

Major Roads Projects Active List

Transport Infrastructure Ireland (TII)

September 2020



Foreword



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I am pleased to introduce TII's Major Roads Projects Active List, the authoritative guide to the major roads projects' falling under this capital investment programme over the coming years.

TII performs an essential role in the delivery of transport infrastructure in Ireland, of which the national primary and secondary road networks have a significant function. The upgrade, maintenance and development of Ireland's road network is a critical enabler of economic growth, as well as enabling the realisation of some of the National Strategic Outcomes and Strategic Investment Priorities of the National Development Plan and the National Planning Framework. It has been said that roads represent the first "social network". They are fundamental building blocks for economic growth, access to services and social cohesion and support the transition to a low carbon future. The NPF recognises the need to rebalance opportunity by enhancing regional accessibility and strengthening rural economies and communities. Another determinant in seeking to upgrade sections of the unimproved roads network is to reduce the risk and number of collisions, injuries and deaths on our road infrastructure. Ireland has witnessed the upgrade of significant parts of the road network; however, unimproved sections are experiencing substantial numbers of people being seriously injured or killed, with increasing numbers of head-on collisions on our single carriageway national primary roads.

I welcome the development of this first edition of the Active List. This list includes a one-page summary for each project setting out its national significance. A project is nationally significant where the investment will have a real impact on national output by:

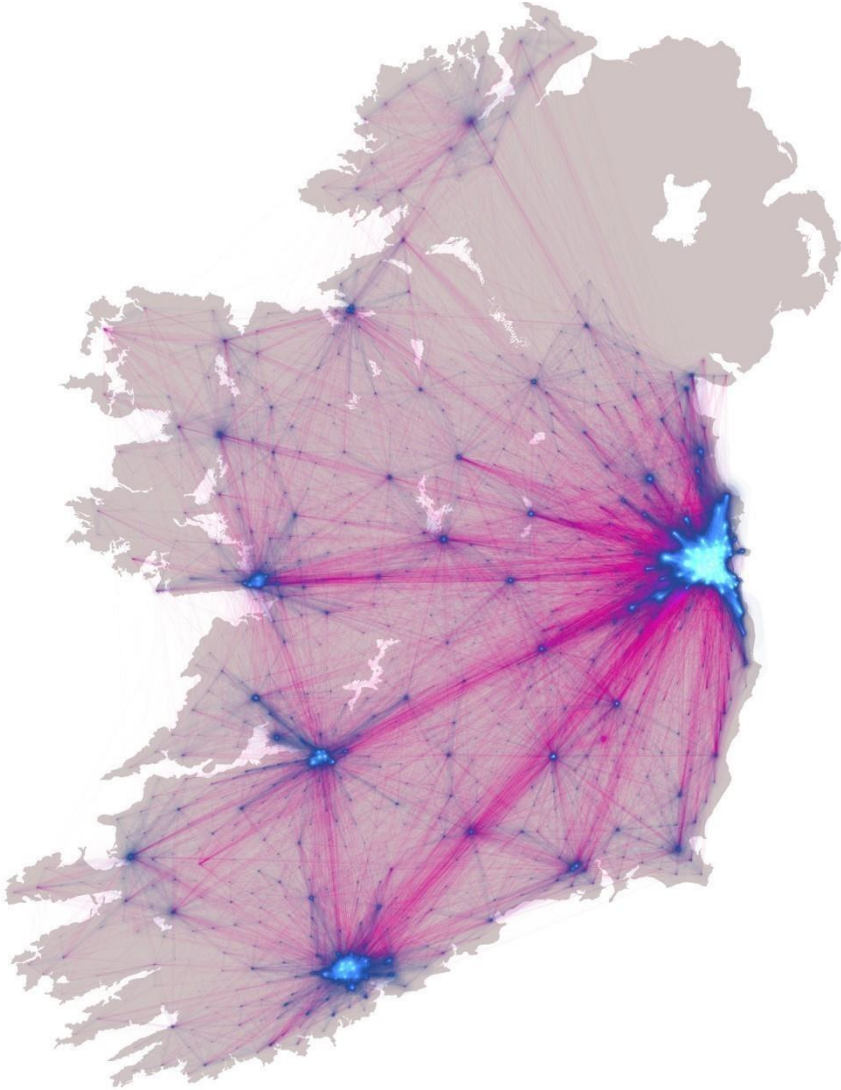
1. Addressing a problem that imposes economic, social, and environmental costs; or
2. Providing an opportunity to realise economic, social, or environmental benefits; or
3. Both addressing any of these problems and providing one or many of a range of opportunities.

The Active List is maintained and developed by TII and will explain the national significance of each element of the national roads investment programme and why the project is worth progressing through the development stages.

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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:

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

The National Development Plan 2018-2027 (NDP) sets out the investment priorities that will underpin the implementation of the National Planning Framework. Ireland’s National Road Network is highlighted as a Strategic Investment Priority in the NDP, and investment in the network will undoubtedly support the delivery of a number of the National Strategic Outcomes.

National Planning Framework:

National Strategic Outcomes and Priorities of the National Development Plan



Introduction to the 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;
- Facilitate regional development, tourism and economic investment;
- Remove traffic congestion from towns and villages throughout the country;
- Improve environmental conditions; and
- Reduce the cost of travel to business and individuals.

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.

Project Lifecycle and Public Spending Code

TII must ensure that all individual projects and investment proposals relating to the National Road Network 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.

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

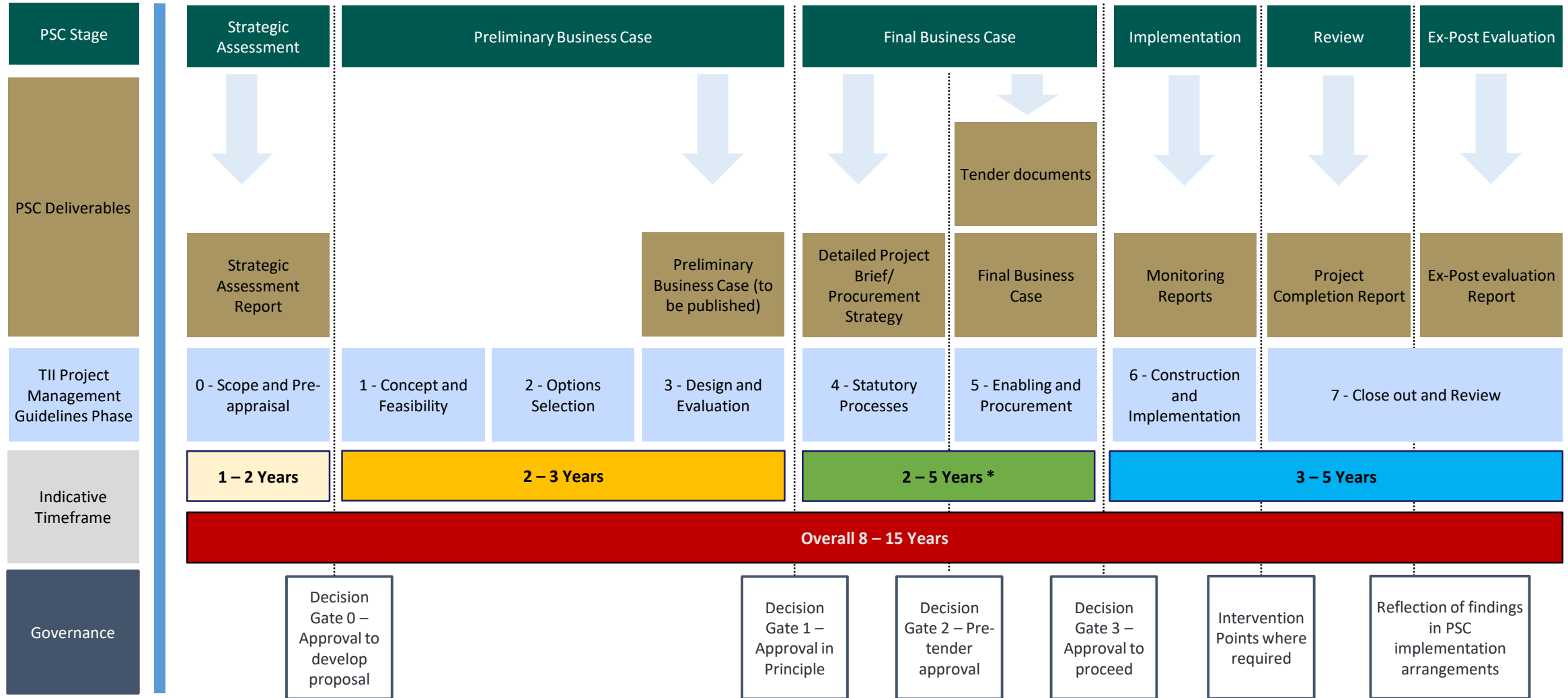
Government approval is required at:

- Decision gate 0: Strategic Assessment – to develop proposal
- Decision gate 1: Preliminary Business Case
- 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

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Assessment of Projects

Investment Priorities

The Strategic Investment Framework for Land Transport (SIFLT), which was published by DTTAS, 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 three priorities in terms of capital investment. These are:

- Priority 1 – Achieve steady state maintenance
- Priority 2 – Address urban congestion
- Priority 3 – Maximise the contribution of land transport networks to our national development

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 three investment categories:

- 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.
- Bottleneck Improvement Projects: Projects that address congestion in urban areas.
- Network Improvements Projects: Delivery of new projects on deficient sections of the network.



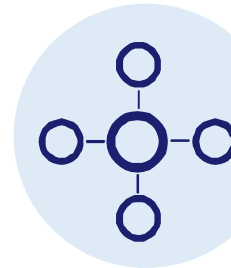
Priority 1:

Asset Management, Network Rehabilitation and Network Operations



Priority 2 :

Transportation Projects including Demand Management to maximise the use of existing assets and support public transport initiatives.



Priority 3:

Network Improvement Projects

How are Projects assessed?

