road users and inhibits economic growth and commercial investment in the region.
The N72 acts as a link between Mallow to Killarney and Waterford and to Mitchelstown via the N73. As a result of this volume of traffic on the road, there are long queues and delays throughout Mallow which has negative impacts on the surrounding urban environment with local residents being subject to constant noise and air pollution.
In addition to this, there are a number of safety concerns, particularly for vulnerable road users as a result of the volume of through traffic (including freight and HGVs), combined with the narrow streets and footpaths in the town centre.
Decarbonising Transport – Removal of traffic congestion, improvement to noise and air quality in Mallow. The addition of the Active Travel element will provide access to Mallow Rail Station to over 400 dwellings.

Legacy Infrastructure Data:

Traffic volumes exceed efficient operating capacity	Yes
Collision Rating	Above Average
Asset Condition Rating	Very Poor

Opportunities and Benefits

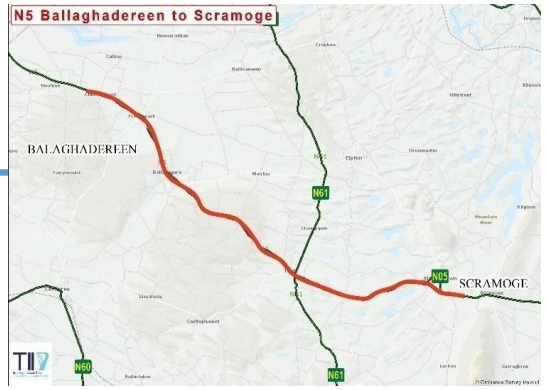
Through the provision of reliable and safer infrastructure, the proposed project will have significant urban, social and environmental improvements in Mallow and the wider region.
The relief road proposed by the project will free up the town centre for local traffic while facilitating a more efficient bypass route around the town for national traffic.
This will reduce congestion in the town, improve noise and air quality, provide greater journey time reliability for road users and allow local residents to reclaim space for Public Realm investment. The proposed project will provide significant benefits for vulnerable road users through development of enhanced facilities for cyclists and walkers.

Enhanced Road Safety	✓
Efficient Access to Markets	✓
Improved Urban Environment	✓
Better Access to Home Tourism Market	✓
Regional Connectivity	✓
Better Connectivity (Transport Corridors)	✓
Reliable and Safer Bus Journeys	✓
Environmental Improvements	✓
Decarbonisation of Transport & Sustainable Mobility	✓
Active Travel	✓

* Based on Early Forecast Cost range benchmarked to 2020 prices (No inflation or programme risk added).

Details of Projects Progressing to Construction

N5 Ballaghaderreen to Scramoge



Local Authority:	Roscommon
Road length:	33.4km
Cross-section:	Single
Project Stage:	Enabling Works & Procurement

Next PSC Gateway:	Final Business Case
Construction Timeframe:	Q3 2023 – Q3 2027
BCR:	1.1
Forecast Cost Range:	€264m*

Project description

The N5 is a national primary road connecting Longford town with Westport in Mayo. This project consists of construction of 33.4km of single carriageway between the N5 Ballaghaderreen Bypass and the existing N5 at Scramoge in Roscommon. The project will bypass the towns and villages of Frenchpark, Bellanagare, Tulsk and Strokestown.
The main construction contract was awarded in June 2021, however, the main contractor went into receivership in March 2022 and therefore the construction contract was retendered in July 2022. Tenders due to be returned in March 2023.

Strategic value

As the N5 is the main access route from Dublin to Mayo (including the county's largest towns of Castlebar, Ballina and Westport), this project will enhance regional accessibility in the North-West region.
This will promote economic development in the area and provide social and tourism benefits by improving connectivity between the West, the Midlands and Dublin. The project will also reduce the impact of traffic on the archaeologically significant Rathcroghan Complex.

Problem to be addressed

This section of the N5 is subject to congestion due to the existing infrastructure having poor horizontal and vertical alignment. These alignment issues combined with the route having no hard shoulder and a severe lack of overtaking opportunities have resulted in the road having a poor collision history, as evident through its collision rating.
The frequency of collisions, and mix of passenger and agricultural traffic using the route, leads to road blockages and delays, which inhibits productivity in the area. The current road conditions act as a barrier to economic growth for all towns connected to the N5.
The individual towns and villages of Frenchpark, Bellanagare, Tulsk and Strokestown experience large volumes of through traffic everyday and this is impacting the urban environment, with local residents being subject to noise and air pollution. The removal of traffic from the existing N5.

Legacy Infrastructure Data:

Traffic volumes exceed efficient operating capacity	No
Collision Rating	Twice Above Average
Asset Condition Rating	Good

Opportunities and Benefits

This project will inprove the safety and capacity of the N5, in addition to improving regional connectivity between Mayo, the Midlands and Dublin. It will also improve connectivity to international markets and promote tourism in the region as it makes Ireland West Airport Knock more accessible from the Midlands.
The improvement to the network will enable more reliable journey times, supporting the strategic development of the North-West region and facilitating economic and commercial growth. Through the removal of traffic – and in particular HGVs – from the towns and villages along this section of the route, there will be quality of life and urban environment improvements for local residents and an opportunity to provide active travel facilities within the bypassed towns and villages.

Enhanced Road Safety	✓
Efficient Access to Markets	✓
Improved Urban Environment	✓
Better Access to Home Tourism Market	✓
Regional Connectivity	✓
Better Connectivity (Transport Corridors)	✓
Reliable and Safer Bus Journeys	✓
Environmental Improvements	✓
Decarbonisation of Transport & Sustainable Mobility	
Active Travel	✓

* Based on the 2021 Final Business Case - subject to review prior to seeking approval to award main works contract post tender.

M28 Cork to Ringaskiddy

Local Authority:	Cork
Road length:	12.5km
Cross-section:	Motorway
Project Stage:	Statutory Processes

Next PSC Gateway:	Final Business Case
Construction Timeframe:	Q3 2024 (and will take 4 years)
BCR:	3.4
Forecast Cost Range:	€250m*

Project description

The N28 is a national primary road which connects the N40 South Ring Road to the Port of Cork in Ringaskiddy and is a high volume route for both passenger and freight traffic.
The proposed M28 Project consists of the construction of 10.9km of motorway from the N40 Bloomfield Interchange to Barnahely and a 1.5km single carriageway protected road from Barnahely to the Port of Cork in Ringaskiddy village.
Advance works are currently underway and consist of Site Clearance, Fencing, Archaeology, Utility diversions, Site Investigations and Environmental works.

Strategic value

As the Port of Cork is part of the North Sea-Mediterranean TEN-T Corridor, the N28 project will enhance this freight corridor, strengthening the link between Ireland, the UK and mainland Europe.
The project forms part of a critical point of connection and will undoubtedly have positive economic, social and environmental impacts on the surrounding area and wider region.
The project improves the safety and capacity of the N28 corridor, facilitating the full relocation of the Port of Cork from Tivoli docks and allowing the regeneration and development of this area of Cork city.

Problem to be addressed

Serving large numbers of passenger and freight traffic already, the existing N28 (a single carriageway) is currently facing significant congestion. As congestion issues worsen, economic growth for the Port, the Strategic Employment Zone in Ringaskiddy and the greater Cork region, will be hindered.
One aim of this project is to improve the traffic related impact of the existing N28 on the environment in the communities through which the road passes.
There are also a number of safety concerns with the road being identified as having a High Collision Location.
Decarbonising Transport - The project will reduce traffic volumes on the existing N28 and reduce congestion, with measures included to reduce the noise pollution and environmental impacts on nearby residential areas. With traffic redirected to the new motorway, the national road (running from Carr's Hill to Douglas) will be developed to facilitate safer cycling and walking routes.

Legacy Infrastructure Data:

Traffic volumes exceed efficient operating capacity	Yes
Collision Rating	Average
Asset Condition Rating	Poor

Opportunities and Benefits

This project will increase the safety of the N28 Corridor, in addition to improving the connectivity between Cork City, the surrounding areas and international markets.

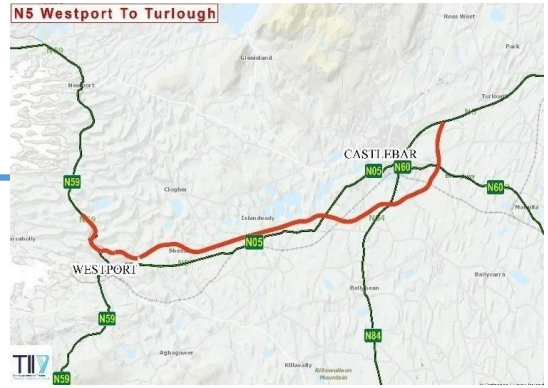
The project supports the strategic development of the Port at Ringaskiddy (allowing the regeneration of the Tivoli area of Cork City) and aids the economic development of the Strategic Employment Zone of Ringaskiddy and the commuter town of Carrigaline.

Enhanced Road Safety	✓
Efficient Access to Markets	✓
Improved Urban Environment	✓
Better Access to Home Tourism Market	–
Regional Connectivity	✓
Better Connectivity (Transport Corridors)	✓
Reliable and Safer Bus Journeys	✓
Environmental Improvements	✓
Decarbonisation of Transport & Sustainable Mobility	✓
Active Travel	✓

* Based on 2019 Preliminary Business Case.

Details of Projects at Construction

N5 Westport to Turlough



Local Authority:	Mayo
Road length:	20.3Km
Cross-section:	Expressway
Project Stage:	Construction & implementation

Next PSC Gateway:	Project Completion Report
Construction Timeframe:	Construction commenced Q1 2020
BCR:	1.5 - 1.6
Forecast Cost:	€240m*

Project description

The proposed N5 road project stretches from northwest of Westport in the townland of Deerpark East to a point East of Castlebar in the townland of Ballyneggin. The design of the proposed N5 mainline is an Expressway with major junctions at the intersection of the N59, existing N5, N84 and N60.
The project includes six roundabouts and two rail bridges over the railway line between Westport and Dublin. A 20.3km dual carriageway from Westport will be constructed to eastern Castlebar, along with a 2.5km single carriageway bypass north of Westport.
Current status: Construction completion is expected in April 2023.

Strategic value

The delivery of this project will enable economic development in the West of Ireland, while greatly enhancing connectivity within the region, as well as improving the link between the midlands and the West of Ireland.
Improving the infrastructure will also allow for more reliable and safer bus journeys, increasing local use of public transport.
The project encourages active transport in the area, with connections to an existing Greenway. This connection will further promote tourism in the area.

Problem to be addressed

The existing N5 network suffers from poor alignment and cross-sectional width, and has many private and commercial developments across the route. It also has a collision rating twice above average.
The high traffic volumes and high number of collisions have led to a number of instances where this network has been difficult to access for long periods of time. The has resulted in varying journey times across the route, reducing productivity and efficiency in the area.
Acting as connector between the West and Midlands of Ireland, the current infrastructure is inhibiting the connectivity of the regions and dampening the economic growth.

Legacy Infrastructure Data:

Traffic volumes exceed efficient operating capacity	Yes
Collision Rating	Twice Above Average
Asset Condition Rating	Adequate

Opportunities and Benefits

It is anticipated that the project will result in an improvement to road safety by reducing the frequency and severity of collisions. It will facilitate better journey time reliability.
The project facilitates the improvement of the urban environment of both Westport and Castlebar. The upgrade to the network will reduce stop start traffic in the towns, with a resultant decrease in the air and noise pollution.
The project also enables better access to Westport and its surrounding areas, which are key tourist destinations in the West of Ireland.
The project encourages active transport in the area, with improvements to sections of the existing Great Western Greenway and enhanced connectivity to this important amenity.

Enhanced Road Safety	✓
Efficient Access to Markets	✓
Improved Urban Environment	✓
Better Access to Home Tourism Market	✓
Regional Connectivity	✓
Better Connectivity (Transport Corridors)	✓
Reliable and Safer Bus Journeys	✓
Environmental Improvements	✓
Decarbonisation of Transport & Sustainable Mobility	–
Active Travel	✓

* Based on 2019 Business Case.

M8/N40/N25 Dunkettle

Local Authority:	Cork
Road length:	N/A
Cross-section:	Interchange
Project Stage:	Construction & Implementation

Next PSC Gateway:	Project Completion Report
Construction Timeframe:	Construction commenced Q4 2020
BCR:	4.2 to 6.5
Forecast Cost:	€216

Project description

The Dunkettle Interchange is a major junction located approximately 6km east of Cork City and is at the intersection between the M8/N8 road from Dublin to Cork, the N25 road from Waterford to Cork and the N40 South Ring Road via the Jack Lynch Tunnel. The proposed project will see the Dunkettle Interchange upgraded to a free flowing junction with a new interchange being provided to the east of the main interchange to cater for local traffic movements. In addition, improvements will be made to the Silversprings junction on the N8 into the City as part of this project. The cycle lane / footway between the N8 and the Dunkettle Road was opened in October 2020 and is in use. Construction completion anticipated early 2024.

Strategic value

The existing Dunkettle Interchange is a strategically important Intersection and this project will promote enhanced regional accessibility, by improving connectivity between Cork, Dublin and Waterford.
The project allows improved access via a link road to Little Island, a strategic resource of national importance for manufacturing, jobs and exports. There will be a bus corridor provided on this link road, encouraging the transition to road-based public transport.
The project will also facilitate economic growth and result in reliable journey times for road users and quality of life benefits for residents of Cork.

Problem to be addressed

As a major intersection between the M8/N8/N25/N40, the Dunkettle Interchange is a highly trafficked junction which is controlled by traffic lights.
The existing interchange is currently carrying in excess of 100,000 vehicles daily. The interaction of traffic from multiple directions, coupled with the increasing vehicle numbers is causing significant delays to journey times.
As demand for the route continues to increase, the lack of journey time reliability will act as a barrier to economic growth for Cork City.
In addition to this, there are a number of safety concerns with the road being identified as having a twice above average collision rating.
Lack of cycleway facilities to and from Little Island will also be addressed, thereby promoting physical activity and aiding modal shift (decarbonisation).

Legacy Infrastructure Data:

Traffic volumes exceed efficient operating capacity	Yes
Collision Rating	Twice Above Average
Asset Condition Rating	Poor

Opportunities and Benefits

The project aims to remove the traffic light system currently in place, allowing a free flow junction that will provide considerable time saving benefits for passenger and freight traffic using the network.
Improvements in journey time reliability will encourage the use of public transport in the area, with the project facilitating access to future Park and Ride or public transport facilities. .
The project enhances the connectivity between the two largest cities in Ireland, promoting economic growth and facilitating the long term development of the Atlantic Corridor. In addition, the project will see the provision of cycling and walking facilities on the existing Interchange, providing a safer environment for vulnerable road users.

Enhanced Road Safety	✓
Efficient Access to Markets	✓
Improved Urban Environment	
Better Access to Home Tourism Market	✓
Regional Connectivity	✓
Better Connectivity (Transport Corridors)	✓
Reliable and Safer Bus Journeys	✓
Environmental Improvements	✓
Decarbonisation of Transport & Sustainable Mobility	✓
Active Travel	✓

N22 Macroom to Ballyvourney

County:	Cork
Road length:	22km
Cross-section:	Expressway
Project Stage:	Construction & implementation

Next PSC Gateway:	Project Completion Report
Construction Timeframe:	Construction commenced Q1 2020
BCR:	3.0 to 3.4
Forecast Cost:	€280m*

Project description

The N22 runs from Cork City to Tralee, bypassing several towns and villages including Macroom, Ballyvourney and Ballymakeery. The proposed bypass project includes the construction of a dual carriageway from Macroom to Ballyvourney, finishing just before the county bounds of Kerry.
The project consists of a 22km dual carriageway with four junctions beginning west of Ballyvourney passing the north of Macroom and re-joining the existing N22 south of Macroom. Sectional Completion envisaged with Macroom bypass opening in December 2022.

Strategic value

The N22 project strengthens the links between Cork and Kerry and provides resilient transport infrastructure to support economic growth in the wider region. In addition to this, the route provides increased access to home and international markets.
One of the primary social and environmental benefits of the project is the improvement in noise and air to the surrounding urban areas. In addition to this, and with traffic redirected to the Macroom bypass, existing roads will be developed to facilitate safer cycling and walking routes.

Problem to be addressed

The N22 is a key route in the South-West region and the current traffic volumes on the route give rise to unreliable journey times. As the road is a major connection between Cork (including Cork Airport) and Kerry, this ultimately prohibites economic growth and prosperity in the region.
The existing N22 route has a poor road safety record and was reported to be the most prone road for fatal and serious collisions on the National Road Network between 2014 and 2018, directly impacting cyclists and pedestrians who are the most vulnerable on the roads.
The volumes of traffic travelling daily on the existing road – and through the town of Macroom are also causing air and noise quality issues in the area and for local residents of Macroom and Ballymakeery.
Decarbonising Transport - With the opening of the Macroom Interim Bypass on the 9th December 2022, the volume of traffic in the town has reduced significantly with follow on air and noise quality improvements.
Active travel scheme proposed in existing N22 is progressing and at planning stage and will support modal shift.

Legacy Infrastructure Data:

Traffic volumes exceed efficient operating capacity	Yes
Collision Rating	Average
Asset Condition Rating	Poor

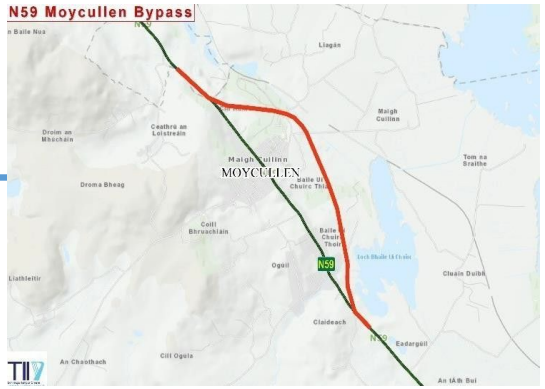
Opportunities and Benefits

Through the provision of reliable transport infrastructure, the project will improve connectivity between Cork and Kerry, ensuring enhanced regional accessibility (a national strategic outcome under the government's National Development Plan). By reducing traffic volumes on the existing N22 the proposed project will drastically improve journey times and allow for safer and more reliable journeys for road users.
In diverting daily traffic away from Macroom, the project will improve the urban environment of the town by reducing air and noise pollution.
In addition to this, the Macroom bypass will provide increased freight capacity and direct connectivity for large vehicles. With the opening of the Macroom Interim Bypass on the 9th December 2022, the volume of traffic in the town has reduced significantly which has resulted in air and noise quality improvements.

Enhanced Road Safety	✓
Efficient Access to Markets	✓
Improved Urban Environment	✓
Better Access to Home Tourism Market	✓
Regional Connectivity	✓
Better Connectivity (Transport Corridors)	✓
Reliable and Safer Bus Journeys	✓
Environmental Improvements	✓
Decarbonisation of Transport & Sustainable Mobility	–
Active Travel	✓

* Based on 2019 Business Case.

N59 Moycullen Bypass



Local Authority:	Galway
Road length:	4.3Km
Cross-section:	Single
Project Stage:	Construction & Implementation

Next PSC Gateway:	Project Completion Report
Construction Timeframe:	Construction commenced Q4 2021
BCR:	2.3
Forecast Cost	€70m*

Project description

The project is located on the N59 National Secondary Route which extends from Sligo to Galway City.
It consists of the construction of a 4.3km standard single carriageway road bypass of Moycullen Village. This is located between the townland of Drimcong, approximately 1.5km north-west of Moycullen Village, to the townland of Clydagh, approximately 2km south-east of Moycullen Village.
Current status: Construction completion expected in Q4 2023

Strategic value

The project forms part of the main connection between Connemara and Galway City. The route will support the economic development of the areas surrounding it. Additionally the route forms part of the Wild Atlantic Way and will provide improved access to tourists visiting the regions.
A benefit from this project is the environmental improvements in the village associated with removing through National Traffic.
Additionally, the reduction in journey time for road users on the National Route will improve commute time and further facilitate regional connectivity for workers in these areas.

Problem to be addressed

The village of Moycullen experiences high volumes of traffic with thousands of vehicles passing through the village everyday. The signalised junction and narrow roads result in traffic delays, particularly during peak periods. This is mainly commuter traffic travelling from Connemara, Oughterard and further West during peak times.
Acting as the main route to Connemara, the condition of the road affects freight travel as well as emergency service access to the locals.
With the thousands of vehicles passing through Moycullen Village everyday, the urban environment is being impacted and local residents are subjected to noise, air and water pollution.
Facilities for pedestrians and cyclists in the village have been provided in advance, as part of this project delivery.

Legacy Infrastructure Data:

Traffic volumes exceed efficient operating capacity	Yes
Collision Rating	Average
Asset Condition Rating	Adequate

Opportunities and Benefits

The project will enhance connectivity to the Connemara region which will provide better and safer connectivity to the remote communities of Connemara, improving accessibility to key employment, education and healthcare.
As Connemara is a major part of the Wild Atlantic Way, the project will enhance access for tourists travelling to the area.
The Moycullen bypass will provide improved safety and will reduce passenger travel time. The active ports in Connemara will have an improved network for freight travel and for the locals. This will support the economic growth of the wider region.

Enhanced Road Safety	✓
Efficient Access to Markets	✓
Improved Urban Environment	✓
Better Access to Home Tourism Market	✓
Regional Connectivity	✓
Better Connectivity (Transport Corridors)	✓
Reliable and Safer Bus Journeys	✓
Environmental Improvements	✓
Decarbonisation of Transport & Sustainable Mobility	–
Active Travel	✓

* Based on 2021 Final Business Case

N69 Listowel Bypass

Local Authority:	Kerry
Road length:	6km
Cross-section:	Single
Project Stage:	Construction & Implementation

Next PSC Gateway:	Project Completion Report
Construction Timeframe:	Construction commenced Q1 2022
BCR:	1.4
Forecast Cost :	€62m*

Project description

The N69 runs through Listowel Town connecting Tralee and its hinterland to North Kerry and West Limerick / Clare, carrying a high volume of heavy commercial vehicles.
This project is approximately 6km in length and includes upgrades to an existing relief road and development of a western and northern bypass of Listowel Town. The project consists mostly of construction of new road, with some online improvements of the existing network along the mainline, and also side road improvements. Construction completion anticipated Q2 2024.

