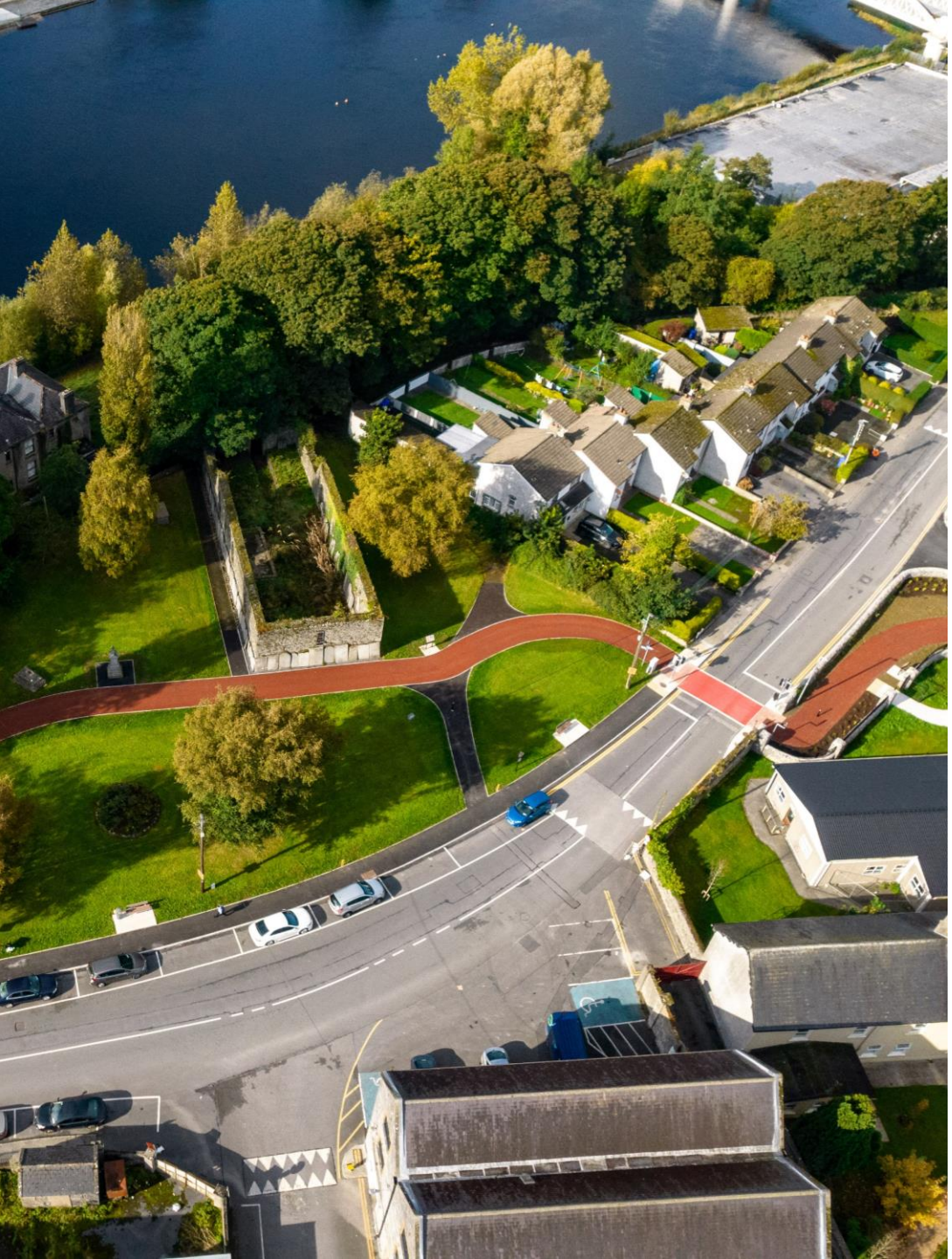
Transport Infrastructure Ireland

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Major Roads & Greenways Projects Current List



November 2026



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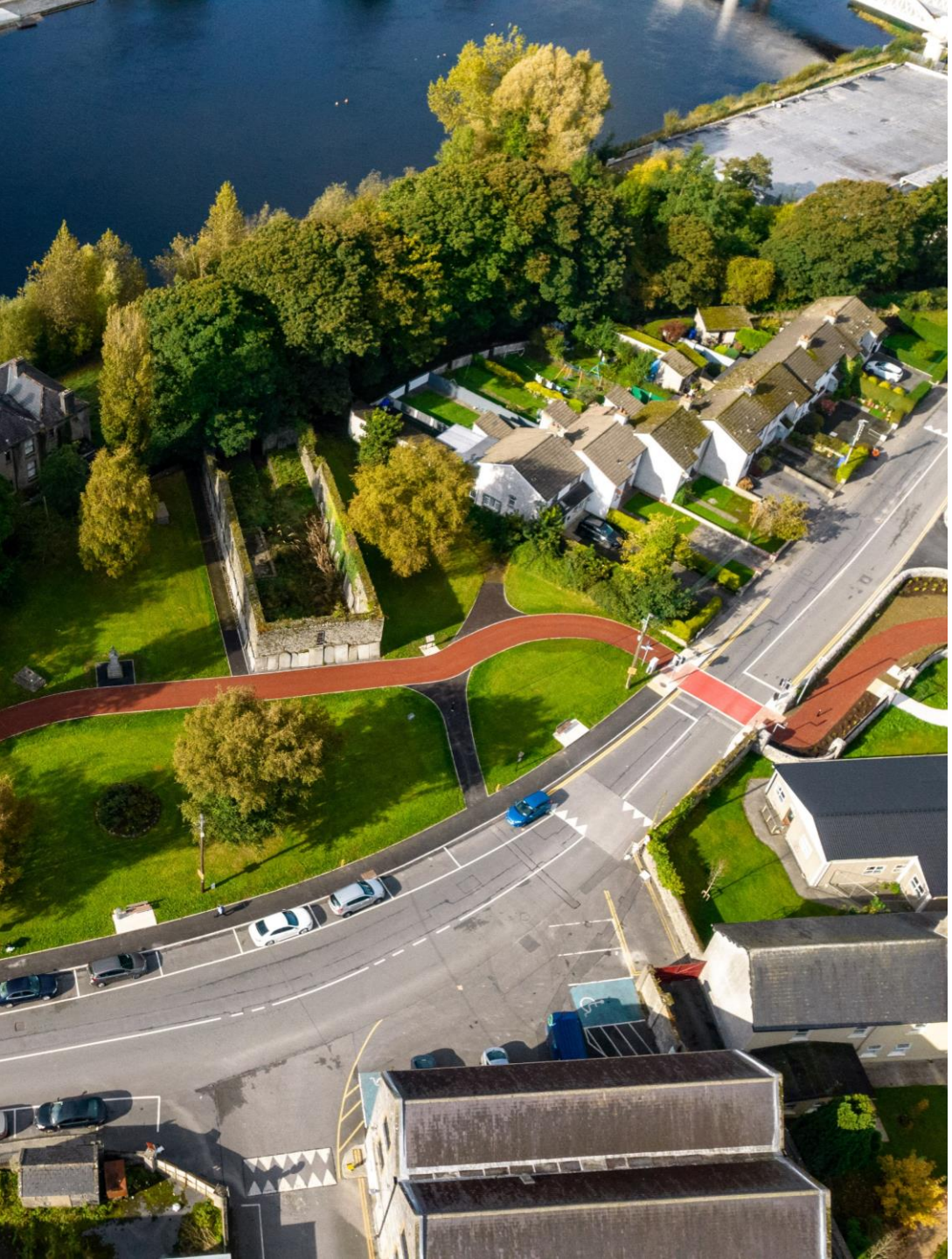
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1 Introduction

Policy Background

National Planning Framework

The National Planning Framework (NPF) is the Government's high-level strategic plan for shaping the future growth and development of Ireland and forms part of Project Ireland 2040.

Project Ireland 2040 seeks to achieve ten National Strategic Outcomes (NSO):

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

National Planning Framework

National Strategic Outcomes and Priorities of the National Development Plan



Policy Background

National Development Plan

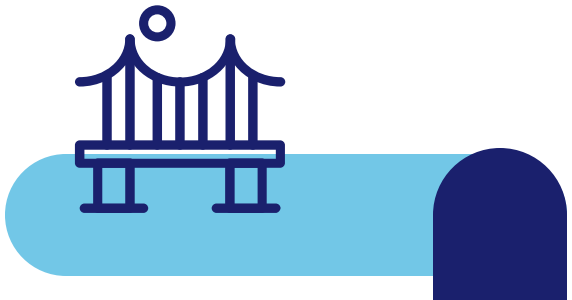
The National Development Plan 2021 - 2030 (NDP), incorporating the 2025 NDP Review and the Sectoral Investment Plan for Transport sets out the investment priorities that will underpin the implementation of the National Planning Framework. A key priority will be to maintain the existing national road network to a robust and safe standard and a significant percentage of national roads expenditure over the course of this NDP will relate to operating, protecting and renewing existing assets and maintaining the value of these assets.

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

The NDP contains a commitment to sustainable mobility, in particular cycling and walking. €360m per annum is committed to active travel up until 2030. This investment supports the development of new and improved walking and cycling facilities including Greenways. The "Strategy for the future Development of National and Regional Greenways" was published in 2018. The objective of the strategy is to assist in the development of Nationally and Regionally significant Greenways in an appropriate location to an appropriate standard to deliver a quality experience for all users. The Strategy will be reviewed during 2026.

The National Investment Framework for Transport in Ireland (NIFTI), and TII's National Roads Strategy (NR2040), provides the strategic framework for future investment decision making in land transport. It will guide transport investment in the years ahead to enable the National Planning Framework, support the Climate Action Plan, and promote positive social, environmental and economic outcomes throughout Ireland. Transport investment projects and programmes including Major Roads and Greenways will have to demonstrate their fit with NIFTI, NR2040, and, by extension, with the NPF and NSOs and the National Climate Objective (Climate Action Plan 2023). Project and programme delivery will support the objectives of the Roads Safety Strategy 2023 to 2030

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



Project Lifecycle and Infrastructure Guidelines

Infrastructure Guidelines and Transport Appraisal Framework

Ireland's Infrastructure Guidelines detail financial rules and procedures governing capital investment, to ensure public capital infrastructure occurs in a timely and efficient manner, minimises risks, ensures proper evaluation is conducted, and ensures value for money. In February 2026, as part of Action 23 of the Accelerating Infrastructure Report and Action Plan, Circular 08/2026 implemented changes to the Infrastructure Guidelines in terms of the requirements for major projects at different stages in the project lifecycle and an increase to thresholds for major projects in the transport, water and energy sectors

The Department of Transport's Transport Appraisal Framework (TAF) provides appraisal and implementation guidance that aims to promote investment in the transport system which meets the needs of society, fulfils strategic policy objectives, and delivers value for money through a common framework for appraising transport investments in accordance with the Infrastructure Guidelines.

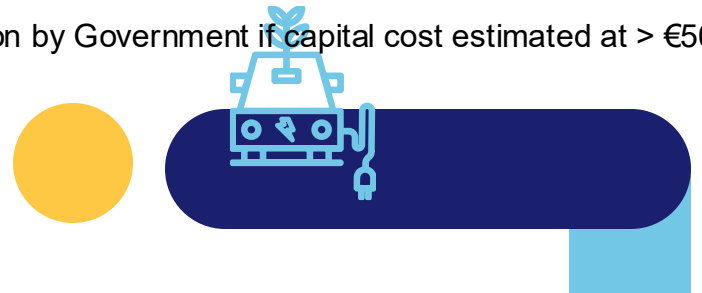
In the case of major projects, TII act as the Approving Authority and have responsibility for evaluating, planning, and managing public investment that align with the principles and recommended elements of the Infrastructure Guidelines. The requirements of the Infrastructure Guidelines and the Transport Appraisal Framework are operationalised by TII by its suite of Project Appraisal Guidelines.

Within TII, a Major National Road Project is defined as a significant and/or strategic upgrade of the national road network and is generally identified in national policy documents such as Project Ireland 2040. Examples would be town bypasses and/or a new dual carriageway / motorway construction. Major Projects will generally have a capital value of greater than €50m.

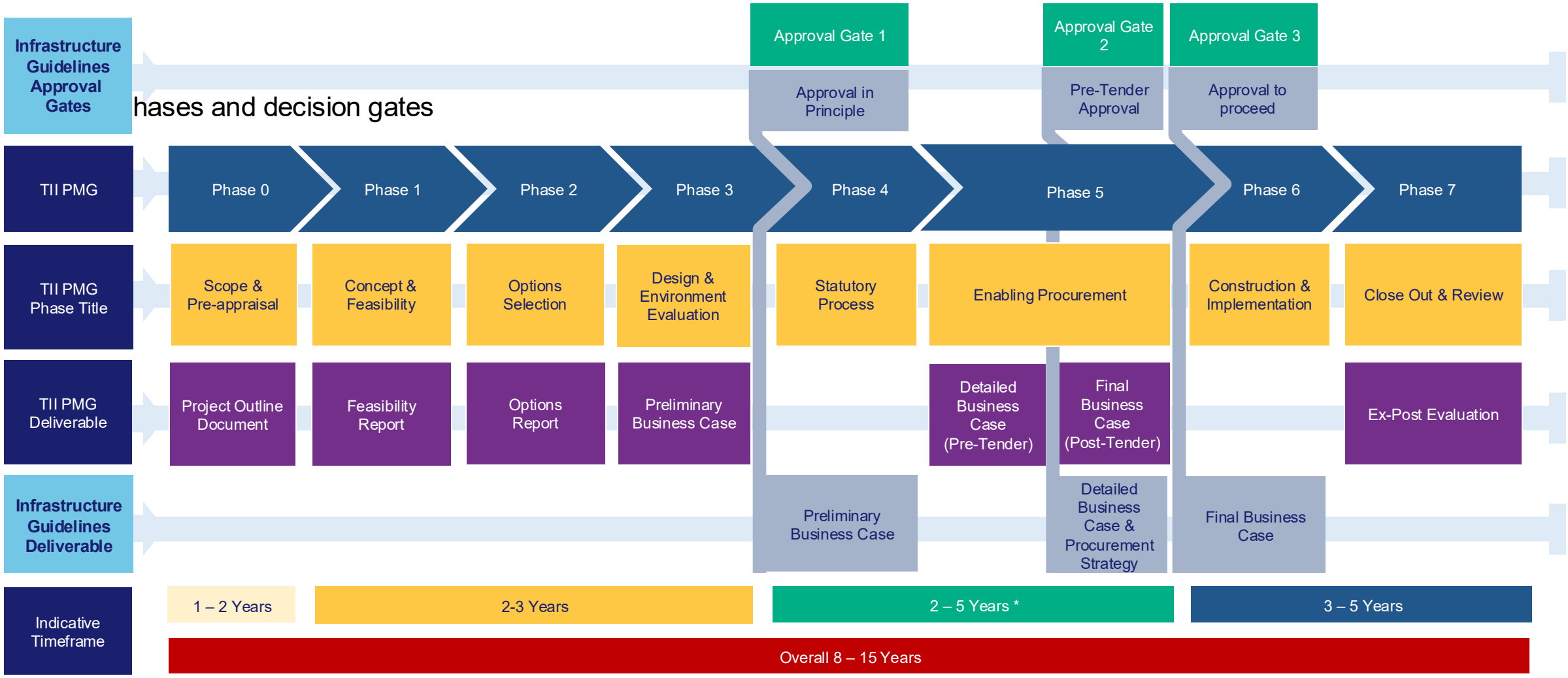
Approval Gates

Major projects are subject to the following Approval Gates (AG):

- *AG 1: Strategic Assessment and Preliminary Business Case*.
  - Internal DPER review if capital cost estimated at > €500M.
  - Review by the Major Projects Advisory Group if capital cost estimated at > €500M.
  - Consideration by Government if capital cost estimated at > €500M.
- *AG 2: Pre-Tender - Project Design, Planning and Procurement Strategy.*
  - Detailed Business Case and Procurement Strategy.
  - Consideration by Secretary General of Department if cost estimated at > € 500M
- *AG 3: Post-tender - Final Business Case.*
  - Approval to Proceed / award the main contract.
  - Review by the Major Projects Advisory Group if capital cost estimated at > €500M.
  - Consideration by Government if capital cost estimated at > €500M.



Project Lifecycle and Public Spending Code



* Timelines may improve as a result of Accelerating Infrastructure Action Plan.


Current Major
Roads Projects

Major Roads Current Projects

Introduction

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 and the Sectoral Investment Plan for Transport) 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 enables the National Strategic Outcomes and priorities of the National Development Plan. The Active List projects offer many benefits to the lives and safety of the population of Ireland and underpins a range of Government policies.

They help:

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

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

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



2 Assessment of Roads Projects

Investment Priorities

National Investment Framework for Transport in Ireland

The National Investment Framework for Transport in Ireland (NIFTI), which was published by the Departmnnt of Transport in December 2021, outlines the key principles against which national and regional, comprehensive and single mode-based plans and programmes will be drawn up and assessed.

The framework does not set out a list of projects to be prioritised, but rather identifies four priorities, of equal merit, in terms of capital investment. These are:

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

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

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





How are Roads Projects Assessed?

Strategic Value

As previously highlighted, investment in the national road network is delivered by TII in accordance with the NPF, the NDP, the transport sectoral plan, the Climate Action Plan 2025, and guided by the priorities of NIFTI. As a result, all projects are assessed against the objectives of these policies.

The NDP 2021-2030 states:

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



Problem to be addressed

The NDP specifically notes the importance of maintenance and upgrading of the road network and public transport to protect asset quality and value, meet demand forecast, ease congestion and to meet climate action objectives.

Each of the projects outlined in this document seek to address a problem (or problems) that impose economic, social, and/or environmental impacts locally, regionally, or nationally. The problems identified primarily relate to the following issues:

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

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 function of the overall network.

These improvements have transformed regional connectivity, improved communities across Ireland, and are delivering economic benefits nationally. Each of the projects outlined in this document seek to do the same and provide an opportunity to realise benefits locally, regionally, or nationally.

The opportunities and benefits identified can be categorised according to three strategic imperatives:

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

These strategic imperatives are discussed herein.

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

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

How are Roads Projects Assessed?

Problems to be addressed and Legacy Infrastructure Data

1. Road Layout & Form

For our National Roads to operate in a safe manner, they need to have standardised, coordinated, and legible horizontal and vertical alignment which safely and efficiently accommodates vehicular and non-vehicular traffic flow.
The road corridor, taking cognisance of its development context and establishment, will include inherent infrastructure – both natural and engineered – which enable its safe and efficient operation including drainage, lighting where required, signage, road markings, safety measures and equipment, and as appropriate environmental measures.
Evidently, infrastructure needs evolve with user needs, user types, and evolving climatic and environmental constraints. Consequently, road layout and form, including inherent infrastructure will require refurbishment or development, to provide resilience and safe and efficient operating conditions.

2. Efficient Operations

Volume to Capacity Ratios are a valuable metric utilised to assess traffic status, and the safe and efficient operation of a national road, 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.

Where the ratio exceeds 1, this is an indicator that there is congestion or sub-optimal traffic flow happening.

Where the ration exceeds 1, it signals that interventions to the road network are required in order to ensure its safe and efficient operation. This document identifies whether the road network pertaining to each project under consideration is expected to be beyond capacity by 2030.

3. Collision Rating

Collision Rating 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. This evaluation identifies High Collision Locations (HCL), which are further evaluated in order to determine if safety interventions are required.

HCL must meet 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 based on its geometry, width, sub-divided pavement condition, location, and the function of the road. These classifications are a scale from high-quality motorway and dual carriageway to 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 potential 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.

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.

How are Roads Projects Assessed?

Opportunities and Benefits

Economic, Social and Safety Value

Enhanced Road Safety
These projects enhance road safety for all road users through the provision of adequate cross-sectional width, overtaking opportunities, forgiving road sides, rest areas, etc.

Efficient Access to Home and International Markets
These projects enable efficient access to home and international markets through improved connectivity for freight to and from Ireland's ports and airports.

Improved Urban Environment
These projects contribute towards improving urban areas through the provision of Public Realm facilities, reduced congestion and environmental improvements.

Better Access to Home Tourism Market
These projects aim to strengthen home tourism through improved connectivity.

Regional Connectivity
These projects provide an opportunity to enhance regional accessibility and link urban centres of population. This supports balanced regional development by driving employment growth in the surrounding areas and enabling access to border counties.

Public Transport Integration

Better Connectivity
These projects act as strategic transport corridors and improvements to the network encourage increased usage of public transport and / or form points of integration with rail lines, park and ride facilities, etc.

Reliable and Safer Bus Journeys
Through the provision of additional capacity and improved safety features, these projects will enable reliable and safer road-based public transport.

Environmental and Sustainability Value

Environmental Improvements
These projects provide environmental benefits such as reduced noise and air pollution through improved journey times and efficient HGV journeys. They provide improved environmental mitigation measures and enhanced drainage solutions.

Sustainable Mobility
Decarbonising transport - these projects facilitate sustainable mobility through the provision of new facilities including park and share and electric charging infrastructure.

Active Travel
These projects encourage active travel through the provision of improved facilities for vulnerable road users, including dedicated walkways and cycling routes.

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3

Major Roads Projects List

Major Project List

Project Stage

Early Planning* (TII - Phase 0 → 2)

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

- Phase 0: Scope & Pre-appraisal.
- Phase 1: Concept & Feasibility.
- Phase 2: Options Selection.

These projects are pre-*AG 1: Strategic Assessment & Preliminary Business Case* of Infrastructure Guidelines approval lifecycle stages.

Planning and Design (TII – Phase 3 or 4)

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:

- Phase 3: Design and Environmental Evaluation.
- Phase 4: Statutory Processes.

These projects are at *AG 1: Strategic Assessment & Preliminary Business Case* (i.e. in TII Phase 3) or post this approval gate (TII Phase 4).



Progressing to Construction

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

- Phase 5: Enabling and Procurement.

During TII Phase 5, projects proceed through *AG 2: Pre-Tender - Project Design, Planning and Procurement Strategy* and *AG 3: Post-tender - Final Business Case* of the Infrastructure Guidelines approval lifecycle stages.

At Construction

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

- **Phase 6: Construction and Implementation.**

This includes projects that have progressed through *AG 3: Post-tender - Final Business Case* of the Infrastructure Guidelines approval lifecycle stages.



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

4 Project Details

Projects at Early Planning

Transport Project Name	Local Authority	Project Stage	Next Infrastructure Guidelines Approval Gate	Construction Timeframe	Page
N11/M11 Jn 4 to Jn 14 Improvement Scheme	Wicklow	Phase 2 Options Selection	Gate 1 Approval in Principle	Post 2030 - TBC	24
N25 Midleton to Youghal	Cork	Phase 2 Options Selection	Gate 1 Approval in Principle	Post 2030 - TBC	25
N40 TEN-T Improvements	Cork City	Phase 2 Options Selection	Gate 1 Approval in Principle	Post 2030 - TBC	26
N52 Tullamore to Kilbeggan Link	Offaly	Phase 2 Options Selection	Gate 1 Approval in Principle	Post 2030 - TBC	27
N58 Foxford Transport Project	Mayo	Phase 2 Options Selection	Gate 1 Approval in Principle	Post 2030 - TBC	28
N59 Clifden to Maam Cross	Galway	Phase 0 Scope & Pre-Appraisal	Gate 1 Approval in Principle	Post 2030 - TBC	29
N62 Thurles Bypass	Tipperary	Phase 0 Scope & Pre-Appraisal	Gate 1 Approval in Principle	Post 2030 - TBC	30
N83 Baile Chláir Bypass	Galway	Phase 1: Concept & Feasibility	Gate 1 Approval in Principle	Post 2030 - TBC	31
Cork City Northern Transport Project (CCNTP)	Cork City	Phase 2 Options Selection	Gate 1 Approval in Principle	Post 2030 - TBC	32

Projects at Planning & Design

Transport Project Name	Local Authority	Project Stage	Next Infrastructure Guidelines Approval Gate	Construction Timeframe	Page
N2 Ardee to the South of Castleblaney Bypass	Monaghan	Phase 3 Design & Environmental Evaluation	Gate 1 Approval in Principle	Subject to Planning	34
N2 Clontibret to the NI Border	Monaghan	Phase 3 Design & Environmental Evaluation	Gate 1 Approval in Principle	Subject to Planning	35
N2 Rath Roundabout to Kilmoon Cross (Transportation Corridor)	Meath	Phase 3 Design & Environmental Evaluation	Gate 1 Approval in Principle	Subject to Planning	36
N2 Slane Bypass and Public Realm Enhancement Scheme	Meath	Phase 4 Statutory Process	Gate 2 Pre-Tender Approval	Subject to Planning	37
N3 Clonee to M50 Bus Priority Project and Active Travel	Fingal	Phase 3 Design & Environmental Evaluation	Gate 1 Approval in Principle	Subject to Planning	38
N3 Virginia Bypass	Cavan	Phase 3 Design & Environmental Evaluation	Gate 1 Approval in Principle	Subject to Planning	39
N4 Carrick-on-Shannon Bypass and Demand Management Scheme	Leitrim	Phase 3 Design & Environmental Evaluation	Gate 1 Approval in Principle	Subject to Planning	40
N4 Mullingar to Longford	Westmeath	Phase 3 Design & Environmental Evaluation	Gate 1 Approval in Principle	Subject to Planning	41
N6 Galway City Ring Road	Galway City and County Council	Phase 4 Statutory Process	Gate 2 Pre-Tender Approval	Subject to Planning	42
N11/N25 Oilgate to Rosslare Harbour	Wexford	Phase 3 Design & Environmental Evaluation	Gate 1 Approval in Principle	Subject to Planning	43
N17 Knock to Collooney	Sligo	Phase 3 Design & Environmental Evaluation	Gate 1 Approval in Principle	Subject to Planning	44
N/M20 Cork to Limerick	Limerick	Phase 3 Design & Environmental Evaluation	Gate 1 Approval in Principle	Subject to Planning	45

Projects at Planning and Design, continued

Transport Project Name	Local Authority	Project Stage	Next Infrastructure Guidelines Approval Gate	Construction Timeframe	Page
N21 Abbeyfeale Relief Road	Limerick	Phase 3 Design & Environmental Evaluation	Gate 1 Approval in Principle	Subject to Planning	46
N21 Newcastlewest Relief Road	Limerick	Phase 3 Design & Environmental Evaluation	Gate 1 Approval in Principle	Subject to Planning	47
N22 Farranfore to Killarney	Kerry	Phase 3 Design & Environmental Evaluation	Gate 1 Approval in Principle	Subject to Planning	48
N24 Cahir to Limerick Junction & Oola	Tipperary	Phase 3 Design & Environmental Evaluation	Gate 1 Approval in Principle	Subject to Planning	49
N24 Waterford to Cahir	Kilkenny	Phase 3 Design & Environmental Evaluation	Gate 1 Approval in Principle	Post 2030 – TBC	50
N25 Carrigtwohill to Midleton	Cork County Council	Phase 3 Design & Environmental Evaluation	Gate 1 Approval in Principle	Subject to Planning	51
N25 Waterford to Glenmore	Kilkenny	Phase 3 Design & Environmental Evaluation	Gate 1 Approval in Principle	Subject to Planning	52
N52 Ardee Bypass	Louth	Phase 4 Statutory Process	Gate 2 Pre-Tender Approval	Subject to Planning	53
N72/N73 Mallow Relief Road	Cork County Council	Phase 3 Design & Environmental Evaluation	Gate 1 Approval in Principle	Subject to Planning	54
Donegal TEN-T Route Improvement	Donegal	Phase 4 Statutory Process	Gate 2 Pre-Tender Approval	Subject to Planning	55

Projects at Construction

Transport Project Name	Local Authority	Project Stage	Next Infrastructure Guidelines Approval Gate	Construction Timeframe	Page
N5 Ballaghaderreen to Scramoge	Roscommon	Phase 6 Construction & Implementation	Post Completion Review	Complete 2027	57
N21/N69 Limerick to Foynes (including Adare Bypass)	Limerick	Phase 5 Enabling & Procurement	Approval Gate 3 in 2027	Complete 2030	58
M28 Cork/Ringaskiddy	Cork	Phase 6 Construction & Implementation	Post Completion Review	Complete 2028	59

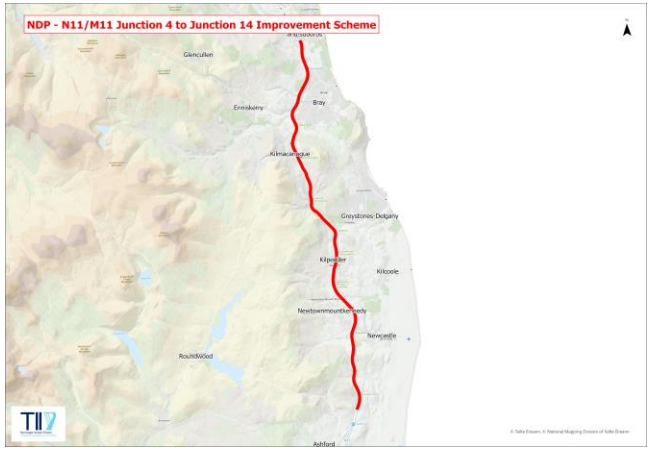
* The N21/N69 Limerick to Adare to Foynes scheme is being delivered in phases. The Adare Bypass phase is under construction with further phases to proceed to construction over the coming period.