Strategic Value

As previously highlighted, investment in the national road network is delivered by TII in accordance with the NPF, the NDP and guided by the SIFLT. As a result, all projects are assessed against the objectives of these policies. The NDP sets out four primary objectives under which investment in the national roads network should be made:

- The restoration of funding to maintain, on an on-going basis, the valuable investment already made and to be made, to protect these vital national assets and keep them safe and fit for purpose;
- To complete the road linkages between Dublin and most of the other urban regions and areas so that every region and major urban area, particularly those in the North-West, which have been comparatively neglected until recently, are linked to Dublin by a high-quality road network;
- To make substantial progress in linking our regions and urban areas, not just to Dublin but to each other. A particular priority is substantially delivering the Atlantic Corridor; and
- Targeted improvements to address bottlenecks and enhance safety on routes that are sensitive from an environmental or tourism perspective.

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:

- Congestion in towns and villages which negatively impact journey time reliability/certainty;
- Capacity 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.

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.

These strategic imperatives are discussed in greater detail on page 12.

The objective of TII's capital expenditure programme is to improve the safety and efficiency of the national road network to make it fit-for-purpose for freight, business and social travel.

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

How are 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 Fit for purpose

A road is deemed fit for purpose if it is to accepted horizontal and vertical alignment standards, able to manage the flow of traffic correctly with minimal congestion, the road is not deemed hazardous and there are certain environmental measures taken when constructing the road 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 fit for purpose or not. In this document we have considered whether or not the existing road infrastructure is fit for purpose.

2 Traffic volumes exceed efficient operating capacity

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-divided 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 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 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 22 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 9 projects which are categorised as Planning and Design.

Progressing to Construction

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

- Stage 5: Enabling 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 4 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 3 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	Project Stage	Next Public Spending Code Gateway	Construction timeframe	Page
N2 Rath Roundabout to Kilmoon Cross (Transportation Corridor)	Meath	Options Selection	Preliminary Business Case Approval	To be Confirmed	21
N2 Clontibret to the Border	Monaghan	Options Selection	Preliminary Business Case Approval	To be Confirmed	22
N2 Ardee to Castleblaney	Louth / Monaghan	Options Selection	Preliminary Business Case Approval	To be Confirmed	23
N3 Virginia Bypass	Cavan / Meath	Options Selection	Preliminary Business Case Approval	To be Confirmed	24
N3 M50 to Clonee (Transportation Corridor)	Fingal County Council / Meath	Options Selection	Preliminary Business Case Approval	To be Confirmed	25
N4 Mullingar to Longford (Roosky)	Westmeath / Longford	Options Selection	Preliminary Business Case Approval	To be Confirmed	26
N4 Carrick-on-Shannon to Dromod	Leitrim	Concept & Feasibility	Preliminary Business Case Approval	To be Confirmed	27
M4 Maynooth to Leixlip (Transportation Corridor)	Kildare / South Dublin County Council	Concept & Feasibility	Preliminary Business Case Approval	To be Confirmed	28
N11 Oilgate to Rosslare Harbour	Wexford	Options Selection	Preliminary Business Case Approval	To be Confirmed	29
N11/M11 Junction 4 to Junction 14 (Transportation Corridor)	Wicklow / Dun Laoghaire Rathdown County Council	Options Selection	Preliminary Business Case Approval	To be Confirmed	30
N17 Knock to Collooney	Sligo / Mayo	Options Selection	Preliminary Business Case Approval	To be Confirmed	31
N20 Cork to Limerick	Limerick / Cork	Options Selection	Preliminary Business Case Approval	To be Confirmed	32
N21 Newcastle West Relief Road	Limerick	Options Selection	Preliminary Business Case Approval	To be Confirmed	33
N21 Abbeyfeale Relief Road	Limerick	Options Selection	Preliminary Business Case Approval	To be Confirmed	34
N22 Farranfore to Killarney	Kerry	Concept & Feasibility	Preliminary Business Case Approval	To be Confirmed	35
N24 Waterford to Cahir	Kilkenny / Tipperary / Waterford	Concept & Feasibility	Preliminary Business Case Approval	To be Confirmed	36
N24 Cahir to Limerick Junction	Tipperary / Limerick	Concept & Feasibility	Preliminary Business Case Approval	To be Confirmed	37
N25 Carrigtohill to Midleton	Cork	Options Selection	Preliminary Business Case Approval	To be Confirmed	38
N25 Waterford to Glenmore	Kilkenny / Waterford	Options Selection	Preliminary Business Case Approval	To be Confirmed	39
M50 Dublin Port South Access Road	Dublin City	Scope & Pre-appraisal	Preliminary Business Case Approval	To be Confirmed	40
N52 Tullamore to Kilbeggan	Offaly / Westmeath	Options Selection	Preliminary Business Case Approval	To be Confirmed	41
N72 Mallow Relief Road	Cork	Options Selection	Preliminary Business Case Approval	To be Confirmed	42

Projects at Planning and Design

Transport Project Name	Local Authority	Project Stage	Next Public Spending Code Gateway	Construction timeframe	Page
N15/N13 Ballybofey to Stranorlar Bypass (TEN-T Donegal Section 1)	Donegal	Design & Evaluation	Preliminary Business Case Approval	To be Confirmed	44
N56/13 Letterkenny to Manorcunningham (TEN-T Donegal Section 2)	Donegal	Design & Evaluation	Preliminary Business Case Approval	To be Confirmed	45
N14 Manorcunningham to Lifford (TEN-T Donegal Section 3)	Donegal	Design & Evaluation	Preliminary Business Case Approval	To be Confirmed	46
N2 Slane Bypass	Meath	Design & Evaluation	Preliminary Business Case Approval	To be Confirmed	47
N6 Galway City Ring Road	Galway City and County Council	Statutory Processes	Final Business Case 1 Approval	Subject to Planning and Government Approvals	48
N21 Foynes to Limerick incl. Adare Bypass	Limerick	Statutory Processes	Final Business Case 1 Approval	Subject to Planning and Government Approvals	49
M28 Cork to Ringaskiddy	Cork	Statutory Processes	Final Business Case 1 Approval	Subject to Planning and Government Approvals	50
N14/15/A5 Link	Donegal *	Statutory Processes	Final Business Case 1 Approval	Subject to Progression of the A5	51
N52 Ardee Bypass	Louth	Design & Evaluation	Preliminary Business Case Approval	Subject to Planning	52

Projects Progressing to Construction

Transport Project Name	Local Authority	Project Stage	Next Public Spending Code Gateway	Construction timeframe	Page
N5 Ballaghaderreen to Scramogue	Roscommon	Enabling Works & Procurement	Final Business Case 2	H1 2021	54
N69 Listowel Bypass	Kerry	Enabling Works & Procurement	Final Business Case 2	H1 2021	55
M8/N40/N25 Dunkettle	Cork	Enabling Works & Procurement	Final Business Case 2	H2 2020	56
N59 Moycullen Bypass	Galway	Enabling Works & Procurement	Final Business Case 2	H1 2021	57

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

H1: First half of the year

H2: Second half of the year

Projects at Construction

Transport Project Name	Local Authority	Project Stage	Next Public Spending Code Deliverable	Construction timeframe	Page
N4 Collooney to Castlebaldwin	Sligo	Construction & Implementation	Project Completion Report	Construction ongoing	59
N5 Westport to Turlough	Mayo	Construction & Implementation	Project Completion Report	Construction ongoing	60
N22 Macroom to Ballyvourney	Cork	Construction & Implementation	Project Completion Report	Construction ongoing	61

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Project Details

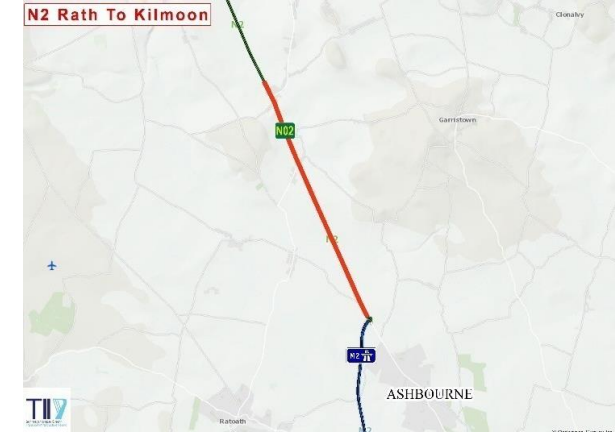




Details of Projects at Early Planning

N2 Rath Roundabout to Kilmoon Cross

(Transportation Corridor)



Local Authority:	Meath
Road length:	6km
Cross-section:	TBD
Project Stage:	Options Selection

Next PSC Gateway:	Preliminary Business Case Approval
Construction Timeframe:	To be Confirmed
BCR:	Pending Evaluation
Forecast Cost Range:	€60m to €70m*

Project description

The proposed project is located north of Ashbourne and 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. This 6km project aims to address the existing congestion issues on a section of the N2, between Rath Roundabout and Kilmoon Cross.

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.

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

Problem to be addressed

Acting as the primary route between Dublin and the North-West region, the N2 between Rath Roundabout and Kilmoon Cross is not fit for purpose. The road is substandard in terms of alignment and subject to congestion issues, particularly in the morning and evening at peak traffic periods. The environmental impact of this congestion has led to poor air and noise quality for the surrounding areas. As the demand for the route increases, the traffic volumes are expected to well exceed efficient operating capacity by 2030. As congestion issues worsen, unreliable journey times will continue to have a negative impact on daily commuters and bus operators. There are safety concerns associated with the route as a result of a number of at-grade junctions and private accesses along the existing road. The existing road has been rated as a high collision location at certain points, with the overall rating being twice above average.

Legacy Infrastructure Data:

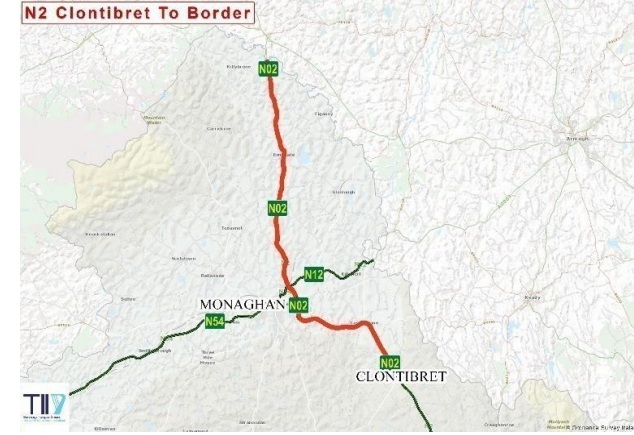
Fit for purpose	No
Traffic volumes exceed efficient operating capacity	Yes
Collision Rating	Twice Above Average
Asset Condition Rating	Very Good

Opportunities and Benefits

Through the provision of reliable transport infrastructure, the project aims to better manage the traffic efficiency, flow and congestion along the route. This will result in more reliable and safer journeys for road users, including road-based public transport users. 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 includes the provision of facilities for vulnerable road users, promoting physical activity through newly developed walkways and cycle lanes.