Strategic value

The N69 project strengthens the links between Limerick and Kerry and provides resilient transport infrastructure to support economic growth in the wider region. The project is strategically important to local residents and commuters who use the route daily.
By alleviating through traffic, the urban environment of the heritage town of Listowel will benefit from trade and tourism improvements. In addition, the project will promote active travel in the area through the provision of safer cycling lanes and walkways.

Problem to be addressed

As a critical point of connection for Kerry, the N69 carries traffic travelling to and from the Institute of Technology Tralee and commuters travelling to and from other employment centres in the region.
Listowel is a bottleneck on the N69 route and is subject to severe congestion particularly at peak periods. The existing infrastructure is inadequate to handle the volume of traffic using the route, with the road through the town centre being substandard in terms of cross-sectional width.
This makes the route not suitable for the HGV traffic which it is subjected to and causes safety concerns for vulnerable road users, including cyclists who have no dedicated facilities at present. The existing N69 route has a poor road safety record with a collision rating twice above average.
The volumes of traffic travelling through the town of Listowel is leading to significant delays in travel time for road users, while also causing air and noise quality issues in the area for local residents.

Legacy Infrastructure Data:

Traffic volumes exceed efficient operating capacity	No
Collision Rating	Twice Above Average
Asset Condition Rating	Very Poor

Opportunities and Benefits

Through the provision of more reliable and safer journeys, this project aims to enhance regional accessibility and improve connectivity in the South-West region.
This will improve journey time certainty and quality of life impacts on road users. In addition, the project will enable safer journeys and the improved connectivity will strengthen tourism in the area.
The project will relieve congestion and delays within the heritage town of Listowel. In diverting traffic away from the town centre, the project will improve the noise and air quality. In addition to this, and with traffic redirected to the Listowel Bypass, the existing road will be developed to facilitate safer cycling and walking routes.

Enhanced Road Safety	✓
Efficient Access to Markets	✓
Improved Urban Environment	✓
Better Access to Home Tourism Market	✓
Regional Connectivity	✓
Better Connectivity (Transport Corridors)	✓
Reliable and Safer Bus Journeys	✓
Environmental Improvements	✓
Decarbonisation of Transport & Sustainable Mobility	✓
Active Travel	✓

* Based on 2021 Final Business Case.

5 PART B Greenway Active Projects

Introduction to the Greenways Active List

In September 2021, TII received written Direction from the Minister for Transport, passing responsibility to TII for the management and delivery of the relevant Greenway programme, including as "Approving Authority" under the Public Spending Code.

The Department of Transport recognises the benefits that can arise from the further development of Greenways in Ireland, as a tourism product with significant potential to attract overseas visitors, for local communities in terms of economic benefits, and for all users as an amenity for physical activity and a contributor to health and wellbeing. The Active List provides a credible portfolio of nationally significant greenway projects that support sustainable economic growth in Ireland, and enable the National Strategic Outcomes and priorities of the National Development Plan.

They help:

- Support sustainable economic growth in Ireland;
- Enable the National Strategic Outcomes and priorities of the National Development Plan;
- Facilitate regional development, tourism and economic investment;
- Prioritise the planning and development of walking, cycling and general recreation / physical activity infrastructure;
- Explore opportunities to maximise physical activity and recreation amenities in a natural environment;
- Improve environmental conditions; and
- Reduce the cost of travel to business and individuals.

The Greenways Active list provides an overview of the National and Regional Greenways Programme being funded and promoted by TII.

6 Assessment of Projects

How are Greenway Projects Assessed?

Greenway Projects are assessed in line with the Strategy for the Future Development of National and Regional Greenways.

They are required to meet the following criteria:

Strategic: National Greenways should be at least 100km long
Regional Greenways should be at least 20km long, preferably closer to 40km, or can be extended to connect to a longer strategic route
A Greenway should provide a strategic link to other activities and locations e.g. Walkways, Blueways & Peatways

Sustainable: contribute to the economic growth of rural areas, development of tourism and activity-based holidays which helps to promote National & Regional attractiveness as a tourist destination

Scenic: provide access to/through areas of natural beauty

Substantially Segregated: from vehicular traffic and shared use by pedestrians, cyclists and a range of different users

Offer lots to See & Do: provide access to other facilities i.e. historic sites, tourist attractions and other outdoor activities

Greenway Projects - Opportunities and Benefits

- Transform rural areas around the country
- Provide an outdoor experience for visitors and locals
- Influence the health and well being of its users
- Will connect to other cycling networks and contribute to the development of a National Integrated Network.

The development of Greenways support two specific actions in the National Physical Activity Plan for Ireland;

1. Prioritise the planning and development of walking, cycling and general recreational /physical activity infrastructure
2. Explore opportunities to maximise physical activity and recreational amenities in the natural environment.

7 Greenway Projects List

Greenways at Planning & Design

Greenway Name	Local Authority	Projects Stage	Next Public Spending Code Gateway	Page
Cavan Greenway - Cavan Town to Belturbet	Cavan	Options Selection	Approval in Principle	70
Shannon Greenway - Limerick to Scarriff	Clare	Concept & Feasibility	Approval in Principle	71
West Clare Railway Greenway - Kilrush to Kilkee / Ennis to Moyasta	Clare	Concept & Feasibility / Options Selection	Approval in Principle	72
Dungarvan to Mallow Greenway	Cork	Options Selection	Approval in Principle	73
Inishowen Greenway - Buncrana to Carndonagh	Donegal	Concept & Feasibility	Approval in Principle	74
Inishowen Greenway - Bridgend to Buncrana & Newtowncunningham	Donegal	Design & Evaluation	Approval in Principle	75
Barnesmore Gap - Donegal Town to Ballybofey / Stranorlar	Donegal	Concept & Feasibility	Approval in Principle	76
Burtonport to Letterkenny Greenway	Donegal	Concept & Feasibility	Approval in Principle	77
Fingal Coastal Way	Fingal	Options Selection	Approval in Principle	78
Connemara Greenway - Galway to Oughterard	Galway	Options Selection	Approval in Principle	79
National Cycle Network (NCN)- Galway to Athlone	Galway City & County, Roscommon & Westmeath	Options Selection	Approval in Principle	80
Dundalk Bay to Carlingford Lough Greenway	Louth	Concept & Feasibility	Approval in Principle	81
Great Western Greenway - Newport Town	Mayo	Concept & Feasibility	Approval in Principle	82
Clew Bay - Belclare to Murrisk	Mayo	Options Selection	Approval in Principle	83

Greenways at Planning & Design (cont.)

Greenway Name	Local Authority	Projects Stage	Next Public Spending Code Gateway	Page
Boyne Valley Greenway & Navigation Scheme - Oldbridge Estate Entrance to Navan	Meath	Options Selection	Approval in Principle	84
Ulster Canal Greenway - Clones to Smithborough / Smithborough to Monaghan/ Monaghan to the border with Northern Ireland	Monaghan	Design & Evaluation/ Statutory Consent	Approval in Principle	85
Mid Shannon G/w - Ballyleague/Lanesborough to Tarmonbarry/Strokestown/Roosky	Roscommon	Concept & Feasibility	Approval in Principle	86
Lough Ree G/w - Athlone to Ballyleague/Lanesborough	Roscommon	Concept & Feasibility	Approval in Principle	87
Sligo, Leitrim & Northern Counties Greenway	Sligo, Leitrim, Cavan (Fermanagh & Omagh)	Concept & Feasibility	Approval in Principle	88
Sligo Greenway - Charlestown/ Bellahy to Collooney	Sligo	Concept & Feasibility	Approval in Principle	89
Marlfield to Clonmel Greenway - Convent Road, Clonmel to Marlfield Village	Tipperary	Design & Evaluation	Approval in Principle	90
Kilbeggan to Mullingar Greenway	Westmeath	Concept & Feasibility	Approval in Principle	91
Rosslare To Waterford	Wexford	Design & Evaluation	Approval in Principle	92
Wexford Town to Rosslare Greenway	Wexford	Options Selection	Approval in Principle	93
Greystones to Wicklow	Wicklow	Options Selection	Approval in Principle	94
Arklow to Shillelagh Greenway	Wicklow	Options Selection	Approval in Principle	95

Greenways Progressing to Construction

Greenway Name	Local Authority	Projects Stage	Next Public Spending Code Gateway	Page
Blessington eGreenway - Blessington Lake Loop	GDA	Enabling & Procurement	Pre - Tender Approval	97
South Kerry - Glenbeigh to Reenard Pt	Kerry	Design & Evaluation/ Enabling & Procurement	Approval in Principle/ Pre-Tender Approval	98
Cockleshell Road to Spa, Tralee	Kerry	Enabling & Procurement	Pre - Tender Approval	99
Grand Canal - Sallins Bridge to Clonkeen (Offaly Border)	Kildare	Enabling & Procurement	Pre Tender Approval	100
Grand Canal Greenway - Daingean to Edenderry	Offaly	Enabling & Procurement	Pre Tender Approval	101
Mid Shannon Wilderness - Kilnacarrow Br.-Darogue/Ballymacormack; Corlea Bog	Longford	Enabling & Procurement	Pre Tender Approval	102
Suir Blueway - Gas House Br. - Suir Island, Clonmel	Tipperary	Design & Evaluation	Approval in Principle	103

Greenways at Construction

Greenway Name	Local Authority	Projects Stage	Next Public Spending Code Gateway	Page
Midleton to Youghal Greenway	Cork	Construction & Implementation	Project Completion Report	105
Connemara Greenway - Clifden to Recess	Galway	Construction & Implementation	Project Completion Report	106
North Kerry - Fenit to Limerick Border	Kerry	Concept & Feasibilty / Construction & Implementation	Pre Tender Approval / Project Completion Report	107
Grand Canal Greenway - Alymer Bridge to Sallins	Kildare	Construction & Implementation	Project Completion Report	108
Limerick Greenway - Rathkeale to Abbeyfeale	Limerick	Construction & Implementation	Project Completion Report	109
Clew Bay Greenway - Achill Sound to Bunnacurry	Mayo	Construction & Implementation	Project Completion Report	110
Boyne Valley & Lakelands - Navan to Kingscourt / Wilkinstown to Castletown	Meath	Construction & Implementation	Project Completion Report	111
Turraun to Shannon Harbour	Offaly	Enabling & Procurement / Construction & Implementation	Pre Tender Approval	112
Grand Canal - 12th Lock to Hazelhatch Bridge	South Dublin	Construction & Implementation	Project Completion Report	113
NCN - Athlone Bridge Cycleway (Castle to the Marina)	Westmeath	Construction & Implementation	Project Completion Report	114
South East Greenway - Waterford to New Ross	Wexford	Construction & Implementation	Project Completion Report	115

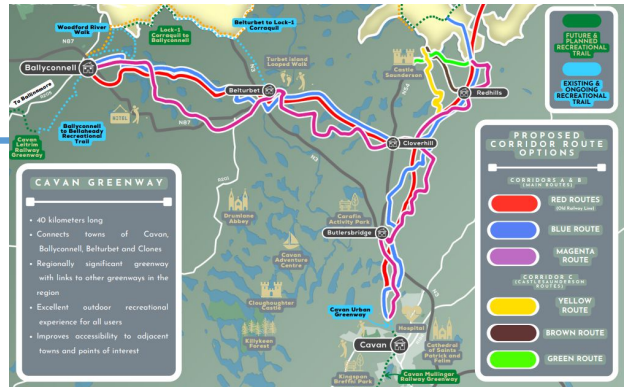
8 Greenway Project Details

Greenways at Planning and Design

Cavan Greenway

Local Authority:	Cavan
Section:	Cavan Town to Belturbet
Project Length:	c. 40km
Project Stage:	Phase 2 Options Selection

Project Category:	Greenway
Next PSC Gateway:	Gate 1 Approval in Principle
Construction Timeline:	2026 to 2028 (Indicative – Subject to Approvals)
Forecast Cost Range:	€30m to €40m*



Background

The Cavan Greenway project is proposed to connect the towns of Cavan, Ballyconnell and Belturbet to the Ulster Canal and Cavan/ Leitrim Greenways currently under development.

The Greenway will form part of a regionally significant route linking up with other Greenways which will traverse counties: Armagh, Monaghan, Fermanagh, Leitrim and Cavan. This will as outlined in the NDP (2021-2030) facilitate in … *creating an island-wide Greenway network, linking the Atlantic coast with the Eastern seaboard through Greenway projects across the border region, creating a transformational green infrastructure asset, benefitting residents and growing sustainable tourism*.

Cavan County Council have progressed the project to Phase 2 (Options Selection) of the TII Project Management Guidelines and are currently examining options with a view to establishing a Preferred Route.

Project Description

The Cavan Greenway project is proposed to be approximately 40 kilometres in length and will comprise three corridors, namely:

The South – North Corridor (from Cavan Town to the Ulster Canal Greenway); The East – West Corridor (from Cloverhill to Ballyconnell);

Link to Castlesaunderson (from the vicinity of Redhills Village to the Castlesaunderson Heritage Site).

Strategic Value/ Value to the Region

National/Cross Border

The development of this Greenway will provide a direct link into the proposed National Cycle Network in Cavan Town. In addition, the proposed Cavan Greenway will tie-in with the proposed Ulster Canal Greenway in Clones which aims to strengthen tourism in the area by increasing accessibility to the Ulster Canal that serves as an invaluable heritage and cultural resource; this will also facilitate an important cross border link which will achieve a more connected, sustainable and prosperous island, through all-island partnership in the years ahead.

Regional

The proposed Cavan Greenway will connect the towns of Cavan, Ballyconnell, Belturbet and Clones (Co. Monaghan). It will form part of a regionally significant Greenway that will provide linkages with other proposed Greenways in the Cavan/ Monaghan/ Leitrim region and will provide an excellent outdoor experience for all users.

The development of this project would unlock the tourism potential of the counties it traverses; creating opportunities to attract domestic and international visitors to come, explore and stay in the region.

Local

Development of the Greenway will promote Active Travel opportunities locally, facilitating sustainable opportunities for modal shift. It also offers tourism potential creating opportunities for the strengthening of urban and rural economies, including those areas between Cavan Town and Belturbet.

Other relevant Greenways in the Region

Other relevant Greenways in the Region include: The Cavan Urban Greenway, Belturbet to Lock 1 Corraquil Recreational Trail, Ballyconnell to Ballyheady Recreational Trail, Cavan - Leitrim Greenway.

General alignment with the 5 S's

Scenic, **S**trategic, **S**ustainable, Offers lot's to **S**ee and Do, Substantially **S**egregated & **S**hared Use	✓

Significance

Facilitating EuroVelo 1 (Atlantic Coast Route)	
Facilitating EuroVelo 2 (Capitals Route)	
Facilitating the National Cycle Network (or linkages)	✓
Facilitating Cross Border Linkages (Northern Ireland)	✓
Connecting Tourist Attractions	✓
Connecting Towns	✓
> 40km (or contributing to/ with potential to be)	✓

* Based on Early Forecast Cost.

Shannon Greenway - Limerick to Scarriff

Local Authority:	Clare & Limerick
Section:	Limerick to Scarriff
Project Length:	41km
Project Stage:	Phase 1 Concept and Feasibility

Project Category:	Greenway
Next PSC Gateway:	Gate1 Approval in Principle
Construction Timeline:	TBA as planning and design progresses
Forecast Cost Range:	>€20m*

Background

Waterways Ireland together with Limerick City & County Council and Clare County Council are developing this Greenway which forms part of the proposed Shannon Greenway. It is envisaged as a gateway to and from the heart of Limerick City to Scarriff Town with connections to nearby villages and towns.

Project Description

The proposed approx. 40km Greenway is planned to begin near the University of Limerick at Black Bridge, Plassey and continue along the Errina Canal to Clonlara before arriving at the Ardnacrusha Headrace. From Lough Derg, the Greenway will continue to Killaloe and onwards to its termination at Scariff Harbour.

Strategic Value/ Value to the Region

National

This greenway aims to provide over 40km off road National Greenway, in line with 'Strategy for the Future Development of National and Regional Greenways' from Limerick City to Scariff. When delivered, the route will form part of the National Cycling Network.

Regional

The Greenway from Limerick to Scariff is being developed in the context of Fáilte Ireland's Hidden Heartlands brand, The Shannon Tourism Masterplan, The Lough Derg Visitor Experience Development Plan and Clare's Tourism Strategies.

Local

The development of the It creates opportunities for the strengthening of urban and rural economies, by attracting increased numbers of visitors and increasing the active travel potential between the connected towns and villages.

Other relevant Greenways in the Region

Limerick (UL) to Montpelier
Ballina to Dromineer

General alignment with the 5 S's

Scenic, **S**trategic, **S**ustainable, Offers lots to **S**ee and Do, Substantially **S**egregated & **S**hared Use	✓

Significance

Facilitating EuroVelo 1 (Atlantic Coast Route)	
Facilitating EuroVelo 2 (Capitals Route)	
Facilitating the National Cycle Network (or linkages)	✓
Facilitating Cross Border Linkages (Northern Ireland)	
Connecting Tourist Attractions	✓
Connecting Towns	✓
> 40km (or contributing to/ with potential to be)	✓

* Based on Early Forecast Cost range.

West Clare Railway Greenway

Local Authority:	Clare
Section:	Kilrush to Kilkee; Ennis to Moyasta
Project Length:	110km approximately
Project Stage:	Phase 1 Concept and Feasibility; Phase 2 Route Selection

Project Category:	Greenway
Next PSC Gateway:	Gate1 Approval in Principle
Construction Timeline:	TBA as planning and design progresses
Forecast Cost Range:	>€20m* (each section)

Background

The proposed development consists of the construction of a greenway along the corridor of the old West Clare Railway line. The historic railway line was 88km in length and connected the towns and villages of West Clare.

The proposed Greenway may extend to approximately 110km to incorporate linkages from the main route to the towns and villages. The proposed project has been divided into 4 sections. Section 1 between Kilrush and Kilkee is currently at design and evaluation stage. The remaining 3 sections are at the earlier concept and feasibility stage.

Project Description

Section 1 of the West Clare Railway consists of the development of a 20km Greenway linking the towns and villages of Kilrush, Moyasta and Kilkee. Section 2 is 25km in length and commences to the north of the county in Ennis, and on towards Corofin and Ennistymon. Section 3 then continues along the west coast from Ennistymon for 18km, via Lahinch and Milltown Malbay where the final Section 4 continues south to join Section 1 at Moyasta. The proposed route is in the region of 110km overall, with the potential for local links and is envisaged to generally follow the route of the former railway line, where feasible.

Strategic Value/ Value to the Region

National

This greenway forms part of the proposed development of West Clare Railway Greenway which would creates in the region of 110km of off-road National Greenway, in line with '*Strategy for the Future Development of National and Regional Greenways*' from Ennis to Kilrush and Kilkee. A large portion of the route aligns with Eurovelo 1. In addition, the route would connect with the National Cycling Network at Ennis.

Regional

The greenway will enhance the well established tourist destination of West Clare. It has the potential to attract increased volumes of tourists to the area and to become a destination greenway, given the high scenic nature of the route. The route provides increased connectivity between Ennis and West Clare.

Local

Development of the Greenway connects the seaside towns of Kilrush and Kilkee with those along the coast and onwards to the county town of Ennis. It creates opportunities for the strengthening of urban and rural economies, by attracting increased numbers of visitors and increasing the active travel potential between the connected towns and villages.

Other relevant Greenways in the Region

West Clare Railway Greenway

General alignment with the 5 S's

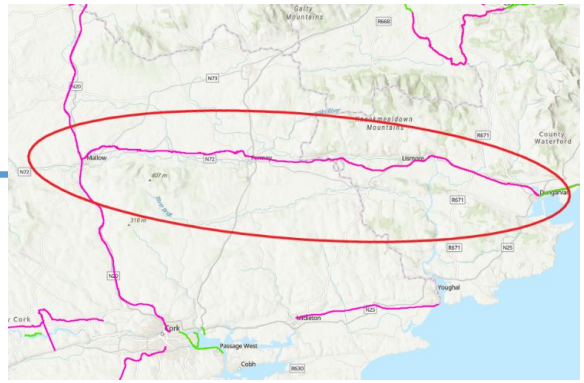
Scenic, **S**trategic, **S**ustainable, Offers lots to **S**ee and Do, Substantially **S**egregated & **S**hared Use	✓

Significance

Facilitating EuroVelo 1 (Atlantic Coast Route)	✓
Facilitating EuroVelo 2 (Capitals Route)	
Facilitating the National Cycle Network (or linkages)	✓
Facilitating Cross Border Linkages (Northern Ireland)	
Connecting Tourist Attractions	✓
Connecting Towns	✓
> 40km (or contributing to/ with potential to be)	✓

* Based on Early Forecast Cost range. Scheme is being developed in 4 sections.

Dungarvan to Mallow Greenway



Local Authority:	Cork and Waterford
Section:	Dungarvan to Mallow
Project Length:	85km approximately
Project Stage:	Phase 2 Options Selection

Project Category:	Greenway
Next PSC Gateway:	Gate1 Approval in Principle
Construction Timeline:	TBA as planning and design progresses
Forecast Cost Range:	€20 - €100m*

Background

The proposed development consists of the construction of a greenway along the corridor of the old Mallow to Dungarvan railway line insofar as possible, connecting towns and villages along the route. When delivered and connected to the existing Waterford Greenway it will provide a 140km continuous off-road cycling and walking facility.

Project Description

The proposed development consists of the construction of a approximately 80km off-road rural greenway broadly along the old railway corridor, commencing at the existing Waterford Greenway at Dungarvan with the aim of connecting the towns and villages of Cappoquin, Lismore, Ballyduff, Clondulane, Fermoy, Ballyhooly, Castletownroche and Killavullen and ending at Mallow town.

Strategic Value/ Value to the Region

National

The development of Mallow to Dungarvan Greenway in collaboration between Cork County Council and Waterford City & County Council would create a 140km off road National Greenway, in line with 'Strategy for the Future Development of National and Regional Greenways' from Waterford to Mallow, via Dungarvan, Lismore and Fermoy. It will connect to the National Cycle Network at Mallow and at Dungarvan.

Regional

The route enhances regional connectivity by integrating with existing and planned cycle infrastructure. The termination at Mallow is serviced by commuter rail service to Midleton via Cork city, thus providing connection to the Midleton to Youghal Greenway (under construction). Additionally there is a rail service from Mallow to Killarney and Tralee.

Local

Development of the Greenway will promote Active Travel opportunities locally, facilitating sustainable opportunities for modal shift. It also offers tourism potential creating opportunities for the strengthening of urban and rural economies of the towns and villages on the entire 140km route.