Major Roads

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4.1 Details of Projects at Early Planning

N11/M11 Jn 4 to Jn 14 Improvement Scheme



Local Authority	Wicklow County Council
Road length	Circa 22km
Cross-section	To be determined
Project Stage	Phase 2 Options Selection
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	Post 2030 - TBC
BCR	Pending Project Development
Forecast Cost Range	€100m-€200m

Project description

The N11/M11 national road is the primary artery connecting Dublin to the southeast of the country and is comprised partly of motorway, dual carriageway and single carriageway sections over a distance of approximately 126km, from its commencement in Stillorgan, Co Dublin to its termination close to Wexford town.
The N11/M11 Scheme is a transportation project aimed at alleviating congestion, improving safety and optimising the efficiency and function of the N11/M11 between Junction 4 and Junction 14 as a transport corridor.

Strategic value

The overriding need for the scheme is underpinned by the fact that a modern economy requires high-quality road transport infrastructure that is sustainable from an economic, social and environmental perspective. An efficient transport network which works for the N11/M11 corridor and its surrounds will improve access to Dublin and Rosslare Europort,. The delivery of a high-quality transport link is a vital component to enhancing regional accessibility – a key national strategic outcome of the Government's Project Ireland 2040 National Planning Framework..

Problem to be addressed

The existing N11/M11 was not designed to accommodate the traffic volumes it experiences today and is heavily congested and inefficient. In the absence of any intervention, this situation will continue to worsen, inhibiting economic prospects for the study area and constraining freight access to wider European markets via Rosslare Europort.

The integration of the existing N11/M11 road with other transport modes is highly inadequate. Mode choice is constrained by limited accessibility to the rail corridor and an absence of park and ride capacity. Bus services must also negotiate the heavy congestion and are subject to the same unreliability of journey time – all of which fosters an unsustainable dependency on the private car.

Much of the existing route geometry is non-compliant with modern road design standards and best practice, contributing to the operational inefficiency as well as posing significant safety hazards along the route.

Legacy Infrastructure Data:

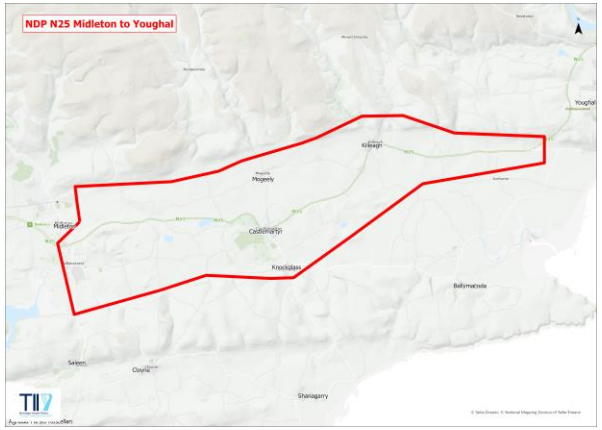
Traffic volumes exceed efficient operating capacity	Yes
Collision Rating	Above Average
Asset Condition Rating	Very Good

Opportunities and Benefits

Improve the efficiency of the N11/M11 and manage congestion along the corridor between Junction 4 and Junction 14.
Provide the infrastructure to enable transport solutions to move more people more efficiently.
Reduce the potential for collisions and severity of collisions through the provision of a safer travelling environment for all road users on the N11/M11 corridor.
Provide for more sustainable transport solutions on the N11/M11 corridor, supporting a balance of alternative modes and enabling a reduction in private car dependency and reducing the carbon intensity of travel.

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

N25 Midleton to Youghal



Local Authority	Cork
Road length	Circa 20km, to be determined
Cross-section	To be Determined
Project Stage	Phase 2 Options Selection
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	Post 2030 - TBC
BCR	Pending Project Development
Forecast Cost Range	€100m - €200m

Project description

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

Strategic value

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

Problem to be addressed

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

For economic development, an interurban transport corridor is required to reduce freight road miles and associated CO2 emissions as a counterbalance to Dublin linking Cork and Waterford with Rosslare Port.

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

Legacy Infrastructure Data:

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

Opportunities and Benefits

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

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

N40 TEN-T Route Improvements



Local Authority	Cork City Council
Road length	15km
Cross-section	Dual Carriageway
Project Stage	Phase 2 Options Selection
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	Post 2030 - TBC
BCR	Pending Project Development
Forecast Cost Range	TBC - Subject to Planning & Design

Project description

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

The purpose of the scheme is to;

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

Strategic value

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

Problem to be addressed

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

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

Legacy Infrastructure Data:

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

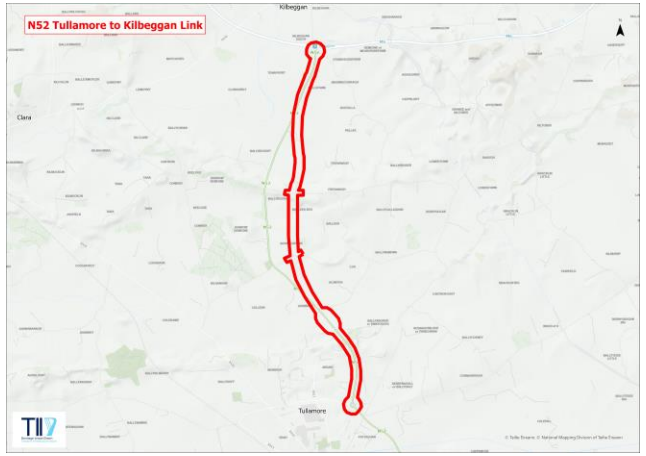
Opportunities and Benefits

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

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

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

N52 Tullamore to Kilbeggan Link



Local Authority	Offaly County Council
Road length	Circa 8.5km (to be determined)
Cross-section	To be determined
Project Stage	Phase 2 Options Selection
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	Post 2030 - TBC
BCR	Pending Project Development
Forecast Cost Range	TBC-- Subject to Planning & Design

Project description

The scheme involves the upgrade of approximately 8.5km of the N52 national road from Tullamore to Kilbeggan. The section of the N52 between Tullamore and Kilbeggan currently operates significantly above its design capacity, carrying high volumes of mixed strategic and local traffic, on an alignment which is substandard in terms of its cross-section, and both horizontal and vertical geometry.
The scheme will include junctions, link roads and local road realignments as required, and a river crossing. It is intended that the scheme will tie into the existing roundabouts on the N52 at the Arden Roundabout and the M6 interchange roundabout.

Strategic value

The N52 Tullamore to Kilbeggan Link forms part of the overall N52 National Route corridor that runs from Ardee in Co. Louth to Nenagh in Co. Tipperary. This is a strategic cross-country national route, which is of particular importance to commercial traffic, as it links the northeast to the southwest of the country. Currently there are nearly 1,000 HGVs per day using the N52 between Tullamore and Kilbeggan, over 600 of which are large articulated vehicles. Including LGVs, 21,5% of traffic can be classified as commercial showing the significance of this part of N52 for local and national economy.

Problem to be addressed

Various sections of the N52 have been upgraded over the years. In particular, the N52 between Delvin in County Westmeath and Tullamore in County Offaly has now been upgraded over its full length with the exception of the 8km link between Tullamore and Kilbeggan.
Traffic volumes at this 8km stretch of the road are much higher than the adjoining parts of N52 and yet the standard of the road is lower. This has led to a traffic bottleneck effect occurring along this section of the route.
This proposed scheme seeks to upgrade this substandard section of National Secondary Road. This Investment in the Tullamore to Kilbeggan link will maximise the benefits of upgrades carried out to the other sections of N52.The high level of traffic on this part of N52 coupled with the high number of direct accesses and lack of overtaking opportunities have resulted in an unacceptable level of collisions for this important National Secondary Route.

Legacy Infrastructure Data:

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

Opportunities and Benefits

Improve connectivity within the Midlands by addressing existing operational and safety issues across the national road network.

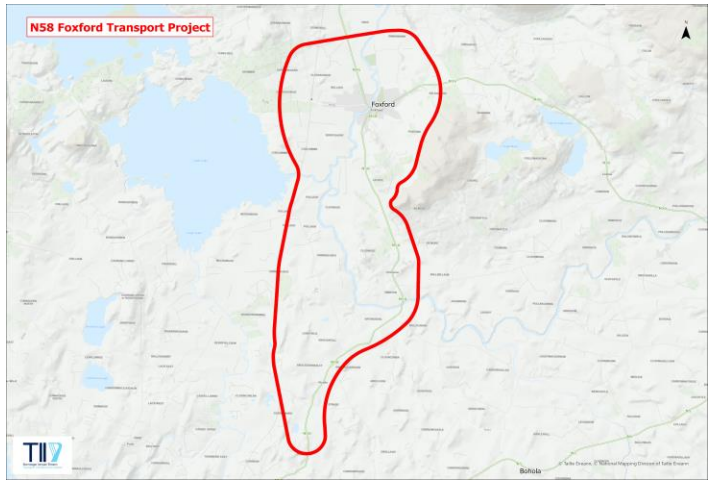
Improve public transport journey time reliability thereby increasing the attractiveness of bus public transport.

Improve accessibility to active travel facilities including the existing Grand Canal Greenway and the proposed Mullingar to Kilbeggan Greenway.

Improve road safety by reducing the mixing between long distance strategic traffic and local traffic.

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

N58 Foxford Transport Project



Local Authority	Mayo
Road length	To be confirmed
Cross-section	To be confirmed
Project Stage	Phase 2 Option Selection
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	Post 2030 - TBC
BCR	Pending Evaluation
Forecast Cost Range	TBC - Subject to Planning & Design

Project description

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

Strategic value

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

Problem to be addressed

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

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

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

Legacy Infrastructure Data:

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

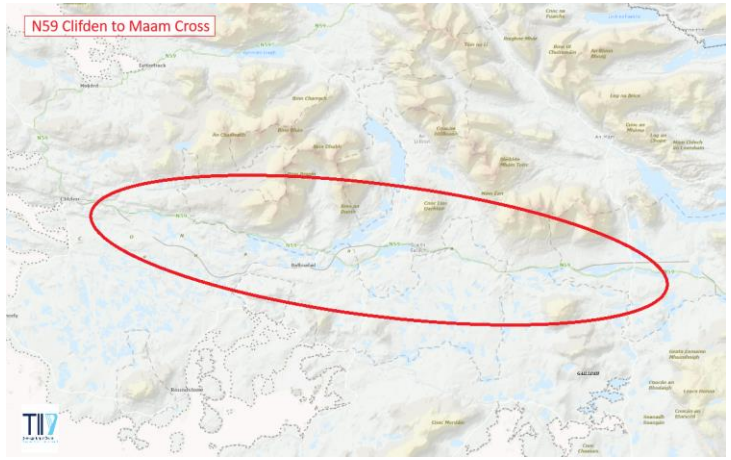
Opportunities and Benefits

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

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

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

N59 Clifden to Maam Cross



Local Authority	Galway County Council
Road length	Circa 30km (to be determined)
Cross-section	To be determined
Project Stage	Phase 0 Scope & Pre-Appraisal
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	Post 2030 - TBC
BCR	Pending Project Development
Forecast Cost Range	TBC - Subject to Planning & Design

Project description

A number of schemes have been completed on the N59 between Clifden and Galway in recent years. A 4 km section has been improved close to Clifden and a 5km section from Maam Cross to Bunnakill opened in 2021

The proposed development is approximately 30 km in length and is largely rural in character. The scheme commences in line with where the Clifden Town's footpaths commence, at approximately 148 metres within the 60 kph zone. The Clifden Public Realm Enhancement Project commences approximately 960m further west. The scheme ties into the Maam Cross to Bunakill scheme to the east.

Strategic value

The N59 road is a National Secondary Route extending from Galway City to Sligo via Connemara and is 298 km in length. It is the principal access to Connemara and the west coast and functions both as an important access route for the region and a significant tourist route.

The N59 not only serves as the sole access for those living alongside to education, health services, food and commercial activities, but also as the backbone of the economic life blood of those communities through its attractiveness as one of Ireland's most popular tourist routes.

Problem to be addressed

The existing deficiencies along the N59 are currently impeding the safe and efficient use of this asset to those communities reliant on it. A historic lack of investment in the corridor, which forms an integral part of the EuroVelo Route, and the Wild Atlantic Way, is also frustrating the economic development of the region, through poor access to markets and reducing its attractiveness to highly lucrative tourism markets that it relies upon. The N59 plays a significant role in providing access to international airports and the condition of the existing road limits access to the wider transport network.

The national road is the sole access opportunity to shops, jobs, and community engagement. Owing to the physical geomorphology of the northern Connemara region consisting of mountains to the north and numerous lakes to the south, the N59 provides an essential lifeline function.

Disruption to access along the N59 results in long circuitous detours on unsuitable local roads not able to cater for the level of road users along the N59. A major emergency in the Connemara region relies on the N59 for access to key services..

Legacy Infrastructure Data:

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

Opportunities and Benefits

Improve the operational performance and continuity of the N59 as a strategic regional corridor, supporting tourism and regional economic activity.

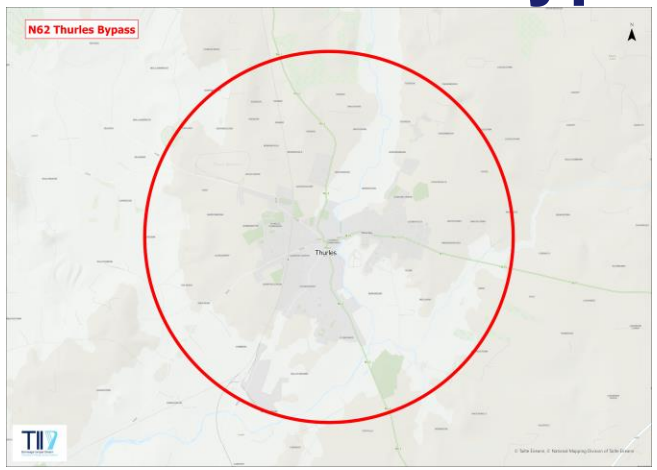
Incorporate climate adaptation measures to ensure the long term resilience of accessibility for vulnerable rural communities.

Integrate the scheme with existing and planned regeneration, active travel, and public transport initiatives, supporting sustainable settlement patterns and future growth in the Connemara region.

Improve safety for all road users, including pedestrians, cyclists, and public transport users.

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

N62 Thurles Bypass



Local Authority	Tipperary County Council
Road length	Circa 8km (to be determined)
Cross-section	To be determined
Project Stage	Phase 0 Scope & Pre-Appraisal
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	Post 2030 - TBC
BCR	Pending Project Development
Forecast Cost Range	TBC - Subject to Planning & Design

Project description

The brief for this scheme is to improve the N62 transport corridor and to consider connectivity options for the N62 route at Thurles, thereby addressing national route traffic congestion and safety in the town, and helping to free up the local road network for local traffic.

Strategic value

The N62 National Secondary route is an important strategic road which runs spine-like through the centre of Ireland, from Fardrum, just south of Athlone, through the midlands and terminates at the M8 Motorway Interchange at the Horse and Jockey, just to the southeast of Thurles.

This project promotes an efficient and effective national transport link that will look to address a significant traffic bottleneck.

Problem to be addressed

Thurles is a nodal point for three National Secondary routes and four Regional routes. The N62 enters from the north and continues southeast to Horse and Jockey, with the N75 running east connecting with the M8 Motorway near Twomileborris. The four Regional routes radiate from the western side of the town connecting Thurles with Nenagh, Limerick, Holycross, Tipperary and Cashel.

Interconnectivity between the National and Regional routes is largely via Liberty Square, which lies at the centre of Thurles town. Traffic on the square comprises a large circulatory system, where traffic converges and interchanges from the three National routes and two of the Regional routes.

This, combined with local traffic needs, and the lack of adequate town centre parking, ensures that traffic congestion is a commonplace occurrence. The proposed scheme will seek to improve journey times and improve driver comfort for National route traffic. It will also look to improve the safety of both vehicular traffic and pedestrians within the town and its environs. The transport improvement scheme will address the quality of the environment within the town.

Legacy Infrastructure Data:

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

Opportunities and Benefits

To reduce congestion and improve the reliability and dependability of journey times

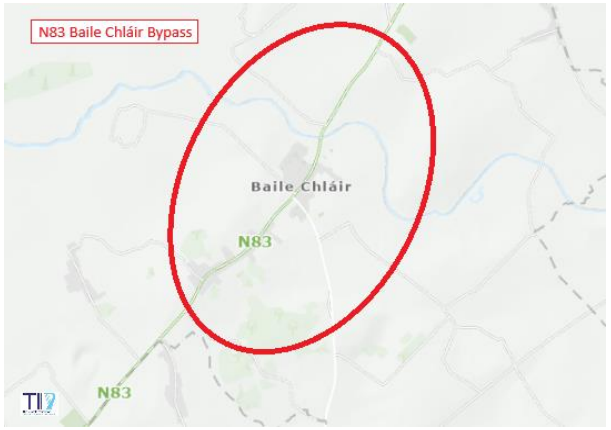
To provide a safer and more efficient road corridor

To enable future economic growth and the long-term economic future of Thurles

To act as an enabler to permit the (future) implementation of measures such as pedestrianisation, which would support public use of the town for social and commercial purposes, rather than as a thoroughfare for traffic.

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

N83 Baile Chláir Bypass



Local Authority	Galway County Council
Road length	To be determined
Cross-section	To be determined
Project Stage	Phase 0 Scope & Pre-Appraisal
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	Post 2030 - TBC
BCR	Pending Project Development
Forecast Cost Range	TBC - Subject to Planning & Design

Project description

The N83 road is a national secondary road in the west of Ireland that runs (north to south) from its junction with the N17 just south of Ireland West Airport Knock in County Mayo to the junction with the N6 in Galway city. The total length of the N83 road is 77 km of which 50 km is in the county of Galway.
Baile Chláir is a village located approximately 10km to the northeast of Galway City. The village is located within the Galway metropolitan area and is the last significant settlement centre along the N83, before it meets with the N6.
A transport intervention is required to address high traffic levels in the village

Strategic value

The N83 serves as one of the primary transportation arteries for traffic serving Galway City to and from south Mayo, north Galway via Claremorris, Milltown & Tuam on the N17, the towns of Ballyhaunis & Dunmore and various village & rural hinterlands in close proximity to these towns. Traffic from the northeast of Galway also links into the N83 north of Baile Chláir from the N63 Galway to Roscommon Road via the R354 at Lough George.

Problem to be addressed

Baile Chláir is also located within the Galway Metropolitan Area and as such forms part of the Galway Metropolitan Area Strategic Plan. The village hosts a number of local shops, commercial/business units and two hotels with associated facilities (leisure centre), educational facilities are provided for those residing within the village, immediate hinterland and a large number of people who travel on the N83 from Mayo/Sligo to Galway on a daily/weekly basis. Baile Chláir takes a linear form stretching from north of the Clare River to south of the N83/R381 junction and southeast along the R381. The village extends for approximately 1 km.
The traffic volume going through Baile Chláir is giving rise to commuters facing daily congestion leading to excessive journey times and poor reliability, and queuing traffic also contributing to adverse environmental impacts such as air quality. The lack of segregated facilities through the village for cyclists is also meaning that many cyclists are having to compete for the same road space through the village thus placing them at a higher risk of conflict with vehicles therefore increasing the safety risk.

Legacy Infrastructure Data:

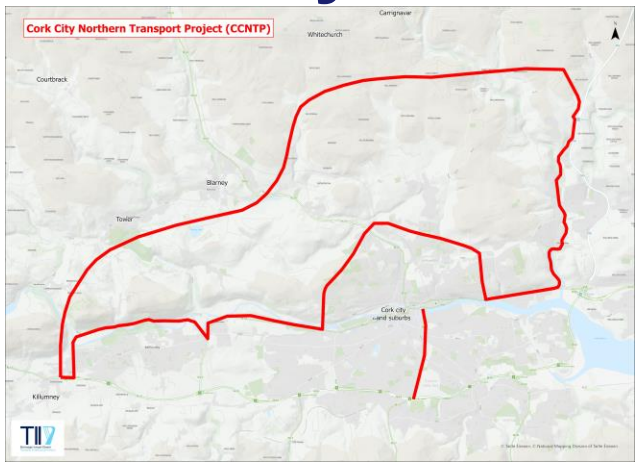
Traffic volumes exceed efficient operating capacity	Yes
Collision Rating	Below Average
Asset Condition Rating	Poor

Opportunities and Benefits

To reduce journey times particularly during travel peak hours and improve journey time reliability on the N83 for long distance trips between the Galway City and north Galway and Mayo;
To provide adequate facilities for accessing public transport services for those with mobility difficulties, physical or intellectual impairments, and the elderly, including their carers who may not have an accessible alternative mode of transport;
To provide adequate cycle and footway provision for non motorised users
To improve safety for all road users including pedestrians and cyclists along the national road network
To reduce congestion levels thereby reducing the emissions from private 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	✓
Decarbonisation of Transport & Sustainable Mobility	✓
Active Travel	✓

Cork City Northern Transport Project (CCNTP)



Local Authority	Cork City Council
Road length	Circa 20km (to be determined)
Cross-section	To be determined
Project Stage	Phase 2 Options Selection
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	Post 2030 - TBC
BCR	Pending Project Development
Forecast Cost Range	TBC - Subject to Planning & Design

Project description

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

Strategic value

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

Problem to be addressed

Cross city connectivity from the North Cork City area to Ringaskiddy Port and Cork Airport.
Provide a link from N/M20 to N22 and N40 to South and West plus link to N/M8 and N25 to East of City Centre. Remove strategic and freight traffic in particular from City Centre and Urban Areas.
De-Carbonising Transport - existing strategic traffic traversing city including freight traffic increases congestion with associated high levels of GHG emissions, project will prioritise emission reduction by providing alternate freight corridor.
Safety, presence of strategic and freight traffic traversing city centre and residential areas and potential conflict with VRU's in the urban area.

Legacy Infrastructure Data:

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

Opportunities and Benefits

Reduction of HGVs within city centre and residential areas, segregation of local and strategic traffic, reduction in road collisions in city .
Improved journey reliability improved attractiveness for investment and employment in North Cork City area, improve connectivity and facilitate efficient movement of goods nationally and internationally.
Support Cork City Council Climate Adaption Strategy by improving city centre air quality, reduce traffic noise in city centre.
Reduce existing severance within the city by reducing strategic traffic, in particular freight traffic, improve transport infrastructure and enhance accessibility for north city areas
Reduction in GHG emissions and improved air and noise quality by reducing city centre congestion from strategic traffic incl. freight traffic.

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

Major Roads

4.2 Details of Projects at Planning and Design

N2 Ardee to the South of Castleblayney Bypass



Local Authority	Monaghan County Council
Road length	32km
Cross-section	Type 2 Dual Carriageway
Project Stage	Phase 3 Design & Environmental Evaluation
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	Subject to Planning
BCR	Pending Project Development
Forecast Cost Range	€500m – 1bn

Project description

The proposed project is 32km in length and located between Ardee in Louth and Castleblayney in Monaghan and forms part of the N2 strategic route, connecting Dublin to the North-West region.

The N2 is a national primary road, passing through the towns of Slane and Ardee and bypasses Carrickmacross, Castleblayney and Monaghan before connecting with the A5 at the Border. A preferred route has been identified.

This project was suspended in 2023 at Phase 3 and reactivated in 2026.

Strategic value

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

The project will enable increased road safety for road users of the route and promote increased usage of road-based public transport, which will have positive social and environmental impacts locally.

Problem to be addressed

Acting as the primary route between Dublin and the North-West region, this project has a number of safety concerns with the road being substandard due to the volume of at-grade junctions and private accesses.

These issues, coupled with the lack of overtaking opportunities makes the route hazardous for those using it, including vulnerable road users, with this section of the road having a collision rating twice above average. The N2 also ranks very poorly with regards to head-on fatal collisions.

The absence of rail or air travel along this route increases the importance of road-based public transport for residents and daily commuters. For this reason, the condition of the road directly and solely inhibits regional connectivity and impacts quality of life.

Legacy Infrastructure Data:

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

Opportunities and Benefits

Improved road safety will be the primary benefit achieved from the delivery of this project. This upgrade will enhance safety by reducing the number of direct access points & turning movements and by providing passing opportunities. It will therefore contribute towards a reduction in head on collisions along the route

The project will also improve journey time certainty for road users, including public transport users. This improvement promotes enhanced regional accessibility and will increase demand for the service.

In addition to this, new cycling and walking facilities will be provided as part of the project which will promote physical activity, fostering the integration of active and public transport modes.

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

N2 Clontibret to the NI Border



Local Authority	Monaghan
Road length	28km
Cross-section	Type 2 Dual Carriageway
Project Stage	Phase 3 Design & Environmental Evaluation
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	Subject to Planning
BCR	Pending Evaluation
Forecast Cost Range	€500m – 1bn

Project description

The project is located between Clontibret in Monaghan and the Northern Ireland Border, and forms part of the N2, connecting Dublin and 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 Northern Ireland border. The proposed project is 28km in length and seeks to address existing operational and safety problems on this section of the road, including considerable peak time congestion in Emyvale. Progressing at Phase 3.