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	✓

N2 Clontibret to Border



Local Authority:	Monaghan
Road length:	28km
Cross-section:	Expressway TBD
Project Stage:	Options Selection

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.

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

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	✓

N2 Ardee to Castleblayney



County:	Louth/Monaghan
Road length:	32km
Cross-section:	Expressway TBD
Project Stage:	Options Selection

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.

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 ensure 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.

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

Problem to be addressed

Acting as the primary route between Dublin and the North-West region, this section of the N2 is not fit for purpose. 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:

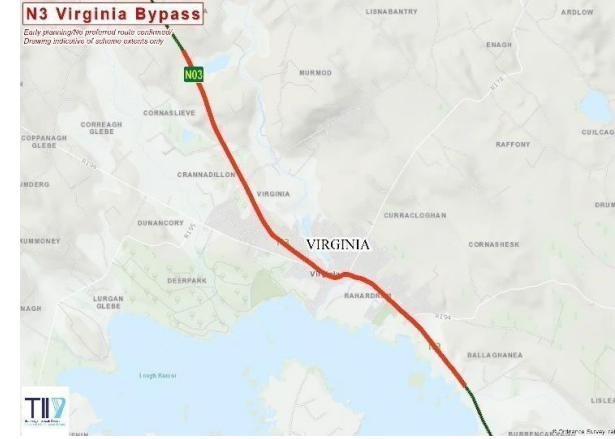
Fit for purpose	No
Traffic volumes exceed efficient operating capacity	Yes
Collision Rating	Twice Above Average
Asset Condition Rating	Very Good

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	✓
Sustainable Mobility	✓
Active Travel	✓

N3 Virginia Bypass



Local Authority:	Cavan/Meath
Road length:	16.5km
Cross-section:	TBD
Project Stage:	Options Selection

Next PSC Gateway:	Preliminary Business Case Approval
Construction Timeframe:	To be Confirmed
BCR:	Pending Evaluation
Forecast Cost Range:	€160m to €220m*

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.

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. Improvements in journey times and additional network capacity will promote economic growth by providing efficient access to international markets. In addition, the project will provide greater access to the home tourism market.

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

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. This section of the route is not adequate to facilitate the volume of vehicles which pass through Virginia 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. 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:

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

Opportunities and Benefits

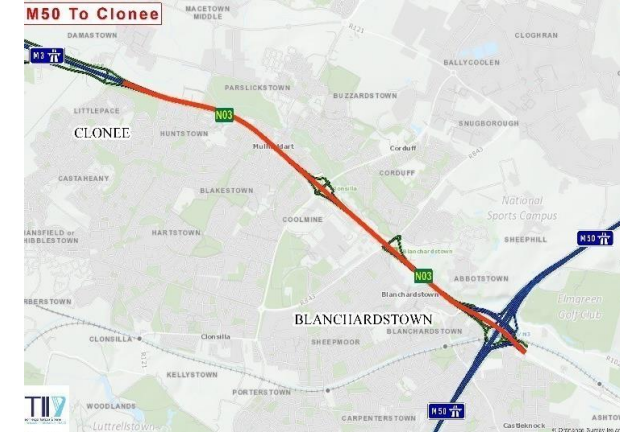
The proposed project will ease congestion in the town of Virginia and provide an opportunity to improve public realm facilities and road safety for vulnerable road users through the provision of dedicated cycling and walking infrastructure. Reduction in congestion within Virginia will have positive impacts on the wider N3 route and improve journey time certainty 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	✓
Sustainable Mobility	✓
Active Travel	✓

N3 M50 to Clonee (Transportation Corridor)

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

Next PSC Gateway:	Preliminary Business Case Approval
Construction Timeframe:	To be Confirmed
BCR:	Pending Evaluation
Forecast Cost Range:	Pending Project Development



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 congestion issues on the N3 between the M50 and Clonee.

The extent of the section of the N3 corridor under consideration includes the N3 mainline carriageway between Junction 1 (M50) and Junction 4 (Clonee). The proposed project may include online-improvements to both the mainline and junctions, and the development of bus lanes.

Strategic value

The project provides for increased capacity and improved safety of the existing corridor which will improve quality of life through improved journey time reliability for the end transport user. The capacity enhancements envisaged as part of the project, which include bus priority measures, will reduce traffic congestion and relieve queuing along this busy radial link.

The project promotes efficient and effective transport links in the greater Dublin region by providing improved accessibility to key facilities, including the M50 motorway and connectivity to the greater N3 corridor.

Problem to be addressed

The existing N3 corridor between Junction 1 and Junction 4 is currently operating at or above capacity during the AM and PM peak periods causing severe traffic delays for road users travelling to and from Dublin daily via the M3.

There are large urban areas, including the Blanchardstown shopping centre, surrounding this section of the route which contributes to the congestion on this section of the route. With traffic levels forecast to increase, the existing capacity constraints will be further exacerbated if the problem is not addressed.

The existing road is in adequate condition but is not fit for purpose given the extremely high demand, lack of adequate bus lane capacity and the number of uncontrolled direct accesses to private and commercial properties along the road.

Legacy Infrastructure Data:

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

Opportunities and Benefits

The proposed project will enhance the capacity of the existing N3/M3 corridor, in addition to improving the connectivity between Dublin and Meath. The project supports the strategic development of the N3 between Junction 1 and Junction 4, providing access to the M50 and improving connectivity to the major inter-urban routes, serving the rest of Ireland.

The project will improve journey time certainty, which will promote increased usage of road-based public transport on the route and further alleviate pressure on the network.

In addition, there will be environmental and social benefits associated with the project including noise and air quality improvements and enhanced management of surface water runoff.

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	–

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:	To be Confirmed
BCR:	Pending Evaluation
Forecast Cost Range:	€550m to €650m*

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.

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.

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

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 and the current infrastructure is not considered fit for purpose. 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.

Legacy Infrastructure Data:

Fit for purpose	No
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	✓
Sustainable Mobility	✓
Active Travel	✓

N4 Carrick-on-Shannon to Dromod



Local Authority:	Leitrim
Road length:	21km
Cross-section:	Expressway TBD
Project Stage:	Concept & Feasibility

Next PSC Gateway:	Preliminary Business Case Approval
Construction Timeframe:	To be Confirmed
BCR:	Pending Evaluation
Forecast Cost Range:	€200m to €250m*

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.

Strategic value

Through the provision of reliable transport infrastructure, the project will improve 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 increased 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.

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

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.

As we can see from the legacy infrastructure table below, the current road has a twice above average collision rating and has been identified as not fit for purpose.

Legacy Infrastructure Data:

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

Opportunities and Benefits

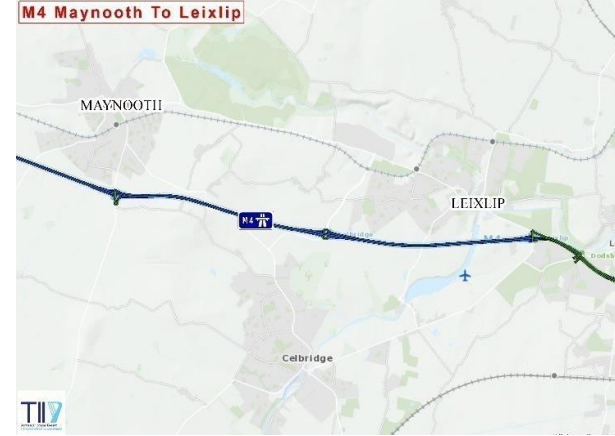
The project aims to provide reliable and resilient transport infrastructure, which will increase the safety and capacity of the route, while also improving connectivity in the North-West region. The proposed project will improve journey time certainty and increase the reliability of road-based public 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	✓
Sustainable Mobility	✓
Active Travel	✓

M4 Maynooth to Leixlip

(Transportation Corridor)



Local Authority:	Kildare/ South Dublin County Council
Road length:	10km
Cross-section:	Existing Motorway
Project Stage:	Concept & Feasibility

Next PSC Gateway:	Preliminary Business Case Approval
Construction Timeframe:	To be Confirmed
BCR:	Pending Evaluation
Forecast Cost Range:	Pending Project Development

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 proposed project includes the mainline carriageway between Junction 7 (Maynooth) and Junction 5 (Leixlip) and the associated mainline junctions. The length of the area under consideration is 10km, with the majority in Kildare, and approximately 1.5km traversing through South Dublin. The project aims to address capacity constraints along the route and could see the M4 widened from two lanes to three in each direction, with opportunity for the introduction of pilot bus priority measures.

Strategic value

The project aims to provide additional capacity on the route which will lead to a reduction in traffic congestion. This will improve journey time certainty for all road users, including public transport users, and improve the overall quality of life, while also catering for future travel demands. This project is being delivered in consultation with the NTA to ensure wider integration of all transport options with the GDA strategy. The opportunities for bus priority measures on the route will promote the increased use of public transport, and alleviate pressure on the wider Dublin road network.

Problem to be addressed

Acting as a link between Dublin, Sligo and the North-West region, the M4 road is subject to severe congestion, particularly during peak periods as commuters travel to and from Dublin daily. The existing infrastructure is not fit for purpose and safety is also a concern as this section of the route is not able to facilitate large volumes of commuter and freight traffic due to the current demand and junction constraints. There has been a lack of uptake of modal share between urban centres along the M4 (in the study area and Dublin City Centre), and this has attributed to the capacity issues. The current AADT is c.60,000 and with demand forecast to increase, the existing road is set to continue to face capacity constraints, negatively impacting road users and further reducing journey time reliability. There are a number of safety concerns associated with the route as it has a collision rating twice above average.

Legacy Infrastructure Data:

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

Opportunities and Benefits

The proposed project will increase the capacity of the existing M4 Corridor and seek to improve modal share along the corridor which will have positive impacts on road users by improving journey time certainty. Additionally, this route ties into strategic park and ride locations, further encouraging the shift to improved road-based public transport. The proposed project will enhance regional accessibility by improving the connectivity between Dublin city, Sligo and the West and North West region. With the enhancement of connectivity between Dublin Port and the West of Ireland, this project will promote economic growth and commercial development in the region. As part of project development, a dedicated bus lane is being considered along this section of the route.