Other relevant Greenways in the Region

Connects directly to Waterford Greenway at Dungarvan

Midleton Youghal Greenway

General alignment with the 5 S's

Scenic, **S**trategic, **S**ustainable, Offers lots to **S**ee and Do, Substantially **S**egregated & **S**hared Use	✓

Significance

Facilitating EuroVelo 1 (Atlantic Coast Route)	
Facilitating EuroVelo 2 (Capitals Route)	
Facilitating the National Cycle Network (or linkages)	✓
Facilitating Cross Border Linkages (Northern Ireland)	
Connecting Tourist Attractions	✓
Connecting Towns	✓
> 40km (or contributing to/ with potential to be)	✓

* Based on Early Forecast Cost range.

Inishowen Greenway

Local Authority:	Donegal
Section:	Buncrana to Carndonagh
Project Length:	c. 32km (of a wider Inishowen Greenway)
Project Stage:	Phase 1 Concept & Feasibility

Project Category:	Greenway
Next PSC Gateway:	Gate1 Approval in Principle
Construction Timeline:	2027 to 2028 (Indicative – Subject to Approvals)
Forecast Cost Range:	€20m to €30m*

Background

This Greenway forms part of the envisaged Inishowen Greenway, a 104km network which loops around the peninsula and which as outlined in the NDP (2021-2030) facilitates in … *creating an island-wide Greenway network, linking the Atlantic coast with the Eastern seaboard through Greenway projects across the border region, creating a transformational green infrastructure asset, benefitting residents and growing sustainable tourism.*

Donegal County Council are currently progressing the Project through Phase 1 (Concept & Feasibility) of the TII Project Management Guidelines.

Project Description

The 32km Greenway is proposed to link the towns of Carndonagh and Donegal's second largest town Buncrana.

The proposal seeks to provide a circular route around the Inishowen peninsula connecting into exiting cycle provisions in Muff Co. Donegal and onwards into Derry City.

In addition to various local towns and villages, the following tourist attractions and places of interest are in the vicinity of the route corridor and will add to the Greenway experience: Slieve Snaght; Bulbin Mountain; Dunree Military Fort; Swan Park; Wild Atlantic Way; Glenevin Waterfall; Inishowen 100; Amazing Grace Park.

Strategic Value/ Value to the Region

National/Cross Border

The development of this Greenway will provide a direct link into the proposed National Cycle Network in Buncrana. The route is an extension of the Inishowen Greenway route which will extend the cross border route into the heart of Inishowen and also provide an onward link from the EuroVelo 1 route at Bridgend; it will also facilitate an important cross border link which will achieve a more connected, sustainable and prosperous island, through all-island partnership in the years ahead.

Regional

The wider Greenway, when complete will connect the Inishowen Peninsula with Letterkenny and Derry City creating opportunities for green tourism and economic development within this region.

Local

Development of the Greenway will promote Active Travel opportunities locally, facilitating sustainable opportunities for modal shift. It also offers tourism potential creating opportunities for the strengthening of urban and rural economies, including those areas between Buncrana and Carndonagh.

Other relevant Greenways in the Region

This route will form part of the circular Inishowen Greenway. The route will link directly into the Inishowen Greenway in Buncrana which will then provide an onward link to Newtowncunningham, Burnfoot Bridgend and the Derry city urban Greenway network.

General alignment with the 5 S's

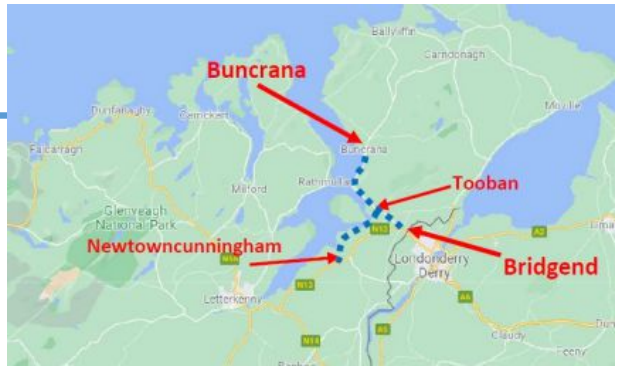
Scenic, **S**trategic, **S**ustainable, Offers lot's to **S**ee and Do, Substantially **S**egregated & **S**hared Use	✓

Significance

Facilitating EuroVelo 1 (Atlantic Coast Route)	
Facilitating EuroVelo 2 (Capitals Route)	
Facilitating the National Cycle Network (or linkages)	✓
Facilitating Cross Border Linkages (Northern Ireland)	
Connecting Tourist Attractions	✓
Connecting Towns	✓
> 40km (or contributing to/ with potential to be)	✓

* Based on Early Forecast Cost range.

Inishowen Greenway



Local Authority:	Donegal
Section:	Bridgend to Buncrana & Newtowncunningham
Project Length:	c. 29km (of a wider Inishowen Greenway)
Project Stage:	Phase 3 Design and Environmental Evaluation (Under Review)

Project Category:	Greenway
Next PSC Gateway:	Gate1 Approval in Principle
Construction Timeline:	To be Confirmed
Forecast Cost Range:	€20m to €30m*

Background

This Greenway which connects Bridgend (north of Derry City) to Buncrana forms part of the envisaged Inishowen Greenway, a 104km network which loops around the peninsula and which as outlined in the NDP (2021-2030) facilitates in … *creating an island-wide Greenway network, linking the Atlantic coast with the Eastern seaboard through Greenway projects across the border region, creating a transformational green infrastructure asset, benefitting residents and growing sustainable tourism.*

Donegal County Council are currently progressing the Project through the early planning and design phases of the TII Project Management Guidelines.

Project Description

This Greenway will run from Bridgend on the Donegal/Derry Border to Buncrana the second largest urban and commercial town in the county. The route is part of the envisaged Inishowen Greenway, a 104km national Greenway around the peninsula. Modal shift, leisure use and Eco tourism are key divers of this project which will connect adjacent towns/villages and local amenities/attractions and will link the settlements of Bridgend, Burnfoot, Fahan, Lisfannon and Newtowncunningham with the larger settlements and employment hubs of Derry and Buncrana.

Strategic Value/ Value to the Region

National/Cross Border

The development of this Greenway will support the delivery of the proposed National Cycle Network between Bridgend and Buncrana. The route was developed as a cross border route between Derry and Buncrana and will provide for a connection into the EuroVelo Route 1; it will also facilitate an important cross border link which will achieve a more connected, sustainable and prosperous island, through all-island partnership in the years ahead.

Regional

The wider Greenway when complete will connect the Inishowen Peninsula with Letterkenny and Derry City creating opportunities for green tourism and economic development within this region.

Local

Development of the Greenway will promote Active Travel opportunities locally, facilitating sustainable opportunities for modal shift. It also offers tourism potential creating opportunities for the strengthening of urban and rural economies, including those areas between Bridgend (and Derry City) and Buncrana.

The proposed route connects into the Inch Wildfowl reserve and follows the old railway line along the banks of Lough Swilly. Given the scenic nature of the scheme as part of the wild Atlantic way tourism route, the Greenway will provide opportunities for activity and leisure based tourism and the supporting service industry providing opportunities to contribute to the economic growth in the region and in particular these border villages.

Other relevant Greenways in the Region

This Greenway has been designed to link into the Derry City urban Greenway network. It will also connect into the proposed Inishowen Greenway which is a circular route. The Greenway also links into the Inch wildfowl reserve which is a leisure facility with circular walking / cycle route. The route also links into EuroVelo 1.

General alignment with the 5 S's

Scenic, **S**trategic, **S**ustainable, Offers lot's to **S**ee and Do, Substantially **S**egregated & **S**hared Use	✓

Significance

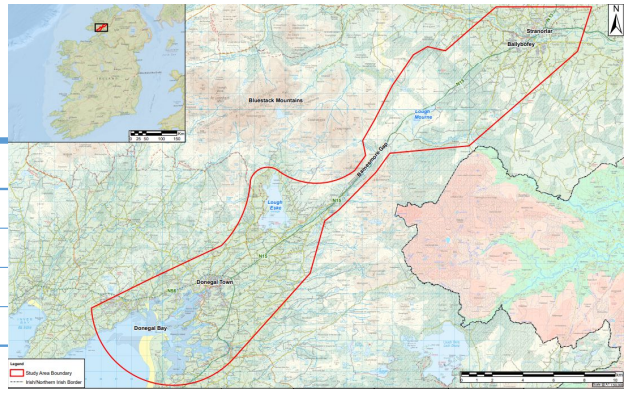
Facilitating EuroVelo 1 (Atlantic Coast Route)	
Facilitating EuroVelo 2 (Capitals Route)	
Facilitating the National Cycle Network (or linkages)	✓
Facilitating Cross Border Linkages (Northern Ireland)	✓
Connecting Tourist Attractions	✓
Connecting Towns	✓
> 40km (or contributing to/ with potential to be)	✓

* Based on Early Forecast Cost range.

Barnesmore Gap Greenway

Local Authority:	Donegal
Section:	Donegal Town to Ballybofey/ Stranorlar
Project Length:	c. 28km
Project Stage:	Phase 1 Concept & Feasibility

Project Category:	Greenway
Next PSC Gateway:	Gate1 Approval in Principle
Construction Timeline:	2026 to 2027 (Indicative – Subject to Approvals)
Forecast Cost Range:	€20m to €30m*



Background

The Greenway proposed occurs between the urban centres of Donegal Town and Ballybofey/ Stranolar, it also occurs within a corridor which is being considered for inclusion in the National Cycle Network.

Donegal County Council are currently progressing the Project through Phase 1 (Concept & Feasibility) of the TII Project Management Guidelines.

Project Description

The Barnesmore Gap Greenway will run from the twin towns of Ballybofey & Stranorlar to the historic town of Donegal passing through the iconic mountain pass between the Bluestack Mountains (which contains the N15 national road and the former County Donegal Railway line). The Greenway will provide an off-road experience for cyclists, runners and walkers between south and north Donegal while also further enhancing the tourism potential and connectivity to this region. The following tourist attractions and places of interest are in the vicinity of the route corridor and will add to the Greenway experience: Bluestack Mountains walks; The famous Biddy O'Barnes Pub; Cappry Roadhouse Bar; Lough Mourne; Lowerymore River; Lough Eske; Donegal town (attractions include: Magees Tweeds; Donegal Castle; Donegal Friary; Donegal Bay Waterbus;) Ballybofey/Stranorlar (attractions include: Drumboe Woods; Finn Park; Finn Valley Leisure Centre; McElhanney's Department Store)

Strategic Value/ Value to the Region

National

The development of this Greenway will support the delivery of the proposed National Cycle Network through the Barnesmore Gap between Donegal Town and Ballybofey/ Stranolar.

Regional

The Greenway will provide an off-road experience for cyclists, runners and walkers between south and north Donegal while also further enhancing the tourism potential and connectivity to this region - particularly in the areas surrounding Donegal Town and Ballybofey/ Stranolar.

Local

Development of the Greenway will promote Active Travel opportunities locally, facilitating sustainable opportunities for modal shift. It also offers tourism potential creating opportunities for the strengthening of urban and rural economies, including those areas between Donegal Town and Ballybofey/ Stranolar.

Other relevant Greenways in the Region

Other relevant Greenways in the Region include: A direct link to the North West Greenway network at Lifford providing a cross border link to Strabane. Connection to the Foyle valley Greenway at Carrigans providing a cross border link to Derry City. Direct onward connection to the Strabane and Derry City urban Greenway networks.

General alignment with the 5 S's

Scenic, **S**trategic, **S**ustainable, Offers lot's to **S**ee and Do, Substantially **S**egregated & **S**hared Use	✓

Significance

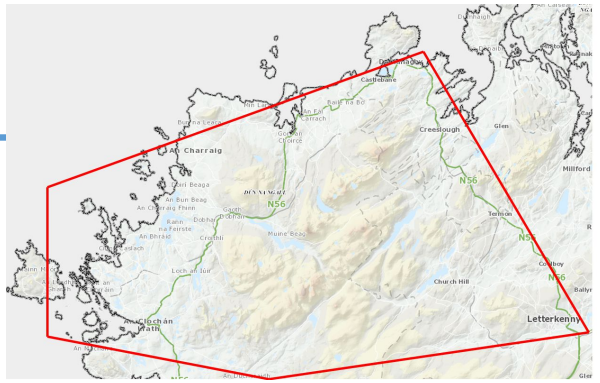
Facilitating EuroVelo 1 (Atlantic Coast Route)	
Facilitating EuroVelo 2 (Capitals Route)	
Facilitating the National Cycle Network (or linkages)	✓
Facilitating Cross Border Linkages (Northern Ireland)	
Connecting Tourist Attractions	✓
Connecting Towns	✓
> 40km (or contributing to/ with potential to be)	✓

* Based on Early Forecast Cost range.

Burtonport to Letterkenny Greenway

Local Authority:	Donegal
Section:	Burtonport to Letterkenny
Project Length:	c. 80km
Project Stage:	Phase 1 Concept & Feasibility

Project Category:	Greenway
Next PSC Gateway:	Gate1 Approval in Principle
Construction Timeline:	2027 to 2031 (Indicative – Subject to Approvals)
Forecast Cost Range:	€50m to €75m*



Background

The route will connect the west of the county with the Letterkenny urban centre. It will also connect into the EuroVelo 1 cycle route and the completed section of the N56 cycle network.

Donegal County Council are currently progressing the Project through Phase 1 (Concept & Feasibility) of the TII Project Management Guidelines.

Project Description

The Greenway will run between the village of Burtonport on the west coast and span across the county to Letterkenny, the largest town in county Donegal. It provides an opportunity to link largely undeveloped areas of the county with sections of the Wild Atlantic Way, the Donegal Cycle Route (part of EuroVelo Route 1) and established walking trails. The project will offer suitable opportunities for modal shift connecting directly into the planned Letterkenny urban cycle network, proposed national road upgrades and the EuroVelo 1 cycle route.

The route also offers a unique opportunity to promote eco tourism in this remote and scenic part of Donegal connecting numerous nationally recognised tourist areas (such as for example Arranmore Island; Burtonport Harbour; Crolly Distillery; Glenveagh National Park; Errigal Mountain; etc.).

Strategic Value/ Value to the Region

National

The Route will link into the EuroVelo 1 Route.

Regional

The Greenway offers the potential to connect the counties largest town, (Letterkenny) with the peripheral areas along the western part of the county. The route has high tourism potential particularly in the coastal regions which could promote opportunities for green tourism and be a driver for economic development within this region.

Local

Development of the Greenway will promote Active Travel opportunities locally, facilitating sustainable opportunities for modal shift. It also offers tourism potential creating opportunities for the strengthening of urban and rural economies, including the area surrounding Letterkenny.

The broad corridor under consideration through this area of outstanding natural beauty (such as the Derryveagh mountains) provides ample scope for a substantially segregated off road route, linking to places of interest, recreation and leisure with plenty to see and do. By linking a number of urban & commercial centres, the Greenway will secure the future of existing businesses and provide opportunities for new businesses along the route promoting sustainable development in the region. The Greenway will provide a visitor attraction and encourage wider tourist expenditure outside of the main traditional tourism centres.

Other relevant Greenways in the Region

The route will provide onward links into the proposed Letterkenny cycle network and onwards into the Active Travel Network being proposed as part of the TEN-T road improvement project. The route will connect with the EuroVelo 1 cycle route and the completed section of the N56 cycle network.

General alignment with the 5 S's

Scenic, **S**trategic, **S**ustainable, Offers lot's to **S**ee and Do, Substantially **S**egregated & **S**hared Use	✓

Significance

Facilitating EuroVelo 1 (Atlantic Coast Route)	✓
Facilitating EuroVelo 2 (Capitals Route)	
Facilitating the National Cycle Network (or linkages)	
Facilitating Cross Border Linkages (Northern Ireland)	
Connecting Tourist Attractions	✓
Connecting Towns	✓
> 40km (or contributing to/ with potential to be)	✓

* Based on Early Forecast Cost range.

Fingal Coastal Way

Local Authority:	Fingal
Section:	
Project Length:	32 km
Project Stage:	Phase 2 Options Selection

Project Category:	Greenway
Next PSC Gateway:	Gate1 Approval in Principle
Construction Timeline:	Q3 2026 to Q3 2028
Forecast Cost Range:	€50m to €60m

Background

New Greenway promoted by Fingal County Council. The project meets all of the criteria highlighted in the Strategy for National and Regional Greenways. It is regarded as strategic in nature in that it will link to other nationally important cycle routes, ultimately connecting the eastern counties of Louth, Meath, and Dublin with the well-developed Greenway network in Northern Ireland. The Greenway will run along the Fingal coastline which boasts breath-taking scenic views of the Irish Sea. It will pass by a number of coastal towns and villages and numerous historical landmarks. The route will be designed to be entirely segregated and will be enjoyed by a range of different users.

Project Description

This is a 32km coastal Greenway which extends from Donabate to Balbriggan, including Rush, Loughshinny, Skerries and the wider North Fingal area. The scheme will link directly to the Broadmeadow Way scheme in Newbridge Demesne and will eventually form a complete pedestrian and cycling route along the coast of Fingal between Balbriggan and Howth.

Strategic Value/ Value to the Region

Local

Major tourism benefits due to the coastal location and other amenities in the area. There are a number of tourist attractions along the route including Newbridge House, Skerries Mills, Ardgillan Castle and Bremore Castle.

Active Travel

The project will provide an active travel facility for residents, businesses, schools and commuters.

Other relevant Greenways in the Region

It is a key objective of Fingal County Council to deliver the wider Fingal Coastal Way along the entire coastline of the county, connecting into the S2S scheme in Dublin City to the south. In this regard, the first section of this connection, the Baldoyle-Portmarnock Greenway, has been completed, the Broadmeadow Way across the Broadmeadow Estuary has received planning consent and the Sutton to Malahide Greenway is well advanced and will be submitted to An Bord Pleanala in 2022 supported by NTA funding.

General alignment with the 5 S's

Scenic, **S**trategic, **S**ustainable, Offers lot's to **S**ee and Do, Substantially **S**egregated & **S**hared Use	✓

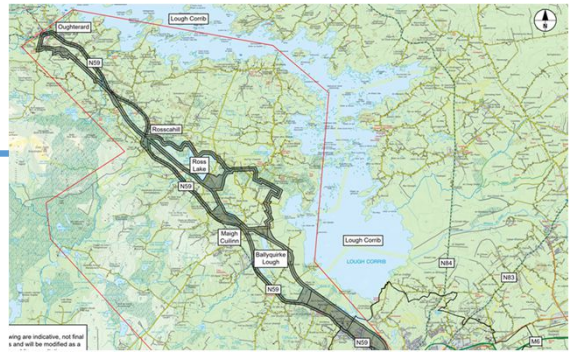
Significance

Facilitating EuroVelo 1 (Atlantic Coast Route)	
Facilitating EuroVelo 2 (Capitals Route)	
Facilitating the National Cycle Network (or linkages)	✓
Facilitating Cross Border Linkages (Northern Ireland)	
Connecting Tourist Attractions	✓
Connecting Towns	✓
> 40km (or contributing to/ with potential to be)	✓

Connemara Greenway

Local Authority:	Galway
Section:	Galway - Oughterard
Project Length:	25- 28 km
Project Stage:	Phase 2 Options Selection

Project Category:	Greenway
Next PSC Gateway:	Gate1 Approval in Principle
Construction Timeline:	2026 (Indicative – Subject to Approvals)
Forecast Cost Range:	€20-25 Million



Background

Funding was granted from the Department of Transport in 2015 to bring project to Phase 4.

Consultants were appointed in 2015 and commission terminated in 2021.

A new commission tendered in 2021 and consultant appointed for Multi-disciplinary Engineering & Other Specialist Consultancy Services - Phases 0-4. The project currently at Phase 2 Options Selection.

Project Description

The Galway-Oughterard Greenway project proposes to deliver an off-road walking and cycling Greenway between Galway City and the town of Oughterard, at a length of approximately 25- 28km. Once completed, the route will form part of the Connemara Greenway between Galway and Clifden, as well as the EuroVelo 1 ('Atlantic Coast') route, which is an 11,000km long distance cycling route between Norway and Portugal.

Strategic Value/ Value to the Region

National

Potential to link to proposed Galway – Athlone Cycleway.

Potential to Link to Eurovelo 2 Route Capitals Route

Potential to form part of Eurovelo 1 Route Atlantic Coast Route

Regional

Create a 'link' between Greenways, from the Mayo Greenway to the Connemara Greenway and, potentially others in a National Greenway Network, such as the Galway-Dublin Greenway.

Local

Increase the number of overseas visitors from the key market segments through the development of another 'hero' product in Connemara

Attract domestic visitors to Connemara, and increase the number of overnight stays among the staycation market, by providing a key visitor experience that encourages 2 to 3-day excursions.

Increase participation in physical activity among the local population, supporting their physical and mental wellbeing, by developing a significant recreational and leisure amenity.

Reduce the carbon footprint of vehicular transport, by encouraging the local population, where possible, to travel to work or school by bike or foot.

Other relevant Greenways in the Region

Connemara Greenway Clifden – Oughterard 52 km. 22km under construction.

Galway to Athlone Cycleway. At Phase 2 Options Selection.

General alignment with the 5 S's

Scenic, **S**trategic, **S**ustainable, Offers lot's to **S**ee and Do, Substantially **S**egregated & **S**hared Use	✓

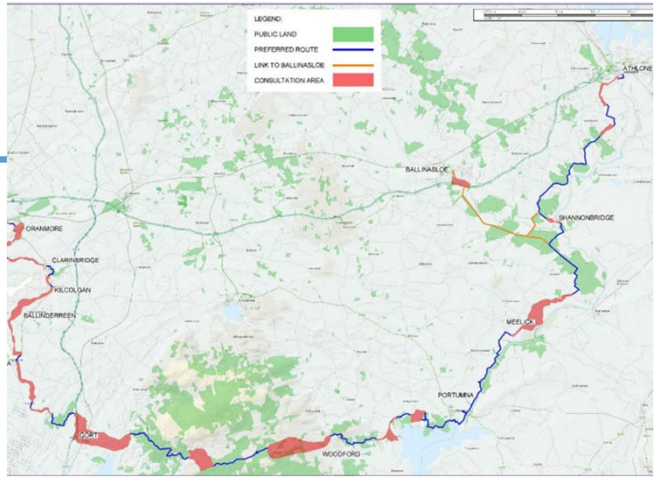
Significance

Facilitating EuroVelo 1 (Atlantic Coast Route)	✓
Facilitating EuroVelo 2 (Capitals Route)	
Facilitating the National Cycle Network (or linkages)	✓
Facilitating Cross Border Linkages (Northern Ireland)	
Connecting Tourist Attractions	✓
Connecting Towns	✓
> 40km (or contributing to/ with potential to be)	✓

National Cycle Network - Galway to Athlone

Local Authority:	Galway City Council and Galway, Roscommon and Westmeath County Councils
Section:	Galway to Athlone
Project Length:	205 km
Project Stage:	Phase 3 Design and Environmental Evaluation

Project Category:	Greenway
Next PSC Gateway:	Gate1 Approval in Principle
Construction Timeline:	2026 (Indicative – Subject to Approvals)
Forecast Cost Range:	>100 million



Background

The Galway to Dublin Cycleway will be Ireland's first ever dedicated inter-city route for cyclists and walkers. Stretching approximately 270km across the country, the Cycleway will be a world class amenity for families, communities and tourists to enjoy. It is part of EuroVelo 2 (Capitals Route) route. This element of the wider project will bring the Greenway from Galway City to Athlone Castle.