Strategic value

The proposed project will bypass Monaghan Town, Emyvale village and the settlement of Corracrin, which will seek to improve journey times, provide journey time certainty and result in significant improvements in noise and air quality in urban areas to provide social and environmental benefits to the local population. The proposed project will enhance connectivity between Dublin and the north-west region and will contribute to improving transport resilience to support population growth in region. As there are no other modes of public transport along the route, this upgrade is critical to support road based public transport between Dublin and the north-west region, as well as supporting active travel options by facilitating the provision of walking and cycling infrastructure.

Problem to be addressed

This section of the road sees large traffic volumes and high proportions of Heavy Goods Vehicles passing through Monaghan Town, Emyvale village and the settlement of Corracrin. This affects traffic flow and causes congestion and delays, as well as creating negative environmental and social impacts affecting the quality of life for the local population.

In addition, the existing road cross section is inconsistent, and the road layout is substandard due to the number of at-grade junctions and private access points. These, coupled with the lack of safe overtaking opportunities, result in safety concerns along the route.

Due to the high volumes of traffic and the lack of walking and cycling infrastructure, vulnerable road users are at risk, and the facilities do not exist to encourage and support the transition to active travel, either along the route or in the urban areas the route passes through. The absence of rail along this route increases the importance of road- based public transport for residents and daily commuters. By upgrading the N2 national primary road, reducing journey times and improving journey time certainty, this project will improve public transport connectivity in the north-west region.

Legacy Infrastructure Data:

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

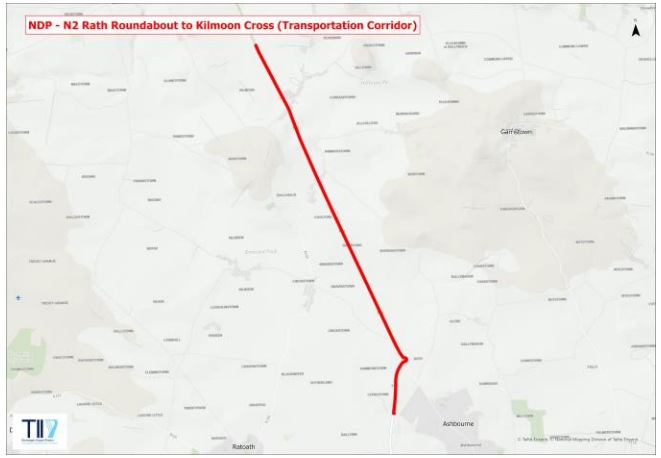
Opportunities and Benefits

This project will deliver infrastructure resilience to cater for existing and future traffic volumes along this section of the N2 while also supporting regional growth and connectivity to the north-west. In addition, the project will improve journey times and facilitate more reliable journey times for road users (including road-based public transport users) and will improve road safety. The project will facilitate active travel infrastructure along the length of the route, and ease congestion in Monaghan, Emyvale village and the settlement of Corracrin. The project will provide an opportunity to re-allocate road space and to improve public realm in urban areas to cater for pedestrians, cyclists and the wider needs of the local community. The provision of these facilities will promote physical activity and modal shift to more sustainable transport options.

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

N2 Rath Roundabout to Kilmoon Cross

(Transportation Corridor)



Local Authority	Meath
Road length	6km
Cross-section	TBD
Project Stage	Phase 3 Design & Environmental Evaluation
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	Subject to Planning
BCR	Pending Evaluation
Forecast Cost Range	€100m - €200m

Project description

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

The project was suspended following the completion of Phase 2 Option Selection. The project has recommenced in 2026 and works on Phase 3 Design are ongoing..

Strategic value

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

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

Problem to be addressed

This 6km project aims to address safety issues, improve public transport flow (decarbonisation) , and traffic flow disruption issues on a section of the N2 between Rath Roundabout and Kilmoon Cross.

There are no active travel alternatives limiting walking and cycling.

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

Flow disruption leads to poor air and noise quality for the surrounding areas as well as negative impacts on daily commuters and bus operators.

Traffic flow between Slane and Ashbourne is constrained by this short section.

Legacy Infrastructure Data:

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

Opportunities and Benefits

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

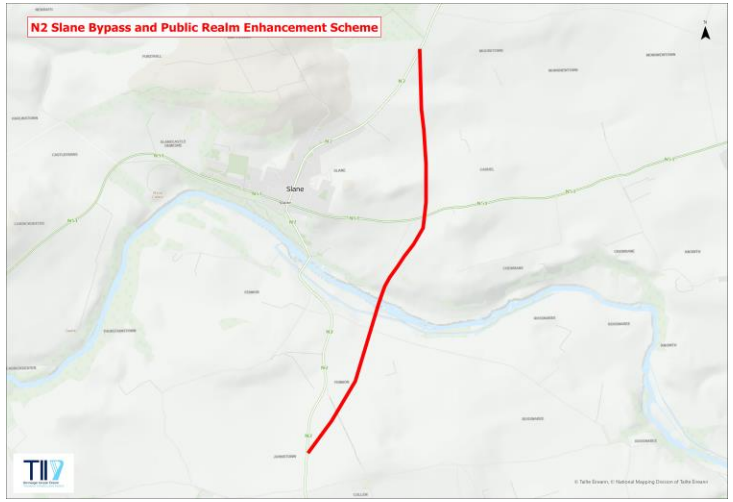
The proposed project includes the provision of facilities for vulnerable road users, promoting physical activity through newly developed walkways and cycle lanes.

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

The proposed project greatly enhances safety.

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

N2 Slane Bypass & Public Realm Enhancement Scheme



Local Authority	Meath
Road length	3.4km
Cross-section	Type 2 Divided Road
Project Stage	Phase 4 Statutory Process
Next IG Gateway	Gate 2 Pre-Tender Approval
Construction Timeframe	Subject to Planning Confirmation
BCR	2.98
Forecast Cost Range	€100m - €200m

Project description

This project forms part of the N2, connecting Dublin to the North-West region. This is a national primary road, passing through the towns of Slane and Ardee and bypasses Carrickmacross, Castleblayney and Monaghan before connecting with the A5 at the Northern Ireland border.

The proposed project is 3.4km in length and will run east of Slane Village, addressing a significant substandard section of the existing N2 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). An application for Statutory Consent was approved by An Coimisiún Pleanála and is subject to judicial review.

Strategic value

This project promotes efficient and effective national transport links between the North and South, improving connectivity between Dublin and the North-West region. The bypass of Slane provides capacity for additional passenger, freight and HGV traffic on the route which will support economic growth and have positive impacts both locally and nationally.

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

Problem to be addressed

The N2 – and Slane in particular – is subject to severe congestion, causing long delays and journey time unreliability for road users. The current stop / go system in the village is exacerbating the capacity constraints as a heavily trafficked bridge operates on a village shuttle system controlled by traffic signals. Slane is a heritage village and one of the main objectives of this project is to alleviate the negative impact of national traffic on the sensitive village environment. The cross-sectional width of the route is substandard and cannot adequately facilitate the volumes of traffic passing through the village of Slane daily.

As a result of the thousands of vehicles passing through the village everyday, the urban environment of Slane is being negatively impacted with local residents subjected to noise and air pollution.

There have been improvements in recent years, traffic management measures were installed in the early 2000s as an interim measure, in response to a number of fatal accidents. However, a number of risks remain, as evidenced by non-fatal accidents on the route since.

The provision of this scheme will aim to reduce carbon emissions by reducing congestion and encouraging active travel in Slane town.

Legacy Infrastructure Data:

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

Opportunities and Benefits

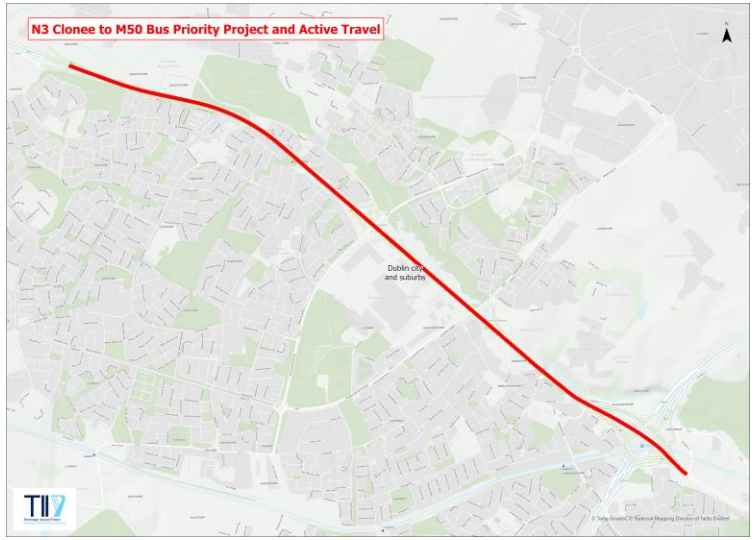
Through the provision of reliable transport infrastructure, the project aims to better manage the traffic efficiency, flow and congestion in Slane. The project aims to reduce the traffic volumes on the existing N2 through the village improving journey time reliability for road users.

Traffic management measures are proposed, which in combination with the Public Realm Plan for Slane Village being developed by Meath Co Co, will ensure an enhanced village environment when the bypass is implemented. Additionally, the project will include measures to reduce the noise pollution and environmental impacts on nearby residential areas, enhancing the living environment for Slane residents.

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

N3 Clonee to M50 Bus Priority Project and Active Travel

Bonneagar Iompair Éireann
Transport Infrastructure Ireland



Local Authority	Fingal
Road length	7km
Cross-section	Type 1 Dual
Project Stage	Phase 3 Design & Environmental Evaluation
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	Subject to Planning
BCR	Pending Project Development
Forecast Cost Range	€50m - €100m

Project description

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

The proposed project may include online-improvements to both the mainline and junctions, and the development of bus lanes. The Preferred Option for this scheme is being determined, and the Option Selection Report will be published Q4 2026.

Priority is being afforded to public transport and active travel measures.

Problem to be addressed

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

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

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

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

Strategic value

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

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

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

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

Legacy Infrastructure Data:

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

Opportunities and Benefits

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

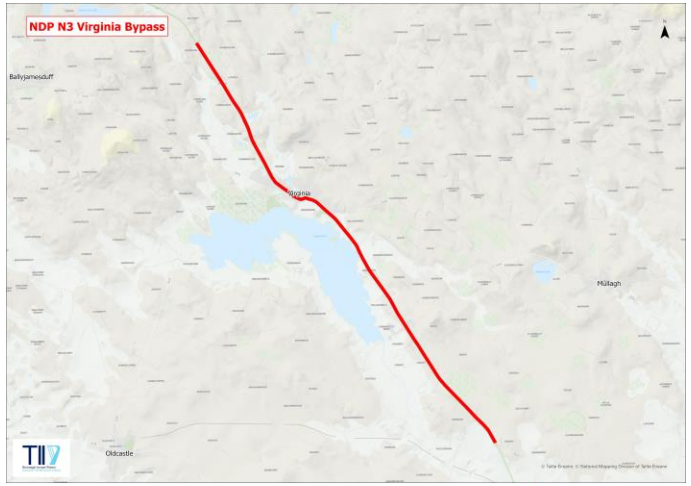
This will increase usage of road-based public transport on the route and further alleviate pressure on the network. This will also promote economic activities and improve human health by improving air quality (decarbonisation), noise and urban realm.

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

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

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

N3 Virginia Bypass



Local Authority	Cavan
Road length	14.5km
Cross-section	Type 2 Dual Carriageway - TBC
Project Stage	Phase 3 Design & Environmental Evaluation
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	Subject to Planning
BCR	Pending Evaluation
Forecast Cost Range	€200m - €500m

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 14.5km 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. The scheme is currently progressing at Phase 3 Design and Environmental Evaluation.

Strategic value

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

Problem to be addressed

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

Legacy Infrastructure Data:

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

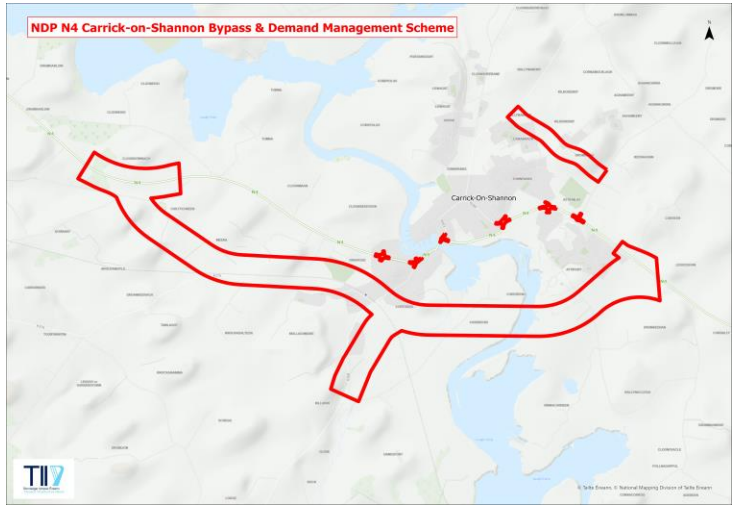
Opportunities and Benefits

The proposed project will ease congestion in the town of Virginia and provide an opportunity to improve public realm facilities and road safety for vulnerable road users through the provision of dedicated cycling and walking infrastructure. Reduction in congestion within Virginia will have positive impacts on the wider N3 route and improve accessibility for road users including private cars, commercial vehicles, agricultural vehicles and public transport vehicles. The inclusion of two transport park and share hubs will enhance accessibility to bus services and car sharing while also providing the potential for EV car charging. 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, a proposed Natural Heritage Area. The proposed project will allow the town to be reclaimed for the local residents and will improve their quality of life.

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

N4 Carrick-on-Shannon Bypass and Demand Management Scheme

Bonneagar Iompair Éireann
Transport Infrastructure Ireland



Local Authority	Leitrim
Road length	5.8km
Cross-section	Expressway TBD
Project Stage	Phase 3 Design & Environmental Evaluation
Next IG Gateway	Gate 1 Approval in Principle 2027
Construction Timeframe	Subject to Statutory Process
BCR	Pending Evaluation
Forecast Cost Range	€200 - €500m

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 Northwest region.

The proposed project aims to address congestion issues in Carrick-on-Shannon by way of a 5.8km bypass to the south of the town, a 1.1km urban link road to the north, upgrading of 6 Junctions along the N4 in the town and the construction, upgrading and rationalising of 4km of Active Travel facilities.

Strategic value

Through the provision of reliable transport infrastructure, the project will enhance connectivity between Dublin, Sligo and the North-West. This enhanced regional accessibility will support economic growth and have positive impacts both locally and nationally.

The project will ensure improved road safety for road users of the route and have positive urban and rural environmental impacts, which will improve the quality of life.

The scheme will provide resilience in terms of the road transport network as well as climate resilient infrastructure and will improve public transport routes with greater reliability.

Problem to be addressed

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

As we can see from the legacy infrastructure table below, the current road has a twice above average collision rating.

Legacy Infrastructure Data:

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

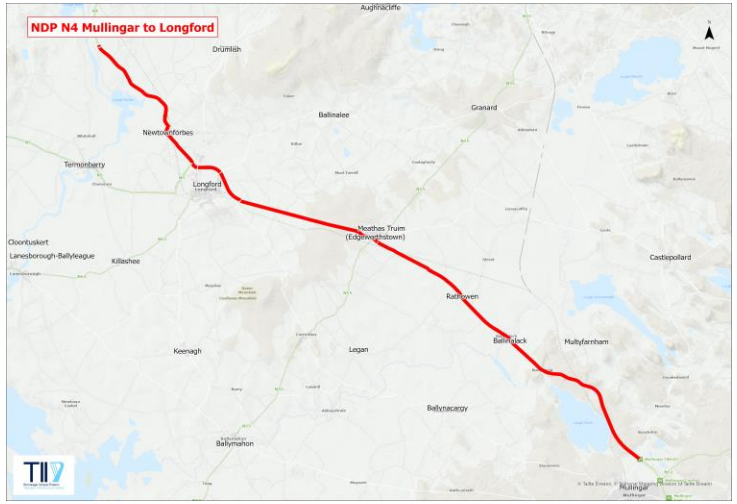
Opportunities and Benefits

The project aims to provide reliable and resilient transport infrastructure, which will improve the safety of the route, while also enhancing connectivity in the North-West region. The proposed project will improve journey times and increase the reliability of road - based public transport, providing the opportunity to increase the demand for services.

Another consequence of the reduction in traffic volumes through the town of Carrick-on-Shannon is the urban environment improvements, such as the drop in noise and air pollution. Additionally, with traffic redirected, the existing road can be developed to facilitate safer cycling and walking routes, which will encourage and promote physical activity locally.

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

N4 Mullingar to Longford



Local Authority	Westmeath
Road length	54km
Cross-section	Expressway TBD
Project Stage	Phase 3 Design & Environmental Evaluation
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	Subject to Planning
BCR	Pending Evaluation
Forecast Cost Range	€500m - €1bn

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. Phase 3 - Design and Environmental Evaluation is ongoing.

Strategic value

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

Problem to be addressed

This section of the N4 is operating with traffic levels in excess of those catered for by the current road cross section.

The safety of road users is being compromised due to 500 at-grade junctions and private access points along the route. As a result, there are significant safety concerns associated with the route, and it is prone to serious collisions. The road has been identified as having a collision rating which is twice above average and has been the scene of many fatalities. The N4 ranks poorly in the context of head-on collisions resulting in fatalities.

The congestion from the current traffic is impacting the urban and rural environment of the towns and villages along the existing route. Local residents are subjected to noise and air pollution from the delays and queues caused from the build up of traffic on route.

The provision of this scheme will aim to reduce carbon emissions by reducing congestion and encouraging active travel in the bypassed towns and villages.

Legacy Infrastructure Data:

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

Opportunities and Benefits

The project will improve regional connectivity and create sustainable transport links between Sligo, Longford, Mullingar and Dublin. This improved connectivity will drive employment growth in the surrounding areas and contribute towards balanced regional development.

By further developing the existing N4, the proposed project will improve journey times and allow for safer and more reliable journeys for road users, including users of road-based public transport.

In addition, through the provision of new cycling and walkways, local residents will benefit from improved public realm facilities.

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

N6 Galway City Ring Road



Local Authority	Galway City & County Councils
Road length	17.5km
Cross-section	Motorway / Single Carriageway
Project Stage	Phase 4 Statutory Process
Next IG Gateway	Gate 2 Pre-Tender Approval
Construction Timeframe	2028-2031
BCR	4.8 to 5.0
Forecast Cost Range	Greater than €1bn

Project description

The N6 road is a national primary road from junction 11 on the M4 motorway Galway City. The N6/M6 and N4/M4 form a continuous motorway or dual carriageway from Dublin City to Galway City.

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.

Following a judicial review of the planning consent for the scheme in 2021, An Coimisiun Pleanala gave consent for the scheme in April 2026. This consent is currently subject to separate judicial review.

Strategic value

This project is a key component of the Galway Transport Strategy which realises Galway City and County Council's vision of all elements of transport working together to achieve an integrated sustainable transport system.

As the principal economic centre in the West of Ireland, Galway City is critical to employment in the region, and this project will contribute towards ensuring the city is able to cater for future economic expansion and development.

This project frees up road space in the city by removing through traffic for use by improved public transport services, and active travel modes. As a result, an environmental benefit of the project is the improvement in noise and air quality in the city centre.

Problem to be addressed

With the existing volume of vehicles on the existing road network, Galway is suffering from extreme congestion throughout the city centre. The N6 Galway City Ring Road is crucial in rerouting traffic from the city and alleviating the existing capacity constraint which is ultimately prohibiting economic growth and prosperity in the region.

This significant lack of capacity affects pedestrians, cyclists, vulnerable road users, public transport, freight and private cars, infringing on their safety. Peak delays are significant and are extending over a greater portion of the day, sequentially causing journey time variability.

Galway suburbs have developed as a succession of low-density residential areas interspersed with employment areas, which has led to a predominance of private car usage as a means of travel, due to inadequate transport links to access these areas within the city. The rerouting of private vehicles will free up road space in the city centre for improved bus services and enhanced active travel facilities.

The urban environment is affected by noise and air pollution as a result of the lack of opportunity on the city streets for active travel methods.

Legacy Infrastructure Data:

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

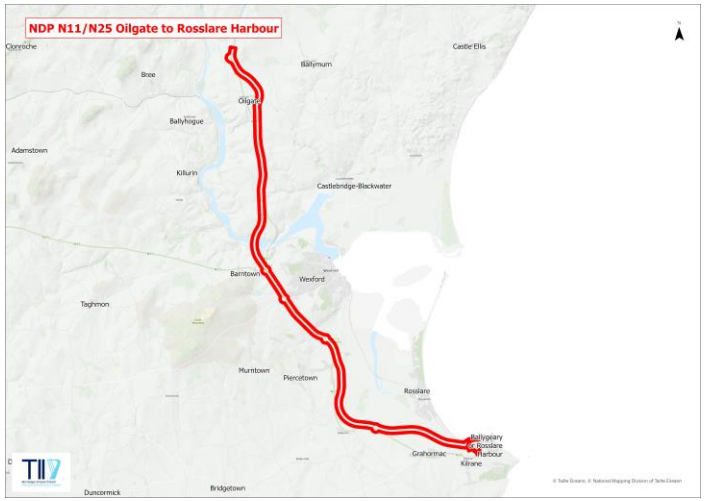
Opportunities and Benefits

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

The project will provide direct access to major employment centres at Parkmore and Ballybrit Business Parks and offers an opportunity to execute the vision of the Galway Transport Strategy.

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

N11/N25 Oilgate to Rosslare Harbour



Local Authority	Wexford
Road length	33km
Cross-section	Expressway TBD
Project Stage	Phase 3 Design & Environmental Evaluation
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	Subject to Planning
BCR	Pending Evaluation
Forecast Cost Range	€200m - €500m

Project description

The M11 Gorey to Enniscorthy motorway was opened in 2019 and this project focuses on improvements to the N11, south of the motorway. The N11 route runs through Oilgate village and on to Wexford where it connects with the N25 road from Wexford to Rosslare Europort.

This project consists of c.33km of dual carriageway which will form a strategic link between Rosslare Europort, Dublin and the rest of Ireland.

Current Project Status: Preferred Option identified, Preliminary Design ongoing.

Strategic value

Rosslare Europort is the key Irish Seaport on the Southern Corridor of the Irish Sea, providing passenger and freight services between Rosslare, the UK and a variety of locations on mainland Europe. Rosslare Europort is of particular importance to the island of Ireland, as it provides efficient access to International markets against the backdrop of Brexit.

Through the provision of reliable transport infrastructure, the project will improve regional accessibility, specifically between Rosslare Europort/Wexford and Dublin (via the M11) and Rosslare Europort/Wexford and Cork/Waterford (via the N25). This improved connectivity and increased route capacity will stimulate regional development and have positive economic and social benefits.

The project will connect with a proposed cycleway / Greenway which will promote physical activity locally and encourage home tourism in the area.

Problem to be addressed

Acting as a critical route connecting Rosslare Europort with the East and South-West of the country, the existing road is subject to severe congestion. With a high volume of passenger and freight traffic using the road each day, journey time reliability has become a major issue for road users. As traffic in the area and demand for the route continue to increase, capacity constraints act as a barrier to economic growth for both the Port and the wider region.

These capacity constraints can be attributed to the substandard cross section of the road combined with the number of villages that the route runs through. These villages are ill-equipped to handle the level of traffic using the route. In addition, there are a number of accident-prone spots along the N11 due to numerous at grade junctions and a mixing of traffic causing accidents.

In addition, the villages along the route are subject to consistent queues of traffic, noise and air pollution, which also discourages an uptake in cycle trips for local journeys.

Legacy Infrastructure Data:

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

Opportunities and Benefits

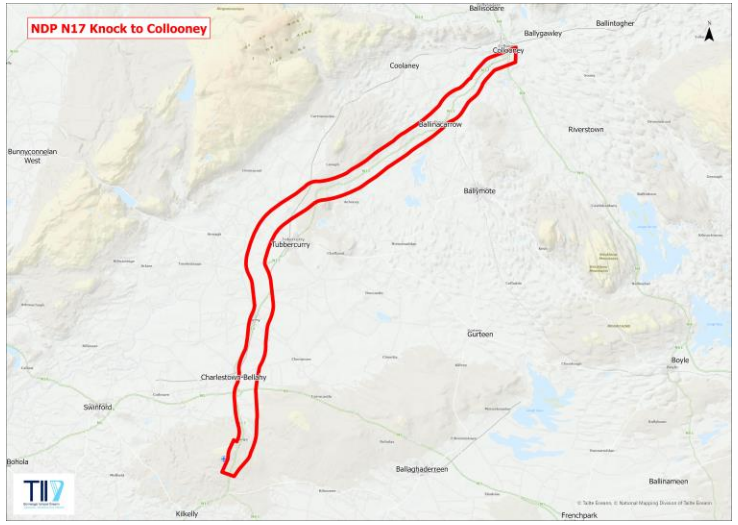
This project will increase the safety and capacity of the N11/N25 Corridor, in addition to improving the connectivity between Wexford, the surrounding areas and international markets. The proposed project will also provide journey time reliability for road users which will improve the quality of life for local residents. It will also strengthen Irelands international links, having positive economic benefits on the region.

A major benefit provided by the proposed project is the improvement in road safety and provision of infrastructure that can accommodate a larger volume of road users (passenger traffic, freight traffic and road-based public transport traffic). In addition, improved journey time reliability will encourage increased usage of road-based public transport.

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

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

N17 Knock to Collooney



Local Authority	Sligo
Road length	55km
Cross-section	Expressway TBD
Project Stage	Phase 3 Design & Environmental Evaluation
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	Subject to Planning
BCR	Pending Evaluation
Forecast Cost Range	€500m - €1bn

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-Bellaghy, Ballinacarrow and the village of Curry. A preferred solution has been identified.

Strategic value

Through the provision of safer and more reliable transport infrastructure along the Atlantic Corridor and increased capacity on the N17 route, there will be positive economic and social benefits locally and for the wider North-West region.

Improved journey times and enhanced accessibility will encourage investment in the area as well as providing an improvement in the quality of life for local residents. The project will have many environmental benefits including improved water quality and noise and air pollution.

Problem to be addressed

The N17 is a strategically important route in the North-West region, and the legacy infrastructure is currently experiencing physical constraints due to the existing road not being able to facilitate the large volumes of traffic. The N17 is a key enabler for regional growth of the Atlantic corridor, and the current capacity issues are inhibiting economic growth in the region.

The towns and villages along the route – particularly Charlestown and Tobercurry – experience severe congestion as a result of thousands of vehicles passing through the town and village centres everyday. The urban environment of these towns is being negatively impacted, significantly, with local residents being subject to noise and air pollution. The existing infrastructure has a number of safety concerns, with a collision rating twice above average. The provision of this scheme will aim to reduce carbon emissions by reducing congestion and encouraging active travel in the bypassed towns and villages.