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	-

N11 Oilgate to Rosslare Harbour



Local Authority:	Wexford
Road length:	33km
Cross-section:	Expressway TBD
Project Stage:	Options Selection

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 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.

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.

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

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 uncertainty 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 sectional width 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.

Legacy Infrastructure Data:

Fit for purpose	No
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 Ireland's 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	✓
Sustainable Mobility	✓
Active Travel	✓

N11/M11 Junction 4 to Junction 14 (Transportation Corridor)



Local Authority:	Wicklow / Dun Laoghaire Rathdown County Council
Road length:	22km
Cross-section:	Dual Carriageway/Motorway TBD
Project Stage:	Options Selection

Next PSC Gateway:	Preliminary Business Case Approval
Construction Timeframe:	To be Confirmed
BCR:	Pending Evaluation
Forecast Cost Range:	Pending Project Development

Project description

The N11 is a national primary road, running for 129 km along the east side of Ireland from Dublin to Wexford. The proposed project extends from Junction 4 (M50) to Junction 14 (Coynes Cross) and is 22km in length. It is intended to assess a Preferred Option for the long-term strategic functionality of the N11 from J4 to J14. However the delivery (construction) of the Preferred Option will be limited from J4 to J8 in line with the NDP. The N11/M11 Corridor is the primary connector between Dublin and Rosslare Ports.

Strategic value

Investment in this section of the M11/N11 would enhance regional accessibility, maximise the value of the existing corridor and address the urban congestion issues along the route. The proposed project will promote economic growth in the north and east of Wicklow and the Dún Laoghaire-Rathdown area, as a result of increased competitiveness and productivity. In addition, the project will improve connectivity to areas east and west of the M11/N11 corridor, as well as north and south of the Dargle River. This will strengthen the provision of road-based public transport and benefit overall transport integration as a result.

Problem to be addressed

The existing M11/N11 is a highly trafficked route that is facing ongoing congestion issues and capacity constraints. The M11 carries a high volume of regional and local traffic daily, particularly during peak travel periods and is not fit for purpose as a major radial road into Dublin (AADT along the route has doubled in the last 20 years). There are approximately 40 access points – including two schools – along this section of the road, a high proportion of which are private access points. As a result, the road has a number of safety concerns and is hazardous, having a collision rating twice above average. The road has significant lengths of reduced forward visibility, Sight Stopping Distance and below standard Vertical and Horizontal Geometry. In addition, this section of the N11 is located in between two sections of recently upgraded high quality motorway and deficiencies within this section are very apparent.

Legacy Infrastructure Data:

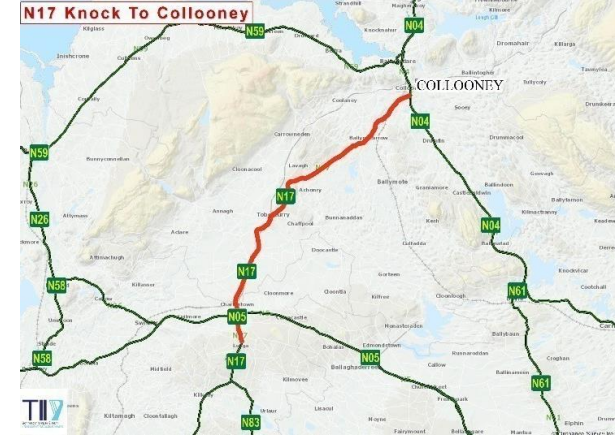
Fit for purpose	No
Traffic volumes exceed efficient operating capacity	Yes
Collision Rating	Twice Above Average
Asset Condition Rating	Very Good

Opportunities and Benefits

The project will improve the congestion issues faced by road users by increasing capacity on the existing route, and by identifying opportunities for bus priority measures. This will allow for more reliable and safer journeys for both commuters and vulnerable road users, and aims to reduce the frequency and severity of collisions along the route. The proposed project will improve connectivity between Dublin Port and Rosslare Europort, allowing efficient and greater access to international markets from Ireland. In addition, the project may include the provision of improved active transport facilities and opportunity for greater interface with public transport along the N11 which will have positive environmental impacts. The project will facilitate adequate drainage of the road, further increasing the resilience of the infrastructure.

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	✓

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:	To be Confirmed
BCR:	Pending Evaluation
Forecast Cost Range:	€550m to €660m*

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.

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.

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

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 is not fit for purpose and has a number of safety concerns, with a collision rating twice above average.

Legacy Infrastructure Data:

Fit for purpose	No
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 certainty 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	✓
Sustainable Mobility	✓
Active Travel	✓

N20 Cork to Limerick

Local Authority:	Limerick/Cork
Road length:	80km
Cross-section:	Motorway TBD
Project Stage:	Options Selection

Next PSC Gateway:	Preliminary Business Case Approval
Construction Timeframe:	To be Confirmed
BCR:	Pending Evaluation
Forecast Cost Range:	Pending Project Development



Project description

The N20 is a national primary road connecting the cities of Cork and Limerick. As a critical route in the region, the proposed project consists of a replacement of 80km of the existing roadway. Buttevant, Croom, Charleville, Mallow and Blarney are major towns along the route.

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, allowing for balanced regional growth. The NDP sets out that the N20/M20 Cork to Limerick project would 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. Increased capacity and 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 not fit for purpose as the primary link between Cork and Limerick and faces ongoing congestion issues and capacity constraints, particularly at peak periods. This level of congestion is having negative social and environmental impacts on commuters and local residents respectively. The condition of the legacy infrastructure at present does not meet the required alignment standards for its given demand. There are no hard shoulders, no overtaking opportunities, poor forward visibility and too many private and domestic access points along the route. As traffic in the area and demand for the route continue to increase, these capacity constraints act as a barrier to economic growth in the Munster region. In addition to this, there are a number of safety concerns, with the route experiencing a high number of head on collision fatalities and being identified as having a collision rating twice above average.

Legacy Infrastructure Data:

Fit for purpose	No
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. This also provides the opportunity to develop the Atlantic Economic Corridor by improving connections to West Cork and Kerry. The proposed project will increase journey time reliability for passenger and freight traffic using the route, which will enhance both quality of life and economic benefits in the region. In addition, the project has the potential to 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.

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	✓

N21 Newcastle West Relief Road



Local Authority:	Limerick
Road length:	10km
Cross-section:	Expressway TBD
Project Stage:	Options Selection

Next PSC Gateway:	Preliminary Business Case Approval
Construction Timeframe:	To be Confirmed
BCR:	Pending Evaluation
Forecast Cost Range:	€100m to €120m*

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.

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 will improve the quality of life of commuters and local residents through improved journey times and the provision of new cycling and walking facilities.

The project is linked to the Limerick Greenway, which is being proposed by Limerick County Council. This ensures the provision of walking and cycling facilities in the area, enhancing the safety of active transport users.

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

Problem to be addressed

Providing access to the South-West, the N21 road is subject to severe congestion issues, particularly during peak travel periods 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.

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 uncertainty for road users which impacts on the competitiveness and urban environment of Newcastle West and the surrounding areas.

This section of the N21 is not fit for purpose. 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:

Fit for purpose	No
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 certainty 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	✓
Sustainable Mobility	✓
Active Travel	✓

N21 Abbeyfeale Relief Road

Local Authority:	Limerick
Road length:	8.5km
Cross-section:	Expressway TBD
Project Stage:	Option Selection

Next PSC Gateway:	Preliminary Business Case Approval
Construction Timeframe:	To be Confirmed
BCR:	Pending Evaluation
Forecast Cost Range:	€80m 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.

Problem to be addressed

Providing access to the South-West, the N21 road is subject to severe congestion issues, particularly during peak travel periods 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. Like the other towns on the route, Abbeyfeale is a bottleneck on the route and the existing infrastructure cannot adequately accommodate the current demand. These congestion issues cause significant delays and journey time uncertainty for road users which has subsequent impacts on the competitiveness and urban environment of Abbeyfeale and the surrounding areas. The existing asset condition rating has been identified as very poor with 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.

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.

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 will improve the quality of life of commuters and local residents through improved journey times and the provision of new cycling and walking facilities.

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

Legacy Infrastructure Data:

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

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	✓

N22 Farranfore to Killarney

Local Authority:	Kerry
Road length:	27km
Cross-section:	Expressway TBD
Project Stage:	Concept & Feasibility

Next PSC Gateway:	Preliminary Business Case Approval
Construction Timeframe:	To be Confirmed
BCR:	Pending Evaluation
Forecast Cost Range:	€270m to €320m*



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.

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. 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.

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

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 leading to significant delays in travel time for all road users. 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:

Fit for purpose	No
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	✓
Sustainable Mobility	✓
Active Travel	✓

N24 Waterford to Cahir



Local Authority:	Kilkenny/Tipperary/Waterford
Road length:	60km
Cross-section:	Expressway TBD
Project Stage:	Concept & Feasibility

Next PSC Gateway:	Preliminary Business Case Approval
Construction Timeframe:	To be Confirmed
BCR:	Pending Evaluation
Forecast Cost Range:	€600m to €720m*

Project description

The N24 road is a national primary road connecting Limerick to Waterford, running through Tipperary Town, Cahir, Carrick-on-Suir and Clonmel. This project consists of approximately 60km of road improvement works between Cahir in Tipperary and Waterford City.

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.