Galway City Council and Galway, Roscommon and Westmeath County Councils in conjunction with RPS Consulting Engineers are currently delivering the iconic project through Phase 3 Design and Environmental Evaluation of the TII Project Management Guidelines.

Project Description

The Galway to Athlone section of the Galway to Dublin Cycleway extends from Ballyloughane, in Galway City to Athlone Castle. Public Consultation No 3 on the Emerging Preferred Route Corridor (Option 5) ran from December 8th 2021 to 28th February 2022. This route runs from to Galway City to Athlone Castle close to the towns of Oranmore, Clarinbridge, Kilcolgan, Ballinderren, Kinvara, Gort, Woodford, Portumna, Meelick and Shannonbridge. It also includes a link to Ballinasloe.

Specific Landowner engagement continues with landowners in the emerging preferred route corridor.

Strategic Value/ Value to the Region

National

The development of this Greenway support's the delivery of the proposed National Cycle Network between Galway and Dublin. It also forms part of the EuroVelo 2 (Capitals Route) which traverses from Ireland through mainland Europe.

Regional

This scheme will form part of a strategic network of Greenways that connect main urban centres. It will have links to other existing and future Greenways, along with connections to existing cycling and walking infrastructure. It will connect to the existing Athlone to Maynooth Greenway to form part of a longer strategic route that will eventually connect Galway to Dublin, and will facilitate the EuroVelo Capitals route. It will also connect to the Atlantic Route cycleway and to proposed cycleway network in Galway City.

Local

The Greenway will provide a convenient and safe link between residential areas and several key destinations. This will encourage a shift away from cars and towards sustainable modes of transport. A shift towards sustainable modes of transport will help to reduce carbon emissions from transport.

The link will bring more visitors into the Galway city and other key town centres, and it will improve access for existing residents.

Other relevant Greenways in the Region

The wider Galway to Dublin National Cycle Network
Connemara Greenway - Galway to Oughterard

General alignment with the 5 S's

Scenic, **S**trategic, **S**ustainable, Offers lot's to **S**ee and Do, Substantially **S**egregated & **S**hared Use	✓

Significance

Facilitating EuroVelo 1 (Atlantic Coast Route)	
Facilitating EuroVelo 2 (Capitals Route)	✓
Facilitating the National Cycle Network (or linkages)	✓
Facilitating Cross Border Linkages (Northern Ireland)	
Connecting Tourist Attractions	✓
Connecting Towns	✓
> 40km (or contributing to/ with potential to be)	✓

Dundalk Bay to Carlingford Lough Greenway

Local Authority:	Louth
Section:	Dundalk Bay to Carlingford Lough
Project Length:	To be Confirmed
Project Stage:	Phase 1 Concept & Feasibility

Project Category:	Greenway
Next PSC Gateway:	Gate 1 Approval in Principle
Construction Timeline:	To be Confirmed
Forecast Cost Range:	€20m to €30m*

Background

The Dundalk Bay to Carlingford Lough Greenway will provide for linkages between the urban centre of Dundalk and Carlingford Lough, it also has added potential to connect with (via Carlingford, Omeath, Victoria Lock, and Newry) the Newry Canal Way between Newry and Portadown.

Louth County Council are currently progressing the Project through Phase 1 (Concept & Feasibility) of the TII Project Management Guidelines.

Project Description

The Dundalk Bay to Carlingford Greenway project is located in an area which offers attractive scenery and plenty to see and do. There also appears to be plenty of scope for the development of local tourism-based industry in the area such as Sea Louth, outdoor activity centres and links to the existing Carlingford Lough Ferry which connects Greenore in Co Louth to Greencastle in Co Down.

County Louth includes an array of tourism amenities and attractions, which span the entire county, from the Mourne /Cooley/ Gullion to the Boyne Valley Region.

Strategic Value/ Value to the Region

NATIONAL:

The development of this Greenway will support the delivery of the National Cycle Network through County Louth and onwards into Northern Ireland; thereby also facilitating an important cross border link which will achieve a more connected, sustainable and prosperous island, through all-island partnership in the years ahead

REGIONAL:

The proposed Greenway will provide a missing link in connecting the towns of Dundalk and Newry. The development of this project would unlock the tourism potential of the counties it traverses; creating opportunities to attract domestic and international visitors to come, explore and stay in the region.

LOCAL:

Development of the Greenway will promote Active Travel opportunities locally, facilitating sustainable opportunities for modal shift. It also offers tourism potential creating opportunities for the strengthening of urban and rural economies, including for example those areas around Dundalk, Templetown and Carlingford.

Carlingford is already a European Destination of excellence. And this proposed extension from Carlingford to Dundalk Bay will result in an additional and different offering for tourism in this area.

Other relevant Greenways in the Region

Carlingford Lough Greenway (from Carlingford to Omeath and from Victoria Lock to Newry)

General alignment with the 5 S's

Scenic, **S**trategic, **S**ustainable, Offers lot's to **S**ee and Do, Substantially **S**egregated & **S**hared Use	✓

Significance

Facilitating EuroVelo 1 (Atlantic Coast Route)	
Facilitating EuroVelo 2 (Capitals Route)	
Facilitating the National Cycle Network (or linkages)	✓
Facilitating Cross Border Linkages (Northern Ireland)	✓
Connecting Tourist Attractions	✓
Connecting Towns	✓
> 40km (or contributing to/ with potential to be)	✓

* Based on Early Forecast Cost range.

Great Western Greenway

Local Authority:	Mayo
Section:	Great Western Greenway – Newport Town
Project Length:	1.5km
Project Stage:	Phase 2 Option Selection

Project Category:	Greenway
Next PSC Gateway:	Gate1 Approval in Principle
Construction Timeline:	2024 (Indicative – Subject to Approvals)
Forecast Cost Range:	€0.5m to €5m

Background

The Great Western Greenway from Westport to Achill (part of the Eurovelo 1 Atlantic Coast Route) passes through the town of Newport.

There is no dedicated cycle/pedestrian facility through the town. Greenway users use the N59 National Secondary Road carriageway or footpaths to negotiate their way through the town.

This section is the key missing piece of the 42km Great Western Greenway.

Project Description

The length of the proposed cycle and pedestrian route mainline is approximately 1.4km. At the southern end, it will tie into the Great Western Greenway at Kilbride townland. At the northern end it will tie into the proposed (as part of the Newport-Derradda Road Project) Great Western Greenway at Knocknageeha townland. Links will likely be required in certain locations. The cross-section will comprise a hard surface approximately 3m wide.

Strategic Value/ Value to the Region

National
This is a section of the Great Western Greenway – part of the Eurovelo 1 Atlantic Coast Route.

Regional
High Tourism Potential

Local
The objectives for the scheme include the following:

1. Provide a Greenway through Newport from the proposed (as part of the N59 Newport-Derradda Road Project) Great Western Greenway at Knocknageeha townland to the Great Western Greenway at Kilbride townland.
2. Improve safety for all users of this route with particular emphasis on vulnerable road users.
3. Connect with key nodes in the area, the town centre, community facilities, businesses, housing developments and schools.
4. Create a high-quality Greenway of international renown that can promote tourist, recreational and leisure use, as well as for commuting and school trips.
5. Provide a facility which is Scenic, Sustainable, Strategic, substantially Segregated and Shared use, offering lots to See and do.

Other relevant Greenways in the Region

This section is the key missing piece of the 42km Great Western Greenway.

General alignment with the 5 S's

Scenic, **S**trategic, **S**ustainable, Offers lot's to **S**ee and Do, Substantially **S**egregated & **S**hared Use	✓

Significance

Facilitating EuroVelo 1 (Atlantic Coast Route)	✓
Facilitating EuroVelo 2 (Capitals Route)	
Facilitating the National Cycle Network (or linkages)	✓
Facilitating Cross Border Linkages (Northern Ireland)	
Connecting Tourist Attractions	✓
Connecting Towns	✓
> 40km (or contributing to/ with potential to be)	✓

Clew Bay Greenway

Local Authority:	Mayo
Section:	Belclare to Murrisk
Project Length:	4-6 km
Project Stage:	Phase 2 Options Selection

Project Category:	Greenway
Next PSC Gateway:	Gate1 Approval in Principle
Construction Timeline:	2025 (Subject to Planning)
Forecast Cost Range:	€3m - €5m

Background

This extension of an existing Greenway which seeks to connect the provision to Croagh Patrick and its visitor centre.

Project Description

4.5km length scheme to connect an existing length of provision to Croagh Patrick and its visitor centre.

Strategic Value/ Value to the Region

National

High tourism potential. The Belclare to Murrisk Village Greenway forms an integral part and extension to the strategic Clew Bay Greenway.

Regional

The Belclare to Murrisk Village Greenway will provide access to Croagh Patrick and its associated visitor centre

Local:

It will be key to unlocking active travel for persons living and working in the area and create a safe and sustainable option for using alternative modes of transport.

Other relevant Greenways in the Region

- Great Western Greenway (Westport/Achill)
- Connemara Greenway
- National Museum Greenway (Castlebar/Turlough)
- Monasteries of the Moy Greenway (Ballina/Killala)
- Clare Lake Greenway (Claremorris)

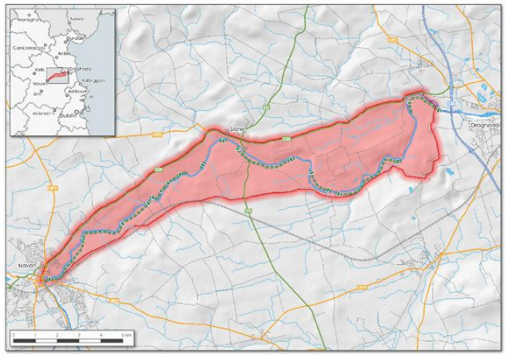
General alignment with the 5 S's

Scenic, **S**trategic, **S**ustainable, Offers lot's to **S**ee and Do, Substantially **S**egregated & **S**hared Use	✓

Significance

Facilitating EuroVelo 1 (Atlantic Coast Route)	✓
Facilitating EuroVelo 2 (Capitals Route)	
Facilitating the National Cycle Network (or linkages)	✓
Facilitating Cross Border Linkages (Northern Ireland)	
Connecting Tourist Attractions	✓
Connecting Towns	✓
> 40km (or contributing to/ with potential to be)	✓

Boyne Greenway & Navigation Scheme



Local Authority:	Meath
Section:	Oldbridge Estate Entrance to Navan
Project Length:	27 km
Project Stage:	Phase 2 Options Selection

Project Category:	Greenway
Next PSC Gateway:	Gate1 Approval in Principle
Construction Timeline:	TBC
Forecast Cost Range:	€20m to €30m

Background

Meath county Council is proposing to develop the Boyne Greenway and Navigation Restoration. The scheme will route adjacent to some of Irelands most significant visitor attractions including the Battle of Boyne site and the UNESCO World Heritage site at Bru na Boinne.

Project Description

This is a 27km Greenway which extends from the Councillor Andy Brennan Park in Navan Town to the main gates at the Oldbridge Estate (near Drogheda).

Strategic Value/ Value to the Region

National

This will be a flagship tourism scheme of regional, local and national significance and would provide access to the ecological, cultural, industrial and historical heritage within the Boyne Valley.

Regional

the scheme will increase tourism and regional activity, offering an attractive alternative transport choice for commuters through its links with the large towns of Drogheda and Navan

Other relevant Greenways in the Region

Royal Canal Greenway
Boyne Valley to Lakelands Greenway (Navan to Kingscourt)

General alignment with the 5 S's

Scenic, **S**trategic, **S**ustainable, Offers lot's to **S**ee and Do, Substantially **S**egregated & **S**hared Use	✓

Significance

Facilitating EuroVelo 1 (Atlantic Coast Route)	
Facilitating EuroVelo 2 (Capitals Route)	
Facilitating the National Cycle Network (or linkages)	✓
Facilitating Cross Border Linkages (Northern Ireland)	
Connecting Tourist Attractions	✓
Connecting Towns	✓
> 40km (or contributing to/ with potential to be)	✓

The Ulster Canal Greenway

Local Authority:	Monaghan
Section:	3 no.: Clones to Smithborough; Smithborough to Monaghan; Monaghan to the Northern Ireland border
Project Length:	c. 30km (TII Funded)
Project Stage:	Phase 3 Design & Environmental Evaluation; & Phase 4 Statutory Consent & Land Acquisition

Project Category:	Greenway
Next PSC Gateway:	Gate 1 Approval in Principle
Construction Timeline:	2024 – 2026 (Indicative – Subject to Approvals)
Forecast Cost Range:	€15m to €25m*

Background

The Ulster Canal was formerly a navigable waterway which formed a strategically important transport link between the Lough Neagh catchment and the River Erne catchment.

The five local authorities along the Ulster Canal corridor have collaborated with Waterways Ireland, to prepare a strategy for re-using this disused waterway infrastructure in a new and imaginative way. This Greenway which is being delivered in three sections within Monaghan forms a part of that overall Strategy.

Monaghan County Council are currently progressing the Project's through Phase 3 (Design & Environmental Evaluation) and Phase 4 (Statutory Consent and Land Acquisition) of the TII Project Management Guidelines.

Project Description

The Ulster Canal Greenway Strategy utilises the original route of the Ulster Canal to connect the main market towns of central Ulster, creating a network of continuous, high quality walking and cycling paths.

This will cater for local communities, domestic visitors and foreign tourists, through the intimate drumlin and lakeland landscapes of central Ulster.

Strategic Value/ Value to the Region

National

The development of this Greenway will support the delivery of the National Cycle Network through Monaghan and onwards into Northern Ireland; thereby also facilitating an important cross border link which will achieve a more connected, sustainable and prosperous island, through all-island partnership in the years ahead.

Regional

The mission of the wider Ulster Canal Greenway Strategy is to create a strategic long-distance network of off-road walking and cycling trails using the Ulster Canal and disused railway network to achieve connectivity with the main towns across the region.

The vision is that in addition to providing a quality sustainable transportation corridor and leisure amenity for use by local people, the network will be of sufficient quality and length to serve as a beacon to attract visitors into this underdeveloped tourist region. This will ensure that tourism plays a more significant role in driving sustainable economic development in the region going forward.

Local

Development of the Greenway will promote Active Travel opportunities locally, facilitating sustainable opportunities for modal shift. It also offers tourism potential creating opportunities for the strengthening of urban and rural economies, including those areas around Clones, Smithborough and Monaghan.

Other relevant Greenways in the Region

The Greenway forms part of the wider Ulster Canal as it passes through the administrative boundaries of five local authority areas including: Armagh City Banbridge & Craigavon Borough Council, Cavan County Council, Fermanagh & Omagh District Council, Mid Ulster District Council and Monaghan County Council.

General alignment with the 5 S's

Scenic, **S**trategic, **S**ustainable, Offers lot's to **S**ee and Do, Substantially **S**egregated & **S**hared Use	✓

Significance

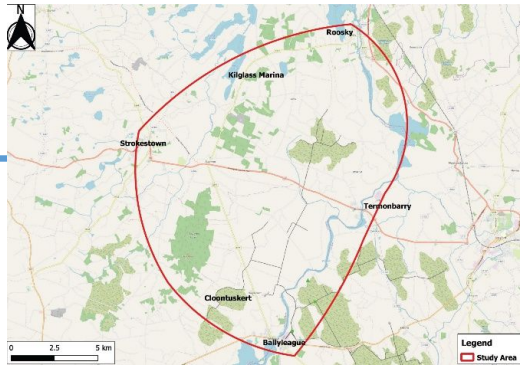
Facilitating EuroVelo 1 (Atlantic Coast Route)	
Facilitating EuroVelo 2 (Capitals Route)	
Facilitating the National Cycle Network (or linkages)	✓
Facilitating Cross Border Linkages (Northern Ireland)	✓
Connecting Tourist Attractions	✓
Connecting Towns	✓
> 40km (or contributing to/ with potential to be)	✓

* Based on Early Forecast Cost range.

Mid Shannon Greenway

Local Authority:	Roscommon
Section:	Mid Shannon Greenway – Ballyleague/ Lanesborough to Tarmonbarry/ Strokestown/ Roosky
Project Length:	Approx. 45km
Project Stage:	Phase 1 Concept and Feasibility

Project Category:	Greenway
Next PSC Gateway:	Gate 1 Approval in Principle
Construction Timeline:	2027 to 2029 (Indicative – Subject to Approvals)
Forecast Cost Range:	€30m*



Background

Mid Shannon Greenway is the adopted name for the Greenway project between Ballyleague/Lanesborough and Strokestown / Tarmonbarry / Roosky in Co. Roscommon.

The project meets all of the criteria highlighted in the Strategy for Future Development of National & Regional Greenways .

Roscommon County Council are currently progressing the Project through Phase 1 (Concept & Feasibility) of the TII Project Management Guidelines.

Project Description

The 'Mid Shannon Greenway' is proposed to connect with the Athlone to Ballyleague/Lanesborough Greenway and with the proposed Longford Mid Shannon Wilderness Park at Kilnacarrow Bridge (Bord na Móna bridge) over the Shannon River & link the proposed Greenways on the eastern and western sides of the Shannon.

There is also potential to connect to the existing Royal Canal Greenway in Clondara, Co. Longford through Tarmonbarry . There is a significant amount of state land owned by Bord na Móna and Coillte within the study area.

The Greenway would showcase County Roscommon and its numerous cultural and heritage sites that lie in this area. Some of the key tourist attractions in the region are Strokestown Park House and the Irish Famine Museum.

Strategic Value/ Value to the Region

National

The greenway will link into Lough Ree Greenway – Athlone to Ballyleague/Lanesborough which in turn links into Galway to Athlone Cycleway - part of the EuroVelo 2 (Capitals Route)

The Greenway has potential to link into the Royal Canal Greenway at Cloondara.

Regional

The Greenway will promote active travel and sustainable transport in the region. The Greenway has significant tourism potential given its location in Ireland's Hidden Heartlands and its proximity to Strokestown Park House and the Irish Famine Museum. Cloontuskert, a Bord na Móna workers' village designed by architect Frank Gibney also lies within the study area.

Local

The Greenway will provide a safe facility for users of all ages, all abilities and be family orientated. The Greenway will also provide a key amenity for local communities, encouraging modal shift toward active travel and sustainable transport options. The Greenway will offer a unique and tranquil experience to greenway users, connecting them with this natural and historical environment.

The Greenway will provide an important addition to tourism infrastructure within the county and the surrounding rural areas expected to benefit from increased visitor numbers and a significant boost to the local economy.

Other relevant Greenways in the Region

Royal Canal Greenway
Lough Ree Greenway – Athlone to Ballyleague/Lanesborough
Mid Shannon Wilderness Park (Longford Co Co)

General alignment with the 5 S's

Scenic, **S**trategic, **S**ustainable, Offers lot's to **S**ee and Do, Substantially **S**egregated & **S**hared Use	✓

Significance

Facilitating EuroVelo 1 (Atlantic Coast Route)	
Facilitating EuroVelo 2 (Capitals Route)	
Facilitating the National Cycle Network (or linkages)	✓
Facilitating Cross Border Linkages (Northern Ireland)	
Connecting Tourist Attractions	✓
Connecting Towns	✓
> 40km (or contributing to/ with potential to be)	✓

* Based on Early Forecast Cost range.

Lough Ree Greenway

Local Authority:	Roscommon
Section:	Lough Ree Greenway – Athlone to Ballyleague/Lanesborough
Project Length:	Approx. 60km
Project Stage:	Phase 1 Concept and Feasibility

Project Category:	Greenway
Next PSC Gateway:	Gate 1 Approval in Principle
Construction Timeline:	2027 to 2029 (Indicative – Subject to Approvals)
Forecast Cost Range:	€55m*

Background

The Greenway proposed occurs between the urban centres of Athlone and Ballyleague/Lanesborough, it also occurs within a corridor which is being considered for inclusion in the National Cycle Network. The project meets all of the criteria highlighted in the Strategy for Future Development of National & Regional Greenways .

Roscommon County Council are currently progressing the project through Phase 1 (Concept and Feasibility) of the TII Project Management Guidelines.

Project Description

The proposed 60km Greenway is to the west of Lough Ree which is the second largest lake on the River Shannon system.

The greenway will link the towns of Athlone and Ballyleague/Lanesborough. At the southern end, it will tie into the Galway to Athlone Cycleway (part of EuroVelo 2 route) at the newly constructed cycleway bridge in Athlone town. At the northern end at Ballyleague/Lanesborough it will tie into the Mid Shannon Greenway - Ballyleague /Lanesborough to Tarmonbarry/Strokestown/Roosky.

The Greenway will improve access to East Roscommon and the Lough Ree catchments and entice one to explore its many towns and villages, its unspoilt scenery, connecting them with this natural and historical environment.

Strategic Value/ Value to the Region

National
The Route will link into Galway to Athlone Cycleway - part of the EuroVelo 2 (Capitals Route)

Regional
The Greenway will promote active travel and sustainable transport in the region. The Greenway has high tourism potential given its location in Ireland's Hidden Heartlands and its linkage with the Galway to Athlone Cycleway. The Greenway would showcase County Roscommon and in particular its history, culture & heritage & its peatlands, hills, rivers, lakes, and bays.

Local
The Greenway will provide a safe facility for users of all ages, all abilities and be family orientated. The Greenway will also provide a key amenity for local communities, encouraging modal shift toward active travel and sustainable transport options.