Legacy Infrastructure Data:

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

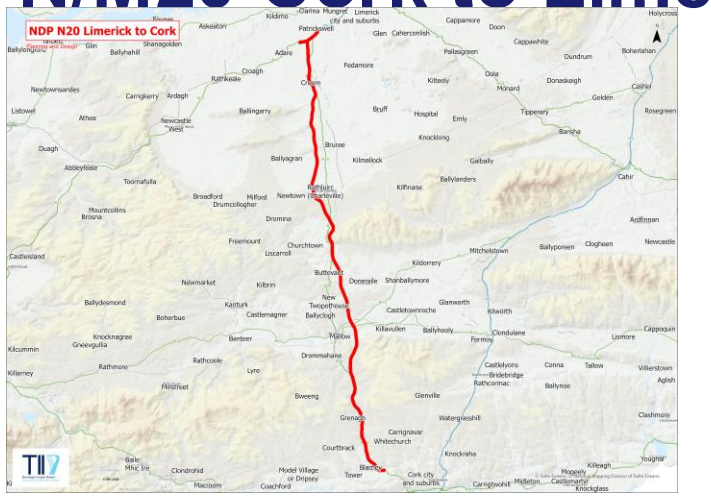
Opportunities and Benefits

This proposed project assists in the delivery of a high-quality road network along the Atlantic Corridor, linking Cork, Limerick, Galway and Sligo. The project provides enhanced regional accessibility and also access to international markets via Ireland West Airport Knock. Through the provision of improved infrastructure, the project will support commercial growth and investment in the area, including at the Knock Airport Strategic Development Zone.

The proposed project will remove through traffic from a number of towns and villages which will have positive social and environmental impacts on local residents. Road users will benefit from improved journey time reliability and in addition, the project provides the opportunity to introduce active transport facilities and encourage physical activity in the area.

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

N/M20 Cork to Limerick



Local Authority	Limerick
Road length	80km
Cross-section	Motorway
Project Stage	Phase 3 Design & Environmental Evaluation
Next IG Gateway	Gate 1 Approval in Principle 2027
Construction Timeframe	Subject to Planning
BCR	Pending Evaluation
Forecast Cost Range	Greater than €1 bn

Project description

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

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

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

Strategic value

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

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

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

Problem to be addressed

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

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

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

Legacy Infrastructure Data:

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

Opportunities and Benefits

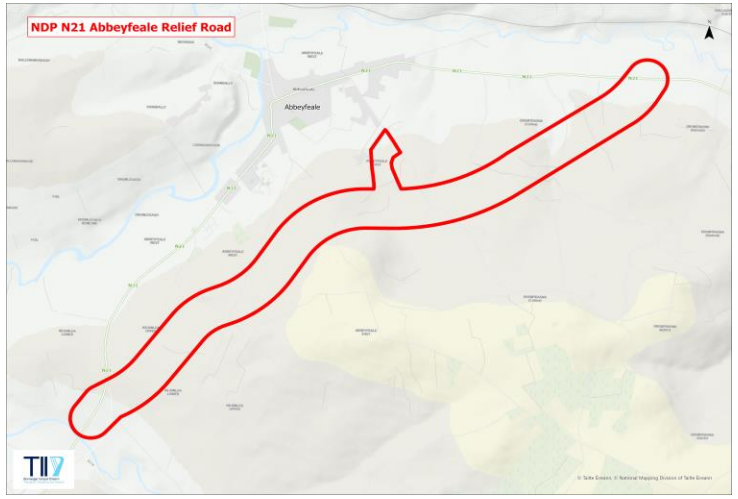
The proposed project will improve the connectivity between Cork and Limerick as well as other regional towns along the route. It also provides an opportunity to develop the Atlantic Economic Corridor by improving connections to West Cork and Kerry.

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

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

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

N21 Abbeyfeale Relief Road



Local Authority	Limerick
Road length	6.55km
Cross-section	Expressway TBD
Project Stage	Phase 3 Design & Environmental Evaluation
Next IG Gateway	Gate 1 Approval in Principle 2027
Construction Timeframe	Subject to Planning
BCR	1.5
Forecast Cost Range	€100m - €200m

Project description

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

Strategic value

Acting as a link between Limerick, Kerry and the South-West region, the N21 is a critically important route. The project will provide capacity for additional passenger, freight and HGV traffic on the N21 route which will support economic growth and have positive impacts both locally and nationally. Acting as a critical point of connection to Killarney and other parts of Kerry, this project is also strategically important in supporting tourism in the region.

The project will have positive benefits on the urban environment of Abbeyfeale and aims to improve the quality of life of commuters and local residents through improved journey times and the provision of new cycling and walking facilities.

Problem to be addressed

Providing access to the South-West, the N21 road is subject to severe congestion issues, as high volumes of commuters travel to and from Limerick daily.

Congestion issues are worsened throughout the summer months as tourists use the route as a direct access point to other parts of Kerry. Flow disruption leads to poor air and noise quality for the surrounding areas and negatively impacts on daily commuters and bus operators.

Like the other towns on the route, Abbeyfeale is a bottleneck on the route. These congestion issues cause significant delays and journey time unreliability for road users which has subsequent impacts on the competitiveness and urban environment of Abbeyfeale and the surrounding areas.

The current route has a twice above average collision rating. This section of the route passes directly through the town centre – past a secondary school and a large number of local businesses – which causes a number of safety concerns, particularly for vulnerable road users.

Legacy Infrastructure Data:

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

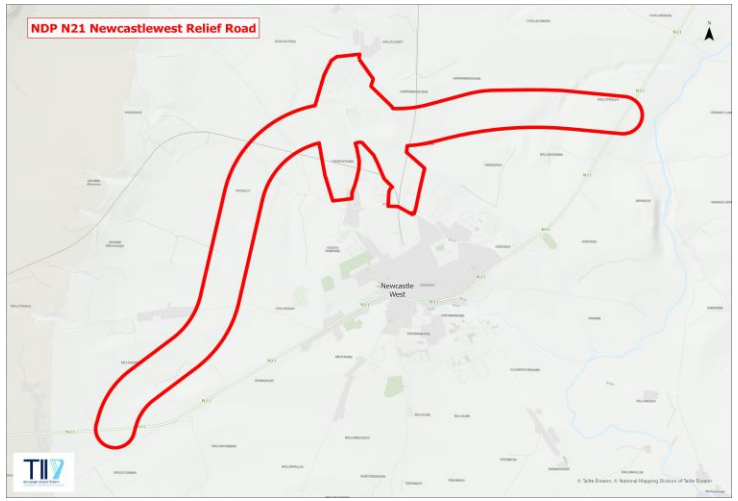
Opportunities and Benefits

The proposed project will provide safer and more reliable transport infrastructure along the N21 route and improve connectivity in the South-West region. By redirecting traffic from the town centre, there will be additional capacity on the route which could support further economic growth in the region.

The project will improve the urban environment of the market town of Abbeyfeale, strengthen journey time reliability for road users while also improving noise and air pollution in the town centre. The project will allow the town to be reclaimed for pedestrians and cyclists and the removal of traffic from the existing route will allow for increased safety.

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

N21 Newcastlewest Relief Road



Local Authority	Limerick
Road length	7.3km
Cross-section	Expressway TBD
Project Stage	Phase 3 Design & Environmental Evaluation
Next IG Gateway	Gate 1 Approval in Principle 2027
Construction Timeframe	Subject to Planning
BCR	3.1
Forecast Cost Range	€100m - €200m

Project description

The N21 is a national primary road that connects the M20 outside Limerick to Tralee in Kerry, running through the towns of Abbeyfeale, Newcastlewest, Adare and the village of Templeglantine.

The proposed project is 10km in length and intends to address congestion issues in Newcastle West. The Preferred Option for this scheme has been chosen, and the Option Selection Report was published by Limerick City & County Council in Q1 2022.

Strategic value

Acting as a link between Limerick, Kerry and the South-West region, the N21 is a critically important route. The project will provide capacity for additional passenger, freight and HGV traffic on the N21 which will support economic growth and have positive impacts both locally and nationally. Acting as a critical point of connection to Killarney and other parts of Kerry, this project is also strategically important in supporting tourism in the region.

The project will have positive benefits on the urban environment of Newcastle West and aims to improve the quality of life of commuters and local residents through reliable journey times and the provision of new cycling and walking facilities.

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

Problem to be addressed

Providing access to the South-West, the N21 road is subject to severe congestion issues, as high volumes of commuters travel to and from Limerick daily. Congestion issues are worsened throughout the summer months as tourists use the route as a direct access point to other parts of Kerry. Flow disruption leads to poor air and noise quality for the surrounding areas and negatively impacts on daily commuters and bus operators.

Newcastle West is a bottleneck on the route, and the existing infrastructure cannot facilitate the current demand. These congestion issues cause significant delays and journey time unreliability for road users which impacts on the competitiveness and urban environment of Newcastle West and the surrounding areas.

Newcastle West is an urbanised area and the N21 runs directly through the town. As a result, there are safety concerns associated with the existing infrastructure, particularly with regards to vulnerable road users.

Legacy Infrastructure Data:

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

Opportunities and Benefits

The proposed project will provide safer and more reliable transport infrastructure along the N21 route and improve connectivity in the South-West region. By redirecting traffic from the town centre, there will be additional capacity on the route which could support further economic growth in the region. The Port of Foynes is east of Newcastle West, and this project will allow for greater journey time reliability for freight traffic as well as for daily commuters using the network.

The project addresses the safety concerns within the town centre by removing the through traffic. This will have positive urban and environmental impacts for local residents, including the provision of active travel facilities and the opportunity to invest in the Public Realm.

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

N22 Farranfore to Killarney



Local Authority	Kerry
Road length	27km
Cross-section	Expressway TBD
Project Stage	Phase 3 Design & Environmental Evaluation
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	Subject to Planning
BCR	Pending Evaluation
Forecast Cost Range	€200m - €500m

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. Route Selection completed in 2025, and the Design and Environmental Evaluation phase is ongoing.

Strategic value

The N22 project strengthens the links between Cork and Kerry and provides resilient transport infrastructure to support economic growth in the wider region. In addition to this, the route provides enhanced access to home and international markets.

The proposed project allows for public transport integration and further encourages the switch from private to public transport. Noting Farranfore Airport, the mainline rail stations in Farranfore and Killarney, and the mainline bus service to Killarney - by improving access to the town and village, further demand is driven for these services.

Additionally, there will be the provision of cycling and walkways encouraging the transition to active travel methods.

Problem to be addressed

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

The County of Kerry suffers from poor access with towns such as Dingle, Cahersiveen, Listowel and Tralee not being served by a large number of high-quality transport routes, which acts as a barrier to economic growth in the area.

The N22 has a large number of direct private access points onto the road which leads to a number of safety concerns. The existing N22 route has a poor road safety record and was reported to be the most prone road for fatal and serious collisions on the National Road Network between 2014 and 2018, directly impacting cyclists and pedestrians who are the most vulnerable roads users.

Legacy Infrastructure Data:

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

Opportunities and Benefits

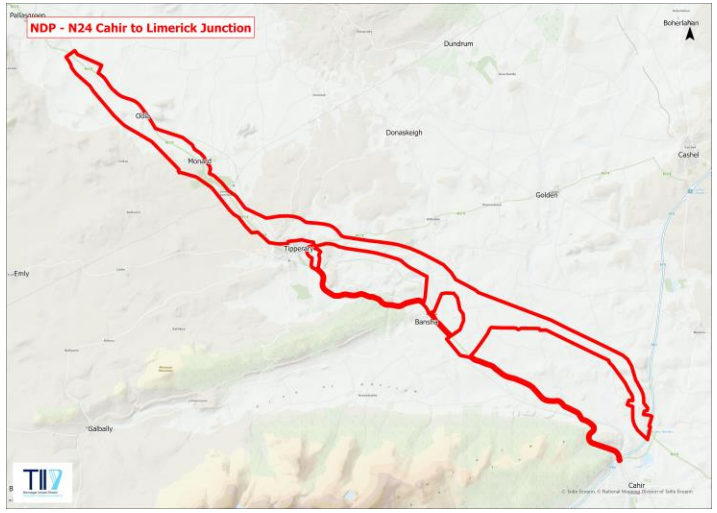
Through the provision of reliable transport infrastructure, the project will improve connectivity between Cork and Kerry, ensuring enhanced regional accessibility. In addition, this project facilitates efficient access to international markets via Farranfore Airport and will strengthen tourism in the area.

The project will provide relief to the current congestion issues within Killarney and Farranfore. This will provide journey time reliability for road users which will improve the quality of life for local residents and have positive economic benefits on the region.

The proposed project also addresses the current safety concerns with this section of the N22, by removing through traffic from Killarney and Farranfore.

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

N24 Cahir to Limerick Junction & Oola Transport Project



Local Authority	Tipperary
Road length	34km
Cross-section	Expressway TBD
Project Stage	Phase 3 Design & Environmental Evaluation
Next IG Gateway	Gate 1 Approval in Principle 2027
Construction Timeframe	Subject to Planning
BCR	Pending Evaluation
Forecast Cost Range	€500m - €1bn

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 34km of road improvement works between Cahir in Tipperary and Limerick Junction. The study area associated with the proposed project runs through Tipperary Town, Monard and to Oola in County Limerick, and also bypasses Bansha. The Preferred Option for this scheme has been published, and the scheme has progressed to design and environmental evaluation.

Strategic value

This project addresses a core priority under the National Planning Framework, which is the requirement to enhance and upgrade accessibility between urban centres of population and their regions (i.e. Limerick and Waterford City).

In addition, the proposed project will lead to an improvement in efficiency of the N24 route which will have positive economic and social benefits for Tipperary. The Tipperary Taskforce aims to stimulate employment, social inclusion and tourism in the area and this project will contribute towards this.

Problem to be addressed

The existing N24 between Cahir and Limerick Junction is substandard as the primary road connecting Limerick and Waterford. The existing network has a number of deficiencies and suffers from poor geometric conditions, particularly between Cahir and Tipperary. The cross-sectional width is substandard and there is a high volume of bends causing poor visibility.

As the demand for the route increases, the traffic volumes are expected to exceed efficient operating capacity by 2030. As congestion issues worsen, unreliable journey times will continue to have a negative impact on daily commuters. There are a number of towns and villages along the route which are negatively impacted by these issues as well as the condition of the legacy infrastructure. Flow disruption leads to poor air and noise quality for the surrounding areas and negatively impacts on daily commuters and bus operators.

In addition, these issues inhibit economic growth and commercial investment in the region. With Tipperary Town being identified as an area of social deprivation, investment in the road network will improve the quality of life for local residents.

Legacy Infrastructure Data:

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

Opportunities and Benefits

Through the provision of more reliable and safer journeys, this project aims to enhance regional accessibility and improve connectivity between Limerick and Waterford.

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

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

N24 Waterford to Cahir



Local Authority	Kilkenny
Road length	60km
Cross-section	Expressway TBD
Project Stage	Phase 3 Design & Environmental Evaluation
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	Post 2030 - TBC
BCR	Pending Evaluation
Forecast Cost Range	€500m - €1bn

Project description

The N24 road is a national primary road connecting Limerick to Waterford, running through Tipperary Town, Cahir, Carrick-on-Suir and Clonmel.

The section of the N24 being considered by this project is approximately 60km in length. It extends from the M8 Junction 10 Cahir North Roundabout, north of Cahir in Co. Tipperary to the southern terminal of the M9 Dublin to Waterford motorway at the Quarry Roundabout, north of Waterford City in Co. Kilkenny.

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Strategic value

This project addresses a core priority under the National Planning Framework, which is the requirement to enhance and upgrade accessibility between urban centres of population and their regions (i.e. Limerick and Waterford City). This project will strengthen the growth potential of the region by providing enhanced regional accessibility.

The route also forms part of the strategic link between Shannon Foynes Port (via the N69) and the Ports of Waterford and Rosslare Europort (via N25). The proposed project will enhance the North Sea-Mediterranean Corridor, strengthening the link between Ireland, the UK and mainland Europe.

Problem to be addressed

The existing N24 road between Waterford and Cahir is subject to severe congestion issues with restricted overtaking opportunities along the route. This section of the road runs through a number of key towns (including Clonmel and Carrick-on-Suir and Mooncoin) that as a result, experience high volumes of through traffic daily, particularly at peak periods.

These towns have become congestion points and the journey time unreliability for passengers and traffic prohibits efficient regional transport links. The roundabouts on the Clonmel Ring Road are a particular pinch point of congestion for commuter traffic.

The legacy infrastructure is substandard in terms of cross-sectional width and capacity, fuelling traffic queues and delays which also discourages an uptake in cycle trips for local journeys.

This results in journey time uncertainty for road users and causes safety concerns as evidenced by the route having a collision rating twice above average.

Legacy Infrastructure Data:

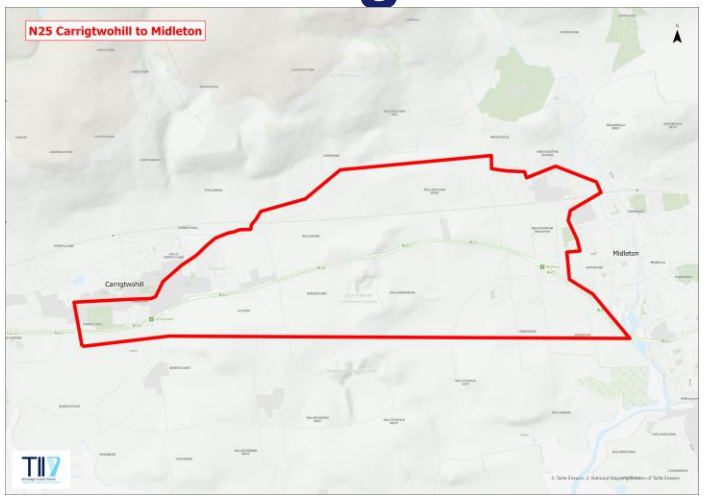
Traffic volumes exceed efficient operating capacity	Yes
Collision Rating	Twice Above Average
Asset Condition Rating	Adequate

Opportunities and Benefits

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

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

N25 Carrigtwohill to Midleton



Local Authority	Cork County Council
Road length	Circa 5km (to be determined)
Cross-section	Dual Carriageway
Project Stage	Phase 3 Design & Environmental Evaluation
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	Subject to Planning
BCR	Pending Project Development
Forecast Cost Range	€100m - €500m

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:

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, support the strategic development of the South-West region and facilitate 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	✓
Decarbonisation of Transport & Sustainable Mobility	✓
Active Travel	✓

N25 Waterford to Glenmore



Local Authority	Kilkenny County Council
Road length	Circa 10km (to be determined)
Cross-section	To be determined
Project Stage	Phase 3 Design & Environmental Evaluation
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	Subject to Planning
BCR	Pending Project Development
Forecast Cost Range	€100m - €200m

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.
The project is currently at Design and Environmental Evaluation stage.

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.

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:

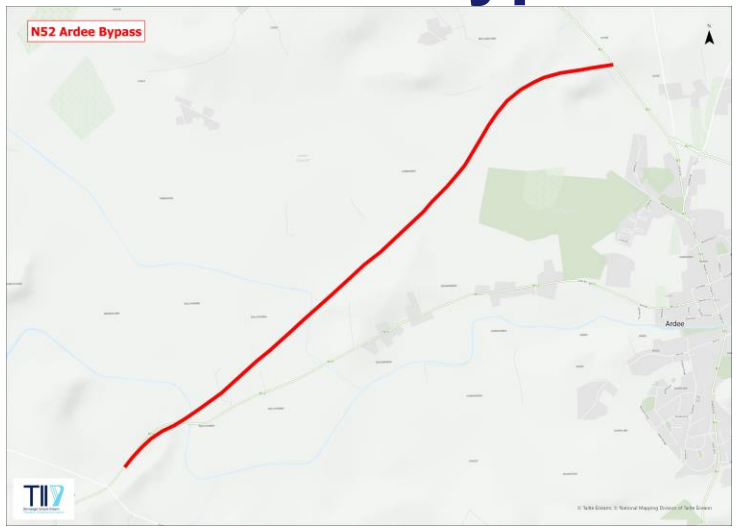
Traffic volumes exceed efficient operating capacity	Yes
Collision Rating	Twice Above Average
Asset Condition Rating	Very Good

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	✓
Decarbonisation of Transport & Sustainable Mobility	✓
Active Travel	✓

N52 Ardee Bypass



Local Authority	Louth
Road length	4.5km
Cross-section	Single
Project Stage	Phase 4 Statutory Process
Next IG Gateway	Gate 2 Pre-Tender Approval
Construction Timeframe	Commencing 2028-2030
BCR	TBD
Forecast Cost Range	€50m - €100m

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.

Problem to be addressed

The town of Ardee is subject to congestion particularly at peak periods. The route serves both passenger and freight traffic every day, and the legacy infrastructure is causing daily delays and journey time unreliability for road users.

The existing road runs directly through the town centre resulting in an inability to regulate traffic flow and reducing the efficiency of travel on the overall network. In addition, the urban environment of Ardee is being negatively impacted as a result of the route running directly through the town centre, local residents are subject to noise and air pollution, and vulnerable road users are at risk.

As can be seen from the legacy infrastructure below, the road has been identified as having an above average collision rating.

The provision of this scheme will aim to reduce carbon emissions in the town by reducing congestion and encouraging active travel in the Ardee.

Legacy Infrastructure Data:

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

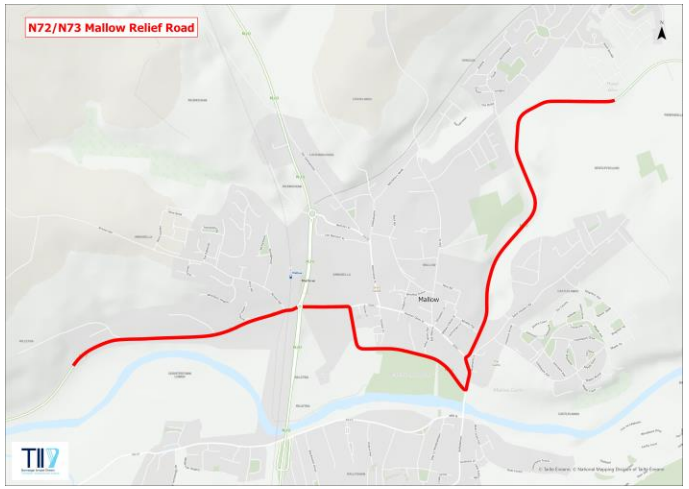
Opportunities and Benefits

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

The project will include the provision of dedicated walking and cycling facilities, encouraging physical activity in the area.

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

N72/N73 Mallow Relief Road



Local Authority	Cork County Council
Road length	5km
Cross-section	Single
Project Stage	Phase 3 Design & Environmental Evaluation
Next IG Gateway	Gate 1 Approval in Principle 2027
Construction Timeframe	Subject to Planning
BCR	Pending Evaluation
Forecast Cost Range	€50m - €100m

Project description

The N72 is a national secondary road that runs east-west from its junction with the N25 near Dungarvan in Waterford to the N70 in Killorglin in Kerry. The road is 5.1km and passes through a number of towns including Lismore, Fermoy, Mallow, Rathmore, Killarney and Killorglin.

The proposed project will provide specific relief to Mallow town centre. A preferred route has been identified.

Strategic value

The proposed project strengthens the links between Waterford, Cork and Kerry and provides resilient transport infrastructure in the Munster region to support economic growth. This project is complimentary of the N20 Cork to Limerick project and also facilitates the connectivity of Cork and Kerry – further strengthening the Atlantic Economic corridor.

Through the provision of improved access to and from Mallow, the route will cater for local through traffic, strategic traffic travelling East to West and facilitate access to national and international markets for local industries.

A major benefit of the project is the improvement to noise and air quality in the surrounding urban area. There will also be journey time reliability for road users, reducing the emissions from vehicles using the network.

Problem to be addressed

Mallow is a bottleneck along the N72 route and subject to severe congestion as a result of a high volume of commuters using the network daily. This results in journey time unreliability for road users and inhibits economic growth and commercial investment in the region.

The N72 acts as a link between Mallow to Killarney and Waterford and to Mitchelstown via the N73. As a result of this volume of traffic on the road, there are long queues and delays throughout Mallow which has negative impacts on the surrounding urban environment with local residents being subject to constant noise and air pollution.

In addition to this, there are a number of safety concerns, particularly for vulnerable road users as a result of the volume of through traffic (including freight and HGVs), combined with the narrow streets and footpaths in the town centre.

Decarbonising Transport – Removal of traffic congestion, improvement to noise and air quality in Mallow. The addition of the Active Travel element will provide access to Mallow Rail Station to over 400 dwellings.

Legacy Infrastructure Data:

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

Opportunities and Benefits

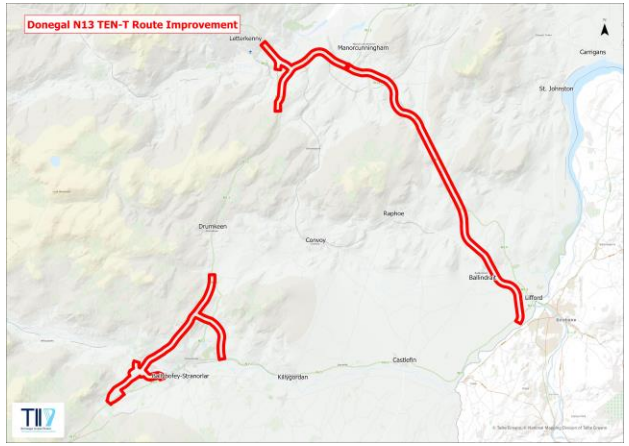
Through the provision of reliable and safer infrastructure, the proposed project will have significant urban, social and environmental improvements in Mallow and the wider region.

The relief road proposed by the project will free up the town centre for local traffic while facilitating a more efficient bypass route around the town for national traffic.

This will reduce congestion in the town, improve noise and air quality, provide greater journey time reliability for road users and allow local residents to reclaim space for Public Realm investment. The proposed project will provide significant benefits for vulnerable road users through development of enhanced facilities for cyclists and walkers.

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

Donegal TEN-T Route Improvement



Section 1 – N15/N13 Ballybofey/Stranorlar Bypass

Section 2 – N56/N13 Letterkenny to Manorcunningham

Section 3 – N14 Manorcunningham to Lifford / Strabane / A5 Link (UK Border)

Local Authority	Donegal
Road length	42km** (63 km Active travel)
Cross-section	Type 2 Dual Carriageway ***
Project Stage	Phase 4 Statutory Process
Next IG Gateway	Gate 2 Pre-Tender Approval
Construction Timeframe	Subject to Planning
BCR	2.61 to 4.73
Forecast Cost Range	€500m – 1bn

Project description

The TEN-T Priority Route Improvement Project transforms connectivity & access to and within Donegal. The project provides a sustainable & inclusive transport network, while also addressing critical transport deficiencies along three targeted sections of existing TEN-T/national route:

The project provides a multi-modal transport network including 63km Active Travel, 42km of improved mainline and new bypass road and 8 new multimodal hubs with EV charging. The scheme was submitted to An Coimisiun Pleanala in Q2 2026.

Strategic value

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

Problem to be addressed

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

Legacy Infrastructure Data:

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

Opportunities and Benefits

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

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

* Based on Preliminary Business Case Addendum 2023

** Multimodal transport intervention Includes full active travel network and modal transition hubs, elements of online improvement, bypass and new road provision.