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

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 large town centres (including Cahir, Clonmel and Carrick-on-Suir) 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 uncertainty for passengers and traffic prohibits efficient regional transport links. The roundabouts in Clonmel 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. 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:

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

Opportunities and Benefits

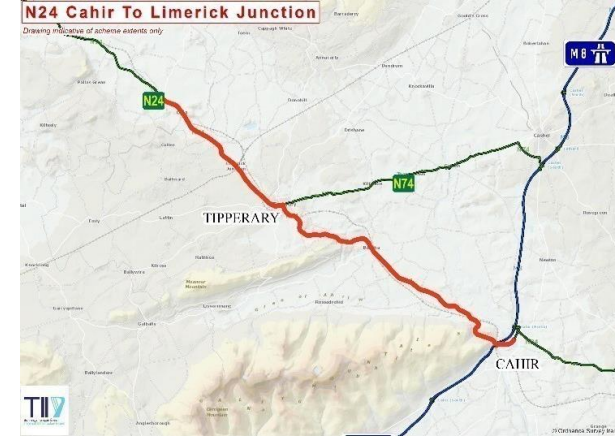
Through the provision of more reliable and safer journeys, this project aims to enhance regional accessibility and improve connectivity between Limerick and Waterford. In addition, the project will provide improved access to international markets as the N24 connects to the N29, which links directly to 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 improved journey times and the provision of new cycling and walking facilities. It is envisaged that the N24 will connect to the Kilkenny 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	✓
Sustainable Mobility	✓
Active Travel	✓

N24 Cahir to Limerick Junction

Local Authority:	Tipperary/Limerick
Road length:	35km
Cross-section:	Motorway TBD
Project Stage:	Concept & Feasibility

Next PSC Gateway:	Preliminary Business Case Approval
Construction Timeframe:	To be Confirmed
BCR:	Pending Evaluation
Forecast Cost Range:	€420m to €520m*



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 Limerick, and also bypasses Bansha.

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.

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

Problem to be addressed

The existing N24 between Cahir and Limerick Junction is not fit for purpose and 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. 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:

Fit for purpose	No
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 certainty 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	✓
Sustainable Mobility	✓
Active Travel	✓

N25 Carrigtohill to Midleton



Local Authority:	Cork
Road length:	5km
Cross-section:	Motorway TBD
Project Stage:	Option Selection

Next PSC Gateway:	Preliminary Business Case Approval
Construction Timeframe:	To be Confirmed
BCR:	Pending Evaluation
Forecast Cost Range:	Pending Project Development

Project description

The N25 is a national primary road which connects Cork with Rosslare Europort in Wexford. It provides access to four of the country's major ports: Cork, Waterford, New Ross and Rosslare. It also provides access to two airports: Cork and Waterford.

This project consists of an upgrade and realignment of approximately 5km of the N25 Dual Carriageway from Carrigtwohill to Midleton.

Strategic value

The proposed project will enhance regional accessibility and strengthen a strategically important transportation corridor in the Southern region. The N25 runs alongside IDA land and there is currently a vacant site directly on this section of the route that has been identified to be developed (subject to completion of this project), which will foster economic growth and drive investment and employment growth in the region.

The project will improve the quality of life of commuters travelling to and from Cork daily via the N25, through improved journey times and the provision of new cycling and walking facilities.

Problem to be addressed

This section of the N25 from Carrigtohill to Midleton is substandard when compared with other sections of the route. There are numerous at-grade junctions, median crossing points and direct access points onto the road, making it unfit for purpose as a major radial road into Cork City. In addition, there are a number of safety concerns with the existing road being identified as having a twice above average collision rating. The route is subject to severe congestion – experiencing AADT of up to 50,000 – and is suffering from significant capacity constraints as a result. This route is used by commuters travelling to and from Cork daily and also services the Whitegate Oil Refinery. With demand for the route expected to grow, capacity constraints act as a barrier to economic growth for the towns connected to Cork via the N25 and also for Rosslare Europort.

Legacy Infrastructure Data:

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

Opportunities and Benefits

The proposed project will improve connectivity between Cork and Rosslare, and directly benefit the towns of Carrigtohill and Midleton. The improvement to the network will enable more reliable journey times, supporting the strategic development of the South-West region and facilitating economic and commercial growth. The proposed project includes the development of the existing route for local residents through the provision of new cycling and walking facilities, which will promote physical activity in the area. In addition, by removing traffic from the existing route, road users (including road-based public transport users) will benefit from increased journey time certainty and road safety 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	✓
Sustainable Mobility	✓
Active Travel	✓

N25 Waterford to Glenmore



Local Authority:	Kilkenny/Waterford
Road length:	9.4km
Cross-section:	Expressway TBD
Project Stage:	Concept & Feasibility

Next PSC Gateway:	Preliminary Business Case Approval
Construction Timeframe:	To be Confirmed
BCR:	Pending Evaluation
Forecast Cost Range:	€90m to €120m*

Project description

The N25 is a national primary road which connects Cork with Rosslare Europort in Wexford. It provides access to four of the country's ports: Cork, Waterford, New Ross and Rosslare. It also provides access to two airports: Cork and Waterford. This project will link the N25 New Ross Bypass and the N25 Waterford City Bypass and is expected to consist of approximately 9.4km of dual carriageway connecting these two existing upgraded sections of the N25.

Strategic value

The proposed project will enhance regional accessibility and strengthen a strategically important transportation corridor. This is a major infrastructure project for the South-East region and will complete the link between two dual carriageway bypass projects, creating cross-section consistency and route continuity along 36km of the N25. Increased capacity on this section of the road will allow for the route to cater for additional volumes of freight traffic travelling to and from Waterford city. The N25 acts as a link between New Ross port, Rosslare Europort and the port of Cork, and therefore is critical to national and international trade. This project aims to address issues of safety, journey time reliability and capacity which will have positive economic, social and environmental benefits for the local areas and their residents.

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

Problem to be addressed

This section of the N25 is operating with traffic levels in excess of those catered for by the current road cross-section and the current infrastructure is not considered fit for purpose. High congestion, substandard legacy infrastructure and ongoing capacity constraints lead to unreliable journey times for road users. The Slieverue roundabout has been identified as substandard, causing delays for traffic travelling to and from Glenmore. As traffic in the area and demand for the route continue to increase, capacity constraints act as a barrier to economic growth in the region. The route has been identified as having a collision rating twice above average and the lack of overtaking opportunities along the road has resulted in a number of safety concerns.

Legacy Infrastructure Data:

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

Opportunities and Benefits

The proposed project will improve connectivity in the region and directly benefit the flow of traffic into Waterford City via the N25, enabling commercial growth and investment. The improvement in journey times and road safety will also contribute to the provision of more reliable and safer bus journeys which will encourage increased demand for road-based public transport in the area. The project will also benefit local residents as it will include the development of active travel facilities, promoting physical activity. The route links with the Norman Way Heritage route which provides access to many tourist attractions in the South-East. The route will also be adjacent to the South-East Greenway, opening up access to this development.

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	✓

M50 Dublin Port South Access Road



Local Authority:	Dublin City
Road length:	2km
Cross-section:	TBD
Project Stage:	Concept & Feasibility

Next PSC Gateway:	Preliminary Business case Approval
Construction Timeframe:	To be Confirmed
BCR:	Pending Evaluation
Forecast Cost Range:	Pending Project Development

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. This project consists of approximately 2km of carriageway connecting the southern end of the Dublin Tunnel to the South Port area and will serve the South Port and adjoining development areas.

Strategic value

The project provides an improved access to the Dublin Port South docks area, facilitating development of the South Port docks and allowing the regeneration and development of the surrounding area. Dublin Port is the largest freight and passenger port in Ireland, and ongoing congestion issues will hamper economic growth if they are not addressed. The East Wall area is increasingly becoming a better place to live and the proposed project will provide economic, social and environmental benefits for the area and its residents.

Problem to be addressed

The existing infrastructure is insufficient to handle the volume of traffic using the road daily and in particular, the amount of freight traffic accessing the Dublin Port South Docks area. As a result, the area is subject to severe congestion - particularly the East Wall Road – which causes traffic to build up in the Dublin Tunnel leading to the north end of the tunnel being closed as a safety measure. This negatively impacts the efficiency of traffic flowing into the city and reduces journey time certainty for road users. There is currently limited access from the southern end of the Dublin Tunnel to the South Port area. As a result there is excess freight traffic on the surrounding roads. East Wall and the East Link toll bridge are subject to high volumes of freight traffic, which causes further delays and impacts the urban environment of the area, through ongoing noise and air pollution.

Legacy Infrastructure Data:

Fit for purpose	No
Traffic volumes exceed efficient operating capacity	Yes
Collision Rating	Not Applicable
Asset Condition Rating	Not Applicable

Opportunities and Benefits

The project will improve capacity on the East Link Toll Bridge and provide efficient access to international markets via Dublin Port. In addition, increased capacity will result in improved journey time reliability across the wider Dublin road network, benefitting passenger and freight traffic. By redirecting traffic away from the residential areas, the proposed project will improve the East Wall urban environment through the reduction of noise and air pollution. This promotes further investment in amenities and businesses in the area. This project will facilitate the provision of dedicated facilities to promote sustainable and active travel, which will improve road safety 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	✓
Sustainable Mobility	✓
Active Travel	✓

N52 Tullamore to Kilbeggan



Local Authority:	Offaly/Westmeath
Road length:	8.2km
Cross-section:	Expressway / TBD
Project Stage:	Options Selection

Next PSC Gateway:	Preliminary Business Case Approval
Construction Timeframe:	To be Confirmed
BCR:	Pending Evaluation
Forecast Cost Range:	€80-100m*

Project description

The N52 is a national secondary road in Ireland connecting the M7 motorway, from just south of Nenagh in Tipperary to the M1 motorway, north of Dundalk in Louth. This project involves an upgrade of approximately 8.2km between the completed N52 Tullamore Bypass and Junction 5 of the M6 Motorway, south of Kilbeggan.

Strategic value

This project promotes efficient and effective transport links in the midlands, enhancing regional accessibility by connecting Tullamore to the motorway network. The proposed project aims to improve connectivity in the region and provide route consistency for road users. The project will improve the quality of life of commuters and local residents through improved journey times. In addition, improvements in journey time reliability will increase the likelihood of public transport use in the area and strengthen tourism in the region. The route provides access to Durrow Abbey and connects to Tullamore Dew and Kilbeggan Distillery. Improvement of infrastructure along this route will increase tourism activity, improving trade in the area.

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

Problem to be addressed

This section of the N52 is currently suffering from severe congestion due to substandard alignment, with the route as a whole operating above capacity on a daily basis. The existing infrastructure comprises a single carriageway with a narrow hard shoulder and a large number of private direct access points and public junctions. The road has no overtaking opportunities, causing traffic queues and safety concerns with the road being identified as having a collision rating twice above average. These issues lead to long queues and delays in journey times for road users. In addition, this congestion and consistent queues of traffic lead to a significant amount of noise and air pollution, negatively impacting the surrounding urban and rural environments. Given this route acts as a critical point of connectivity for the midlands region, the existing infrastructure is not fit for purpose and acts as a barrier to economic growth.