The Greenway will provide an important addition to tourism infrastructure within the county and especially from Athlone to Ballyleague/Lanesborough and the surrounding rural areas expected to benefit from increased visitor numbers and a significant boost to the local economy.

Other relevant Greenways in the Region

Galway to Athlone Cycleway - part of the EuroVelo 2 (Capitals Route)
Mid Shannon Greenway - Ballyleague /Lanesborough to Tarmonbarry/Strokestown/Roosky

General alignment with the 5 S's

Scenic, **S**trategic, **S**ustainable, Offers lot's to **S**ee and Do, Substantially **S**egregated & **S**hared Use	✓

Significance

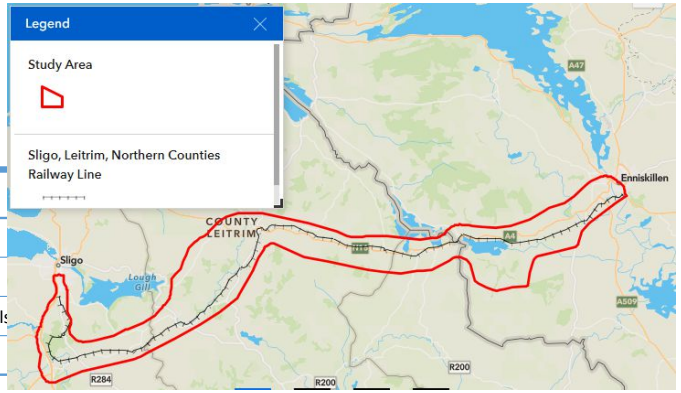
Facilitating EuroVelo 1 (Atlantic Coast Route)	
Facilitating EuroVelo 2 (Capitals Route)	
Facilitating the National Cycle Network (or linkages)	✓
Facilitating Cross Border Linkages (Northern Ireland)	
Connecting Tourist Attractions	✓
Connecting Towns	✓
> 40km (or contributing to/ with potential to be)	✓

* Based on Early Forecast Cost range.

Sligo, Leitrim & Northern Counties Greenway

Local Authority:	Sligo, Leitrim, Cavan (Fermanagh & Omagh District Council in Northern Ireland)
Section:	Sligo to Enniskillen
Project Length:	c. 75km
Project Stage:	Phase 1 Concept & Feasibility

Project Category:	Greenway
Next PSC Gateway:	Gate1 Approval in Principle
Construction Timeline:	2027 to 2028 (Indicative – Subject to Approvals
Forecast Cost Range:	€40m to €60m*



Background

Up until 1957; the Sligo, Leitrim & Northern Counties Railway (SLNCR) operated as a 75 km railway line that linked Enniskillen in Co. Fermanagh to Collooney, Co. Sligo. The route travelled from Enniskillen through Letterbreen, Belcoo, Glenfarne, Manorhamilton, Dromahaire, Ballintogher, Ballygawley, Collooney, Ballysadare and Sligo Town.

The development of this Greenway will as outlined in the NDP (2021-2030) facilitate in … *creating an island-wide Greenway network, linking the Atlantic coast with the Eastern seaboard through Greenway projects across the border region, creating a transformational green infrastructure asset, benefitting residents and growing sustainable tourism.*

Leitrim County Council (as the agreed Authority) are currently progressing the Project through Phase 1 (Concept & Feasibility) of the TII Project Management Guidelines.

Project Description

The proposed Greenway will be a scenic, strategic link of high-quality that is substantially segregated from motor traffic, offering lots to see and do for a wide variety of users. It will be developed sustainably in co-operation with and offering real benefits to local communities.

Strategic Value/ Value to the Region

National

The development of this Greenway will support the delivery of the National Cycle Network through Sligo, Leitrim, Cavan and onwards into Northern Ireland; thereby also facilitating an important cross border link which will achieve a more connected, sustainable and prosperous island, through all-island partnership in the years ahead.

Regional

The proposed Greenway will connect the towns of Sligo, Manorhamilton and Enniskillen. The development of this project would unlock the tourism potential of the counties it traverses; creating opportunities to attract domestic and international visitors to come, explore and stay in the region.

Local

Development of the Greenway will promote Active Travel opportunities locally, facilitating sustainable opportunities for modal shift. It also offers tourism potential creating opportunities for the strengthening of urban and rural economies, including for example those areas around Sligo, Collooney, Dromahair, Manorhamilton, Blacklion/ Belcoo and Enniskillen.

Visitor numbers to local attractions such as the Sligo Way, Cavan Burren Park, Creevelea Friary, Manorhamilton Castle, Rainbow Ballroom and Showband Memorabilia Museum, Enniskillen Castle and the Butter Market would increase.

Other relevant Greenways in the Region

Other relevant Greenways in the Region include: The Bellahy to Collooney Greenway which connects with the project in County Sligo.

There are also Active Travel schemes planned along the N4 in County Sligo which will allow for interaction.

General alignment with the 5 S's

Scenic, **S**trategic, **S**ustainable, Offers lot's to **S**ee and Do, Substantially **S**egregated & **S**hared Use	✓

Significance

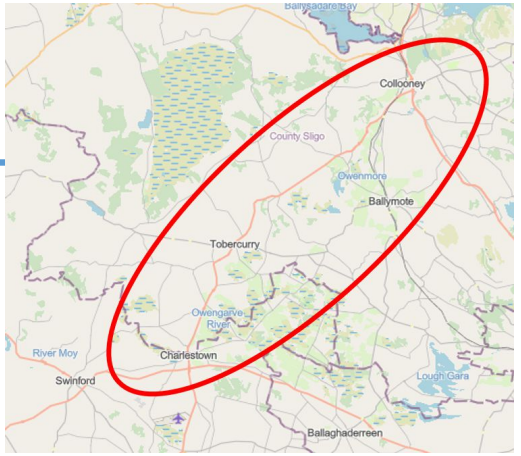
Facilitating EuroVelo 1 (Atlantic Coast Route)	
Facilitating EuroVelo 2 (Capitals Route)	
Facilitating the National Cycle Network (or linkages)	✓
Facilitating Cross Border Linkages (Northern Ireland)	✓
Connecting Tourist Attractions	✓
Connecting Towns	✓
> 40km (or contributing to/ with potential to be)	✓

* Based on Early Forecast Cost range.

Sligo Greenway (Bellahy to Collooney)

Local Authority:	Sligo
Section:	Charlestown/ Bellahy to Collooney
Project Length:	c. 36km
Project Stage:	Phase 1 Concept & Feasibility

Project Category:	Greenway
Next PSC Gateway:	Gate 1 Approval in Principle
Construction Timeline:	2027 - 2028 (Indicative – Subject to Approvals)
Forecast Cost Range:	€20m to €30m*



Background

Sligo County Council are currently exploring options to deliver a new greenway from the Mayo/ Sligo border at Charlestown/ Bellahy to Collooney in east Sligo.

The development of options will where appropriate consider the option of utilising the existing disused railway line which has been closed to rail traffic since 1975 and which remains in the single ownership of Iarnród Éireann (Irish Rail).

Sligo County Council are currently progressing the Project through Phase 1 (Concept & Feasibility) of the TII Project Management Guidelines.

Project Description

The Sligo Greenway is proposed to be an approximately 35.5km long off-road public walking/cycling trail linking Bellahy/Charlestown on the Mayo border with Collooney, County Sligo, and via existing/planned trails to the capital of the North West, Sligo Town, a Failte Ireland-designated Adventure Hub and Wild Atlantic Way destination.

Strategic Value/ Value to the Region

National

The development of this Greenway will support the delivery of the proposed National Cycle Network between Tobercurry and Collooney.

Regional

The vision for this development is to create a single Greenway that will connect the comprehensive system of walks, sites, activities, trails and attractions in County Sligo. The investment will provide a range of positive impacts in terms of the economy, health benefits and rural development.

The Sligo Greenway offers an amenity of regional Greenway classification; potentially when connected with other Greenways providing connections with Sligo Town and Enniskillen, County Fermanagh via the planned cross-border Sligo, Leitrim & Northern Counties Railway (SLNCR) Greenway.

Local

Development of the Greenway will promote Active Travel opportunities locally, facilitating sustainable opportunities for modal shift. It also offers tourism potential creating opportunities for the strengthening of urban and rural economies, including for example those areas around Charlestown, Bellahy, Curry, Tobercurry, Coolaney and Collooney.

Other relevant Greenways in the Region

This Greenway will link in with the Sligo Leitrim and Northern Counties Greenway extending into County Leitrim, County Cavan and across the border into Northern Ireland.

It will also interact with Active Travel schemes along the N4 in Sligo.

General alignment with the 5 S's

Scenic, **S**trategic, **S**ustainable, Offers lot's to **S**ee and Do, Substantially **S**egregated & **S**hared Use	✓

Significance

Facilitating EuroVelo 1 (Atlantic Coast Route)	
Facilitating EuroVelo 2 (Capitals Route)	
Facilitating the National Cycle Network (or linkages)	✓
Facilitating Cross Border Linkages (Northern Ireland)	✓
Connecting Tourist Attractions	✓
Connecting Towns	✓
> 40km (or contributing to/ with potential to be)	✓

* Based on Early Forecast Cost range

Clonmel to Marlfield Village Greenway

Local Authority:	Tipperary
Section:	Clonmel to Marlfield Village
Project Length:	2 km
Project Stage:	Phase 3 Design and Evaluation

Project Category:	Greenway
Next PSC Gateway:	Gate 1 – Approval in Principle
Construction Timeline:	TBA as planning and design progresses
Forecast Cost Range:	<€5m*

Background

The Suir Blueway walking / cycling trail currently includes 4km from Cahir to the Swiss Cottages and an additional 21km from Clonmel to Carrick on Suir.

There is a proposal is to further develop this walking & cycling route along the River Suir to connect the towns of Cahir and Clonmel. This greenway would link to that overall network, with the aim of increasing the use of pedestrian and cycling routes in and around Clonmel, from Convent Road as far as the village of Marlfield.

Project Description

The overriding purpose of the project is the extension of the existing cycle/pedestrian infrastructure available between Clonmel Town Centre and Marlfield village while delivering a continuation to the existing Suir Blueway towards Cahir.

Strategic Value/ Value to the Region

National:

The proposed 2 km greenway is proposed to connect to the existing 21 km Suir Blueway to the east to provide continuous off road Regional Greenway route in line with 'Strategy for the Future Development of National and Regional Greenways'. When delivered, the route will form part of the National Cycle Network between Cahir and Clonmel.

Regional:

The Suir Blueway has all of the key scenic attributes required for a successful and recreational Greenway that will benefit tourism and the towns and villages it connects.

Local

The proposed connection would increase the accessibility of the existing walking and cycling routes in a socially sustainable manner, providing better access to a key amenity for local communities, counteracting social isolation and promoting well-being. The project would promotes increased Active Travel locally, to encourage modal shift toward sustainable transport options.

Other relevant Greenways in the Region

Waterford Greenway
Marlfield to Swiss Cottages Greenway
Suir Island Infrastructure Links
Suir Blueway

General alignment with the 5 Ss

Scenic, **S**trategic, **S**ustainable, Offers lots to **S**ee and Do, Substantially **S**egregated & **S**hared Use	✓

Significance

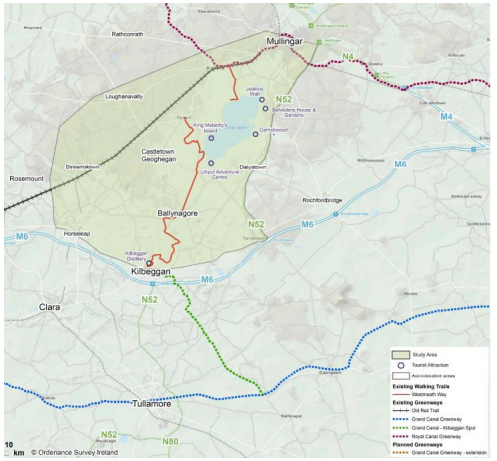
Facilitating EuroVelo 1 (Atlantic Coast Route)	
Facilitating EuroVelo 2 (Capitals Route)	
Facilitating the National Cycle Network (or linkages)	✓
Facilitating Cross Border Linkages (Northern Ireland)	
Connecting Tourist Attractions	✓
Connecting Towns	✓
> 40km (or contributing to/ with potential to be)	✓

* Based on Early Forecast Cost range.

Kilbeggan to Mullingar Greenway

Local Authority:	Westmeath
Section:	Kilbeggan to Mullingar
Project Length:	To be Confirmed
Project Stage:	Phase 1 Concept & Feasibility

Project Category:	Greenway
Next PSC Gateway:	Gate 1 Approval in Principle
Construction Timeline:	To be Confirmed
Forecast Cost Range:	>€20m*



Background

The Greenway proposed occurs between Kilbeggan in the south of County Westmeath and the urban centre of Mullingar.

The key driver for the project is the lack of interconnectivity between the Old Rail Trail, the Royal Canal Greenway and the Grand Canal Greenway.

Westmeath County Council are currently progressing the Project through Phase 1 (Concept & Feasibility) of the TII Project Management Guidelines.

Project Description

The key aim of the project is to develop a route, accessible to all users between Kilbeggan and Mullingar which would provide a strategic connection between the Old Rail Trail Greenway, the Grand Canal Greenway and the Royal Canal Greenway which would ultimately provide a world class looped greenway of approx. 150km in length linking the major towns Athlone and Mullingar in County Westmeath with the town of Tullamore in County Offaly. The project will interact with the National Cycleway between Galway and Dublin (Eurovelo capitals route Galway to Moscow) route which is currently at different phases.

Strategic Value/ Value to the Region

National

The development of this Greenway will support the delivery of the proposed National Cycle Network between Kilbeggan and Mullingar.

Regional

The development of the Greenway would provide an enhanced tourism offering, linking the Grand Canal (Kilbeggan Branch) Greenway at Kilbeggan, Co. Westmeath to the Old Rail Trail at Mullingar, potentially via Lough Ennell and other important amenity areas in the area. At present these are all operating in isolation. There is a lack of safe cycling and walking infrastructure in the area. Westmeath Way, a long distance footpath between Kilbeggan and Mullingar, is closed between Ladestown and Dysart. 14 kms or 41% of the Westmeath Way follows local roads.

Local

Development of the Greenway will promote Active Travel opportunities locally, facilitating sustainable opportunities for modal shift. It also offers tourism potential creating opportunities for the strengthening of urban and rural economies.

Other relevant Greenways in the Region

Other relevant Greenways in the Region include: the Grand Canal in County Offaly and the Old Rail between Athlone and Mullingar.

General alignment with the 5 S's

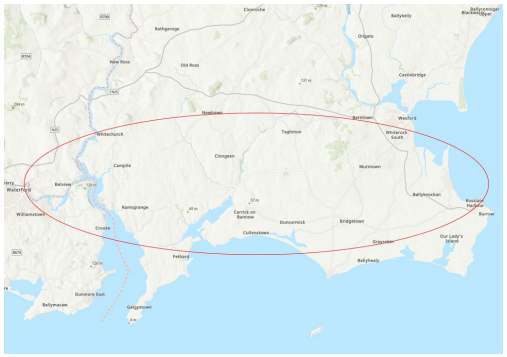
Scenic, **S**trategic, **S**ustainable, Offers lot's to **S**ee and Do, Substantially **S**egregated & **S**hared Use	✓

Significance

Facilitating EuroVelo 1 (Atlantic Coast Route)	
Facilitating EuroVelo 2 (Capitals Route)	
Facilitating the National Cycle Network (or linkages)	✓
Facilitating Cross Border Linkages (Northern Ireland)	
Connecting Tourist Attractions	✓
Connecting Towns	✓
> 40km (or contributing to/ with potential to be)	✓

* Based on Early Forecast Cost range.

Rosslare to Waterford



Local Authority:	Wexford
Section:	Rosslare Europort to Belview
Project Length:	57km
Project Stage:	Phase 3 Design and Environmental Evaluation

Project Category:	Greenway
Next PSC Gateway:	Gate 1 Approval in Principle
Construction Timeline:	To be Confirmed
Forecast Cost Range:	€40m to €60m

Background

Wexford County Council undertook a feasibility study, route selection and environmental assessment for the proposed Greenway and the project was being prepared for planning. The proposed route included elements of the Rosslare to Waterford railway line. The Greenway project has however been suspended by Wexford County Council pending the outcome of the all-Island Strategic Rail Review.

Project Description

The route is centred around the out of service Rosslare Strand to Waterford rail corridor. The route is rural and picturesque and has numerous impressive bridge structures, including the Duncormick viaduct, Taylorstown viaduct and the Barrow bridge. The route passes the villages and towns of Bridgetown, Wellington Bridge, Ballycullane and Campile before entering Waterford.

Strategic Value/ Value to the Region

National

The Greenway would link up with the National Cycle Network at Rosslare and Waterford. The Greenway would also provide a more direct route between these two locations than the existing circuitous EuroVelo 1 (Atlantic Coast Route).

Regional

The Greenway will form part of a regional strategy for the South East to develop an integrated network of Greenway and blueway schemes and will seek to encourage and promote active travel in a safe and controlled environment. The Greenway has the potential to link up with the Wexford Town to Rosslare Greenway and the Waterford Greenway. The Greenway is well placed for those exploring Ireland's Ancient East.

Local

The Greenway will provide a safe facility for people of all ages to walk and cycle. It would be expected that the Greenway would boost tourism in the locality because it would provide an extended route for the existing Waterford Greenway. The Greenway has the potential to exploit the many places and things to see and do along the way, including Dunbrody Abbey and Clonmines and Bannow Bay. The Greenway will also provide a key amenity for local communities, encouraging modal shift toward sustainable transport options.

Other relevant Greenways in the Region

Wexford Town to Rosslare Greenway
Waterford Greenway (Waterford to Dungarvan)
South East Greenway (Waterford to New Ross)

General alignment with the 5 S's

Scenic, **S**trategic, **S**ustainable, Offers lot's to **S**ee and Do, Substantially **S**egregated & **S**hared Use	✓

Significance

Facilitating EuroVelo 1 (Atlantic Coast Route)	✓
Facilitating EuroVelo 2 (Capitals Route)	
Facilitating the National Cycle Network (or linkages)	✓
Facilitating Cross Border Linkages (Northern Ireland)	
Connecting Tourist Attractions	✓
Connecting Towns	✓
> 40km (or contributing to/ with potential to be)	✓

Wexford Town to Rosslare Greenway

Local Authority:	Wexford
Section:	Wexford Town to Rosslare Strand
Project Length:	14km
Project Stage:	Phase 2 Options Selection

Project Category:	Greenway
Next PSC Gateway:	Gate 1 Approval in Principle
Construction Timeline:	To be Confirmed
Forecast Cost Range:	€10m to €20m

Background

The Wexford Town to Rosslare Greenway route will commence in the vicinity of proposed Trinity Wharf development in Wexford Town and extend in a southerly direction to terminate at Rosslare Strand Train Station. The Greenway is intended to provide a recreational amenity and a sustainable commuter corridor and tourist route. The Greenway will form part of a regional strategy for the South East region to develop an integrated network of greenway and blueway schemes.

Project Description

The Wexford Town to Rosslare Greenway is proposed to be approximately 14km and will provide a strategic link to the proposed Rosslare to Waterford Greenway. A proposed trailhead at Ferrybank would offer unspoiled vistas over Wexford Harbour and the Wexford Town skyline. The greenway is proposed to hug the coastline of Wexford Harbour as much as possible as the route passes due south, skirting around and adjacent to the unique landscape of the South Slobs before arriving in Rosslare Strand.

Strategic Value/ Value to the Region

National

The Greenway Study Area is not fully within the NCN plan corridor, however the Greenway may serve the function required of the NCN. The Greenway is proposed to connect to the future Rosslare to Waterford Greenway, which would begin at Rosslare Harbour and if developed would likely become EuroVelo 1. Furthermore, the train link from Wexford Town will allow cycling tourists to travel from Wexford to Dublin to connect to a range of other greenway routes.

Regional

Connection with a future Rosslare to Waterford Greenway would provide connectivity to other regional greenways in the south east region, such as the Waterford Greenway (Waterford to Dungarvan) and the South East Greenway (Waterford to New Ross).

Local

Development of the Greenway will promote Active Travel opportunities locally, facilitating sustainable opportunities for modal shift. It also offers significant tourism potential by linking Rosslare Strand (the busiest holiday resort in Wexford) to Wexford Town. The proximity to the train stations in Wexford Town and Rosslare Strand would facilitate cycle out/train return or visa versa options to greenway users. There is also potential to link with the future Cycle Connects local greenway from Wexford Town to Curracloe via an urban primary cycle route.

Other relevant Greenways in the Region

Rosslare to Waterford Greenway

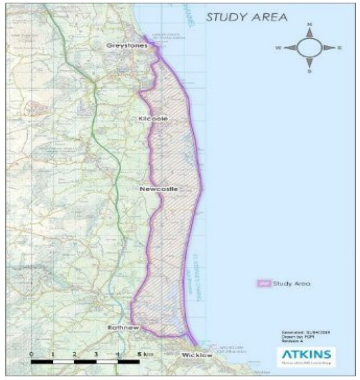
General alignment with the 5 S's

Scenic, **S**trategic, **S**ustainable, Offers lot's to **S**ee and Do, Substantially **S**egregated & **S**hared Use	✓

Significance

Facilitating EuroVelo 1 (Atlantic Coast Route)	
Facilitating EuroVelo 2 (Capitals Route)	
Facilitating the National Cycle Network (or linkages)	✓
Facilitating Cross Border Linkages (Northern Ireland)	
Connecting Tourist Attractions	✓
Connecting Towns	✓
> 40km (or contributing to/ with potential to be)	✓

Greystones to Wicklow



Local Authority:	Wicklow
Section:	Greystones to Wicklow
Project Length:	20 km
Project Stage:	Phase 2 Options Selection

Project Category:	Greenway
Next PSC Gateway:	Gate1 Approval in Principle
Construction Timeline:	tbc
Forecast Cost Range:	€15m to €25m

Background

A coastal trail between Wicklow and Greystones already exists as an informal walking route. The potential to develop the trail as a Greenway would open the route to a wider cohort of users as defined in the national Greenway strategy.

Strategic Value/ Value to the Region

To be advised as Planning & Design Progresses.