*** 63km integrated Active travel , Overall Mainline Length = 41.6km. (*Type 1 Dual Carriageway , (Upgrade & Overlay)) = 4.4km, Type 2 Dual Carriageway = 31.3km. Type 1 Single Carriageway = 4.9km. Type 2 Single Carriageway = 1km.*)

Major Roads

4.3 Details of Projects at Construction

N5 Ballaghaderreen to Scramoge



Local Authority	Roscommon
Road length	33.4km
Cross-section	Type 1 Single
Project Stage	Phase 6 Construction & Implementation
Next IG Gateway	Post Completion Review
Construction Timeframe	Complete 2027
BCR	0.9
Forecast Cost Range	€462.4m

Project description

The N5 is a national primary road connecting Longford town with Westport in Mayo. This project consists of construction of 33.4km of single carriageway between the N5 Ballaghaderreen Bypass and the existing N5 at Scramoge in Roscommon. The project will bypass the towns and villages of Frenchpark, Bellanagare, Tulsk and Strokestown.

The main construction contract was awarded in June 2021; however, the main contractor went into receivership in March 2022 and therefore the construction contract was retendered in July 2022. Construction is ongoing.

Strategic value

As the N5 is the main access route from Dublin to Mayo (including the county's largest towns of Castlebar, Ballina and Westport), this project will enhance regional accessibility in the North-West region.

This will promote economic development in the area and provide social and tourism benefits by improving connectivity between the West, the Midlands and Dublin. The project will also reduce the impact of traffic on the archaeologically significant Rathcroghan Complex.

Problem to be addressed

This section of the N5 is subject to congestion due to the existing infrastructure having poor horizontal and vertical alignment. These alignment issues combined with the route having no hard shoulder and a severe lack of overtaking opportunities have resulted in the road having a poor collision history, as evident through its collision rating.

The frequency of collisions, and mix of passenger and agricultural traffic using the route, leads to road blockages and delays, which inhibits productivity in the area. The current road conditions act as a barrier to economic growth for all towns connected to the N5.

The individual towns and villages of Frenchpark, Bellanagare, Tulsk and Strokestown experience large volumes of through traffic everyday and this is impacting the urban environment, with local residents being subject to noise and air pollution. The removal of traffic from the existing N5.

Legacy Infrastructure Data:

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

Opportunities and Benefits

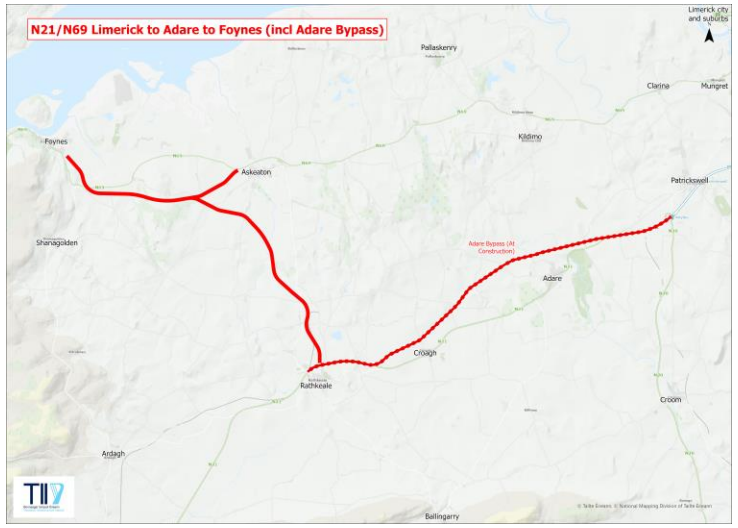
This project will improve the safety and capacity of the N5, in addition to improving regional connectivity between Mayo, the Midlands and Dublin. It will also improve connectivity to international markets and promote tourism in the region as it makes Ireland West Airport Knock more accessible from the Midlands.

The improvement to the network will enable more reliable journey times, support the strategic development of the North-West region and facilitate economic and commercial growth. Through the removal of traffic – and in particular HGVs – from the towns and villages along this section of the route, there will be quality of life and urban environment improvements for local residents and an opportunity to provide active travel facilities within the bypassed towns and villages.

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

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

N21/N69 Limerick to Foynes (Including Adare Bypass)



Local Authority	Limerick
Road length	33km
Cross-section	Motorway / Dual Carriageway
Project Stage	Phase 5 Enabling & Procurement*
Next IG Gateway	Approval gate 3 in 2027Post Completion Review
Construction Timeframe	Complete 2030
BCR	1.2
Forecast Cost Range	€988m

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. Construction is being progressed in a number of phases with the first phase - comprising the bypass of Adare - under construction.

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, reduce journey times and improve safety for road users. The project is linked to the Limerick Greenway – which is being proposed by Limerick County Council – and will provide walking and cycling facilities in the area, enhancing the safety of active transport users.

Problem to be addressed

The N21 road is subject to severe congestion – particularly in Adare – as it acts as a link between Limerick, Kerry and the South-West region. The existing network in the area is not able to facilitate large volumes of passenger and freight traffic due to the restricted width of roads and large number of minor junctions. Flow disruption leads to poor air and noise quality for the surrounding areas and negatively impacts on daily commuters and bus operators.

The town of Adare experiences high volumes of traffic, with thousands of vehicles passing through the town centre everyday. The urban environment is being impacted significantly as a result of this, with local residents being subjected to constant noise pollution.

With the Port of Foynes in the area, there is already a large volume of freight traffic on the road. This level of freight traffic requires infrastructure that can support the route and act as a main link between Limerick City and international markets.

When examining the legacy infrastructure, it is clear the road is hazardous with collision ratings above average.

Legacy Infrastructure Data:

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

Opportunities and Benefits

This project has strong strategic merit to improve connectivity in the entire South-West region and will link the international markets to the city of Limerick via Foynes Port.

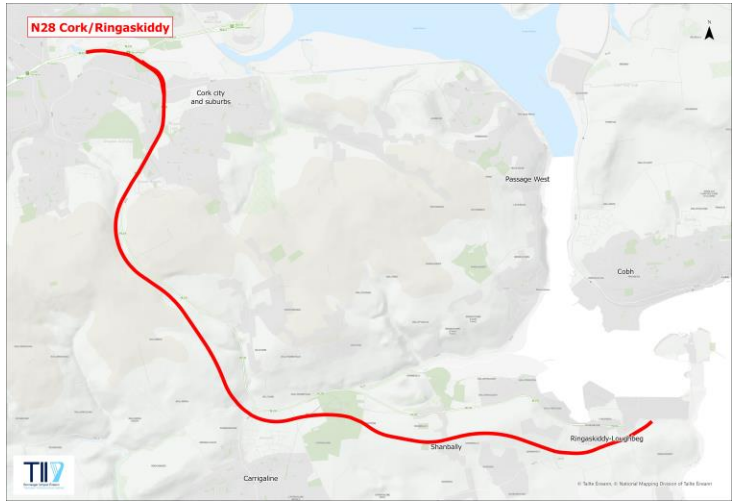
The bypass of Adare provides capacity for larger vehicles on the road and will reduce passenger and freight travel time. Road users can expect to benefit from journey time reliability, which could increase dependency and demand for public transport in the area.

In addition to this, the project will facilitate urban improvements and positive environmental impacts for the surrounding towns and villages.

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

**The Adare Bypass section of the scheme is being progressed in advance of remainder of the scheme to facilitate the completion of the Adare Bypass in advance of the Ryder Cup in September 2027*

M28 Cork/Ringaskiddy



Local Authority	Cork
Road length	12.5km
Cross-section	Motorway
Project Stage	Phase 6 Construction & Implementation
Next IG Gateway	Post Completion Review
Construction Timeframe	Complete 2028
BCR	3.4
Forecast Cost Range	€342m

Project description

The N28 is a national primary road which connects the N40 South Ring Road to the Port of Cork in Ringaskiddy and is a high-volume route for both passenger and freight traffic.

The proposed M28 Project consists of the construction of 10.9km of motorway from the N40 Bloomfield Interchange to Barnahely and a 1.5km single carriageway protected road from Barnahely to the Port of Cork in Ringaskiddy village.

Construction is ongoing.

Strategic value

As the Port of Cork is part of the North Sea-Mediterranean TEN-T Corridor, the M28 project will enhance this freight corridor, strengthening the link between Ireland, the UK and mainland Europe.

The project forms part of a critical point of connection and will undoubtedly have positive economic, social and environmental impacts on the surrounding area and wider region.

The project improves the safety and capacity of the N28 corridor, facilitating the full relocation of the Port of Cork from Tivoli docks and allowing the regeneration and development of this area of Cork city.

Problem to be addressed

Serving large numbers of passenger and freight traffic already, the existing N28 (a single carriageway) is currently facing significant congestion. As congestion issues worsen, economic growth for the Port, the Strategic Employment Zone in Ringaskiddy and the greater Cork region, will be hindered.

One aim of this project is to improve the traffic related impact of the existing N28 on the environment in the communities through which the road passes.

There are also a number of safety concerns with the road being identified as having a High Collision Location.

Decarbonising Transport - The project will reduce traffic volumes on the existing N28 and reduce congestion, with measures included to reduce the noise pollution and environmental impacts on nearby residential areas. With traffic redirected to the new motorway, the national road (running from Carr's Hill to Douglas) will be developed to facilitate safer cycling and walking routes.

Legacy Infrastructure Data:

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

Opportunities and Benefits

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

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

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



PART B

Greenway Current Projects

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5

Assessment of Projects

How are Greenways Projects Assessed?

Option selection and assessment of greenways are guided by both appraisal guidance (the Department of Transport's *Transport Appraisal Framework* for transport projects) and greenways policy (*Strategy for the Future Development of National and Regional Greenways* published by the Department of Transport, Tourism and Sport).

The **Transport Appraisal Framework (TAF)** sets out the following appraisal criteria to be assessed when developing a transport project: Transport User Benefits and Other Economic Impacts, Accessibility Impacts, Social Impacts, Land Use Impacts, Safety Impacts, Climate Change Impacts, Local Environmental Impacts.

Within the **Strategy for the Future Development of National and Regional Greenways**, several key criteria are also identified as important for successful greenways and are as follows: Strategic, Sustainable, Scenic, Substantially Segregated, Offer lots to see and do. (This strategy is under review and a new strategy will go to public consultation in 2027).

TII's Project Appraisal Guidelines (PAG) Unit 13.0 considers both the TAF appraisal criteria (set out above) and the Greenways Strategy criteria (also set out above) for greenways. Via PAG 13.0, TII has embedded each of the Greenways Strategy key criteria within the various TAF appraisal criteria, among a variety of other considerations.

The following slides outlines the aspirations set out within the Greenways Strategy under each of the key criteria.



How are Greenways Projects Assessed.

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Greenway Projects are assessed in line with the **Strategy for the Future Development of National and Regional Greenways**. They are required to meet the following criteria:

Strategic

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

Sustainable

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

Scenic

- Provide access to/through areas of natural beauty

Substantially Segregated

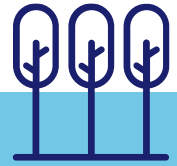
From vehicular traffic and shared use by pedestrians, cyclists and a range of different users

Offer lots to See & Do

- Provide access to other facilities i.e. historic sites, tourist attractions and other outdoor activities

NOTE A REVIEW OF THE STRATEGY INCLUDING THE 5 S' CRITERIA IS UNDER WAY.







Greenway Projects

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Opportunities and Benefits

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

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

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

Greenways Phased Delivery:

This programme supports phased delivery to ensure the orderly progression of projects through the development pipeline, while maintaining momentum across the Programme and ensuring that the significant investment being made by Government delivers the greatest possible benefits for communities throughout the country.

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6

Current Greenways Projects

Greenways at Planning & Design

Greenway Name	Local Authority	Project Stage	Next Infrastructure Guidelines Approval Gate	Construction Timeframe	Page
Cavan Northwest Greenway - Cavan Town UCG - Leitrim G/w at Belturbet	Cavan / Sligo	Phase 1: Concept & Feasibility	Gate 1 - Approval in Principle	TBD	74
Shannon Greenway - Limerick to Scariff	Clare and Limerick (Waterways Irl)	Phase 3: Design and Environmental Evaluation	Gate 1 - Approval in Principle	TBD	75
West Clare Railway Greenway - Ennis to Ennistymon	Clare	Phase 2: Options Selection	Gate 1 - Approval in Principle	TBD	76
West Clare Railway Greenway - Ennistymon to Milltown Malbay	Clare	Phase 2: Options Selection	Gate 1 - Approval in Principle	TBD	77
West Clare Railway Greenway - Kilrush - Kilkee	Clare	Phase 4: Statutory Process	Gate 2 - Pre Tender Approval	TBD	78
Mallow to Dungarvan Greenway	Cork	Phase 2: Options Selection	Gate 1 - Approval in Principle	TBD	79
South Cork Greenway - Cork to Kinsale	Cork	Phase 2: Options Selection	Gate 1 - Approval in Principle	TBD	80
West Cork Greenway - Cork to Schull	Cork	Phase 2: Options Selection	Gate 1 - Approval in Principle	TBD	81
Barnesmore Gap Greenway - Donegal Town to Ballybofey/Stranolar	Donegal	Phase 4: Statutory Process	Gate 1 - Approval in Principle	TBD	82
Burtonport to Letterkenny Greenway	Donegal	Phase 3: Design and Environmental Evaluation	Gate 1 - Approval in Principle	TBD	83
Carrigans to Lifford Greenway	Donegal	Phase 3: Design and Environmental Evaluation	Gate 1 - Approval in Principle	TBD	84
Inishowen Greenway - Bridgend to Buncrana & Newtowncunningham	Donegal	Phase 2: Options Selection	Gate 1 - Approval in Principle	TBD	85
Inishowen Greenway - Buncrana to Carndonagh	Donegal	Phase 2: Options Selection	Gate 1 - Approval in Principle	2029	86
Inishowen Greenway - Three Trees to Carndonagh	Donegal	Phase 3: Design and Environmental Evaluation	Gate 1 - Approval in Principle	TBD	87

Greenways at Planning & Design, continued

Greenway Name	Local Authority	Project Stage	Next Infrastructure Guidelines Approval Gate	Construction Timeframe	Page
Connemara Greenway - Clifden to Recess	Galway	Phase 4: Statutory Process	Gate 2 - Pre Tender Approval	2024-2029	88
Connemara Greenway - Galway to Oughterard	Galway	Phase 3: Design and Environmental Evaluation	Gate 1 - Approval in Principle	2029 - 2030	89
Connemara Greenway - Recess to Oughterard	Galway	Phase 4: Statutory Process	Gate 1 - Approval in Principle	2028-2029 subject to Land Acquisition	90
Tralee to Listowel	Kerry	Phase 3: Design and Environmental Evaluation	Gate 1 - Approval in Principle	Sections 1 & 3: Q4 2024	91
Fingal Coastal Way - Donabate - Fingal Co. Bdy, N of Balbriggan	Kildare	Phase 3: Design and Environmental Evaluation	Gate 1 - Approval in Principle	2028-2031	92
Inistoge to New Ross Greenway	Kilkenny	Phase 2: Options Selection	Gate 1 - Approval in Principle	TBD	93
South Leitrim Greenway	Leitrim	Phase 1: Concept & Feasibility	Gate 1 - Approval in Principle	TBD	94
UL Loop - UL to Montpelier via Castleconnell (University of Limerick)	Limerick	Phase 2: Options Selection	Gate 1 - Approval in Principle	TBD	95
Dundalk Bay to Carlingford Lough Greenway	Louth	Phase 3: Design and Environmental Evaluation	Gate 1 - Approval in Principle	TBD	96
Clew Bay Greenway - Belclare to Murrisk	Mayo	Phase 2: Options Selection	Gate 1 - Approval in Principle	2030	97
Boyne Valley Greenway & Navigation Scheme	Meath	Phase 3: Design and Environmental Evaluation	Gate 1 - Approval in Principle	TBD	98
Ulster Canal Greenway - Smithborough - Clones	Monaghan	Phase 3: Design and Environmental Evaluation	Gate 1 - Approval in Principle	2028-2029	99
Ulster Canal Greenway - Smithborough - Monaghan	Monaghan	Phase 3: Design and Environmental Evaluation	Gate 1 - Approval in Principle	2028-2030	100

Greenways at Planning & Design, continued

Greenway Name	Local Authority	Project Stage	Next Infrastructure Guidelines Approval Gate	Construction Timeframe	Page
Lough Ree Greenway - Athlone to Ballyleague/Lanesborough	Roscommon	Phase 2: Options Selection	Gate 1 - Approval in Principle	2029-2031	101
Lough Key Greenway - Lough Key to Carrick-on-Shannon	Roscommon	Phase 2: Options Selection	Gate 1 - Approval in Principle	2029-2031	102
Mid Shannon Greenway - Ballyleague/Lanesborough to Tarmonbarry/ Strokestown/ Roosky	Roscommon	Phase 2: Options Selection	Gate 1 - Approval in Principle	2027-2029	103
Sligo Greenway - Bellaghy to Charlestown to Collooney	Sligo	Phase 2: Options Selection	Gate 1 - Approval in Principle	TBD	104
Sligo Leitrim Northern Counties Railway (SLNCR) Greenway - Sligo Town to Enniskillen	Sligo / Leitrim	Phase 3: Design and Environmental Evaluation	Gate 1 - Approval in Principle	TBD	105
Cashel to Cahir Greenway	Tipperary	Phase 2: Options Selection	Gate 1 - Approval in Principle	TBD	106
Suir Blueway - Marlfield to Cahir	Tipperary	Phase 2: Options Selection	Gate 1 - Approval in Principle	TBD	107
Suir Blueway - Waterford Greenway Link - Carrick on Suir to Kilmeaden	Tipperary	Phase 2: Options Selection	Gate 1 - Approval in Principle	TBD	108
Youghal to Dungarvan Cycle Route	Waterford	Phase 2: Options Selection	Gate 1 - Approval in Principle	TBD	109
NCN - Galway to Athlone Cycleway	Westmeath	Phase 2: Options Selection	Gate 1 - Approval in Principle	2030	110
Kilbeggan to Mullingar Greenway	Westmeath	Phase 3: Design and Environmental Evaluation	Gate 1 - Approval in Principle	TBD	111
Rosslare Strand to Rosslare Harbour	Wexford	Phase 2: Options Selection	Gate 1 - Approval in Principle	TBD	112
Wexford Town to Rosslare Strand	Wexford	Phase 2: Options Selection	Gate 1 - Approval in Principle	TBD	113
Arklow to Shillelagh	Wicklow	Phase 3: Design and Environmental Evaluation	Gate 1 - Approval in Principle	TBD	114
Greystones to Wicklow	Wicklow	Phase 2: Options Selection	Gate 1 - Approval in Principle	TBD	115

Greenways Progressing to Construction

Greenway Name	Local Authority	Project Stage	Next Infrastructure Guidelines Approval Gate	Construction Timeframe	Page
South Kerry Greenway - Stages 2 & 3 - Glenbeigh to Cahersiveen	Kerry	Phase 5: Enabling & Procurement	Gate 3 - Approval to Proceed	Present - 2030	117
Great Western Greenway - Newport Village	Mayo	Phase 5: Enabling & Procurement	Gate 3 - Approval to Proceed	2028	118
Ulster Canal Greenway - Monaghan to Northern Ireland Border	Monaghan	Phase 6: Construction & Implementation	Intervention	2026-2027	119

Greenways at Construction

Greenway Name	Local Authority	Project Stage	Next Infrastructure Guidelines Approval Gate	Construction Timeframe	Page
Grand Canal - Sallins Bridge - Clonkeen (Border with County Offaly)	Kildare	Phase 6: Construction & Implementation	Intervention	2026-2029	121
Clew Bay Greenway - Achill Sound and extension to Bunnacurry	Mayo	Phase 6: Construction & Implementation	Review	2028-2030 Subject to Land Aquisition	122
Great Western Greenway - Westport	Mayo	Phase 6: Construction & Implementation	Intervention	Oct-26	123
Blacksod Bay Greenway	Mayo	Phase 6: Construction & Implementation	Intervention	TBD	124
Grand Canal Greenway - Daingean to Edenderry	Offaly	Phase 6: Construction & Implementation	Intervention	2027 Completion	125
South Eastern Greenway - Waterford to New Ross	Wexford	Phase 6: Construction & Implementation	Intervention	2028	126

Greenways at Close Out

Greenway Name	Local Authority	Project Stage	Next Infrastructure Guidelines Approval Gate	Construction Timeframe	Page
NCN - Athlone Castle, Cycleway & Public Realm	Westmeath	Phase 7: Closeout & Review	Review	2025	128
MY Midleton to Youghal Greenway	Cork	Phase 7: Closeout & Review	Review	2025	129
Limerick Greenway - Rathkeale to Abbeyfeale	Limerick	Phase 7: Closeout & Review	Review	Q4 2024	130
NCN - Galway to Maynooth Cycleway - Sallins to Alymer's Bridge	Westmeath	Phase 7: Closeout & Review	Review	2025	131
Grand Canal - 12th Lock to Hazelhatch Bridge	South County Dublin	Phase 7: Closeout & Review	Ex-Post Evaluation	Q4/24 - Q4/25	132

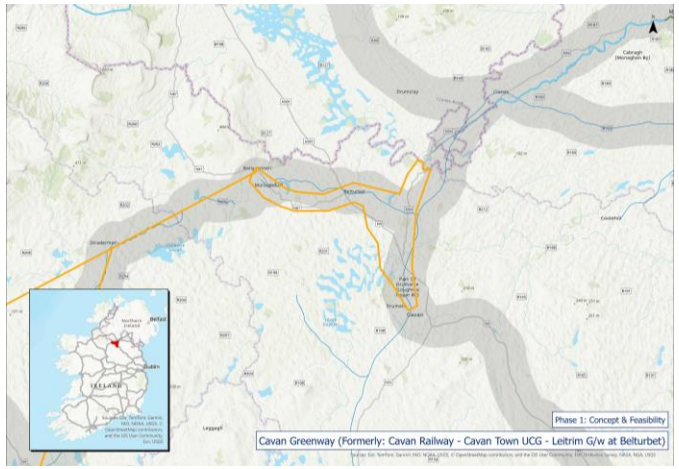
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Greenway Project Details

7.1 Greenways at Planning and Design



Cavan Northwest Greenway



Local Authority	Cavan
Section	Cavan Town UCG-Leitrim G/w Belturbet & connection
Project Length	40 km
Project Stage	Phase 1: Concept & Feasibility
Project Category	Greenway
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	TBD
Forecast Cost Range	€25m - €50m*

Other relevant Greenways in the Region

Ulster Canal Greenway
South Leitrim Greenway

General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use	✓

Background

The Cavan Northwest Greenway project is proposed to connect the towns of Cavan, Ballyconnell and Belturbet to the Ulster Canal and Cavan/Leitrim Greenways currently under development. The Greenway will form part of a regionally significant route linking up with other Greenways which will traverse counties: Armagh, Monaghan, Fermanagh, Leitrim and Cavan. This will, as outlined in the NDP (2021-2030), facilitate in:- creating an island-wide Greenway network; linking the Atlantic coast with the Eastern seaboard through Greenway projects across the border region.

Project Description

The Cavan Northwest Greenway project is proposed to be approximately 40 kilometres in length and has the potential to comprise three corridors, namely: The South – North Corridor (from Cavan Town to the Ulster Canal Greenway); The East – West Corridor (from Cloverhill to Ballyconnell); Link to Castlesaunderson (from the vicinity of Redhills Village to the Castlesaunderson Heritage Site).

Strategic Value/ Value to the Region

National
The development of this Greenway will provide a link into the proposed NCN in Cavan Town and will directly join with the proposed Ulster Canal Greenway in Clones which aims to strengthen tourism by increasing accessibility to the Ulster Canal; it will also facilitate an important cross border link which will achieve a more connected, sustainable and prosperous island, through all island partnership.

Regional
The proposed Cavan Northwest Greenway will connect the towns of Cavan, Ballyconnell, Belturbet and Clones. It will form part of a regionally significant Greenway that will provide linkages with other Greenways in the region..

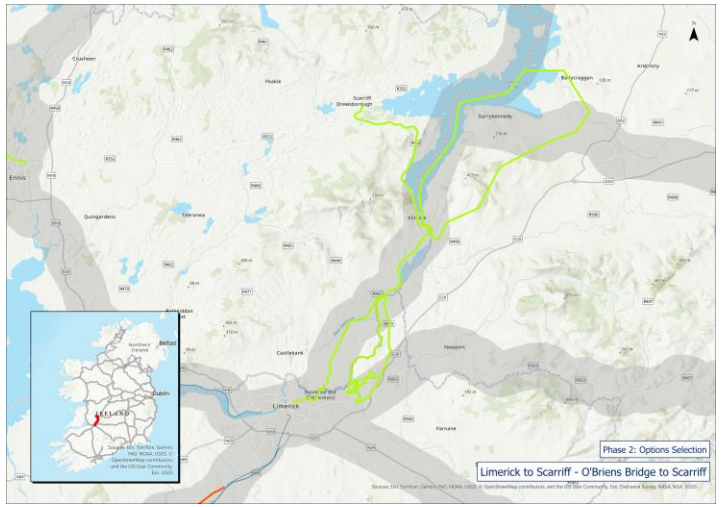
Local
Development of the Greenway will promote Active Travel opportunities locally, facilitating sustainable opportunities for modal shift.

Significance

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

* Based on Early Forecast Cost range.

Shannon Greenway - Limerick to Scariff



Local Authority	Clare & Limerick
Section	Limerick to Scarriff
Project Length	41km
Project Stage	Phase 3 Planning & Design
Project Category	Greenway
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	TBA as planning and design progresses
Forecast Cost Range	>€20m*

Other relevant Greenways in the Region

Limerick (UL) to Montpelier
Ballina to Domineer

Background

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

Project Description

The proposed approx. 41km Greenway is planned to begin near the University of Limerick at Black Bridge, Plassey and continue along the Errina Canal to Clonlara before arriving at the Ardnacrusha Headrace. From Lough Derg, the Greenway will continue to Killaloe and onwards to its termination at Scariff Harbour.

Strategic Value/ Value to the Region

National

This greenway aims to provide over 41km off road National Greenway, in line with 'Strategy for the Future Development of National and Regional Greenways' from Limerick City to Scariff. When delivered, the route will form part of the National Cycling Network.

Regional

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

Local

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

General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use	✓

Significance

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

* Based on Early Forecast Cost range.

West Clare Railway Greenway – Ennis to Ennistymon



Local Authority	Clare
Section	Ennis to Ennistymon
Project Length	25km approximately
Project Stage	Phase 2: Options Selection;
Project Category	Greenway
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	TBA as planning and design progresses
Forecast Cost Range	>€20m

Other relevant Greenways in the Region

West Clare Railway Greenway

Background

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

The proposed West Clare Greenway may extend to approximately 110km to incorporate linkages from the main route to the towns and villages.

Project Description

The Ennis to Ennistymon Greenway is circa 25km in length and commences to the north of the county in Ennis, and on towards Corofin and Ennistymon.