Legacy Infrastructure Data:

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

Opportunities and Benefits

The project facilitates an important link between Tullamore and the M6 Motorway which connects with Dublin and Galway. The N52 route is a nationally important route and the proposed project will provide for improved connectivity in the midlands, which will enable increased tourism in the region and promote economic investment. The infrastructure upgrade will improve congestion on the network allowing for more reliable and safer journeys for road users (including road-based public transport users). The proposed project aims to reduce the potential for collisions by allowing safer overtaking opportunities and reducing the number of junctions and conflict points along the route.

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	✓

N72 Mallow Relief Road



County:	Cork
Road length:	5km
Cross-section:	Single TBD
Project Stage:	Options Selection

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.

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 huge improvement to noise and air quality in the surrounding urban area. There will also be journey time savings for road users, reducing the emissions from vehicles using the network.

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

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 uncertainty for road users and inhibits economic growth and commercial investment in the region. The road alignment and cross-section width is insufficient for its purpose and has an asset condition rating of Very Poor. 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.

Legacy Infrastructure Data:

Fit for purpose	No
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 certainty 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.

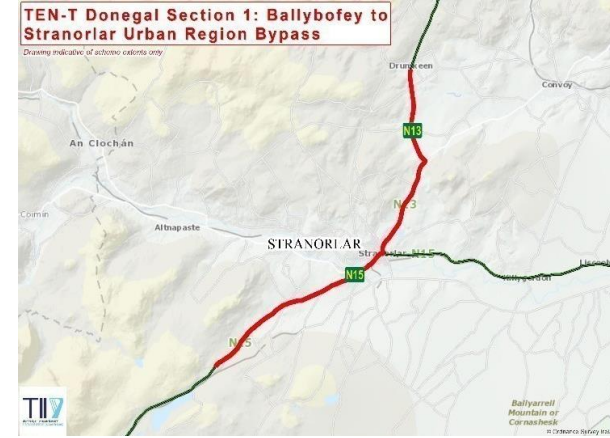
Enhanced Road Safety	✓
Efficient Access to Markets	✓
Improved Urban Environment	✓
Better Access to Home Tourism Market	✓
Regional Connectivity	✓
Better Connectivity (Transport Corridors)	✓
Reliable and Safer Bus Journeys	✓
Environmental Improvements	✓
Sustainable Mobility	✓
Active Travel	✓

An aerial photograph of a stone bridge crossing a river. The bridge is a multi-arched structure with a road on top. Several cars are visible on the bridge. The surrounding area is lush green with trees and grass. A semi-transparent white box with a dark blue border is overlaid on the left side of the image, containing the text "Details of Projects at Planning and Design".

Details of Projects at Planning and Design

N15/N13 Ballybofey to Stranorlar Bypass

(TEN-T Donegal Section 1)



Local Authority:	Donegal
Road length:	14.7km
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:	€150m to €180m*

Project description

The Trans-European Transport Network (TEN-T) is a selection of strategic transport corridors throughout the EU that have been identified to play a key role in the mobility of goods and passengers through the EU. Three sections of the road network in Donegal have been prioritised for improvement and together, they form the TEN-T Priority Route Improvement Project (Donegal). The project consists of 9.5 km of mainline and 5.2 km of linking roads. Ballybofey and Stranorlar are connected by a multi-span arch bridge carrying the N15 over the River Finn.

Strategic value

The N15 is a strategically important route as it provides a critical link between Donegal and the West of Ireland. This project is of critical importance to this isolated North-West border region. It is important in meeting the challenges and opportunities of Brexit to enable and promote regional growth. The TEN-T Donegal project will facilitate employment opportunities and business development in regional and national centres including Donegal, Letterkenny, Derry, Belfast, Dublin, Sligo and Galway. The increase in regional connectivity will address the growth deficit in these areas and help rebalance the regional divide. 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.

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

Problem to be addressed

The N15 route runs through the centre of Ballybofey and Stranorlar. The route accommodates regional and local traffic, and the volume of this traffic using the N15 is greater than the current capacity of the existing road, causing congestion particularly during peak periods. This results in journey time uncertainty for road users and hampers economic growth and commercial investment in the region.

As a result of thousands of vehicles travelling through both towns everyday, the urban environments of Ballybofey and Stranorlar are being significantly impacted, with local residents suffering constant noise and air pollution. These social and environmental problems are negatively impacting the quality of life for commuters and local residents alike.

Legacy Infrastructure Data:

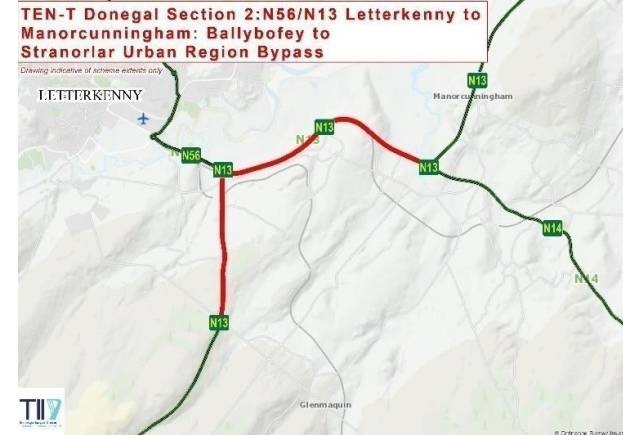
Fit for purpose	No
Traffic volumes exceed efficient operating capacity	Yes
Collision Rating	Average
Asset Condition Rating	Adequate

Opportunities and Benefits

Through the provision of more reliable and safer journeys, this project aims to enhance regional accessibility and improve connectivity and traffic flows to/from the North-West region. In addition, the project will improve the function and operation of road-based public transport locally and regionally. By removing through traffic from the towns and villages along the route, there will be significant social and environmental benefits for local residents. The project will provide significant active travel improvements through newly integrated cycle/pedestrian facilities and areas along the route will become more inviting for tourism. This project will reduce: overall air pollution levels caused by congestive queuing of vehicles; overall traffic noise levels; and the risk of watercourse pollution along the existing road.

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	✓

N56/N13 Letterkenny to Manorcunningham (TEN-T Donegal Section 2)



Local Authority:	Donegal
Road length:	8.6km
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:	€100m to €125m*

Project description

The Trans-European Transport Network (TEN-T) is a selection of strategic transport corridors throughout the EU that have been identified to play a key role in the mobility of goods and passengers through the EU. Three sections of the road network in Donegal have been prioritised for improvement and together, they form the TEN-T Priority Route Improvement Project (Donegal). This project is section 2 of the project and applies to both the N56 and to two legacy sections of the N13; south through the townland of Lurgybrack serving the 'Atlantic' Corridor; and east towards Manorcunningham serving as the main Derry/Dublin/Belfast route via Northern Ireland. It consists of 6.3km of mainline and 2.3km of link roads.

Strategic value

This N56 route provides vital accessibility to the peripheral areas north and south of Donegal and acts as the primary access route into Letterkenny. The N13 is a key national primary route and connects to the N56 route. This project is of critical importance to this isolated North-West border region. It is important in meeting the challenges and opportunities of Brexit to enable and promote regional growth. The TEN-T Donegal project will facilitate employment opportunities and business development in regional and national centres including Donegal, Letterkenny, Derry, Belfast, Dublin, Sligo and Galway. The increase in regional connectivity will address the growth deficit in these areas and help rebalance the regional divide. 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.

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

Problem to be addressed

As a national strategic route into Letterkenny town, the existing N56 and N13 routes are substandard in terms of alignment, capacity, safety and environmental standards. During peak periods, the road is heavily trafficked with unsegregated lanes, multiple junctions and direct access points causing issues. The high traffic volumes combined with the high numbers of collisions on the route have led to this section of road having frequently long tailbacks and occasionally becoming blocked for long periods, reducing the efficiency and productivity of the area. There is no other two way access into or through the town of Letterkenny and therefore this route is essential to provide access to the Hospital and other key services. The existing asset condition rating has been deemed poor, highlighting the need for improvement. In addition, the existing section is closely bounded by industrial and commercial buildings and by environmentally sensitive lands, which are suffering from noise and air pollution.

Legacy Infrastructure Data:

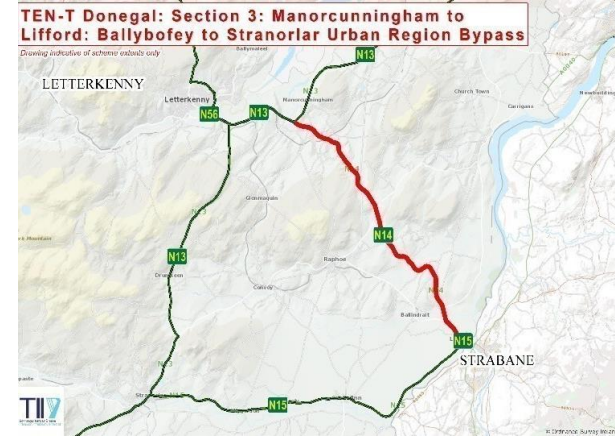
Fit for purpose	No
Traffic volumes exceed efficient operating capacity	Yes
Collision Rating	Twice Above Average
Asset Condition Rating	Poor

Opportunities and Benefits

This project will provide vital additional connectivity to Letterkenny, locally, regionally and nationally. The improved road infrastructure will contribute towards more reliable journey times and a greater efficiency of travel. The project will also improve safety on this route and provide improved accessibility for locals to health services, including hospitals in Letterkenny. The project will also provide improvement to a section of the Wild Atlantic Way, a major tourist attraction in the region. The project will provide significant full length active travel facilities which will be integrated into the existing and proposed cycle and pedestrian facilities in the Letterkenny Urban 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	✓
Sustainable Mobility	✓
Active Travel	✓

N14 Manorcunningham to Lifford (TEN-T Donegal Section 3)



Local Authority:	Donegal
Road length:	18km
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:	€180m to €220m*

Project description

The Trans-European Transport Network (TEN-T) is a selection of strategic transport corridors throughout the EU that have been identified to play a key role in the mobility of goods and passengers through the EU. Three sections of the road network in Donegal have been prioritised for improvement and together, they form the TEN-T Priority Route Improvement Project, Donegal. This project is section 3 of the project and begins at a junction between the N13 and N14. The majority of the project is on the N14 East, which connects Donegal and Letterkenny to NI, Belfast and Dublin through the border crossing at Lifford in Donegal, and Strabane in Tyrone.