Other relevant Greenways in the Region

Blessington eGreenway
Arklow to Shillelagh Greenway

Project Description

The coastal route is approximately 20km in length, extending between the southern end of the Bray to Greystones cliff walk at Greystones harbour to the Murrough Car Park at Wicklow.

General alignment with the 5 S's

Scenic, **S**trategic, **S**ustainable, Offers lot's to **S**ee and Do, Substantially **S**egregated & **S**hared Use	✓

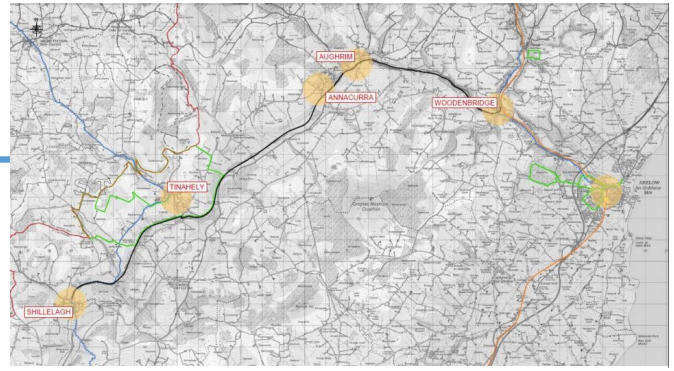
Significance

Facilitating EuroVelo 1 (Atlantic Coast Route)	
Facilitating EuroVelo 2 (Capitals Route)	
Facilitating the National Cycle Network (or linkages)	✓
Facilitating Cross Border Linkages (Northern Ireland)	
Connecting Tourist Attractions	✓
Connecting Towns	✓
> 40km (or contributing to/ with potential to be)	✓

Arklow to Shillelagh Greenway

Local Authority:	Wicklow
Section:	Arklow to Shillelagh
Project Length:	33 km
Project Stage:	Phase 2 Options Selection

Project Category:	Greenway
Next PSC Gateway:	Gate 1 - Approval in Principle
Construction Timeline:	tbc
Forecast Cost Range:	€20m to €30m



Background

In 2011, Wicklow County Council undertook an initial study consider the potential reuse of the Shillelagh branch railway line as a Greenway. Arising out of this initial study, funding was secured from the NTA to carry out a detailed feasibility study and preliminary design for a potential Greenway from Arklow to Woodenbridge and onwards to Shillelagh.

Project Description

The proposed Greenway will be approximately 33km in length and will commence at Shillelagh village south of County Wicklow. The proposed route will follow the disused Woodenbridge to Shillelagh Railway Line which lies adjacent to the banks of the Derry River, Aughrim River and Avoca River. It will run through villages Tinahely, Aughrim, Woodenbridge eventually connecting to Arklow Town.

Strategic Value/ Value to the Region

National

Support activity based tourism in National Planning Framework

Supports Smarter Travel

Supports National Physical Activity Plan

Regional

Connect villages and communities

Attract visitors, bringing economic benefit

Identified in the Greater Dublin Area Cycle Network Plan

Local

High quality off-road amenity for walking and cycling

Utilises sections of former railway line

Includes and enhances existing recreational trails

Supports Local Area Plan objectives for towns and villages along the route

Other relevant Greenways in the Region

Other relevant Greenways

Wicklow to Greystones

Blessington Lake Loop

General alignment with the 5 S's

Scenic, **S**trategic, **S**ustainable, Offers lot's to **S**ee and Do, Substantially **S**egregated & **S**hared Use	✓

Significance

Facilitating EuroVelo 1 (Atlantic Coast Route)	
Facilitating EuroVelo 2 (Capitals Route)	
Facilitating the National Cycle Network (or linkages)	✓
Facilitating Cross Border Linkages (Northern Ireland)	
Connecting Tourist Attractions	✓
Connecting Towns	✓
> 40km (or contributing to/ with potential to be)	✓

Greenways Progressing to Construction

Blessington eGreenway

Local Authority:	Wicklow
Section:	Blessington Lake Loop
Project Length:	33 km
Project Stage:	Phase 4 Statutory Process

Project Category:	Greenway
Next PSC Gateway:	Gate 2 Pre Tender Approval
Construction Timeline:	Q3 2023 to Q3 2025
Forecast Cost Range:	€5m to €20m

Background

Wicklow County Council propose to develop a Greenway encompassing the Blessington Lake/Poulaphouca Reservoir SPA that will pass through the following townlands in the Counties of Wicklow and Kildare - Blessington, Haylands, Knockieran Lower, Knockieran Upper, Carrig, Sroughan, Lacken, Ballynastockan, Ballyknockan, Carrigacurra, Annacarney, Valleymount, Monamuck, Humphrystown , Baltyboys Upper, Baltyboys Lower, Burgage Moyle, Russellstown, Russborough, Rathballylong, Tulfarris, Glebe East, and Burgage More and passing adjacent to the villages of Valleymount, Ballyknockan and Lacken before returning to Blessington at Knockiernan Bridge.

Project Description

This project will allow for a 42km looped Greenway around the Blessington lakes and adjacent towns. It will link into the existing 6.5km Greenway to the south of Blessington Town which links the town with Russborough House.

Strategic Value/ Value to the Region

Regional

This will be a signature project as part of Failte Ireland, Irelands Ancient East tourism brand, providing access to natural and cultural assets.

Local

Will encourage people to work in and visit the area and the surrounding villages of Lacken, Ballyknockan, Valleymount, and Baltyboys.

Other relevant Greenways in the Region

Russborough House Trail
Greystones to Wicklow
Arklow to Shillelagh

General alignment with the 5 S's

Scenic, **S**trategic, **S**ustainable, Offers lots to **S**ee and Do, Substantially **S**egregated & **S**hared Use	✓

Significance

Facilitating EuroVelo 1 (Atlantic Coast Route)	
Facilitating EuroVelo 2 (Capitals Route)	
Facilitating the National Cycle Network (or linkages)	✓
Facilitating Cross Border Linkages (Northern Ireland)	
Connecting Tourist Attractions	✓
Connecting Towns	✓
> 40km (or contributing to/ with potential to be)	✓

South Kerry Greenway

Local Authority:	Kerry
Section:	Glenbeigh to Renard Point
Project Length:	32km
Project Stage:	Phase 3 Design and Evaluation Phase 5 Enabling & Procurement

Project Category:	Greenway
Next PSC Gateway:	Gate 1 Approval in Principle Gate 2 Pre-Tender Approval
Construction Timeline:	Q4 2025 (Compete Section 2 & 3)
Forecast Cost Range:	€20m - €100m*

Background

The South Kerry Greenway is 32km in length and goes from Renard Point to Glenbeigh and has been divided into 3 sections for development. In November 2020, An Bórd Pleanála granted planning permission for Section 2 and 3 between Glenbeigh and Cahersiveen. Section 1 from Cahersiveen to Renard of the South Kerry Greenway did not receive planning due to environmental issues. Kerry County Council are reviewing options for this section of the scheme to determine how best to advance this proposed Greenway.

Project Description

The 27km section of South Kerry Greenway now at enabling and procurement stage comprises of a shared walking and cycling route commencing at Cahersiveen town, across the Valentia River and through the Fertha river valley. From there it travels northwards towards Kells and onto the coast before crossing the Gleensk River Viaduct. The route passes through a series of tunnels and follows the Behy river valley before arriving at its end point in the village of Glenbeigh. The final 5 km aims to provide a facility of equivalent standard, linking this route to the sea at Renard Point.

Strategic Value/ Value to the Region

National

The development of all 3 sections of the South Kerry Greenway would create a 32km off road National Greenway, in line with 'Strategy for the Future Development of National and Regional Greenways' from Glenbeigh to Renard Point. In addition, the route will form part of EuroVelo 1.

Regional

The greenway will enhance the well established tourist destination of The Ring of Kerry and surrounding areas. It has the potential to attract increased volumes of tourists to the area and to become a destination greenway, given the high scenic nature of the route. The route provides increased connectivity between the towns of Cahersvieen and Glenbeigh.

Local

South Kerry Greenway will be socially sustainable by providing a key amenity for local communities, counteracting social isolation and promoting well-being. South Kerry Greenway will promote increased walking and cycling to encourage modal shift toward sustainable transport options.

Other relevant Greenways in the Region

North Kerry Greenway

General alignment with the 5 S's

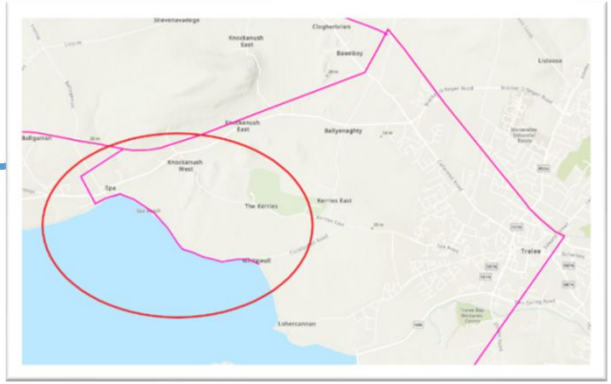
Scenic, **S**trategic, **S**ustainable, Offers lots to **S**ee and Do, Substantially **S**egregated & **S**hared Use	✓

Significance

Facilitating EuroVelo 1 (Atlantic Coast Route)	✓
Facilitating EuroVelo 2 (Capitals Route)	
Facilitating the National Cycle Network (or linkages)	
Facilitating Cross Border Linkages (Northern Ireland)	
Connecting Tourist Attractions	✓
Connecting Towns	✓
> 40km (or contributing to/ with potential to be)	✓

* Based on Early Forecast Cost range.

Cockleshell Road to The Spa Greenway



Local Authority:	Kerry
Section:	Cockleshell Road to Spa, Tralee
Project Length:	2.2 km
Project Stage:	Phase 5 Enabling & Procurement

Project Category:	Greenway
Next PSC Gateway:	Gate 3 Approval to Proceed
Construction Timeline:	Q2 2024 Completion
Forecast Cost Range:	< €5m

Background

Planning Permission for the development of the Cockleshell Road to The Spa Greenway was secured in January 2022 and the project is being delivered by Kerry County Council with funding from the Department of Transport / TII under Project Ireland 2040.

Project Description

The Cockleshell Road to The Spa Greenway will be approximately 2.2km of rural Greenway. It will follow the route of the coastline and the currently informal right-of-way path. it will connect the existing sections of the route known locally as Cockleshell Road which extends into Tralee Town. The Greenway will formalise and existing coastal path from the canal at Bensenville, Tralee to the Spa Village. The Greenway will link up with the Tralee-Fenit Greenway creating a 13.5km coastal loop walk and cycleway through a connection in Spa Village.

Strategic Value/ Value to the Region

National

When delivered, the Cockleshell Road to The Spa Greenway will connect with the North Kerry Greenway and onward to the Limerick Greenway, with the potential to form a continuous 96km National Greenway route in line with 'Strategy for the Future Development of National and Regional Greenways'. When delivered, the route connects with the EuroVelo 1 National Cycling Network at Tralee.

Regional

It has the potential to attract increased volumes of tourists to the area. The route provides increased connectivity between the city, towns and villages in the counties of Limerick and Kerry.

Local

The North Kerry Greenway will be socially sustainable by providing a key amenity for local communities, counteracting social isolation and promoting well-being. The North Kerry Greenway will promote increased walking and cycling to encourage modal shift toward sustainable transport options.

Other relevant Greenways in the Region

North Kerry Greenway
Limerick Greenway
South Kerry Greenway

General alignment with the 5 S's

Scenic, **S**trategic, **S**ustainable, Offers lots to **S**ee and Do, Substantially **S**egregated & **S**hared Use	✓

Significance

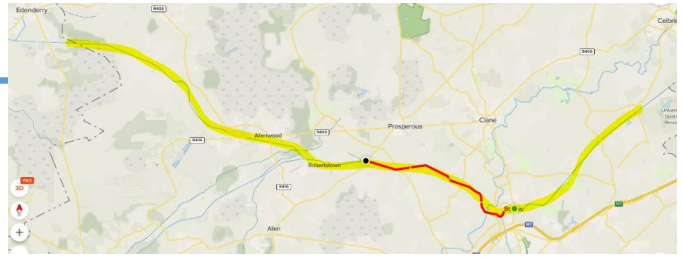
Facilitating EuroVelo 1 (Atlantic Coast Route)	✓
Facilitating EuroVelo 2 (Capitals Route)	
Facilitating the National Cycle Network (or linkages)	✓
Facilitating Cross Border Linkages (Northern Ireland)	
Connecting Tourist Attractions	✓
Connecting Towns	✓
> 40km (or contributing to/ with potential to be)	✓

* Based on Early Forecast Cost range.

Grand Canal

Local Authority:	Kildare
Section:	Sallins Bridge to Clonkeen (Co. Offaly Border)
Project Length:	29km
Project Stage:	Phase 5 Enabling & Procurement

Project Category:	Greenway
Next PSC Gateway:	Gate 2 Pre Tender Approval
Construction Timeline:	Q3 2023 to Q3 2025
Forecast Cost Range:	€10.5 - €15m



Background

Kildare County Council are creating a strategic Greenway of an off-road walking & cycling trail through Kildare, focusing their attention on the north central area of the county to achieve connectivity with the towns and villages across the region. The south of the county is being served by the delivery of the Barrow Blueway which runs from Lowtown through Laois and on to Athy the more northern part of the county is served by the delivery of the Royal Canal Greenway. The vision is that in addition to providing a quality sustainable transportation corridor and leisure amenity for use by local people, the network will be of sufficient quality and length to serve as a beacon to attract visitors into this underdeveloped tourist region.

Project Description

Construction of 11km of a new Greenway along the Grand Canal from Sallins to Aylmers Bridge. The main components of the works include: -
Widening of the existing trail
- Resurfacing of the existing trail
- Improvements to public and private road junctions
- Construction of a retaining wall in Sallins
- Construction of a pedestrian bridge in Sallins
- Construction of various ancillary works

Strategic Value/ Value to the Region

National

Forms part of the 131 km long Grand Canal Way linking Dublin to the Shannon

Regional

Connects Clondalkin (SDCC) to Sallins/Naas, Roberstown and onto Tullamore (Offaly)

Local

A safe and accessible recreational space for locals and visitors

A commuter route, largely off road, Sallins railway station close to the route, with local schools along route also, who could avail of this as an alternative to driving.

Other relevant Greenways in the Region

Barrow Blueway
Royal Canal Greenway

General alignment with the 5 S's

Scenic, **S**trategic, **S**ustainable, Offers lot's to **S**ee and Do, Substantially **S**egregated & **S**hared Use	✓

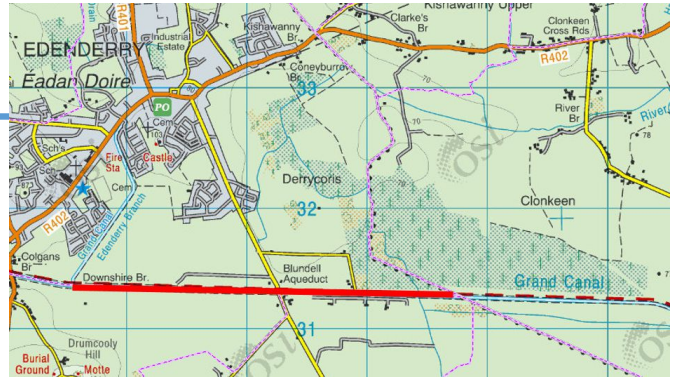
Significance

Facilitating EuroVelo 1 (Atlantic Coast Route)	
Facilitating EuroVelo 2 (Capitals Route)	
Facilitating the National Cycle Network (or linkages)	✓
Facilitating Cross Border Linkages (Northern Ireland)	
Connecting Tourist Attractions	✓
Connecting Towns	✓
> 40km (or contributing to/ with potential to be)	✓

Grand Canal Greenway

Local Authority:	Offaly
Section:	Daingean to Edenderry (Delivered in sub-sections)
Project Length:	4km (Representing the remaining sub-section to be completed) Total 46km funded by TII of 71 km overall)
Project Stage:	Phase 5 Enabling & Procurement

Project Category:	Greenway
Next PSC Gateway:	Pre Tender Approval
Construction Timeline:	2023 - 2024 (Indicative – Subject to Approvals and Design works by Waterways Ireland)
Forecast Cost Range:	< €5m*



Background

The mainline of the Grand Canal traverses Leinster from Ringsend in Dublin City to the River Shannon at Shannon Harbour in County Offaly. The Offaly section of the Grand Canal comprises approximately 71 kilometres from Edenderry to Shannon Harbour. Though initially a strategic commercial trail, advances in transportation meant the last cargo barge passed through the canal in 1960. Today, as a result of restoration work this waterway is well-frequented by users of the canal's amenities.

Offaly County Council, in collaboration with Waterways Ireland have been incrementally carrying out improvements to the Grand Canal within the county.

Project Description

The Greenway (which is being delivered in a number of phased contracts) encompasses predominantly lowlying, flat land and in this regard, its gradient is conducive to all users (including the cyclist, walker, person in a wheelchair and person pushing a buggy) without compromising on the scenic qualities of this route. This section comprises a 4km section on the Offaly side of its boundary with Kildare.

The canal traverses a patchwork of landscapes including large tracts of boglands and is bordered by hedgerows dating back 200 years with fringes of wild vegetation along the bank.

Strategic Value/ Value to the Region

National

The development of this Greenway will support the delivery of the proposed National Cycle Network along the Grand Canal in County Offaly.

It will also when complete provide a link between Dublin and the River Shannon at Shannon Harbour.

Regional

The Offaly section of the Grand Canal Greenway stretches from Edenderry in the east to Shannon Harbour in the west of the county.

The Greenway will provide for greater connectivity, boost tourism numbers and provide enhanced recreational areas for both local communities and visitors within the region.

Local

Development of the Greenway will promote Active Travel opportunities locally, facilitating sustainable opportunities for modal shift. It also offers tourism potential creating opportunities for the strengthening of urban and rural economies, including (in terms of the wider Greenway in Offaly) for example those areas around Edenderry, Daingean, Ballycommon, Tullamore, Killina, Rahan and Shannon Harbour.

Other relevant Greenways in the Region

The Greenway forms part of the wider Grand Canal Greenway as it passes through Kildare and into Dublin.

General alignment with the 5 S's

Scenic, **S**trategic, **S**ustainable, Offers lot's to **S**ee and Do, Substantially **S**egregated & **S**hared Use	✓

Significance

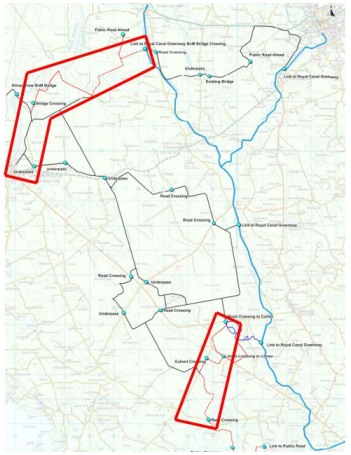
Facilitating EuroVelo 1 (Atlantic Coast Route)	
Facilitating EuroVelo 2 (Capitals Route)	
Facilitating the National Cycle Network (or linkages)	✓
Facilitating Cross Border Linkages (Northern Ireland)	✓
Connecting Tourist Attractions	✓
Connecting Towns	✓
> 40km (or contributing to/ with potential to be)	✓

* Based on Early Forecast Cost range.

Mid Shannon Wilderness Greenway

Local Authority:	Longford
Section:	Kilnacarrow Bridge to Darogue/Ballymacormack; **&** Corlea Bog
Project Length:	20.2km (Total overall TII Funded)
Project Stage:	Phase 5 Enabling & Procurement (Remaining sub-section)

Project Category:	Greenway
Next PSC Gateway:	Pre Tender Approval (Sub-section)
Construction Timeline:	2023 (Indicative – Subject to Approvals) **[Some sections currently under review/ Some sections substantially complete (Corlea Bog)]**
Forecast Cost Range:	< €5m*



Background

This section of Greenway forms part of the wider Mid-Shannon Wilderness Park (MSWP) which is a proposed new Greenway through the Bord na Móna bogs of central Longford. The aim of the wider project is to expand the Greenway provision in County Longford and to add to the growing network of Greenways in Ireland. The provision of the Greenway is also central to the creation of the Mid Shannon Wilderness Park which is linked to the vision of Ireland's Hidden Heartlands. The totality of the route is 78km long and utilises decommissioned Bord na Móna industrial railway for 68km of the length. The remaining 10km will consist of lengths of unsegregated Greenway along local roads and segregated Greenway through raised cutover peat or glacial till ground conditions.

Longford County Council in collaboration with Bord na Móna, have been incrementally developing this Greenway. TII have/ are funding two section's of the Greenway totalling 20.2km.

Project Description

A central tenet of the scheme is to make use of existing rail lines previously used by Bord na Móna as part of their peat harvesting operations which ceased in 2020. The use of these lines and the associated existing ballast and rail structures significantly reduce the cost and potential environmental impact of the proposed scheme which also uses low volumes sections of the existing Local Road network.

Strategic Value/ Value to the Region

National

This project has the potential to form part of (or connect into) the proposed National Cycleway Network between Longford and Lanesborough.

Regional

The provision of the Greenway is central to the creation of the Mid Shannon Wilderness Park which is linked to the vision of Ireland's Hidden Heartlands (a tourism brand for the mid-lands including parts of Leitrim, Roscommon, Longford, East Clare, Westmeath, Cavan, North Tipperary, Galway, and Offaly).

The development of this project would help unlock the tourism potential of County Longford; creating opportunities to attract domestic and international visitors to come, explore and stay in the region.

Local

Development of the Greenway will promote Active Travel opportunities locally, facilitating sustainable opportunities for modal shift. It also offers tourism potential creating opportunities for the strengthening of urban and rural economies, including those areas around Longford and Lanesborough.

Other relevant Greenways in the Region

The proposed Greenway will link into the Royal Canal Greenway in Longford. There is also some potential for further connections with Greenways in Westmeath.