Strategic Value/ Value to the Region

National

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

Regional

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

Local

Development of the Greenway connects Ennis and Ennistymon. It creates opportunities for the strengthening of urban and rural economies, by attracting increased numbers of visitors and increasing the active travel potential between the connected towns and villages.

General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use	✓

Significance

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

West Clare Railway Greenway – Ennistymon to Milltown Malbay



Local Authority	Clare
Section	Ennistymon to Milltown Malbay
Project Length	18km approximately
Project Stage	Phase 2: Options Selection;
Project Category	Greenway
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	TBA as planning and design progresses
Forecast Cost Range	>€20m

Other relevant Greenways in the Region

West Clare Railway Greenway

Background

The proposed development forms part of the construction of a greenway along the corridor of the old West Clare Railway line. The historic railway line was 88km in length and connected the towns and villages of West Clare.
The proposed West Clare Greenway may extend to approximately 110km to incorporate linkages from the main route to the towns and villages

Project Description

The Ennistymon to Milltown Malbay Greenway runs along the west coast from Ennistymon for 18km, via Lahinch and Milltown Malbay .The proposed route is in the region of 18km overall, with the potential for local links and is envisaged to generally follow the route of the former railway line, where feasible.

Strategic Value/ Value to the Region

National

This greenway forms part of the proposed development of West Clare Railway Greenway which would create in the region of 110km of off-road National Greenway, in line with 'Strategy for the Future Development of National and Regional Greenways' . A large portion of the route aligns with Eurovelo 1.

Regional

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

Local

Development of the Greenway Ennistymon and Milltown Malbay with those along the coast. It creates opportunities for the strengthening of urban and rural economies, by attracting increased numbers of visitors and increasing the active travel potential between the connected towns and villages.

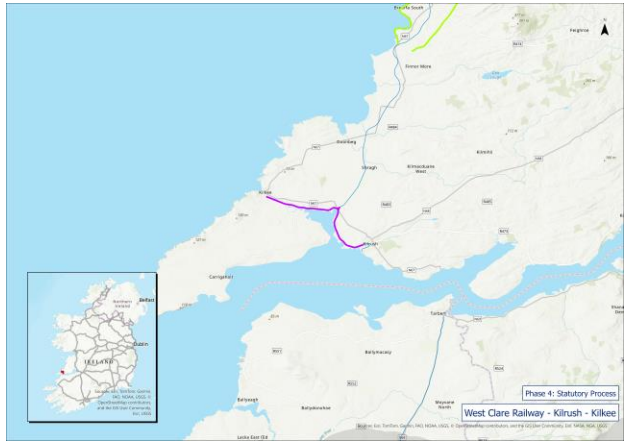
General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use	✓

Significance

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

West Clare Railway Greenway – Kilrush to Kilkee



Local Authority	Clare
Section	Kilrush to Kilkee
Project Length	20km approximately
Project Stage	Phase 4: Statutory Process
Project Category	Greenway
Next IG Gateway	Gate 2 – Pre-Tender Approval
Construction Timeframe	TBA as planning and design progresses
Forecast Cost Range	>€20m* (each section)

Other relevant Greenways in the Region

West Clare Railway Greenway

Background

The proposed development forms part of the construction of a greenway along the corridor of the old West Clare Railway line. The historic railway line was 88km in length and connected the towns and villages of West Clare.
The proposed West Clare Greenway may extend to approximately 110km to incorporate linkages from the main route to the towns and villages

Project Description

The Kilrush to Kilkee Greenway consists of the development of a 20km Greenway linking the towns and villages of Kilrush, Moyasta and Kilkee.

Strategic Value/ Value to the Region

National

This greenway forms part of the proposed development of West Clare Railway Greenway which would create in the region of 110km of off-road National Greenway, in line with 'Strategy for the Future Development of National and Regional Greenways' A large portion of the route aligns with Eurovelo 1.

Regional

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

Local

Development of the Greenway connects the seaside towns of Kilrush and Kilkee. It creates opportunities for the strengthening of urban and rural economies, by attracting increased numbers of visitors and increasing the active travel potential between the connected towns and villages.

General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use	✓

Significance

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

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

Mallow to Dungarvan Greenway



Local Authority	Cork
Section	Mallow to Dungarvan
Project Length	85km approximately
Project Stage	Phase 2: Options Selection
Project Category	Greenway
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	TBA as planning and design progresses
Forecast Cost Range	>€100m*

Other relevant Greenways in the Region

Connects directly to Waterford Greenway at Dungarvan

Midleton Youghal Greenway

General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use	✓

Background

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

Project Description

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

Strategic Value/ Value to the Region

National

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

Regional

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

Local

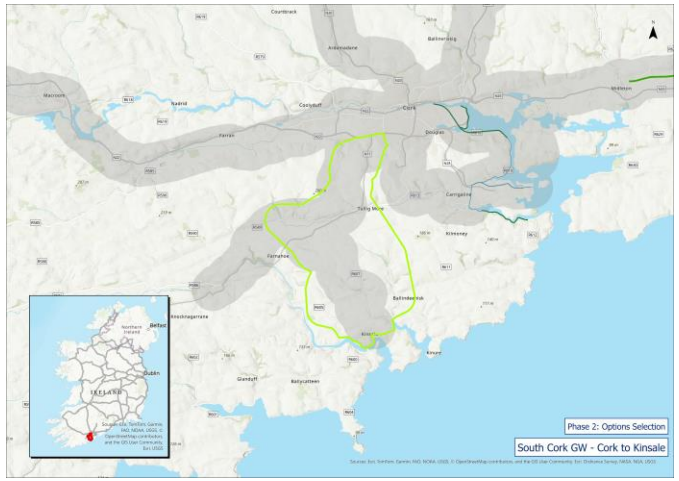
Development of the Greenway will promote Active Travel opportunities locally, facilitating sustainable opportunities for modal shift. It also offers tourism potential creating opportunities for the strengthening of urban and rural economies of the towns and villages on the entire 140km route.

Significance

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

* Based on Early Forecast Cost range.

South Cork Greenway: Cork to Kinsale



Local Authority	Cork
Section	Cork to Kinsale
Project Length	40km
Project Stage	Phase 2: Options Selection
Project Category	Greenway
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	TBA
Forecast Cost Range	>€20M*

Other relevant Greenways in the Region

Connects to the West Cork Greenway Section 2 (Bandon Section).
Connects to Cork City to the Viaduct (NTA scheme).

General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use	✓

Background

Initial examination of the proposed route indicates that the Greenway passes predominantly through an agricultural landscape and will be segregated from public roads and vehicular traffic, with the exception of some minor crossings.

Project Description

The Study Area includes a section of the old Cork Bandon & South Coast Railway, with opportunities to incorporate an elevated route with views of the Owenboy River valley below, continuing through agricultural surroundings, before descending gradually to the coastal town of Kinsale, a well-known tourist destination, with elevated views of the coast, the Bandon River estuary and historic garrison forts.

Strategic Value/ Value to the Region

National
This greenway would create in the region of 25km of off-road National Greenway, in line with 'Strategy for the Future Development of National and Regional Greenways' from the environs of Cork City to Kinsale. A large portion of the route aligns with Eurovelo 1. In addition, the route would form part of the National Cycling Network.

Regional
Enhance the well-established tourist destination of Kinsale and Cork City. Attract new businesses, residents and visitors.

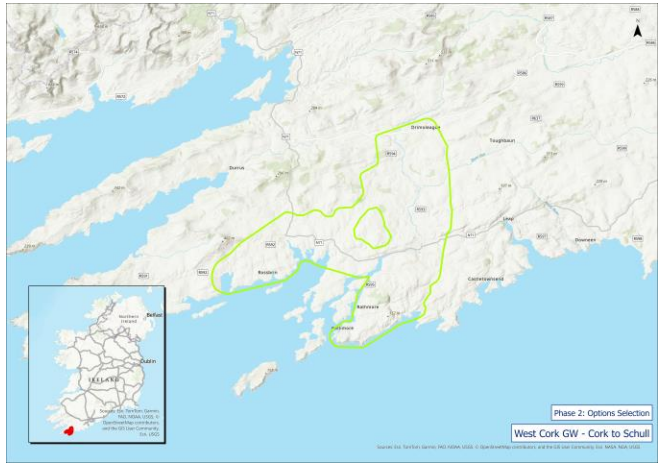
Local
Significant potential to connect population centres between Cork and Kinsale, encouraging active travel and modal shift. Has the potential to attract new businesses and residents, stimulating tourism-related job growth, increasing tourism revenues in the area and reducing or reversing rural decline, particularly in the Crossbarry-Halfway regions. Will encourage visitor revenue in more rural regions to south of the city, currently being bypassed in favour of the more well-established tourism destinations such as Kinsale

Significance

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

*indicative range based on early cost estimates .

West Cork Greenway - Cork to Schull



Local Authority	Cork
Section	Section 1: Skibbereen Sections; Section 2: Bandon Sections; Section 3: Bandon to Skibbereen
Project Length	130km
Project Stage	Phase 2: Options Selection, Phase 1 Concept & Feasibility
Project Category	Greenway
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	TBA as planning and design progresses
Forecast Cost Range	>€100m*

Other relevant Greenways in the Region

Section 2: Bandon Sections connects with the South Cork Greenway (Cork to Kinsale) at Crossbarry.

General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use	✓

Background

This Greenway offers tourists an alternative way of commuting between the outskirts of Cork City and the southwest coast on foot or by bicycle, reducing car journeys and traffic on the national route N-71 and the regional R-592 route. The West Cork Greenway in its entirety can extend over 130 km in length.

Project Description

The vision for the West Cork Greenway aims to deliver an extensive greenway throughout West Cork. The scheme has the potential to attract visitors from the established tourism areas of Cork city and the coastal areas of West Cork via up to 130km of greenway and introduce them to what the more rural inland areas of West Cork have to offer. The project has been divided into sections for the purpose of delivery. Section 1: Skibbereen Sections (c50km) and Section 2: Bandon Sections (c40km) are currently being progressed. Section 3 is envisaged for advancement at a later date, to provide up to 70km of connectivity in between.

Strategic Value/ Value to the Region

National
The greenway is in line with 'Strategy for the Future Development of National and Regional Greenways' to deliver a high-quality tourism and recreational route from Cork City to the towns and villages of West Cork. A large portion of the route aligns with Eurovelo 1. In addition, the route would form part of the National Cycling Network from Bandon to Cork City

Regional
The route would form the anticipated West Cork Greenway. It has the potential to attract visitors from the established tourism areas of Cork city and the coastal areas of West Cork and introduce them to what the more rural inland areas of West Cork have to offer. It would act as an economic driver in these localities and help instigate the formation of new businesses and settlements of residents, stimulating tourism-related job growth, increasing tourism revenues and reducing or reversing rural decline.

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

Significance

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

* Based on Early Forecast Cost range.

Barnesmore Gap Greenway



Local Authority	Donegal
Section	Donegal Town to Ballybofey/ Stranorlar
Project Length	c. 28km
Project Stage	Phase 4: Statutory Process
Project Category	Greenway
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	TBD - As Planning & Design progresses
Forecast Cost Range	€50m to €60m*

Other relevant Greenways in the Region

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

General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use	✓

Background

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

Donegal County Council are currently progressing the Project through Phase 3 (Design & Environmental Evaluation) of the TII Project Management Guidelines.

Project Description

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

Strategic Value/ Value to the Region

National

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

Regional

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

Local

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

Significance

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

Burtonport to Letterkenny Greenway



Local Authority	Donegal
Section	Burtonport to Letterkenny
Project Length	c. 100km
Project Stage	Phase 3: Design and Environmental Evaluation
Project Category	Greenway
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	TBD (Scheme Suspended, no allocation)
Forecast Cost Range	TBD

Background

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

Donegal County Council progressed the Project through Phase 2 (Options Selection) of the TII Project Management Guidelines. The project is suspended at Phase 3. Future progress and delivery will be on a phased basis.

Project Description

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

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

Strategic Value/ Value to the Region

National
The Route will link into the EuroVelo 1 Route.

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

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

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

Other relevant Greenways in the Region

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

General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use	✓

Significance

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

Carrigans to Lifford Greenway



Local Authority	Donegal
Section	Carrigans to Lifford
Project Length	c. 20km
Project Stage	Phase 3: Design and Environmental Evaluation
Project Category	Greenway
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	TBD - As Planning & Design progresses
Forecast Cost Range	c. €30m to €40m* (Indicative)

Background

This project is being developed to link Castlefinn to North West Greenway in Lifford & an onwards connection to the Foyle Valley Railway Cycle Route in Derry City providing access to onward routes. The scheme has the potential to connect a number of towns & villages along the banks of the River Finn & River Foyle along the route.

Project Description

This greenway will run in a predominantly north-south direction between the village of Carrigans and the county's administrative capital Lifford, in east Donegal. At the Carrigans end, this greenway will link to the existing Foyle Valley cycle route which connects to Derry City. The greenway will also link into the existing Lifford to Strabane Greenway and the proposed Lifford to Castlefin Greenway. The project will include associated infrastructure (accessible by all) such as car parks, signage, trail heads, rest areas, and connections to local amenities/attractions.

Strategic Value/ Value to the Region

National
The development of this greenway will provide a direct cross border link into the heart of Derry city via the existing foyle valley cycle route and into Strabane via the existing Northwest greenway network. It is a proposed route for the NCN and links into EuroVelo 1 at Carrigans.

Regional
The development of this greenway will link two established cross border networks, promoting opportunities for modal shift, green tourism and will be a driver for economic development within this region.

Local
This greenway forms part of and builds upon a wider strategic network of cross border network greenways by connecting two existing networks. The main objective is to encourage commuter modal shift by connecting Donegal's administrative centre with key employers like Donegal County Council in Lifford and the employers in Ireland's 4th largest city, Derry. This will reduce car travel and the resulting carbon emissions. The proposed route connects into the Inch Wildfowl reserve and follows the old railway line along the banks of Lough Swilly. Given the proximity to the wild Atlantic way tourism route, the greenway will provide opportunities for activity and leisure-based tourism and the supporting service industry providing opportunities to contribute to the economic growth in the region and in particular these border villages. It will also promote health and wellbeing amongst the local communities which it serves

Other relevant Greenways in the Region

Direct link to the North West Greenway network at Lifford providing a cross border link to Strabane. Connection to the Foyle valley Greenway at Carrigans providing a cross border link to Derry City. Direct onward connection to the Strabane and Derry City urban Greenway networks.

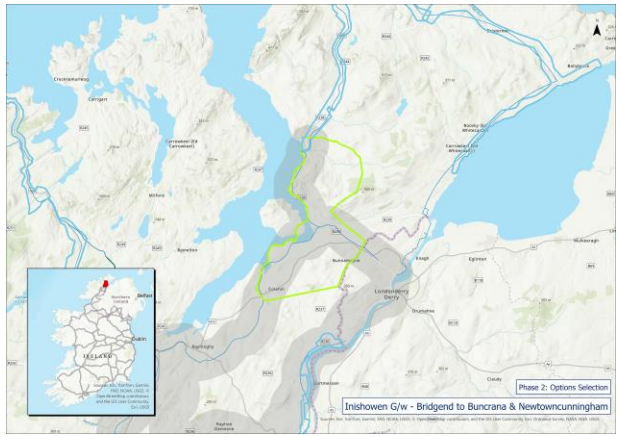
General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use	✓

Significance

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

Inishowen Greenway - Bridgend to Buncrana & Newtowncunningham



Local Authority	Donegal
Section	Bridgend to Buncrana & Newtowncunningham
Project Length	c. 29km
Project Stage	Phase 2: Options selection
Project Category	Greenway
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	TBD – Phased Delivery, As Planning & Design progresses
Forecast Cost Range	€30m - €40m* (Indicative)

Background

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

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

Project Description

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

Strategic Value/ Value to the Region

National/Cross Border

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

Regional

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

Local

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

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

Other relevant Greenways in the Region

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

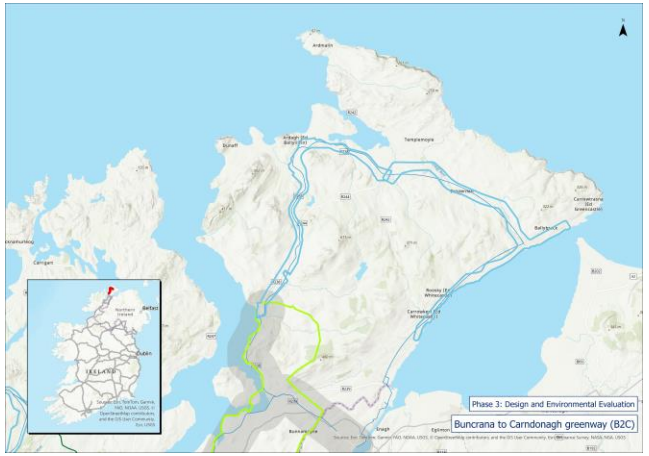
General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use	✓

Significance

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

Inishowen Greenway: Buncrana to Carndonagh



Local Authority	Donegal
Section	Buncrana to Carndonagh
Project Length	c. 32km
Project Stage	Phase 2 Options Selection
Project Category	Greenway
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	2029
Forecast Cost Range	€20m - €40m* (Indicative)

Other relevant Greenways in the Region

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

General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use	✓

Background

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

Donegal County Council are currently progressing the Project through Phase 2 (Options Selection) of the TII Project Management Guidelines.

Project Description

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

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

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

Strategic Value/ Value to the Region

National/Cross Border

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

Regional

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

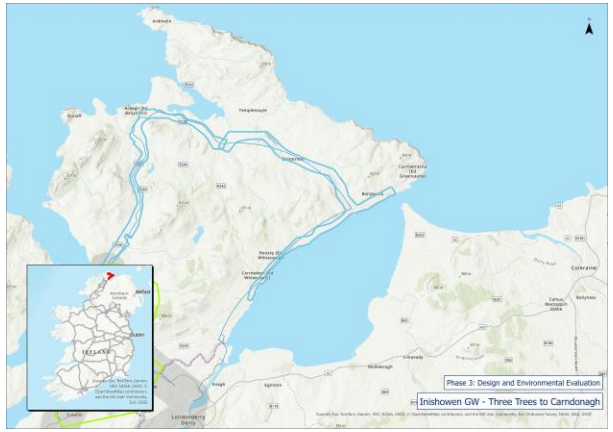
Local

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

Significance

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

Inishowen Greenway - Three Trees to Carndonagh



Local Authority	Donegal
Section	Three Trees to Carndonagh
Project Length	c. 30 to 40km
Project Stage	Phase 3: Design and Environmental Evaluation
Project Category	Greenway
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	TBD – Phased Delivery. As Planning & Design progresses
Forecast Cost Range	c. €30m to €50m* (Indicative)

Other relevant Greenways in the Region

This Greenway will connect into the proposed Inishowen Greenway which is a circular route. The Greenway will also link into the Inch wildfowl reserve which is a leisure facility with circular walking / cycle route. The route also links into EuroVelo 1.

General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use

Background

This project is being developed as part of the Inishowen Greenway and provides a connection to the north west Greenway and into Derry City.

Project Description

This greenway will extend the proposed Muff - Three Trees greenway to link with the proposed Buncrana to Carndonagh Greenway. It will serve the population of Inishowen and connect the rest of Donegal, nearby Derry City and environs, and draw domestic and international visitors to the county. This greenway is part of the envisaged Inishowen Greenway, a 104km national greenway around the peninsula. This Greenway will link with the Northwest Greenway Network (Derry City). The project is approximately 35km and will include associated infrastructure (accessible by all) such as car parking, signage, rest areas, and connections to local amenities / attractions.

Strategic Value/ Value to the Region

National
The development of this greenway will provide an extension to the Northwest greenway network at three trees providing direct cross border routes into the heart of Ireland's 4th largest city and indirect links via the proposed cycle network into the NCN at Buncrana /Bridgend and Eurovelo 1 at Newtowncunningham. The route has the potential to deliver further cross border links via the Greencastle to Magilligan car ferry across the Foyle estuary.

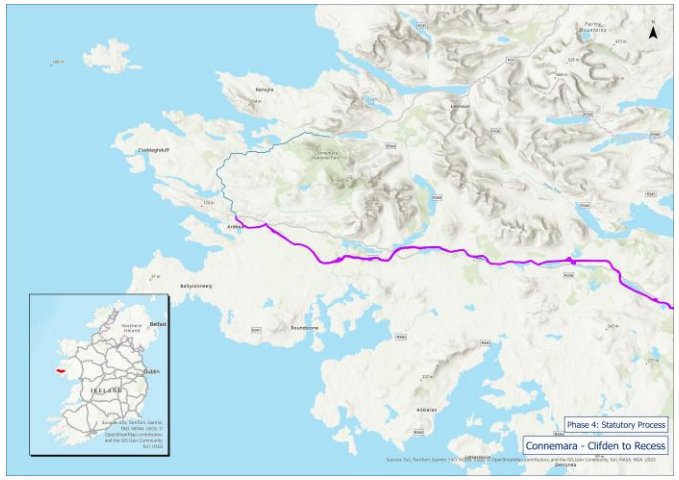
Regional
The development of this greenway will form part of a larger circular route around the Inishowen region, promoting opportunities for green tourism and a driver for economic development within this region.

Local
Greenway will provide convenient, accessible, inclusive space for physical activity. The broad corridor under consideration through this area of outstanding natural beauty provides ample scope for a substantially segregated off road route, linking to places of interest, recreation & leisure with plenty to see and do. By linking urban & commercial centres, the greenway will secure the future of existing businesses, providing opportunities for new businesses along the route promoting sustainable development in the region. Given the scenic nature of the scheme and its proximity to the wild Atlantic way tourism route, the greenway will provide opportunities for activity & leisure-based tourism & the supporting service industry, providing opportunities to contribute to the economic growth in the region.

Significance

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

Connemara Greenway - Clifden to Recess



Local Authority	Galway
Section	Clifden - Recess
Project Length	22km
Project Stage	Phase 4: Statutory Process
Project Category	Greenway
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	2024-2029 Completion
Forecast Cost Range	€15m - €25m

Other relevant Greenways in the Region

Galway to Oughterard Greenway.
NCN Galway to Dublin.

Background

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

Planning approval from An Bord Pleanála was granted in 2013. Funding was received from Fáilte Ireland and ORIS in 2015,2017 & 2019 which enabled sections of the scheme to be delivered. TII funding was allocated in 2021 to complete outstanding 22km section between Clifden and Recess. 12.75 km has been completed to date, 3km is currently under construction and the remainder is subject to land acquisition.

Project Description

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

Strategic Value/ Value to the Region

National
Potential to link to proposed Galway – Athlone Cycleway. Potential to Link to Eurovelo 2 Route Capitals Route. Potential to form part of Eurovelo 1 Route Atlantic Coast Route.

Regional
Create a 'link' between Greenways, from the Mayo Greenway to the Connemara Greenway and, potentially others in a National Cycle Network, such as the Galway-Dublin Greenway. Potential to form part of Eurovelo 1 Route Atlantic Coast Route

Local
Increase the number of overseas visitors from the key market segments through the development of another 'hero' product in Connemara. Attract domestic visitors to Connemara and increase the number of overnight stays among the staycation market, by providing a key visitor experience that encourages 2 to 3-day excursions. Increase participation in physical activity among the local population, supporting their physical and mental wellbeing, by developing a significant recreational and leisure amenity. Reduce the carbon footprint of vehicular transport, by encouraging the local population, where possible, to travel to work or school by bike or foot.

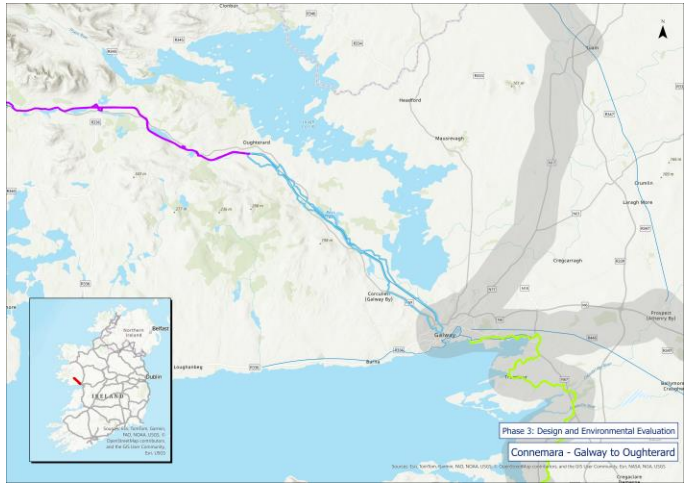
General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use	✓

Significance

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

Connemara Greenway - Galway to Oughterard



Local Authority	Galway
Section	Galway- Oughterard
Project Length	25-28km
Project Stage	Phase 3: Design & Environmental Evaluation
Project Category	Greenway
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	2029 (Indicative- Subject to Approvals)
Forecast Cost Range	€20-25 Million

Other relevant Greenways in the Region

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

Galway to Athlone Cycleway. At Phase 2 Options Selection.

General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use

Background

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

Consultants were appointed in 2015 and commission terminated in 2021.

A new commission tendered in 2021 and consultant appointed for Multi-disciplinary Engineering & Other Specialist Consultancy Services - Phases 0-4. Phase 3: Design & Environmental Evaluation

Project Description

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

Strategic Value/ Value to the Region

National
Potential to link to proposed Galway – Athlone Cycleway.
Potential to Link to Eurovelo 2 Route Capitals Route
Potential to form part of Eurovelo 1 Route Atlantic Coast Route

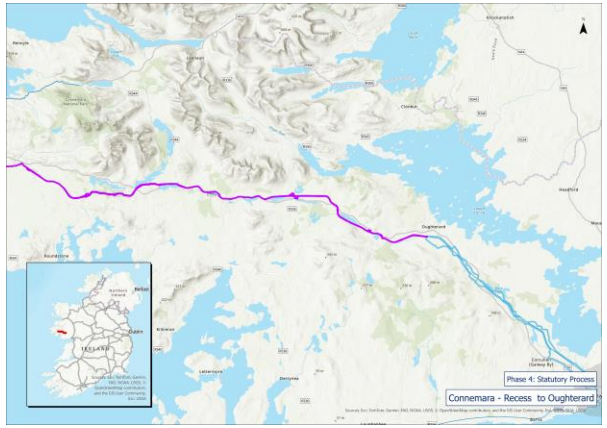
Regional
Create a 'link' between Greenways, from the Mayo Greenway to the Connemara Greenway and, potentially others in a National Greenway Network, such as the Galway-Dublin Greenway.

Local
Increase the number of overseas visitors from the key market segments through the development of another 'hero' product in Connemara
Attract domestic visitors to Connemara, and increase the number of overnight stays among the staycation market, by providing a key visitor experience that encourages 2 to 3-day excursions.
Increase participation in physical activity among the local population, supporting their physical and mental wellbeing, by developing a significant recreational and leisure amenity.Reduce the carbon footprint of vehicular transport, by encouraging the local population, where possible, to travel to work or school by bike or foot.

Significance

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

Connemara - Recess to Oughterard



Local Authority	Galway
Section	Recess to Oughterard
Project Length	30km
Project Stage	Phase 4: Statutory Process
Project Category	Greenway
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	2028-2029 Subject to Land acquisition
Forecast Cost Range	€15m - €25m

Other relevant Greenways in the Region

Clifden to Recess Greenway. Galway to Oughterard Greenway.