Strategic value

The N14 is the key transport corridor to Belfast and Dublin (via the A5) and to international transport hubs, for both commercial and private vehicles. This project is of critical importance to this isolated North-West border region. It is important in meeting the challenges and opportunities of Brexit to enable and promote regional growth. The TEN-T Donegal project will facilitate employment opportunities and business development in regional and national centres including Donegal, Letterkenny, Derry, Belfast, Dublin, Sligo and Galway. The increase in regional connectivity will address the growth deficit in these areas and help rebalance the regional divide. 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.

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

Problem to be addressed

The N14 between Pluck Roundabout and Lifford is a Legacy section of National road which is generally over capacity and substandard in terms of road alignment. The existing route is a narrow carriageway with a high frequency of sharp bends and poor visibility. This leads to hazardous driving conditions for road users, with the route having a collision rating twice above average. In addition, there is no facility available along the route that caters for vulnerable road users. The volume of traffic on the existing road is greater than the current capacity with a resultant poor level of service. Delays and queues are evident at peak periods, leading to journey time uncertainty and reduced productivity and efficiency. In addition, the congestion on the route has negative environmental and social impacts on the urban environment of Lifford and its residents.

Legacy Infrastructure Data:

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

Opportunities and Benefits

Through the provision of more reliable and safer journeys, this project aims to enhance regional accessibility and improve connectivity and traffic flows to/from the North-West region. These improvements will enable and promote regional growth particularly in tourism. In addition, the project will provide increased road capacity and direct connectivity for large vehicles. The proposed project will improve the urban environment of Lifford by reducing air and noise pollution. The project will also benefit local residents as it will include the development of active transport facilities, promoting 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	✓
Sustainable Mobility	✓
Active Travel	✓

N2 Slane Bypass

Local Authority:	Meath
Road length:	8km
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:	€80m to €100m*



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 8km 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).

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.

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

Problem to be addressed

The N2 – and Slane in particular – is subject to severe congestion, causing long delays and journey time uncertainty 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 Legacy infrastructure is not fit for purpose, substandard in terms of cross-sectional width 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. While the asset condition rating is identified as being Very Poor, there have been improvements in recent years. In addition, 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.

Legacy Infrastructure Data:

Fit for purpose	No
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 will reduce the traffic volumes on the existing N2 through the village improving journey time certainty 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	✓
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
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 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.

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.

* Based on 2017 Preliminary Business Case.

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 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:

Fit for purpose	No
Traffic volumes exceed efficient operating capacity	Yes
Collision Rating	Twice Above Average (HCL)
Asset Condition Rating	Poor (4)

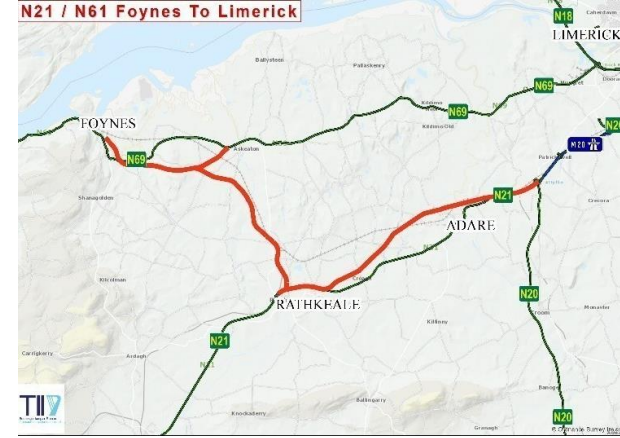
Opportunities and Benefits

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 drastically improve journey times and allow for safer and more reliable journeys for road users. This diversion 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	✓
Sustainable Mobility	✓
Active Travel	✓

N21 Foynes to Limerick incl. Adare Bypass



Local Authority:	Limerick
Road length:	33km
Cross-section:	Motorway / Dual Carraigeway
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.

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.

* Based on 2019 Preliminary Business Case.

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. 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 and not fit for purpose, with collision ratings above average.

Legacy Infrastructure Data:

Fit for purpose	No
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. It is anticipated that road users can expect to benefit from average time savings of between 9 and 15 minutes each journey as a result of the project, which could increase dependency and demand for public transport in the area. In addition to this, the project will facilitate dramatic urban improvements and positive environmental impacts for the surrounding towns and villages. The project is expected to enable a 77% reduction in traffic levels through Adare village over the course of the next 20 years.

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	✓

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:	Subject to Planning and Government Approvals
BCR:	3.4
Forecast Cost Range:	€250m*

Project description

The N28 is a primary national road which connects Ringaskiddy to the Port of Cork and is a high volume route for both passenger and freight traffic. The proposed motorway project consists of an upgrade of 13km (of dual carriageway to motorway), and the development of a new section of motorway. The route commences at Bloomfield Interchange, and runs south through Rochestown on the line of the existing N28, diverging at Carr's Hill.

Strategic value

The project increases 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. As the Port of Cork is part of the North Sea-Mediterranean 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.

* Based on 2019 Preliminary Business Case.

Problem to be addressed

Serving large numbers of passenger and freight traffic already, the existing N28 (a single carriageway) is currently facing significant capacity constraints. It is not fit for purpose and unsuitable as both a major radial road into the city and as the main access route to the Port. As traffic in the area and demand for the route continues to increase, these capacity constraints act as a barrier to economic growth for both the Port and the towns connected to Cork via the N28. The condition of the road at present does not meet the required environmental standards and due to the volume and frequency of traffic on the road, certain areas along the N28 have experienced noise pollution in recent years. In addition this, the road has been identified as substandard in terms of road alignment and cross sectional width. The legacy infrastructure data highlights a number of safety concerns with the road being identified as a High Collision Location, with a poor asset condition rating.

Legacy Infrastructure Data:

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

Opportunities and Benefits

This project will increase the safety and capacity 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 this area of Cork City) and aids the economic development of the Strategic Development Zone of Ringaskiddy and the commuter town of Carrigaline. The project will reduce traffic volumes on the existing N28, 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.

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	✓

N14/15/A5 Link

Local Authority:	Donegal**
Road length:	Approx. 0.5Km
Cross-section:	Bridge
Project Stage:	Statutory Processes

Next PSC Gateway:	Final Business Case
Construction Timeframe:	Subject to Progression of the A5
BCR:	TBD
Forecast Cost Range:	To be Reviewed*



Project description

The N14/N15 to A5 Link Road project is a critical cross-border strategic connection between the national road network in Donegal, including the proposed TEN-T Priority Route Improvement project, Donegal and the A5 Western Transport Corridor (WTC) project in Northern Ireland. The project consists of approximately 450m of Type 2 Dual Carriageway and involves a major river crossing at the River Finn. The link will form part of an important strategic link between Letterkenny in Donegal, through Northern Ireland (via the A5) to Belfast, and via the N2/M1 to Dublin.

Strategic value

This new border crossing is a key element in delivering an improved, safe and effective transportation system for all road users into and within Donegal. The project will enhance sustainable growth and development by providing essential connectivity and accessibility to the North-West region from Northern Ireland, Dublin and the South of Ireland, through improved transport infrastructure as well as improved access to international markets via airports and ports. This project looks 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. The project will encourage active travel in the cross-border towns of Strabane and Lifford specifically, as well as longer distance non-motorised travel on adjoining TEN-T strategic routes.

* Subject to review prior to seeking approval to award main works contract post tender.

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

Problem to be addressed

The existing Lifford Bridge links Lifford, Donegal to Strabane in Tyrone and is the primary access route from Letterkenny and Donegal to Dublin and the rest of the Republic of Ireland. Donegal shares a 130km border with Northern Ireland, with three significant national primary road crossings including the N14/N15 to A5 at Lifford. It carries a significant proportion of all strategic and local traffic to and from the county. Delays are frequent, particularly at peak times on the existing single carriage structure. This link was developed in conjunction with development of the A5 WTC in Northern Ireland as an integral part of overall route connectivity. Through its delivery, it is addressing the clear deficiency in the transport corridor linking Derry City, Letterkenny and the North-West quadrant to Dublin and Belfast.

Legacy Infrastructure Data:

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

Opportunities and Benefits

The project is of significant, strategic, economic and social importance to the North-West region. It is a key element in improving local, regional and national connectivity and will link the A5 WTC once constructed to Section 1 / 2 / 3 of the TEN-T Priority Route Improvement Project in Donegal. The proposed project will remove interurban and commercial traffic from Lifford Town, alleviating traffic congestion and optimizing journey time reliability for road users. It will deliver a reduction in overall air pollution and traffic noise levels, thereby making the surrounding areas more inviting and simultaneously encouraging the use of active modes of transport by 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	✓
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*

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.

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.

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

Problem to be addressed

The section of the N52 is not fit for purpose with the town of Ardee being 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 uncertainty 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. As a result, 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 a Very Poor asset condition rating and an Above Average collision rating.

Legacy Infrastructure Data:

Fit for purpose	No
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 is 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	✓
Sustainable Mobility	✓
Active Travel	✓

An aerial photograph of a highway interchange in a rural landscape. The highway is a multi-lane road with a bridge section crossing over a road. The surrounding area is filled with green fields, stone walls, and some small buildings. The sky is clear and blue. The text "Details of Projects Progressing to Construction" is overlaid on the image in a dark blue font.

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:	H1 2021
BCR:	1.1
Forecast Cost Range:	€255m*

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.

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.

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

Problem to be addressed

This section of the N5 is not fit for purpose and 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. As traffic and demand for the route continues to increase, the 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.