General alignment with the 5 S's

Scenic, **S**trategic, **S**ustainable, Offers lot's to **S**ee and Do, Substantially **S**egregated & **S**hared Use	✓

Significance

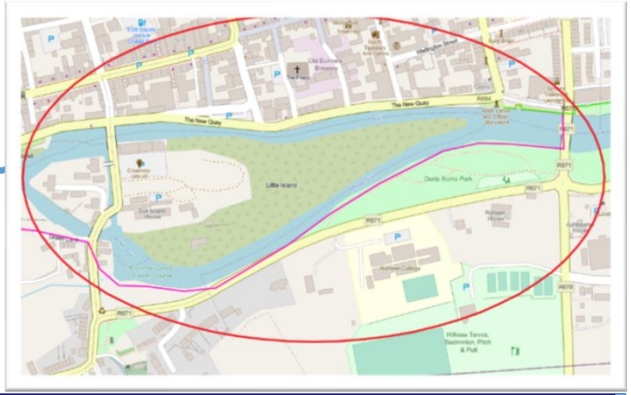
Facilitating EuroVelo 1 (Atlantic Coast Route)	
Facilitating EuroVelo 2 (Capitals Route)	
Facilitating the National Cycle Network (or linkages)	✓
Facilitating Cross Border Linkages (Northern Ireland)	
Connecting Tourist Attractions	✓
Connecting Towns	✓
> 40km (or contributing to/ with potential to be)	✓

* Based on Early Forecast Cost range.

Suir Island Infrastructure Links

Local Authority:	Tipperary
Section:	Gas House Bridge – Suir Island, Clonmel
Project Length:	1 km
Project Stage:	Phase 3 Design and Evaluation

Project Category:	Greenway
Next PSC Gateway:	Gate 1 Approval in Principle
Construction Timeline:	2025 Completion
Forecast Cost Range:	€5m - €20m



Background

In 2019, the 21km Suir Blueway was officially opened. This project aims to extend the existing walking and cycling route into Clonmel town centre, across to Suir island to facilitate a network of walking and cycling facilities towards Marlfield village, and onward to Cahir.

Project Description

This project aims to improve the pedestrian/cyclist connectivity between the Suir Blueway, Island and Clonmel Town Centre, promoting Suir island as the "Green Heart" of Clonmel. The bustling town of Clonmel offers visitors the opportunity to explore the beautifully restored Main Guard, which was built as a courthouse in 1675. Additional points of interest in Clonmel include the West Gate in the town walls and the recently renovated Museum.

Strategic Value/ Value to the Region

National:

The proposed 1 km connects to the existing 21 km Suir Blueway to the east and the 1 km Blueway to the west to provide 22km of continuous off road Regional Greenway route in line with 'Strategy for the Future Development of National and Regional Greenways'. When delivered, the route will form part of the National Cycle Network between Cahir and Clonmel.

Regional:

The Suir Blueway has all of the key scenic attributes required for a successful and recreational Greenway that will benefit tourism and the towns and villages it connects.

Local

The proposed connection would increase the accessibility of the existing blueways in a socially sustainable manner, providing better access to a key amenity for local communities, counteracting social isolation and promoting well-being. The project would promotes increased Active Travel locally, to encourage modal shift toward sustainable transport options.

Other relevant Greenways in the Region

Waterford Greenway
Marlfield to Cahir Greenway
Clonmel to Marlfield Village Greenway

General alignment with the 5 S's

Scenic, **S**trategic, **S**ustainable, Offers lots to **S**ee and Do, Substantially **S**egregated & **S**hared Use	✓

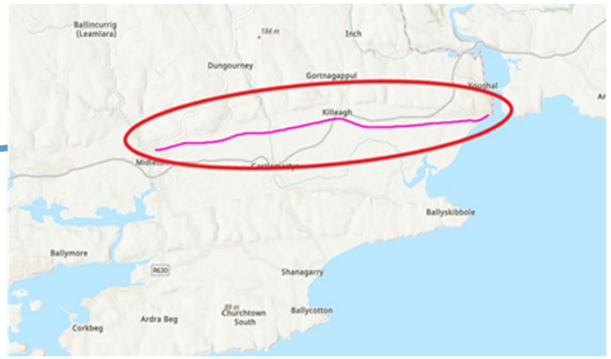
Significance

Facilitating EuroVelo 1 (Atlantic Coast Route)	
Facilitating EuroVelo 2 (Capitals Route)	
Facilitating the National Cycle Network (or linkages)	✓
Facilitating Cross Border Linkages (Northern Ireland)	
Connecting Tourist Attractions	✓
Connecting Towns	✓
> 40km (or contributing to/ with potential to be)	✓

* Based on Early Forecast Cost range.

Greenways at Construction

Midleton to Youghal Greenway



Local Authority:	Cork
Section:	Midleton to Youghal
Project Length:	23km
Project Stage:	Phase 6 Construction

Project Category:	Greenway
Next PSC Gateway:	Post Project Completion Report
Construction Timeline:	2024 Completion
Forecast Cost Range:	>€20m

Background

The development consists of the construction of a rural off-road greenway along the corridor of the old Midleton to Youghal Railway line. Cork County Council secured planning permission for the development in 2019. The project was initially delivered with funding from the Department of Transport under Project Ireland 2040.

Project Description

The route follows the disused railway line from the active Midleton train station to the former train station in Youghal town, connecting key towns and villages of Midleton, Mogeely, Killeagh and Youghal in East Cork.

Strategic Value/ Value to the Region

National

This greenway will provide 23km of off road National Greenway, in line with '*Strategy for the Future Development of National and Regional Greenways*' from Midleton to Youghal. When constructed, the route will form part of both Eurovelo 1 and the National Cycling Network.

Regional

The route enhances regional connectivity by integrating with existing and planned cycle infrastructure. The trailhead at the operational Midleton train station provides direct connectivity to rail network and Cork City, proximity to large population catchment of Metropolitan Cork and other towns and villages along the route.

Local

Midleton to Youghal Greenway will be socially sustainable by providing a key amenity for local communities, counteracting social isolation and promoting well-being. It will increase the active travel potential and encourage the modal shift to walking and cycling between the connected towns and villages of Midleton, Mogeely, Killeagh and Youghal.

Other relevant Greenways in the Region

Waterford Greenway
Dungarvan Mallow Greenway

General alignment with the 5 S's

Scenic, **S**trategic, **S**ustainable, Offers lots to **S**ee and Do, Substantially **S**egregated & **S**hared Use	✓

Significance

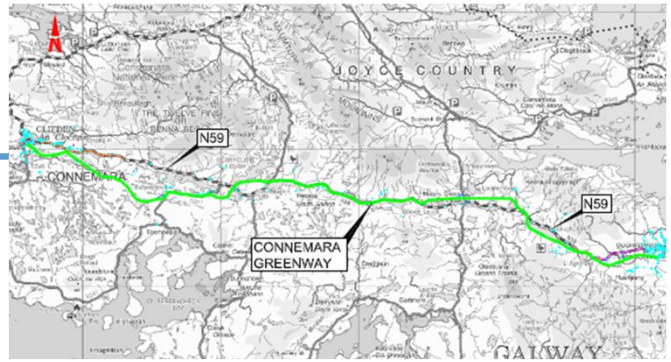
Facilitating EuroVelo 1 (Atlantic Coast Route)	✓
Facilitating EuroVelo 2 (Capitals Route)	
Facilitating the National Cycle Network (or linkages)	✓
Facilitating Cross Border Linkages (Northern Ireland)	
Connecting Tourist Attractions	✓
Connecting Towns	✓
> 40km (or contributing to / with potential to be)	✓

* Based on Early Forecast Cost range.

Connemara Greenway - Clifden to Recess

Local Authority:	Galway
Section:	Clifden - Recess
Project Length:	22km
Project Stage:	Phase 6 Construction & Implementation

Project Category:	Greenway
Next PSC Gateway:	N/A
Construction Timeline:	2024 Completion
Forecast Cost Range:	€15m - €25m



Background

Galway County Council appointed a consultant in 2011 to bring project through to Phase 4. for the 52km route from Clifden – Oughterard.

Planning approval from An Bord Pleanála was granted in 2013.

Funding was received from Fáilte Ireland and ORIS in 2015,2017 & 2019 which enabled sections of the scheme to be delivered.

TII funding was allocated in 2021 to complete outstanding 22km section between Clifden and Recess.

Project Description

It is proposed to upgrade the existing disused railway corridor between Clifden and Oughterard to accommodate walkers and cyclists along its length. This will require the upgrading of the surface to provide safe and secure walking and cycling, appropriate fencing and access points, and upgrading of water crossings and bridges as deemed necessary.

Strategic Value/ Value to the Region

National

Potential to link to proposed Galway – Athlone Cycleway.

Potential to Link to Eurovelo 2 Route Capitals Route

Potential to form part of Eurovelo 1 Route Atlantic Coast Route

Regional

Create a 'link' between Greenways, from the Mayo Greenway to the Connemara Greenway and, potentially others in a National Cycle Network, such as the Galway-Dublin Greenway

Potential to form part of Eurovelo 1 Route Atlantic Coast Route

Local

Increase the number of overseas visitors from the key market segments through the development of another 'hero' product in Connemara.

Attract domestic visitors to Connemara and increase the number of overnight stays among the staycation market, by providing a key visitor experience that encourages 2 to 3-day excursions.

Increase participation in physical activity among the local population, supporting their physical and mental wellbeing, by developing a significant recreational and leisure amenity.

Reduce the carbon footprint of vehicular transport, by encouraging the local population, where possible, to travel to work or school by bike or foot.

Other relevant Greenways in the Region

Galway to Oughterard Greenway.

NCN Galway to Dublin.

General alignment with the 5 S's

Scenic, **S**trategic, **S**ustainable, Offers lot's to **S**ee and Do, Substantially **S**egregated & **S**hared Use	✓

Significance

Facilitating EuroVelo 1 (Atlantic Coast Route)	✓
Facilitating EuroVelo 2 (Capitals Route)	
Facilitating the National Cycle Network (or linkages)	✓
Facilitating Cross Border Linkages (Northern Ireland)	
Connecting Tourist Attractions	✓
Connecting Towns	✓
> 40km (or contributing to/ with potential to be)	✓

North Kerry Greenway

Local Authority:	Kerry
Section:	Fenit to Limerick Border
Project Length:	48.7 km
Project Stage:	Phase 1 Concept and Feasibility Phase 6 Construction

Project Category:	Greenway
Next PSC Gateway:	Complete
Construction Timeline:	Sections 1 & 3: Q4 2023* Section 2: TBC
Forecast Cost Range:	€5m - €20m

Background

The North Kerry Greenway is 48.7km in length and goes from the border with Limerick near Abbeyfeale, Co. Limerick to Fenit, Co. Kerry and has been divided into 3 sections for development. Kerry County Council acquired the ownership of the disused railway line over the full length in 2017 from Irish Rail. 2 Sections were prioritised for development, including a 11.2km section from Tralee town to the village of Fenit at the coast and a 10.5 km section from Listowel Town to the Limerick Border. These sections are now open for use, while remaining offline accommodation and ancillary works are being completed.

Project Description

The project envisages a continuous route of off-road rural Greenway on the route of the disused Tralee to Limerick railway line from the coastal village of Fenit to connect with the existing Limerick Greenway at Abbeyfeale, via the town of Tralee and Listowel.

Strategic Value/ Value to the Region

National

When delivered, the North Kerry Greenway which will connect with the existing Limerick Greenway at Abbeyfeale and form a continuous 96km National Greenway route from Fenit to Limerick as part of the overall Great Southern Greenway, in line with 'Strategy for the Future Development of National and Regional Greenways'. The Route will also form part of EuroVelo 1 and provides connections to the National Cycling Network.

Regional

It has the potential to attract increased volumes of tourists to the area. The route provides increased connectivity between the city, towns and villages in the counties of Limerick and Kerry.

Local

The North Kerry Greenway will be socially sustainable by providing a key amenity for local communities, counteracting social isolation and promoting well-being. The North Kerry Greenway will promote increased walking and cycling to encourage modal shift toward sustainable transport options.

Other relevant Greenways in the Region

Limerick Greenway
Cockleshell Road to The Spa Greenway
South Kerry Greenway

General alignment with the 5 S's

Scenic, **S**trategic, **S**ustainable, Offers lots to **S**ee and Do, Substantially **S**egregated & **S**hared Use	✓

Significance

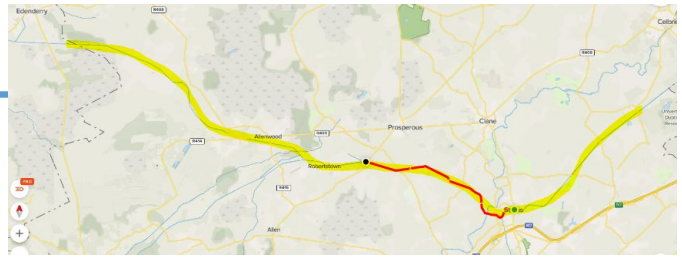
Facilitating EuroVelo 1 (Atlantic Coast Route)	✓
Facilitating EuroVelo 2 (Capitals Route)	
Facilitating the National Cycle Network (or linkages)	✓
Facilitating Cross Border Linkages (Northern Ireland)	
Connecting Tourist Attractions	✓
Connecting Towns	✓
> 40km (or contributing to/ with potential to be)	✓

* 22km of route opened for use in 2022. Construction of ancillary and accommodation works on these sections ongoing in 2023

Grand Canal Greenway

Local Authority:	Kildare
Section:	Aylmers Bridge to Sallins
Project Length:	11 km
Project Stage:	Phase 6 Construction & Implementation

Project Category:	Greenway
Next PSC Gateway:	Gate 3 - Approval to Proceed
Construction Timeline:	Q4/22 – Q4/23
Forecast Cost Range:	€5.5 - €7.5m



Background

Kildare County Council are creating a strategic Greenway of an off-road walking & cycling trail through Kildare, focusing their attention on the north central area of the county to achieve connectivity with the towns and villages across the region. The south of the county is being served by the delivery of the Barrow Blueway which runs from Lowtown through Laois and on to Athy the more northern part of the county is served by the delivery of the Royal Canal Greenway. The vision is that in addition to providing a quality sustainable transportation corridor and leisure amenity for use by local people, the network will be of sufficient quality and length to serve as a beacon to attract visitors into this underdeveloped tourist region.

Project Description

Construction of 11km of a new Greenway along the Grand Canal from Sallins to Aylmers Bridge. The main components of the works include: -
Widening of the existing trail
- Resurfacing of the existing trail
- Improvements to public and private road junctions
- Construction of a retaining wall in Sallins
- Construction of a pedestrian bridge in Sallins
- Construction of various ancillary works

Strategic Value/ Value to the Region

National

Forms part of the 131 km long Grand Canal Way linking Dublin to the Shannon

Regional

Connects Clondalkin (SDCC) to Sallins/Naas, Roberstown and onto Tullamore (Offaly)

Local

A safe and accessible recreational space for locals and visitors

A commuter route, largely off road, Sallins railway station close to the route, with local schools along route also, who could avail of this as an alternative to driving.

Other relevant Greenways in the Region

Barrow Blueway
Royal Canal Greenway

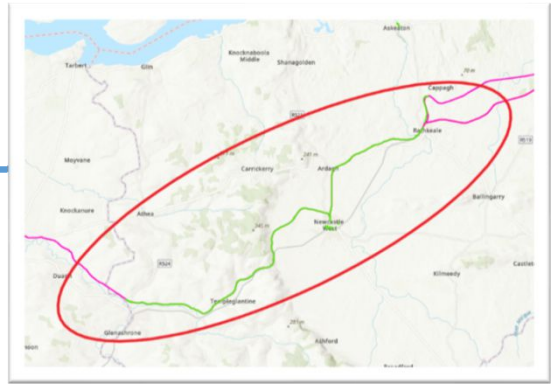
General alignment with the 5 S's

Scenic, **S**trategic, **S**ustainable, Offers lot's to **S**ee and Do, Substantially **S**egregated & **S**hared Use	✓

Significance

Facilitating EuroVelo 1 (Atlantic Coast Route)	
Facilitating EuroVelo 2 (Capitals Route)	
Facilitating the National Cycle Network (or linkages)	✓
Facilitating Cross Border Linkages (Northern Ireland)	✓
Connecting Tourist Attractions	✓
Connecting Towns	✓
> 40km (or contributing to/ with potential to be)	✓

Limerick Greenway



Local Authority:	Limerick
Section:	Rathkeale to Abbeyfeale
Project Length:	40 km
Project Stage:	Phase 6 Construction

Project Category:	Greenway
Next PSC Gateway:	Project Completion Report
Construction Timeline:	Q4 2023*
Forecast Cost Range:	€5 - €20m**

Background

The Limerick Greenway Project consists of the upgrade of the existing Great Southern Trail to an off-road cycling, wheeling and walking Greenway.

Project Description

This project commenced in 2018 and includes the upgrade and resurfacing of the 40km route, installation of underpasses and overpasses, drainage, upgrade of structures. The Greenway was opened in sections with officially opened in November 2021, but the project is continuing with upgrade works continue to install new structures, and develop the trailheads. It provides connectivity from Rathkeale, via Newcastlewest and onto Abbeyfeale.

Strategic Value/ Value to the Region

National:

The Limerick Greenway provides a continuous 40km off road National Greenway route from Rathkeale to Abbeyfeale in line with 'Strategy for the Future Development of National and Regional Greenways'. The Route forms part of EuroVelo 1 and the National Cycling Network.

Regional:

It has the potential to attract increased volumes of tourists to the area. The route provides increased connectivity between the towns and villages along the route. Active travel potential for Rathkeale, Newcastle West and Abbeyfeale regions.

Local

The Limerick Greenway is socially sustainable in providing a key amenity for local communities, counteracting social isolation and promoting well-being. The Limerick Greenway promotes increased Active Travel, walking and cycling to encourage modal shift toward sustainable transport options.

Other relevant Greenways in the Region

Rathkeale - Adare - Patrickswell Greenway

North Kerry Greenway

General alignment with the 5 S's

Scenic, **S**trategic, **S**ustainable, Offers lots to **S**ee and Do, Substantially **S**egregated & **S**hared Use	✓

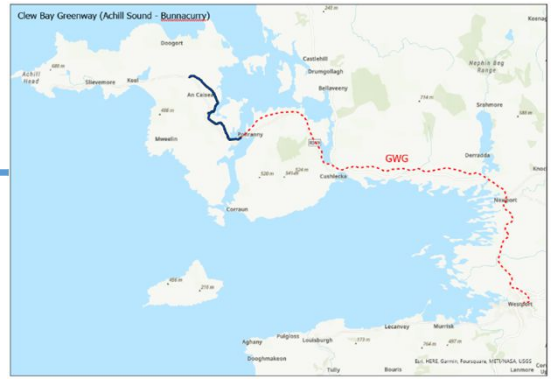
Significance

Facilitating EuroVelo 1 (Atlantic Coast Route)	✓
Facilitating EuroVelo 2 (Capitals Route)	
Facilitating the National Cycle Network (or linkages)	✓
Facilitating Cross Border Linkages (Northern Ireland)	
Connecting Tourist Attractions	
Connecting Towns	✓
> 40km (or contributing to/ with potential to be)	✓

*40km of route opened for use in 2021. Construction of accommodation and trailhead works ongoing in 2023.

**Based on early forecast cost range

Clew Bay Greenway



Local Authority:	Mayo
Section:	Clew Bay Greenway – Achill Sd / Bunnacurry
Project Length:	10km
Project Stage:	Phase 6 Construction

Project Category:	Greenway
Next PSC Gateway:	Project Completion Report
Construction Timeline:	2021 to 2023
Forecast Cost Range:	€7.5m - €12m

Background

The concept of extending the Great Western Greenway onto Achill Island and into a longer distance iconic Greenway looping Clew Bay was conceived in 2015. The proposal includes the potential development of 60km of new Greenway on the northern and southern sides of Clew Bay and incorporating the islands of Clare and Innisturk to provide a uniquely distinctive and compelling offering.

Part VIII Planning for Stage 1 of the project – Achill Sound to Bunnacurry was obtained in 2020 and is currently at construction.

Project Description

The Clew Bay Greenway – Achill Sound/ Bunnacurry is a 10km extension of the existing Great Western Greenway. The Greenway has been designed to appeal to both locals and visitors – being routed along local walking/cycling desire lines, close to key services and educational/ residential areas. The Greenway passes through wild landscapes and close to the Atlantic Ocean offering exceptional vistas and some of the most idyllic scenery on the Wild Atlantic Way.

Key features:

- 10km Greenway – Urban & Rural Sections
- 1km Boardwalk
- Public Realm Enhancements incl. Rest Area Promenade

Strategic Value/ Value to the Region

National

The Clew Bay Greenway is an extension of the 44km Great Western Greenway and forms an integral part of the National Cycle Network and the transnational Eurovelo 1 Atlantic Coast Cycle Route supporting modal shift and contributing to national climate change objectives.

Being located along the Wild Atlantic Way the Greenway will provide a sustainable tourism offering appealing to both domestic and international markets and support the economic potential of the Wild Atlantic Way.

Regional

The Clew Bay Greenway provides the underlying infrastructure to support existing enterprises, leverage new private sector investment, creating employment and bringing socio economic benefits to coastal, island and peripheral communities of the Wild Atlantic Region.

As a unique tourism offering, connecting visitor experiences and attractions in the region, the Greenway supports more balanced visitor dispersal throughout the region, thereby promoting sustainability.

Local

The Greenway will link town, village and island communities between Westport and Achill, enabling sustainable opportunities for modal shift, Active Travel and greater recreational opportunities. Additionally, the facility provides opportunities for local communities to support a biodiverse rich environment along its corridor.

Other relevant Greenways in the Region

- Great Western Greenway (Westport/Achill)
- Connemara Greenway
- National Museum Greenway (Castlebar/Turlough)
- Monasteries of the Moy Greenway (Ballina/Killala)
- Clare Lake Greenway (Claremorris)

General alignment with the 5 S's

Scenic, **S**trategic, **S**ustainable, Offers lot's to **S**ee and Do, Substantially **S**egregated & **S**hared Use	✓

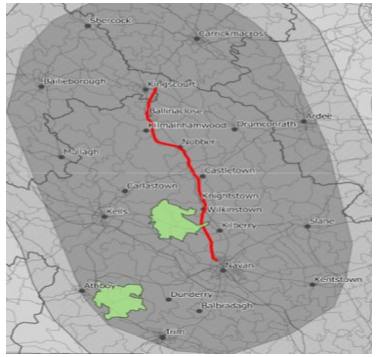
Significance

Flagship Activity Attraction on Ireland's Wild Atlantic Way	✓
Catalyst Project for Fáilte Ireland's Clew Bay Visitor Experience Development Plan facilitating visitor connectivity to the islands of Clew Bay	✓
Facilitates the National Cycle Network & Active Travel	✓
Part of EuroVelo 1 (Atlantic Coast Route)	✓
Connects Tourist destinations and attractions along Wild Atlantic Way incl. Wild Nephin National Park, Blue Flag Beaches	✓
Connects Towns and Villages to facilities	✓
> 40km (Westport/Bunnacurry Greenway will be 55km and potential Clew Bay Greenway 100km)	✓

Boyne Valley to Lakelands

Local Authority:	Meath
Section:	Navan to Kingscourt / Wilkinstown to Castletown
Project Length:	30km
Project Stage:	Phase 6 Construction & Implementation

Project Category:	Greenway
Next PSC Gateway:	Gate 3 - Approval to Proceed
Construction Timeline:	Q4/22 – Q4/23
Forecast Cost Range:	€5m - €10m



Background

The Navan to Kingscourt Railway was part of the rail network connecting Navan to Drogheda and Dublin. Passengers services were withdrawn in 1958 and freight operations ceased in 2002. It is now classified as a disused railway.