General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use	✓

Background

Galway County Council appointed a consultant in 2011 to bring project through to Phase 4 for the 52km route from Clifden – Oughterard. Planning approval from An Bord Pleanála was granted in 2013. Funding was received from Fáilte Ireland and ORIS in 2015, 2017 & 2019 which enabled sections of the scheme to be delivered. TII funding was allocated in 2024 to acquire land to complete the outstanding 30km section between Recess and Oughterard.

Project Description

This project comprises 30km of Greenway between Recess and Oughterard. Land acquisition is required to construct the scheme which has planning.

Strategic Value/ Value to the Region

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

Regional
This scheme will form part of a strategic network of Greenways that connect main urban centres. It will have links to other existing and future Greenways, along with connections to existing cycling and walking infrastructure.

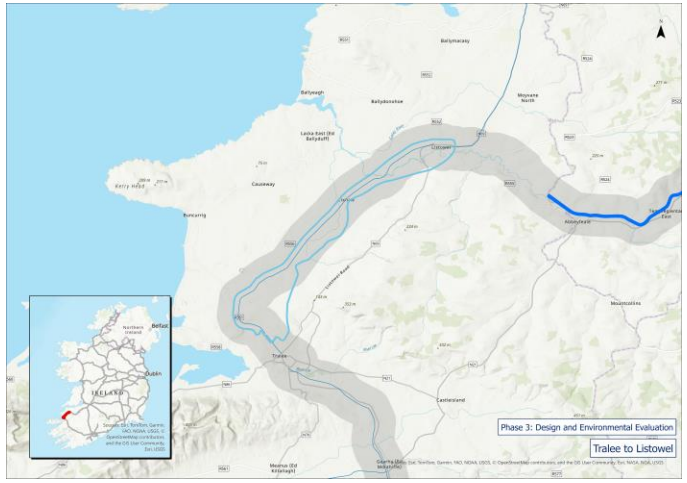
Local
Increase the number of overseas visitors from the key market segments through the development of another 'hero' product in Connemara. Attract domestic visitors to Connemara and increase the number of overnight stays among the staycation market, by providing a key visitor experience that encourages 2 to 3-day excursions. Increase participation in physical activity among the local population, supporting their physical and mental wellbeing, by developing a significant recreational and leisure amenity. Reduce the carbon footprint of vehicular transport by encouraging the local population, where possible, to travel to work or school by bike or foot.

Significance

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

* Based on Early Forecast Cost.

North Kerry Greenway - Tralee to Listowel



Local Authority	Kerry
Section	Tralee to Listowel
Project Length	25 km
Project Stage	Phase 3: Design and Environmental Evaluation
Project Category	Greenway
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	TBC
Forecast Cost Range	€50m

Other relevant Greenways in the Region

Limerick Greenway
Cockleshell Road to The Spa Greenway
South Kerry Greenway

General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use	✓

Background

The North Kerry Greenway is approximately 50 km in length and goes from the border with Limerick near Abbeyfeale, Co. Limerick to Fenit, Co. Kerry and has been divided into 3 sections for development.2 Sections were prioritised for development, including a 11 km section from Tralee town to the village of Fenit at the coast and a 11 km section from Listowel Town to the Limerick Border. These sections are now open for use. The Tralee to Listowel section is circa 25 km in length.

Project Description

The project envisages a continuous route of off-road rural Greenway on the route of the disused Tralee to Limerick railway line from the town of Tralee to Listowel. The route is circa 25km in length.

Strategic Value/ Value to the Region

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

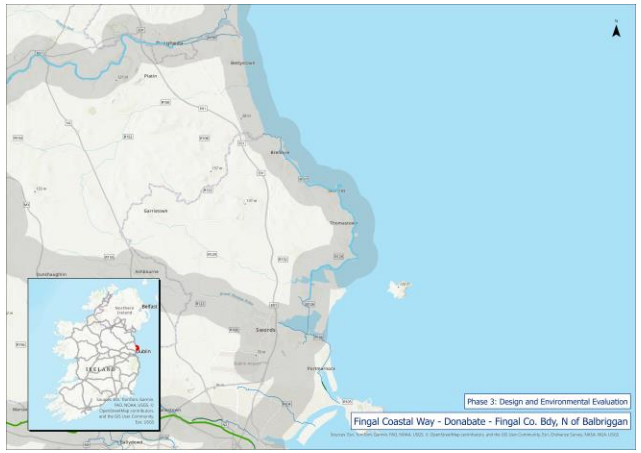
Regional
It has the potential to attract increased volumes of tourists to the area. The route provides increased connectivity between the city, towns and villages in the counties of Limerick and Kerry.

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

Significance

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

Fingal Coastal Way



Local Authority	Fingal
Road length	Donabate to Drogheda
Section	32 km
Project Stage	Phase 3: Design and Environmental Evaluation
Project Category	Greenway
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	2028 - 2031
Forecast Cost Range	€50m - €60m

Background

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

Project Description

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

Strategic Value/ Value to the Region

Local

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

Active Travel

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

Other relevant Greenways in the Region

It is a key objective of Fingal County Council to deliver the wider Fingal Coastal Way along the entire coastline of the county, connecting into the S2S scheme in Dublin City to the south.

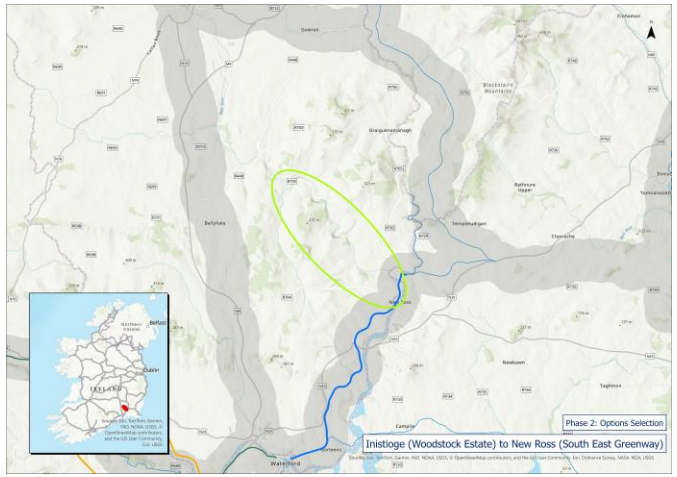
General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use	✓

Significance

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

Inistioge to New Ross Greenway



Local Authority	Kilkenny
Section	Inistoge (Woodstock Estate) to New Ross
Project Length	16 km
Project Stage	Phase 2: Options Selection
Project Category	Greenway
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	TBD
Forecast Cost Range	€10m - €20m*

Other relevant Greenways in the Region

South Eastern Greenway - Waterford to New Ross

General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use	✓

Background

A feasibility study and route selection was undertaken by Trail Kilkenny with council and LEADER funding. The study area for these works were confined to a relatively narrow tract of land to the west of the River Nore. KCC and TII agreed that to progress the project in line with the TII PMG, the Study Area needed to be widened. Where the works undertaken to 2023 will be informative, the project re-commenced at Phase 0.

Project Description

The proposed Greenway will provide a link suitable for walking and cycling, from the Woodstock Estate south of Inistioge, to the Southeast Greenway north of New Ross, approximately 16-20km in length. The Woodstock Gardens and Arboretum already attracts approximately 45,000 visitors per year, and it is envisioned that the Greenway would serve as an extension of the Southeast Greenway further enhancing tourism and the number of visitors to the Study Area, and the Southeast Greenway. Study Area is shown above.

Strategic Value/ Value to the Region

National
The Study Area is not located on a National Cycle Network corridor; however it will improve connectivity between New Ross and Kilkenny City.

Regional
Connection of the Woodstock Estate to the Southeast Greenway which links with the Waterford Greenway would help develop the southeast of Kilkenny as a major tourist destination and complement the offerings in the adjoining counties, strengthening the region's brand as a tourist destination.

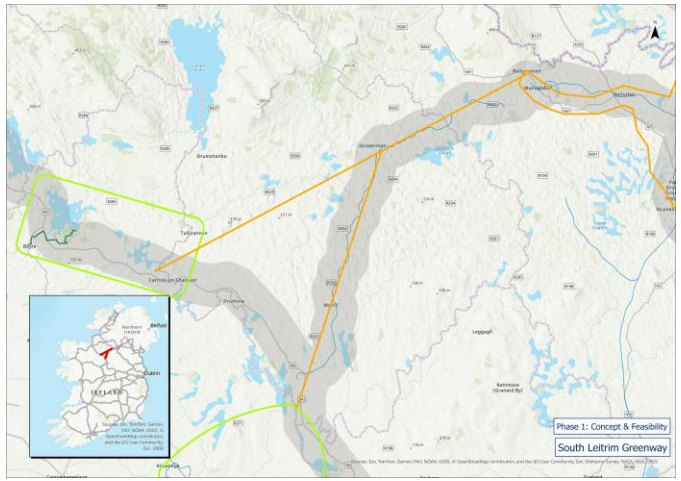
Local
The Greenway would link the village of Inistioge, Woodstock Estate, and New Ross, thereby promoting a modal shift and providing for recreation and leisure use.

Significance

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

* Based on Early Forecast Cost range.

South Leitrim Greenway



Local Authority	Leitrim
Section	TBC
Project Length	55 km
Project Stage	Phase 1: Concept and Feasibility
Project Category	Greenway
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	TBD
Forecast Cost Range	€25m - €50m*

Other relevant Greenways in the Region

The South Leitrim Greenway is to link to the Cavan Greenway and will be extended to Ballyconnell/Belturbet under the proposed Cavan Greenway project.

General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use	✓

Background

The proposed Greenway is 83km in length, with 21km completed and a further 9km prepared for planning, leaving 53km to be progressed. The current phase focuses on the early stages of TII's Project Management Guidelines, including strategic assessment, concept development and feasibility. These stages will determine the viability, funding potential and preferred delivery approach for the remaining sections. Parts of the Shannon–Erne route may also form future corridors within the National Cycle Network.

Project Description

In terms of wider project context, the network of greenway which forms of the South Leitrim Greenway is circa 83km in length. To date 21km have been completed and 9km are ready to go through the planning process in 2024. That leaves a remainder of 53km to commence.

Strategic Value/ Value to the Region

National
The development of this Greenway will support the delivery of the proposed National Cycle Network between Cavan and the N4 Carrick on Shannon to Longford link.

Regional
The Greenway will provide an off-road experience for cyclists, runners and walkers while also further enhancing the tourism potential and connectivity to this region - particularly in the areas surrounding Carrick on Shannon, Leitrim Village, Keshcarrigan, Ballinamore, Ballyconnell, Mohill and Dromod.

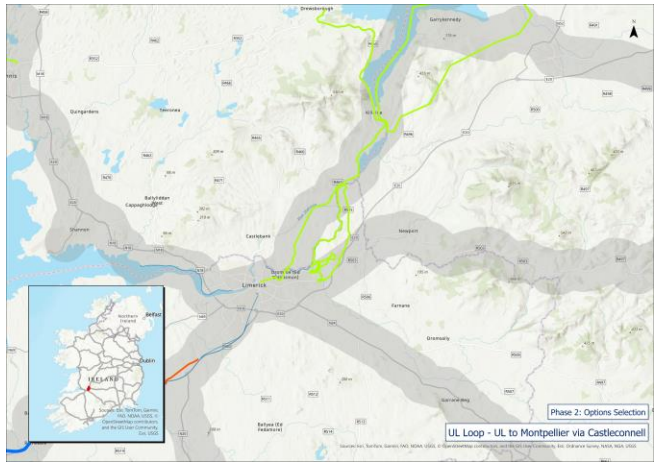
Local
Development of the Greenway will promote Active Travel opportunities locally, facilitating sustainable opportunities for modal shift. It also offers tourism potential creating opportunities for the strengthening of urban and rural economies.

Significance

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

* Based on Early Forecast Cost range.

UL Loop - UL to Montpelier via Castleconnell



Local Authority	Limerick
Section	UL to Montpelier via Castleconnell
Project Length	11 km
Project Stage	Phase 2: Options Selection
Project Category	Greenway
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	TBD as planning and design continues
Forecast Cost Range	>20m*

Other relevant Greenways in the Region

Limerick to Scariff Greenway
Limerick Greenway

General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use	✓

Background

This proposed development will be approximately 11 km in length and is proposed to link up with the Limerick to Scarriff Greenway at Errina Bridge to form a loop from the existing Greenway in UL, to Castleconnell onto Errina Bridge and back to UL via a section of the Limerick to Scarrif Greenway.

Project Description

The scheme will link UL to the village of Castleconnell. It will also link with the existing active travel network from UL back to Limerick city and in time will also be extended northwards towards Killaloe, Tuamgreaney and Scarriff by means of the Limerick to Scarriff Greenway scheme.

Strategic Value/ Value to the Region

National
Will form part of a loop with the Limerick to Scariff Greenway. Route may form part of EuroVelo 1 and the National Cycling Network. Location of strategic importance to provide connectivity between Limerick City and East Clare

Regional
Location of strategic importance to provide connectivity between Limerick City and East Clare.

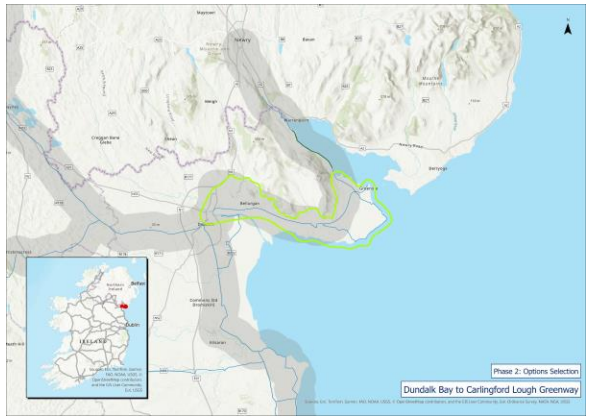
Local
Scheme has the potential to unlock modal shift potential between population centres in East Clare to education and employment centres in Limerick. Creates opportunities for the strengthening of urban and rural economies, by attracting increased numbers of visitors and wellbeing benefits to the community.

Significance

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

* Based on Early Forecast Cost range.

Dundalk Bay to Carlingford Lough Greenway



Local Authority	Louth
Section	Dundalk Bay to Carlingford Lough
Project Length	c 30km
Project Stage	Phase 3: Design and Environmental Evaluation
Project Category	Greenway
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	TBD - As Planning & Design progresses
Forecast Cost Range	€50m to €80m* (Indicative)

Other relevant Greenways in the Region

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

General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use	✓

Background

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

Louth County Council are currently progressing the Project through Phase 3: Design and Environmental Evaluation) of the TII Project Management Guidelines.

Project Description

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

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

Strategic Value/ Value to the Region

National

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

Regional

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

Local

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

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

Significance

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

Clew Bay Greenway - Belclare to Murrisk



Local Authority	Mayo
Section	Belclare to Murrisk
Project Length	4-6 km
Project Stage	Phase 2: Options Selection
Project Category	Greenway
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	2030 (Subject to Planning)
Forecast Cost Range	€3m - €5m

Other relevant Greenways in the Region

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

General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use	✓

Background

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

Project Description

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

Strategic Value/ Value to the Region

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

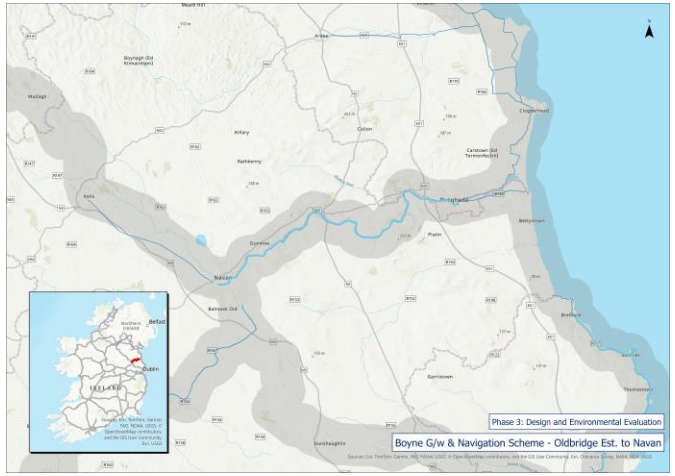
Regional
The Belclare to Murrisk Village Greenway will provide access to Croagh Patrick and its associated visitor centre

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

Significance

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

Boyne Valley Greenway



Local Authority	Meath
Section	Oldbridge Estate Entrance to Navan
Project Length:	27 km
Project Stage	Phase 3: Design and Environmental Evaluation
Project Category	Greenway
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	TBC
Forecast Cost Range	€20m - €30m

Other relevant Greenways in the Region

Boyne Valley to Lakelands Greenway (Navan to Kingscourt)

General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use	✓

Background

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

Strategic Value/ Value to the Region

National, Regional, & Local
Project will connect deep historical, ecological, and industrial landmarks across County Meath and County Cavan while boosting local economies and public wellness.

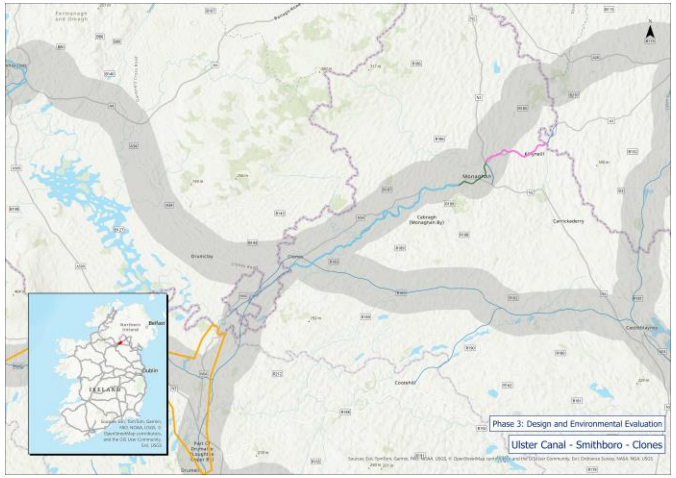
Significance

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

Project Description

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

The Ulster Canal Greenway - Smithborough to Clones



Local Authority	Monaghan
Section	Smithborough to Clones
Project Length	c. 30km
Project Stage	Phase 3: Design & Environmental Evaluation
Project Category	Greenway
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	2028– 2029 (Indicative – Subject to Approvals)
Forecast Cost Range	€20m to €40m* (Indicative)

Other relevant Greenways in the Region

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

Background

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

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

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

Project Description

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

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

Strategic Value/ Value to the Region

National

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

Regional

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

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

Local

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

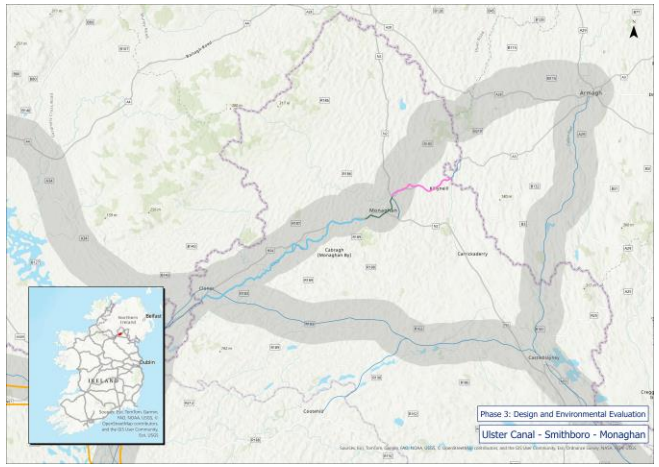
General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use	✓

Significance

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

The Ulster Canal Greenway - Smithborough to Monaghan



Local Authority	Monaghan
Section	Smithborough to Monaghan
Project Length	c. 30km
Project Stage	Phase 3: Design & Environmental Evaluation
Project Category	Greenway
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	2028– 2030 (Indicative – Subject to Approvals)
Forecast Cost Range	€20m to €40m* (Indicative)

Other relevant Greenways in the Region

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

Background

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

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

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

Project Description

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

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

Strategic Value/ Value to the Region

National

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

Regional

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

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

Local

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

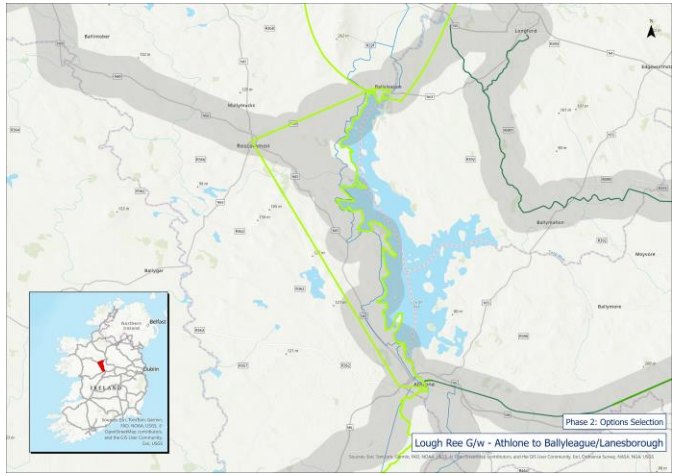
General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use	✓

Significance

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

Lough Ree Greenway



Local Authority	Roscommon
Section	Lough Ree Greenway – Athlone to Ballyleague/Lanesborough
Project Length	Approx. 60km
Project Stage	Phase 2: Options Selection
Project Category	Greenway
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	2029 to 2031 (Indicative – Subject to Approvals)
Forecast Cost Range	€55m*

Background

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

Roscommon County Council are currently progressing the project through Phase 2 (Options Selection) of the TII Project Management Guidelines.

Project Description

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

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

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

Strategic Value/ Value to the Region

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

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

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

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

Other relevant Greenways in the Region

Galway to Athlone Cycleway - part of the EuroVelo 2 (Capitals Route)

Mid Shannon Greenway - Ballyleague /Lanesborough to Tarmonbarry/Strokestown/Roosky

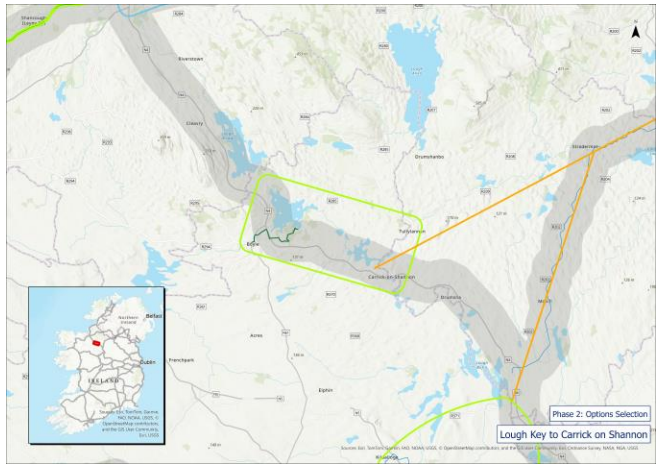
General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use	✓

Significance

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

Lough Key Greenway



Local Authority	Roscommon
Section	Lough Key to Carrick on Shannon
Project Length	17 km
Project Stage	Phase 2: Options Selection
Project Category	Greenway
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	2029 to 2031 (Indicative – Subject to Approvals)
Forecast Cost Range	€15m - €25m

Other relevant Greenways in the Region

Athlone to Ballyleague/Lanesborough;

Ballyleague/ Lanesborough to Tarmonbarry/ Strokestown/ Roosky.

AT: N5 Bellangare; AT: N5 Frenchpark; AT: N5 Strokestown; AT: N5 Tulsk; AT: N5 Tulsk to Rathcroghran.

General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use	✓

Background

The Greenway is proposed to connect Lough Key to Carrick on Shannon via Lough Key forest park. It could also connect to the town of Boyle. The Greenway would showcase Lough Key forest park and in particular its history, culture & heritage surrounding the forest park and Rockingham House. There are a number of walking and cycling trails in the park area. The Greenway will offer a unique and tranquil experience to Greenway users, connecting them with this natural and historical environment whilst immersing in the history, flora and fauna that make Lough Key so unique.

Project Description

This project proposes to provide a Greenway link along the River Shannon between Lough Key, Co. Roscommon and the town of Carrick-on-Shannon, Co. Leitrim

Strategic Value/ Value to the Region

Local

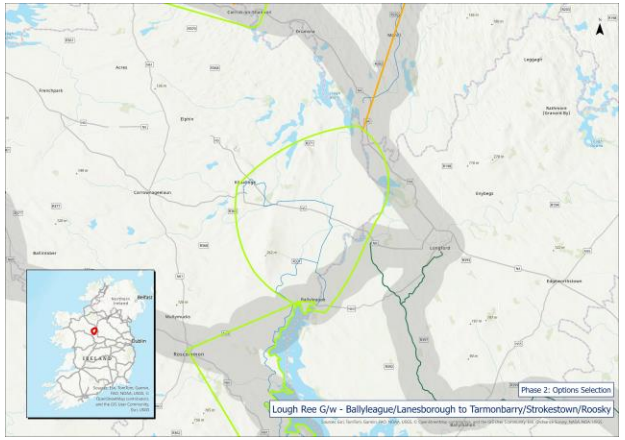
High tourism potential route. The development of the Greenway will enhance and extend cycle/walking infrastructure within the county to support sustainable transport initiatives and will contribute to health promotion, wellbeing and overall quality of life. The Greenway will provide an important addition to tourism infrastructure within the county and especially from Boyle to Carrick on Shannon and the surrounding rural areas, which are expected to benefit from increased visitor numbers and a significant boost to the local economy

Significance

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

* Based on Early Forecast Cost.

Mid Shannon Greenway



Local Authority	Roscommon
Section	Mid Shannon Greenway – Ballyleague/ Lanesborough to Tarmonbarry/ Strokestown/ Roosky
Project Length	Approx. 45km
Project Stage	Phase 2: Options Selection
Project Category	Greenway
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	2027 to 2029 (Indicative – Subject to Approvals)
Forecast Cost Range	€30m*

Background

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

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

Roscommon County Council are currently progressing the Project through Phase 2 (Options Selection) of the TII Project Management Guidelines.

Project Description

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

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

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

Strategic Value/ Value to the Region

National
The greenway will link into Lough Ree Greenway – Athlone to Ballyleague/Lanesborough which in turn links into Galway to Athlone Cycleway - part of the EuroVelo 2 (Capitals Route) The Greenway has potential to link into the Royal Canal Greenway at Cloondara.

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

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

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

Other relevant Greenways in the Region

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

General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use	✓

Significance

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

Sligo Greenway - Bellaghy to Collooney



Local Authority	Sligo
Section	Charlestown/ Bellaghy to Collooney
Project Length	c. 36km
Project Stage	Phase 2: Options Selection
Project Category	Greenway
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	TBD - As Planning & Design progresses
Forecast Cost Range	€20m to €30m*

Other relevant Greenways in the Region

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

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

General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use	✓

Background

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

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

Sligo County Council are currently progressing the Project through Phase 2 (Options Selection) of the TII Project Management Guidelines.