Legacy Infrastructure Data:

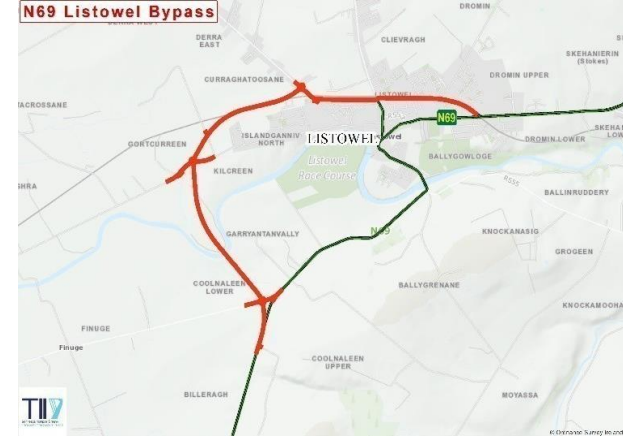
Fit for purpose	No
Traffic volumes exceed efficient operating capacity	No
Collision Rating	Twice Above Average
Asset Condition Rating	Good

Opportunities and Benefits

This project will increase 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.

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	✓

N69 Listowel Bypass



Local Authority:	Kerry
Road length:	6km
Cross-section:	Single
Project Stage:	Enabling Works & Procurement

Next PSC Gateway:	Final Business Case
Construction Timeframe:	H1 2021
BCR:	1.04
Forecast Cost Range:	€70m*

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.

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.

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

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:

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

Opportunities and Benefits

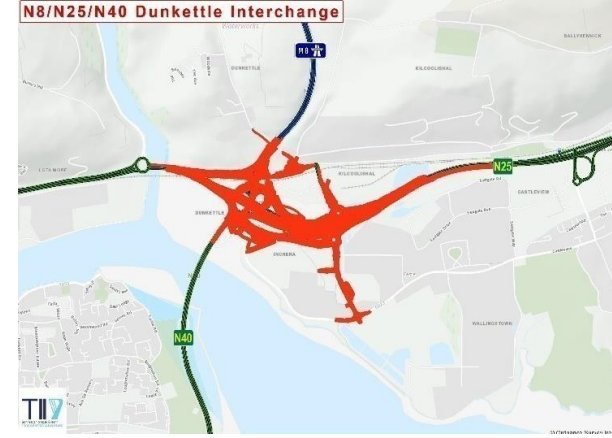
Through the provision of more reliable and safer journeys, this project aims to enhance regional accessibility and improve connectivity in the South-West region. This will improve journey time certainty and quality of life impacts on road users. In addition, the project will enable safer journeys and 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	✓
Sustainable Mobility	✓
Active Travel	✓

M8/N40/N25 Dunkettle

Local Authority:	Cork
Road length:	N/A
Cross-section:	Interchange
Project Stage:	Enabling Works & Procurement

Next PSC Gateway:	Final Business Case
Construction Timeframe:	H2 2020
BCR:	4.2 to 6.5
Forecast Cost Range:	€192m – €215m



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.

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 improved journey times for road users and quality of life benefits for residents of Cork.

* Based on 2020 Business Case.

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 and not fit for purpose. The existing interchange is currently running above capacity, carrying in excess of 100,000 vehicles daily. The interaction of traffic from multiple directions, coupled with the ongoing capacity constraint is causing significant delays to journey times. As traffic in the area and demand for the route continue to increase, these capacity constraints and the lack of journey time certainty will act as a barrier to economic growth for Cork City. In addition to this, the legacy infrastructure data highlights a number of safety concerns with the road being identified as having a twice above average collision rating and a poor asset condition rating.

Legacy Infrastructure Data:

Fit for purpose	No
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 certainty will encourage the use of public transport in the area, with the project proposing to link to a possible Park and Ride in Dunkettle. 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	✓
Sustainable Mobility	✓
Active Travel	✓

N59 Moycullen Bypass

Local Authority:	Galway
Road length:	4.3Km
Cross-section:	Single
Project Stage:	Enabling Works & Procurement

Next PSC Gateway:	Final Business Case
Construction Timeframe:	H1 2021
BCR:	2.3
Forecast Cost Range:	€75m*



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.

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.

* Based on Business Case Pre Tender - subject to review prior to seeking approval to award main works contract post tender.

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 to 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:

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

Opportunities and Benefits

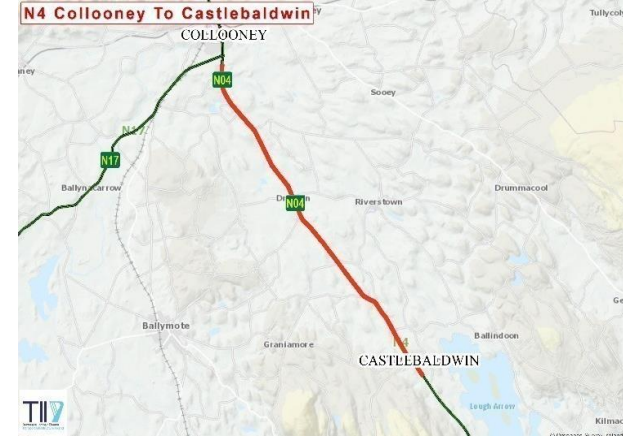
The project will enhance connectivity to the Connemara region which will provide better and safer connectivity to the remote communities of Connemara, improving accessibility to key employment, education and healthcare. As Connemara is a major part of the Wild Atlantic Way, the project will enhance access 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	✓
Sustainable Mobility	-
Active Travel	✓

An aerial photograph showing a highway interchange under construction in a rural landscape. The interchange features a multi-lane highway with a complex interchange design, including a large loop and a flyover. The surrounding area is green and hilly, with a river or stream visible in the upper right. The construction work is evident in the newly paved roads and the presence of construction equipment and materials. A semi-transparent white banner with a blue gradient is overlaid on the left side of the image, containing the text "Details of Projects at Construction".

Details of Projects at Construction

N4 Collooney to Castlebaldwin



Local Authority:	Sligo
Road length:	14.7Km
Cross-section:	Expressway
Project Stage:	Construction & implementation

Next PSC Gateway:	Implementation
Construction Timeframe:	Construction commenced Q1 2019
BCR:	1.0 - 1.2
Forecast Cost Range:	€149m*

Project description

The N4 National Primary Route is a major strategic radial road which forms part of the East / West road corridor linking Ireland's largest transportation node (Dublin) with the North-West (Sligo). The proposed project is one of the largest to be developed in County Sligo. It completes the remaining portion of unimproved N4 in Co. Sligo requiring improvement and measures approximately 14.71km in length passing through the townlands of Collooney, Toberbride, Cloonamahon, Drumfin, Carrowkeel, Ardloy and Castlebaldwin.

Strategic value

This project promotes efficient and effective national transport links between the Greater Dublin Area and the North-West, allowing reserve capacity for future demand and economic expansion. This will help increase the competitiveness of Sligo and the local area regionally and internationally. This project has major environmental and social impacts on the local residents and communities along the existing N4 and its hinterland. This will be achieved with the encouraged use of public transport and emission reductions from journey time savings.

* Based on 2018 Business Case.

Problem to be addressed

At present the existing network is inadequate for its purpose and does not allow for safe overtaking. This is due to insufficient capacity, substandard alignment, multiple junctions and private and agricultural accesses. This restricted capacity on the roads also makes public transport use and active transport methods challenging. The daily road users are subjected to significant delays and journey time unreliability. As it forms part of a major radial road between Sligo and Dublin, the road is not fit for purpose and is ultimately acting as an inhibitor to economic growth. The legacy infrastructure table below, highlights a major safety concern with the road having a twice above average collision rating with a High Collision Location on the route. With the thousands of vehicles travelling everyday, the urban environment is being significantly impacted, with local residents being subjected to constant noise and air pollution.

Legacy Infrastructure Data:

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

Opportunities and Benefits

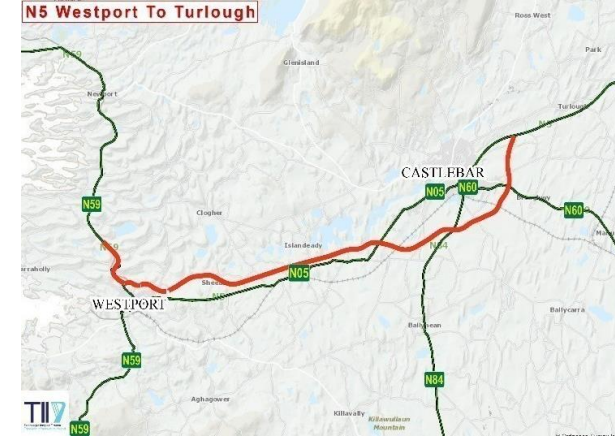
The project will improve the N4 route to modern day standards including the provision of safe overtaking, appropriate alignment, a reduction in the number of junctions and the removal of private accesses. By improving the alignment and road width of the N4, the safety along the existing roads, at junctions and accesses will be improved. The project will reduce travel times and improve access to the North-West region, supporting more reliable and safer bus journeys, promoting the use of public transport. This allows for increased accessibility to work and education for the 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	✓
Sustainable Mobility	✓
Active Travel	✓

N5 Westport to Turlough

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

Next PSC Gateway:	Implementation
Construction Timeframe:	Construction commenced Q1 2020
BCR:	1.5 - 1.6
Forecast Cost Range:	€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 proposed 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.

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.

* Based on 2019 Business Case.

Problem to be addressed

The existing N5 network suffers from poor alignment and a deficient cross-sectional width, and has many private and commercial developments across the route. The route also has a poor road safety record and is reported as having a collision rating twice above average, the road is hazardous and is considered not fit for purpose. 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. This has resulted in varying journey times across the route, reducing productivity and efficiency in the area. Acting as a connector between the West and Midlands of Ireland, the current state of the infrastructure is inhibiting the connectivity of the regions and dampening the economic growth.

Legacy Infrastructure Data:

Fit for purpose	No
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 certainty. 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.

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	✓

N22 Macroom to Ballyvourney



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

Next PSC Gateway:	Implementation
Construction Timeframe:	Construction commenced Q1 2020
BCR:	3.0 to 3.4
Forecast Cost Range:	€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.

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.

* Based on 2019 Business Case.

Problem to be addressed

The N22 is a key route in the South-West region and the existing road does not have sufficient capacity to deal with the current demand and volumes of traffic it experiences daily. The road has a poor asset condition rating and is not fit for purpose as a major connection between Cork (including Cork Airport) and Kerry, ultimately prohibiting 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 leading to significant delays in travel time for road users. They are also causing air and noise quality issues in the area and for local residents of Macroom and Ballymakeery.

Legacy Infrastructure Data:


Fit for purpose	No
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 (by approximately 12,000 vehicles per day), 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.

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	✓



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