The Greenway route commences at Blackwater Park in Navan and terminates at Kingscourt Railway Station. 98% of the route is segregated and traffic free. Part 8 planning approval was obtained in 2013.

This greenway is being developed in sections by Meath County Council. The final two sections, being delivered with the support of TII are:

Nobber to Kingscourt – 11km, at Construction, completion in 2023

Wilkinstown to Castletown – 5km, at construction, completion in 2023 (this section is part funded by Outdoor Recreation Infrastructure Scheme)

Project Description

The scheme comprises of the development of the disused Navan to Kingscourt railway line as a Greenway for both walkers and cyclists. The route is approximately 30km in length and would extend the major tourist and amenity area of the Boyne Valley in Navan to Kingscourt, in County Cavan. It commences at the new Navan Town Park and finishes at the old Kingscourt Railway Station, passing through the villages of Wilkinstown, Castletown, Nobber and Kilmainhamwood and linking with the Dun na Ri Forest Park. The railway line passes through a number of old railway stations and connects to local settlements as well as the Gibbstown Gaeltacht area.

Strategic Value/ Value to the Region

Tourist attraction for visitors to an are steeped in history and heritage.

Encourages visitors to stay in Boyne Valley Region.

Connects with Irelands Ancient East.

Creates a first class walking and cycling facility.

Contributes to economic development of local community and the wider region.

Encourages use of sustainable transport.

Other relevant Greenways in the Region

Boyne Greenway
Royal Canal Greenway

General alignment with the 5 S's

Scenic, **S**trategic, **S**ustainable, Offers lot's to **S**ee and Do, Substantially **S**egregated & **S**hared Use	✓

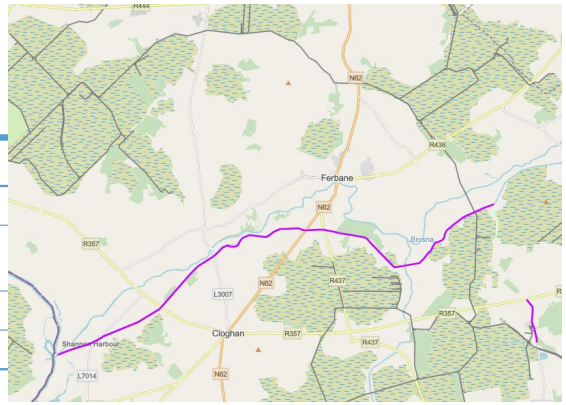
Significance

Facilitating EuroVelo 1 (Atlantic Coast Route)	
Facilitating EuroVelo 2 (Capitals Route)	
Facilitating the National Cycle Network (or linkages)	✓
Facilitating Cross Border Linkages (Northern Ireland)	✓
Connecting Tourist Attractions	✓
Connecting Towns	✓
> 40km (or contributing to/ with potential to be)	✓

Grand Canal Greenway

Local Authority:	Offaly
Section:	Turraun to Shannon Harbour; Henseys Bridge to Turraun. (Delivered in sub-sections)
Project Length:	22km (Total 46km funded by TII of 71 km overall)
Project Stage:	Phase 5 Enabling; and Phase 6 Construction & Implementation

Project Category:	Greenway
Next PSC Gateway:	One sub-section is at Construction. Remaining sections are at Pre-Tender Approval.
Construction Timeline:	2023
Forecast Cost Range:	<€5m*



Background

The mainline of the Grand Canal traverses Leinster from Ringsend in Dublin City to the River Shannon at Shannon Harbour in County Offaly. The Offaly section of the Grand Canal comprises approximately 71 kilometres from Edenderry to Shannon Harbour. Though initially a strategic commercial trail, advances in transportation meant the last cargo barge passed through the canal in 1960. Today, as a result of restoration work this waterway is well-frequented by users of the canal's amenities.

Offaly County Council, in collaboration with Waterways Ireland have been incrementally carrying out improvements to the Grand Canal within the county.

Project Description

The Greenway (which is being delivered in a number of phased contracts) encompasses predominantly lowlying, flat land and in this regard, its gradient is conducive to all users (including the cyclist, walker, person in a wheelchair and person pushing a buggy) without compromising on the scenic qualities of this route.

The canal (between Turraun and Shannon Harbour) traverses a patchwork of landscapes including large tracts of boglands and is bordered by hedgerows dating back 200 years with fringes of wild vegetation along the bank.

Strategic Value/ Value to the Region

NATIONAL

The development of this Greenway will support the delivery of the proposed National Cycle Network along the Grand Canal in County Offaly.

It will also when complete provide a link between Dublin and the River Shannon at Shannon Harbour.

REGIONAL

The Offaly section of the Grand Canal Greenway stretches from Edenderry in the east to Shannon Harbour in the west of the county.

The Greenway will provide for greater connectivity, boost tourism numbers and provide enhanced recreational areas for both local communities and visitors within the region.

LOCAL

Development of the Greenway will promote Active Travel opportunities locally, facilitating sustainable opportunities for modal shift. It also offers tourism potential creating opportunities for the strengthening of urban and rural economies, including (in terms of the wider Greenway in Offaly) for example those areas around Edenderry, Daingean, Ballycommon, Tullamore, Killina, Rahan and Shannon Harbour.

Other relevant Greenways in the Region

Connecting sections of the Grand Canal

General alignment with the 5 S's

Scenic, **S**trategic, **S**ustainable, Offers lot's to **S**ee and Do, Substantially **S**egregated & **S**hared Use	✓

Significance

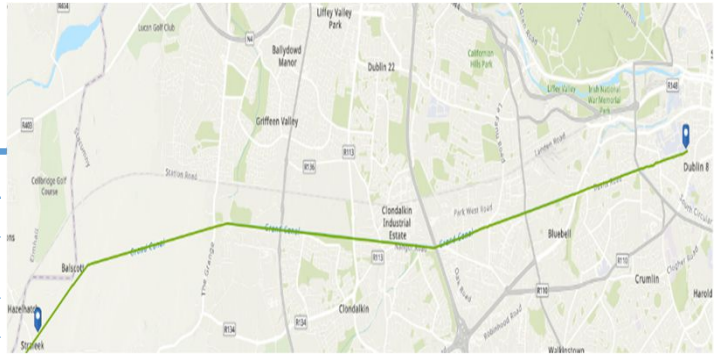
Facilitating EuroVelo 1 (Atlantic Coast Route)	
Facilitating EuroVelo 2 (Capitals Route)	
Facilitating the National Cycle Network (or linkages)	✓
Facilitating Cross Border Linkages (Northern Ireland)	
Connecting Tourist Attractions	✓
Connecting Towns	✓
> 40km (or contributing to/ with potential to be)	✓

* Based on Early Forecast Cost range.

Grand Canal Greenway

Local Authority:	South Dublin
Section:	12th Lock to Hazelhatch
Project Length:	5 km
Project Stage:	Phase 5 Enabling and Procurement

Project Category:	Greenway
Next PSC Gateway:	Gate 3 - Approval to Proceed to Phase 6 (Construction)
Construction Timeline:	Q4/22 – Q2/24
Forecast Cost Range:	€5m - €10m



Background

Contribute to the development of the overall Greenway Strategy from the Grand Canal Dock in Dublin to Shannon Harbour.

Project Description

Construction of approximately 4.6km of new Greenway which forms part of the larger Grand Canal scheme. The Greenway will link the townlands of Hazelhatch, Loughtown Lower, Balscott, Stacumney Cottage, Mullauns, Coolscuddan, Gollierstown and Ballymakaily. This project has Part 8 planning approval and is due to go to construction in 2022.

Strategic Value/ Value to the Region

Regional

Greenways can assist in attracting visitors away from the busy traditional tourist centres and into rural communities. The associated job creation potential in local tourism and hospitality businesses is significant.

Local

The proposed Greenway will also provide a commuter route to service the Grange Castle Business Park (GCBP) and the wider residential community of Lucan/Clondalkin and west Dublin.

Other relevant Greenways in the Region

Boyne Greenway.

Royal Canal Greenway.

General alignment with the 5 S's

Scenic, **S**trategic, **S**ustainable, Offers lot's to **S**ee and Do, Substantially **S**egregated & **S**hared Use	✓

Significance

Facilitating EuroVelo 1 (Atlantic Coast Route)	
Facilitating EuroVelo 2 (Capitals Route)	
Facilitating the National Cycle Network (or linkages)	✓
Facilitating Cross Border Linkages (Northern Ireland)	
Connecting Tourist Attractions	✓
Connecting Towns	✓
> 40km (or contributing to/ with potential to be)	✓

The National Cycle Network (Galway to Dublin)

Local Authority:	Westmeath
Section:	Athlone Bridge Cycleway (Castle to Marina)
Project Length:	0.1km River Crossing (c. 0.5km incl. ramps)
Project Stage:	Phase 6 Construction & Implementation

Project Category:	Greenway
Next PSC Gateway:	Project Completion Report
Construction Timeline:	Q2 2023 (Complete)
Forecast Cost Range:	€13m*

Background

The National Galway to Dublin Cycleway will be Ireland's first ever dedicated inter-city route for cyclists and walkers. Forming part of the EuroVelo 2 (Capitals Route) route, it will stretch approximately 270km across the country providing a world class amenity for families, communities and tourists to enjoy. This element of the wider project will bring the Greenway across the River Shannon in Athlone.

Westmeath County Council in conjunction with Roughan O'Donovan Consulting Engineers and Jon's Civil Engineering are currently delivering the iconic project through Phase 6 (Construction & Implementation) of the TII Project Management Guidelines.

Project Description

The Athlone Pedestrian and Cycleway Bridge over the River Shannon is a key component of the urban cycle network necessary to facilitate a safe off-road river crossing connecting the east and west of the country, and critically, connecting the east and west of Athlone town via a dedicated cycle route.

The structure comprises a two-span bridge with a pier in the middle of the river and end supports on the riverbanks. The two spans are each approximately 52m in length. The overall length of the main bridge is approximately 104m.

Strategic Value/ Value to the Region

National

The development of this Greenway supports the delivery of the proposed National Cycle Network between Galway and Dublin. It also forms part of the EuroVelo 2 (Capitals Route) which traverses from Ireland through mainland Europe.

Regional

This scheme will form part of a strategic network of Greenways that connect main urban centres. It will have links to other existing and future Greenways, along with connections to existing cycling and walking infrastructure. It will connect to the existing Athlone to Maynooth Greenway to form part of a longer strategic route that will eventually connect Galway to Dublin, and will facilitate the EuroVelo Capitals route. It will also connect to the Atlantic route cycleway and to the proposed cycleway network in Galway City.

Local

The Greenway will provide a convenient and safe link between residential areas and several key destinations, such as Athlone town centre and the Athlone Institute of Technology. This will encourage a shift away from cars and towards sustainable modes of transport. A shift towards sustainable modes of transport will help to reduce carbon emissions from transport.

The link will bring more visitors into the town centre, and it will improve access for existing residents.

Other relevant Greenways in the Region

The Greenway forms part of the wider Galway to Dublin National Cycle Network

General alignment with the 5 S's

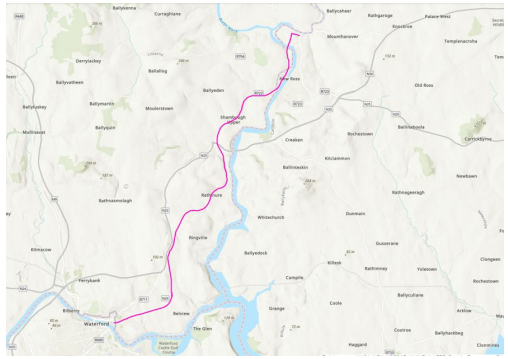
Scenic, **S**trategic, **S**ustainable, Offers lot's to **S**ee and Do, Substantially **S**egregated & **S**hared Use	✓

Significance

Facilitating EuroVelo 1 (Atlantic Coast Route)	
Facilitating EuroVelo 2 (Capitals Route)	✓
Facilitating the National Cycle Network (or linkages)	✓
Facilitating Cross Border Linkages (Northern Ireland)	
Connecting Tourist Attractions	✓
Connecting Towns	✓
> 40km (or contributing to/ with potential to be)	✓

* Based on Total Scheme Budget

South East Greenway



Local Authority:	Wexford
Section:	Waterford to New Ross
Project Length:	24.5km
Project Stage:	Phase 6 Construction & Implementation

Project Category:	Greenway
Next PSC Gateway:	Project Completion report
Construction Timeline:	Q1 2025
Forecast Cost Range:	€15m to €25m

Background

The South East Greenway is a joint initiative of Wexford County Council, Kilkenny County Council and Waterford City & County Council, with Wexford County Council acting as the Sponsoring Agency. This project will provide a total of 24.5km of Greenway to be delivered in lots.

Project Description

The Greenway will be constructed along the former railway line between Mountelliott and Waterford, crossing the River Barrow via the renowned Red Bridge and passing through the scenic countryside of South Kilkenny, linking New Ross Co. Wexford to Waterford at Ferrybank. Links from the Greenway are proposed to Glenmore and Slieveroe.

Strategic Value/ Value to the Region

National

This Greenway will form part of the National Cycle Network which is due to connect New Ross to Waterford. When this Greenway becomes connected to the existing operational Waterford Greenway, it will offer a major tourist attraction to domestic and foreign markets.

Regional

The Greenway will link with the Waterford Greenway via the proposed North Quays and Bilberry Greenway projects, creating a 72km Greenway of regional significance from New Ross to Dungarvan. There are plans to link with the proposed Rosslare to Waterford Greenway. The Greenway has high tourism potential given its location in Ireland's Ancient East.

Local

The Greenway will offer substantial benefits to the local community, local businesses and will increase the potential for tourism in the area by providing a safe facility for people of all ages to walk and cycle. The Greenway will help counteract social isolation, promote well-being and will provide a key amenity for local communities, encouraging modal shift toward sustainable transport options.

Other relevant Greenways in the Region

Waterford Greenway (Waterford to Dungarvan)
Rosslare to Waterford Greenway

General alignment with the 5 S's

Scenic, **S**trategic, **S**ustainable, Offers lot's to **S**ee and Do, Substantially **S**egregated & **S**hared Use	✓

Significance

Facilitating EuroVelo 1 (Atlantic Coast Route)	
Facilitating EuroVelo 2 (Capitals Route)	
Facilitating the National Cycle Network (or linkages)	✓
Facilitating Cross Border Linkages (Northern Ireland)	
Connecting Tourist Attractions	✓
Connecting Towns	✓
> 40km (or contributing to/ with potential to be)	✓

Other Greenways Projects * - Phase 0 Scope & Pre Appraisal

Pathfinder Project Name	Local Authority	Projects Stage	Next Public Spending Code Gateway
Youghal to Dungarvan	Waterford	Phase 0 - Scope & Pre-Appraisal	Approval to Develop Proposal
Greenway Project Name	**Local Authority**	**Projects Stage**	**Next Public Spending Code Gateway**
Barrow Valley Greenway - Bagenalstown to Palace East	Carlow	Phase 0 - Scope & Pre-Appraisal	Approval to Develop Proposal
Shannon to Bunratty & Onto Limerick	Clare	Phase 0 - Scope & Pre-Appraisal	Approval to Develop Proposal
West Cork GW - Cork to Schull	Cork	Phase 0 - Scope & Pre-Appraisal	Approval to Develop Proposal
South Cork GW - Cork to Kinsale	Cork	Phase 0 - Scope & Pre-Appraisal	Approval to Develop Proposal
Cork to Limerick - Patrickswell-Charleville-Cork	Cork	Phase 0 - Scope & Pre-Appraisal	Approval to Develop Proposal
Muskerry Greenway (Lee to Sea)- Macroom - Dripsey - Farran	Cork	Phase 0 - Scope & Pre-Appraisal	Approval to Develop Proposal
Carrigans to Lifford Greenway	Donegal	Phase 0 - Scope & Pre-Appraisal	Approval to Develop Proposal
Inishowen Greenway - Three Trees to Cardonagh	Donegal	Phase 0 - Scope & Pre-Appraisal	Approval to Develop Proposal
Connemara - Derrygimlagh - Clifden - Kylemore Abbey	Galway	Phase 0 - Scope & Pre-Appraisal	Approval to Develop Proposal
Athenry to Milltown	Galway	Phase 0 - Scope & Pre-Appraisal	Approval to Develop Proposal

* Only projects currently receiving funding from TII are included

Other Greenways Projects * - Phase 0 Scope & Pre Appraisal (cont.)

Greenway Project Name	Local Authority	Projects Stage	Next Public Spending Code Gateway
Sth Kerry G/w connection into Nth Kerry G/w	Kerry	Phase 0 - Scope & Pre-Appraisal	Approval to Develop Proposal
Inistioge (Woodstock Estate) to NewRoss (South East Greenway)	Kilkenny	Phase 0 - Scope & Pre-Appraisal	Approval to Develop Proposal
Limerick G/W - Rathkeale to Patrickswell to Colbert Station	Limerick	Phase 0 - Scope & Pre-Appraisal	Approval to Develop Proposal
East Limerick GW	Limerick	Phase 0 - Scope & Pre-Appraisal	Approval to Develop Proposal
UL Loop - UL to Montpelier via Castleconnell	Limerick	Phase 0 - Scope & Pre-Appraisal	Approval to Develop Proposal
BCWIG - Viaduct, Westport - Moy Cycle Br. Ballina	Mayo	Phase 0 - Scope & Pre-Appraisal	Approval to Develop Proposal
Lough Key to Carrick on Shannon	Roscommon	Phase 0 - Scope & Pre-Appraisal	Approval to Develop Proposal
Suir Blueway - Waterford G/w Link - Carrick on Suir to Kilmeaden	Tipperary	Phase 0 - Scope & Pre-Appraisal	Approval to Develop Proposal
Suir Blueway - Marlfield to Cahir - Marlfield Village to Swiss Cottages	Tipperary	Phase 0 - Scope & Pre-Appraisal	Approval to Develop Proposal
Lough Derg G/w - Ballina to Dromineer	Tipperary	Phase 0 - Scope & Pre-Appraisal	Approval to Develop Proposal
Cashel to Cahir G/w - Cashel to Cahir Town	Tipperary	Phase 0 - Scope & Pre-Appraisal	Approval to Develop Proposal
New Ross to St. Mullins	Wexford	Phase 0 - Scope & Pre-Appraisal	Approval to Develop Proposal

* Only projects currently receiving funding from TII are included

Active Travel Projects

Active Travel Projects

Project Name	Local Authority	Projects Stage	Next Public Spending Code Gateway
N18 Cycle/Walkway at Latoon Bridge	Clare	Enabling & Procurement	Approval to Proceed
N8 Dunklettle Waterfronyt Cycleway from Tivoli to Little Island	Cork	Concept & Feasibility	Approval in Principle
N71 Glasslinn Road	Cork	Design & Evaluation	Approval in Principle
N71 Glengarriff to National Park Cycle/walkway	Cork	Options Selection	Approval in Principle
N22 Baile Bhuirne Macroom Active Travel	Cork	Concept & Feasibility	Approval in Principle
M28 Ringaskiddy	Cork	Concept & Feasibility	Approval in Principle
N56 Letterkenny Urban	Donegal	Concept & Feasibility	Approval in Principle
N67 Kinvara Village	Galway	Options Selection	Approval in Principle
N67 Clarinbridge to Oranmore	Galway	Design & Evaluation	Approval in Principle
N63 Abbeyknockmoy Village	Galway	Design & Evaluation	Approval in Principle
N67 South of Ballinderreen	Galway	Design & Evaluation	Approval in Principle
N70 Tinnahaly - Killorglin	Kerry	Concept & Feasibility	Approval in Principle
N70 Parknasilla to Sneem	Kerry	Concept & Feasibility	Approval in Principle
N71 Dinis to Torc	Kerry	Concept & Feasibility	Approval in Principle
N71 Torc to Muckross	Kerry	Concept & Feasibility	Approval in Principle
N72 Fossa Killarney	Kerry	Concept & Feasibility	Approval in Principle

Active Travel Projects (cont.)

Project Name	Local Authority	Projects Stage	Next Public Spending Code Gateway
N72 Killorglin Approaches (Anglont)	Kerry	Design & Evaluation	Approval in Principle
N60 Heathlawn to Balla	Mayo	Concept & Feasibility	Approval in Principle
N60 Castlebar to Breaffy	Mayo	Enabling & Procurement	Approval to Proceed
M3 Links Retrofit	Meath	Design & Evaluation	Approval in Principle
N2A Cyclepath - Phase 3 to Emyvale Village	Monaghan	Design & Evaluation	Approval in Principle
N2 Ballyalbanny Jct to Coolshannagh	Monaghan	Design & Evaluation	Approval in Principle
N2 Ballyalbanny to Tydavnet	Monaghan	Design & Evaluation	Approval in Principle
N2 Corlat to Collegiate College	Monaghan	Design & Evaluation	Approval in Principle
N5 Strokestown	Roscommon	Design & Evaluation	Approval in Principle
N5 Tulsk	Roscommon	Design & Evaluation	Approval in Principle
N5 Frenckpark	Roscommon	Design & Evaluation	Approval in Principle
N5 Bellangare	Roscommon	Design & Evaluation	Approval in Principle
N5 Tulsk to Rathcrogan	Roscommon	Design & Evaluation	Approval in Principle
N4 Toberbride to Collooney	Sligo	Concept & Feasibility	Approval in Principle
N4 Collooney to Castlebaldwin	Sligo	Concept & Feasibility	Approval in Principle
N11 Kilmacanogue to Southern Cross Road	Wicklow	Design & Evaluation	Approval in Principle

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