Project Description

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

Strategic Value/ Value to the Region

National

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

Regional

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

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

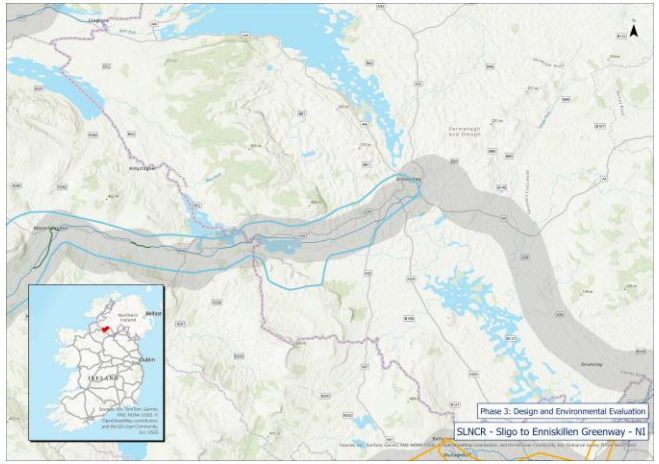
Local

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

Significance

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

SLNCR Sligo to Enniskillen



Local Authority	Sligo, Leitrim, Cavan (Fermanagh & Omagh District Council in Northern Ireland)
Section	Sligo to Enniskillen
Project Length	c. 71km
Project Stage	Phase 3: Design and Environmental Evaluation
Project Category	Greenway
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	TBD - As Planning & Design progresses
Forecast Cost Range	€60m to €80m (Indicative Cost, South)

Background

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

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

Leitrim County Council (as the agreed Authority) are currently progressing the Project through Phase 2 (Options Selection) of the TII Project Management Guidelines.

Project Description

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

Strategic Value/ Value to the Region

National

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

Regional

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

Local

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

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

Other relevant Greenways in the Region

The Bellaghy to Collooney Greenway which connects with the project in County Sligo.

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

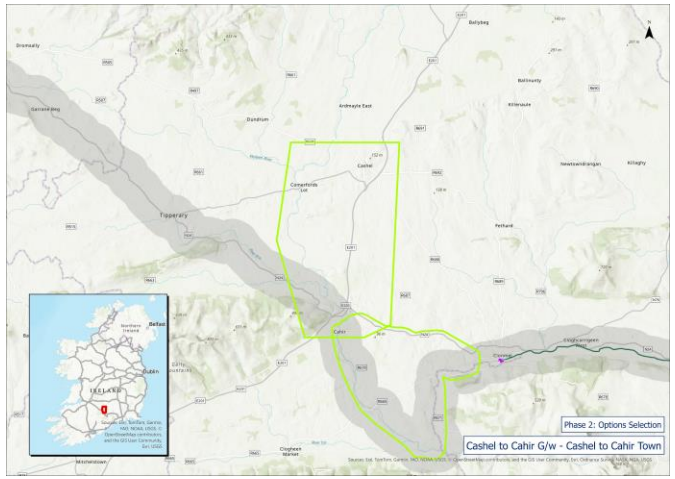
General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use	✓

Significance

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

Cashel to Cahir Greenway



Local Authority	Tipperary
Section	Cashel to Cahir Town
Project Length	22km
Project Stage	Phase 2: Options Selection
Project Category	Greenway
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	TBD
Forecast Cost Range	€20m - €40m

Other relevant Greenways in the Region

Marlfield (Clonmel) to Cahir Greenway

General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use	✓

Background

The Cashel to Cahir Greenway will connect the existing tourism destinations of Cahir and Cashel in County Tipperary. A feasibility study was commissioned in 2021.

Project Description

The proposed CCG scheme will commence at Cahir Castle car park in Cahir, Co. Tipperary. The CCG will generally travel in a northerly direction, potentially providing connection to the villages of New Inn and Golden, and to Rockwell College, before terminating in Cashel where it will connect to the car park to the east of the Rock of Cashel. Provision of universal access points, trail heads and amenities will be developed as part of the CCG scheme at a number of strategic locations.

The CCG is expected to be approx. 18-32km in length. The CCG has the potential to connect to the Suir Blueway, which runs along the banks of the River Suir in Tipperary.

Strategic Value/ Value to the Region

National

This may become a National Greenway if other planned schemes are delivered. There is the potential to create 140km of Greenway (46km Waterford Greenway, 24km Carrick on Suir to Waterford, 25km Suir Blueway, 25km Marlfield to Cahir Greenway and 20km Cahir - Cashel).

Regional

The CCG scheme will form part of an overall vision and strategy for the development of an integrated greenway and blueway network in Co. Tipperary which will enhance visitor experience and contribute to the economic development of local communities and the wider region. The Greenway is intended to provide a recreational amenity and a sustainable commuter corridor and tourist route.

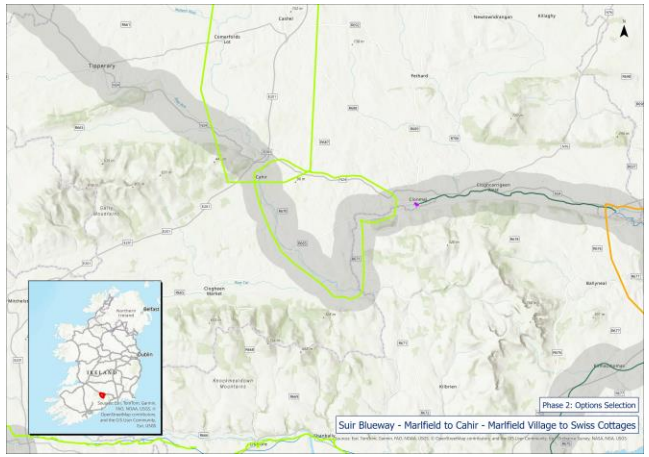
Local

A Greenway between Cahir and Cashel would increase tourism numbers to the area, increase dwell times, and in turn increase revenue in the towns. Improved local connectivity would provide for recreation, leisure and modal shift.

Significance

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

Suir Blueway - Marlfield to Cahir



Local Authority	Tipperary
Section	Marlfield Village to Swiss Cottages
Project Length	25km
Project Stage	Phase 2: Options Selection
Project Category	Greenway
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	TBD
Forecast Cost Range	€40m - €60m

Other relevant Greenways in the Region

Suir Island Infrastructure Links. Cashel to Cahir Greenway. Waterford Greenway Link - Carrick on Suir to Kilmeaden.

General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use	✓

Background

In 2019 the 21km Suir Blueway between Clonmel and Carrick on Suir was officially opened. The extension of this walking and cycling trail to connect to an existing 4km trail in Cahir is a natural progression. The Suir Blueway Kayaking experience is from Cahir to Carrick on Suir and this route is 53km.

Project Description

This project proposes to develop a walking & cycling route to connect the towns of Cahir and Clonmel.

Strategic Value/ Value to the Region

National
The Greenway will potentially form part of the National Cycle Network.

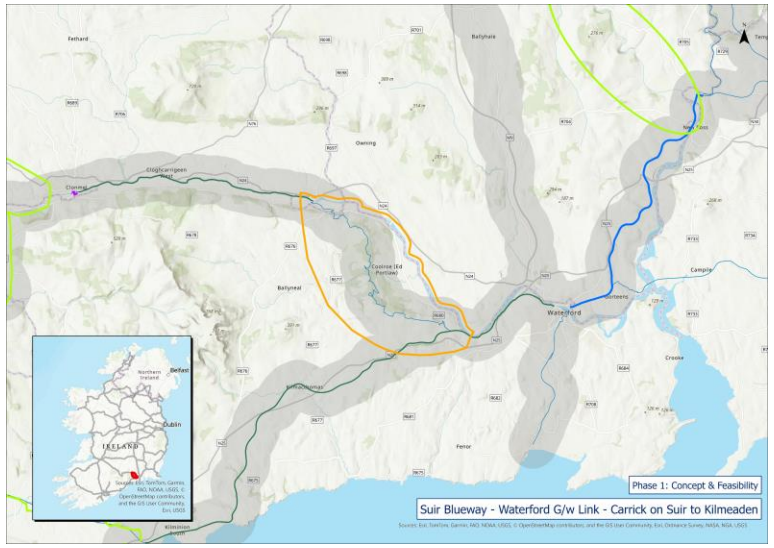
Regional
The Greenway will form part of a regional strategy to develop an integrated network of Greenway and blueway schemes and will seek to encourage and promote active travel in a safe and controlled environment. The Greenway has the potential to link up with the Cashel to Cahir Greenway.

Local
The Greenway will provide a safe facility for people of all ages to walk and cycle. It would be expected that the Greenway would boost tourism in the locality because it would provide an extended route for the existing Suir Blueway. The Greenway will provide a key amenity for local communities and encourage modal shift toward sustainable transport options.

Significance

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

Suir Blueway - Waterford Greenway Link



Local Authority	Tipperary
Section	Carrick on Suir to Kilmeaden
Project Length	20km
Project Stage	Phase 2: Options Selection
Project Category	Greenway
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	TBD
Forecast Cost Range	€20m - €40m

Other relevant Greenways in the Region

Marlfield to Cahir - Marlfield Village to Swiss Cottages, Waterford Greenway

General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use	✓

Background

The key driver for the project is the lack of interconnectivity between the Suir Blueway Tipperary and the Waterford Greenway. Tipperary County Council and Waterford City and County Council are exploring active travel options for providing this connectivity.
One such option is to develop a new greenway from Carrick-on-Suir to the Waterford Greenway near Kilmeaden to the benefit of communities on the route.

Project Description

This project aims to link the existing Waterford Greenway and Suir Greenway facilities with the provision of a new connection, which will increase the overall Greenway offering by approximately 20km.

Strategic Value/ Value to the Region

National
The development of this Greenway will support the delivery of the proposed National Cycle Network.

Regional
This project has the potential to expand the regional greenway network

Local
This project would boost tourism and would benefit the local economy. It would enhance safety for active travel users, while providing improved physical health and wellbeing benefits.

Significance

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

Youghal to Dungarvan Cycle Route



Local Authority	Waterford
Section	Youghal to Dungarvan Cycle Route
Project Length	28 km
Project Stage	Phase 2: Options Selection
Project Category	Greenway
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	TBD
Forecast Cost Range	>€20m

Other relevant Greenways in the Region

Midleton to Youghal Greenway (Cork); Waterford Greenway (Dungarvan to Waterford) (opened 2017); Dungarvan Mallow Greenway.

General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use

Background

The proposed project originated as part of of the 'pathfinder programme' to support the Irish Government's Sustainable Mobility Policy (2022). 'Pathfinder projects' are those which have been identified by the Department of Transport Sustainable Mobility Leadership Group as being exemplars of what can be achieved with respect to sustainable mobility, capable of being scaled up and rolled out elsewhere in the country and required to be completed by 2025. This project is now being progressed outside of the pathfinder programme.

Project Description

This is an active travel project that may potentially require implementation of a segregated facility on the national road in conjunction with 'Quiet Road' interventions on local roads and possible linkages with multi-modal solutions where necessary, e.g. where challenging gradients exist or there is no available existing road space or land cannot be acquired. The scope of this project does not envisage the provision of a full greenway between Youghal and Dungarvan.

Strategic Value/ Value to the Region

National

Will contribute to continuous cycle connectivity from Cork City to Waterford City, forming part of the National Cycling Network.

Regional

Will provide an Active Travel link between the Midleton to Youghal Greenway and the Waterford Greenway (Dungarvan to Waterford).

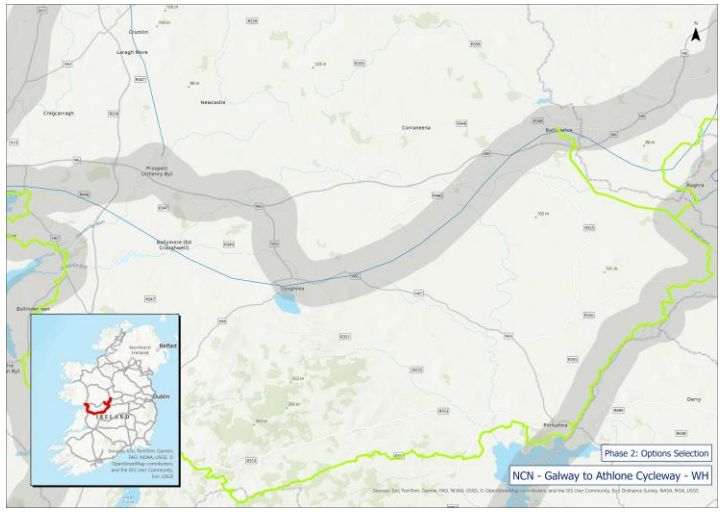
Local

This scheme may provide some opportunity for modal shift for smaller settlements in the area.

Significance

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

National Cycle Network - Galway to Athlone Cycleway



Local Authority	Galway City Council and Galway, Roscommon and Westmeath County Councils
Section	Galway to Athlone
Project Length	205 km
Project Stage	Phase 2: Options Selection
Project Category	Greenway
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	2029 (Indicative – Subject to Approvals)
Forecast Cost Range	>100m

Other relevant Greenways in the Region

The wider Galway to Dublin National Cycle Network

Connemara Greenway - Galway to Oughterard

General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use	✓

Background

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

Westmeath County Council, as lead authority, together with Galway City Council and Galway, Roscommon and Offaly County Councils are currently delivering the iconic project through Phase 3 Design and Environmental Evaluation of the TII Project Management Guidelines.

Project Description

The Galway to Athlone section of the Galway to Dublin Cycleway extends from Ballyloughane, in Galway City to Athlone Castle. This route runs from to Galway City to Athlone Castle close to the towns of Oranmore, Clarinbridge, Kilcolgan, Ballinderren, Kinvara, Gort, Woodford, Portumna, Meelick and Shannonbridge. It also includes a link to Ballinasloe.

Specific Landowner engagement continues with landowners in the emerging preferred route corridor. It is anticipated that the scheme will be delivered in phases, following on from a recent phasing strategy report, with the section from Athlone to Shannonbridge (27km) being prioritised first.

Strategic Value/ Value to the Region

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

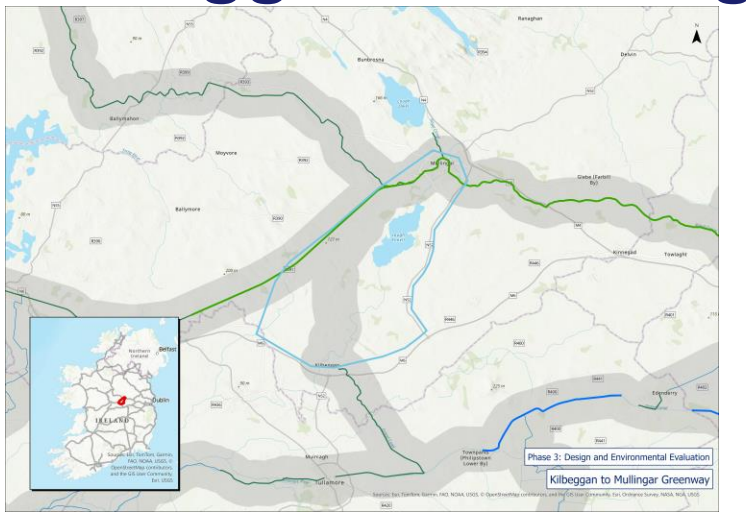
Regional
This scheme will form part of a strategic network of Greenways that connect main urban centres. It will have links to other existing and future Greenways, along with connections to existing cycling and walking infrastructure. It will connect to the existing Athlone to Maynooth Greenway to form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

Local
The Greenway will provide a convenient and safe link between residential areas and several key destinations. This will encourage a shift away from cars and towards sustainable modes of transport. A shift towards sustainable modes of transport will help to reduce carbon emissions from transport.
The link will bring more visitors into the Galway city and other key town centres, and it will improve access for existing residents.

Significance

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

Kilbeggan to Mullingar Greenway



Local Authority	Westmeath
Section	Kilbeggan to Mullingar
Project Length	To be Confirmed
Project Stage	Phase 3: Design and Environmental Evaluation
Project Category	Greenway
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	TBD - As Planning & Design progresses
Forecast Cost Range	€20m - 40m* (Indicative)

Other relevant Greenways in the Region

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

General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use	✓

Background

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

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

Westmeath County Council are currently progressing the Project through Phase 2 (Options Selection) of the TII Project Management Guidelines.

Project Description

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

Strategic Value/ Value to the Region

National

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

Regional

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

Local

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

Significance

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

Rosslare Strand to Rosslare Harbour Greenway



Local Authority	Wexford
Section	Rosslare Strand to Rosslare Harbour
Project Length	6 km
Project Stage	Phase 2: Options Selection
Project Category	Greenway
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	TBC
Forecast Cost Range	€5m - €10m

Other relevant Greenways in the Region

Rosslare to Waterford Greenway project, currently on hold pending the outcome of the All Island Strategic Rail Review. Wexford Town to Rosslare Strand Greenway.

General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use	✓

Background

The delivery of the Rosslare to Waterford Greenway project was delayed and put on hold in 2021, pending the outcome of the All-Island Strategic Rail Review. The advance delivery of a 6km section of that greenway, is proposed i.e. from Rosslare Strand to Rosslare Harbour. This section would not use the old rail line and so would not be affected by the outcome of the rail review.

Project Description

Proposed greenway expected to commence in vicinity of Station Road in Rosslare Strand. Proposed greenway will extend in south easterly direction from Rosslare Strand to Rosslare Harbour & aims to tie into the N25 in the vicinity of Mary's Terrace. Proposed greenway route likely to interface with other existing & proposed transport infrastructure in study area including Dublin-Rosslare rail line & proposed Rosslare Europort Access Road. Proposed Rosslare Strand to Rosslare Harbour Greenway expected to be approx. 4-6km in length. Project aims to provide high-quality link for cyclists & pedestrians.

Strategic Value/ Value to the Region

National

Will possibly form part of the National Cycling Network.

Regional

If the proposed Rosslare to Waterford Greenway (currently on hold) is progressed in the future with a new starting point at Rosslare Strand, this would provide connectivity to other greenways in the southeast region.

Local

Will promote a modal shift and provide for recreation and leisure use

Significance

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

Wexford Town to Rosslare Strand Greenway



Local Authority	Wexford
Section	Wexford Town to Rosslare Strand
Project Length	14km
Project Stage	Phase 2: Options Selection
Project Category	Greenway
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	TBC
Forecast Cost Range	€20m to €40m

Other relevant Greenways in the Region

Rosslare to Waterford Greenway, Rosslare Strand to Rosslare Harbour Greenway

General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use	✓

Background

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

Project Description

The Wexford Town to Rosslare Strand Greenway is proposed to be approximately 14km. A proposed trailhead at Ferrybank would offer unspoiled vistas over Wexford Harbour and the Wexford Town skyline. The greenway is proposed to hug the coastline of Wexford Harbour as much as possible as the route passes due south, while minimising the impact on the unique landscape of the South Slobs before arriving in Rosslare Strand.

Strategic Value/ Value to the Region

National

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

Regional

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

Local

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

Significance

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

Arklow to Shillelagh Greenway



Local Authority	Wicklow
Section	Arklow to Shillelagh
Project Length	33 km
Project Stage	Phase 3: Design and Environmental Evaluation
Project Category	Greenway
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	TBC
Forecast Cost Range	€20m - €30m

Other relevant Greenways in the Region

Wicklow to Greystones

Background

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

Project Description

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

Strategic Value/ Value to the Region

National

Support activity-based tourism in National Planning Framework
Supports Smarter Travel
Supports National Physical Activity Plan

Regional

Connect villages and communities
Attract visitors, bringing economic benefit
Identified in the Greater Dublin Area Cycle Network Plan

Local

High-quality off-road amenity for walking and cycling
Utilises sections of former railway line
Includes and enhances existing recreational trails
Supports Local Area Plan objectives for towns and villages along the route

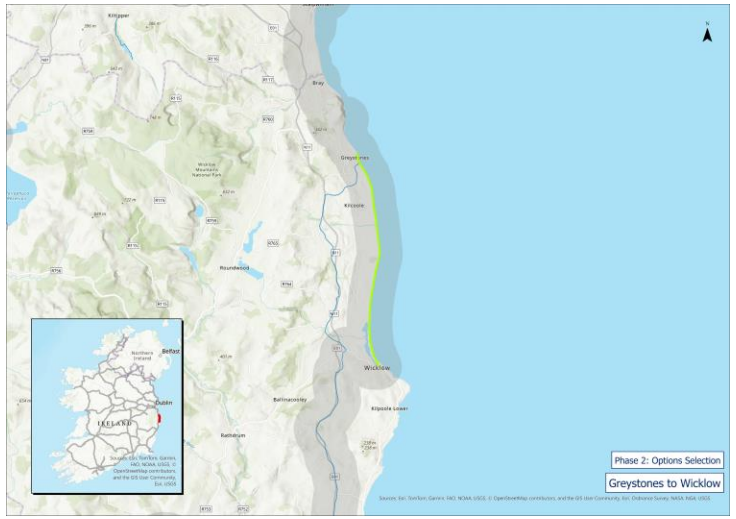
General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use	✓

Significance

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

Greystones to Wicklow



Local Authority	Wicklow
Section	Greystones to Wicklow
Project Length	20 km
Project Stage	Phase 2: Options Selection
Project Category	Greenway
Next IG Gateway	Gate 1 Approval in Principle
Construction Timeframe	TBC
Forecast Cost Range	€15m - €25m

Other relevant Greenways in the Region

Arklow to Shillelagh Greenway

General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use	✓

Background

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

Project Description

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

Strategic Value/ Value to the Region

To be advised as Planning & Design Progresses.

Significance

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

Bonneagar Iompair Éireann
Transport Infrastructure Ireland

7.2 Greenways

Progressing to Construction



South Kerry Greenway - Glenbeigh to Cahersiveen



Local Authority	Kerry
Section	Glenbeigh to Cahersiveen
Project Length	27 km
Project Stage	Phase 5: Enabling and Procurement
Project Category	Greenway
Next IG Gateway	Gate 3 Approval to Proceed
Construction Timeframe	Present -2030
Forecast Cost Range	€80m

Other relevant Greenways in the Region

North Kerry Greenway
Cockleshell Road to the Spa

General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use	✓

Background

The 27km section of South Kerry Greenway now at enabling and procurement stage comprises of a shared walking and cycling route commencing at Cahersiveen town. From there it travels northwards towards Kells and onto the coast before crossing the Gleensk River Viaduct. The route passes through a series of tunnels and follows the Behy river valley before arriving at its end point in the village of Glenbeigh

Project Description

Circa 10 kms of the greenway have been constructed with a further 7 kms under construction and a further 7kms at tender stage. It is expected that by Q3 2027 that a total of 17kms will be open. Land acquisition and construction will continue on remaining sections with an expected completion date of 2030.

Strategic Value/ Value to the Region

National
The development the South Kerry Greenway would create a 27km off road National Greenway, in line with 'Strategy for the Future Development of National and Regional Greenways'.In addition, the route will form part of EuroVelo 1.

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

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

Significance

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

* Based on Early Forecast Cost range.

Great Western Greenway - Newport Village



Local Authority	Mayo
Section	Great Western Greenway – Newport Village
Project Length	1.5 km
Project Stage	Phase 5: Enabling & Procurement
Project Category	Greenway
Next IG Gateway	Gate 3 Approval to Proceed
Construction Timeframe	2028 (Subject to Design and land acquisition)
Forecast Cost Range	€1m - €4m

Other relevant Greenways in the Region

Great Western Greenway - Westport

General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use	✓

Background

The Great Western Greenway from Westport to Achill (part of the EuroVelo 1 Atlantic Coast Route) passes through the town of Newport. There is no dedicated cycle/pedestrian facility through the town. Greenway users use the N59 National Secondary Road carriageway or footpaths to negotiate their way through the town. This section is the key missing piece of the 48km Great Western Greenway.

Project Description

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

Strategic Value/ Value to the Region

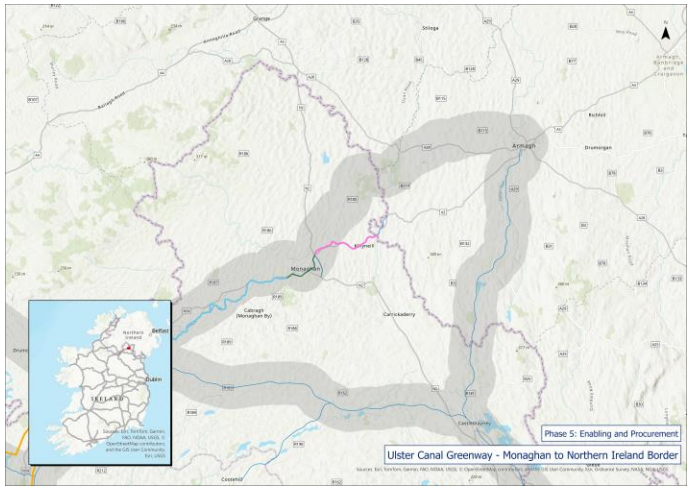
Local
High tourism potential.

Significance

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

The Ulster Canal Greenway - Monaghan to Northern Ireland Border

Bonneagar Iompair Éireann
Transport Infrastructure Ireland



Local Authority	Monaghan
Section	Monaghan to the Northern Ireland border
Project Length	c. 30km
Project Stage	Phase 5: Enabling & Procurement
Project Category	Greenway
Next IG Gateway	Gate 3 Approval to Proceed
Construction Timeframe	2026 – 2027
Forecast Cost Range	€20m to €30m* (Indicative)

Other relevant Greenways in the Region

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

Background

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

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

Monaghan County Council have appointed a contractor to construct the project, works commencing in late October 2026, it is anticipated that works will be completed in Q4 2027.

Project Description

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

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

Strategic Value/ Value to the Region

National

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

Regional

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

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

Local

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

General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use	✓

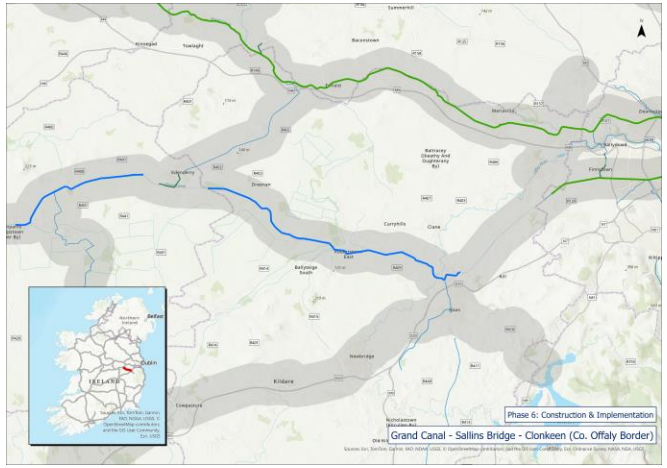
Significance

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

7.3 Greenways at Construction



Grand Canal - Sallins Bridge to Clonkeen



Local Authority	Kildare
Section	Sallins Bridge to Clonkeen (Co. Offaly Border)
Project Length	29km
Project Stage	Phase 6: Construction & Implementation
Project Category	Greenway
Next IG Gateway	Intervention
Construction Timeframe	Q3 2026 to Q4 2028
Forecast Cost Range	€10.5 - €15m

Other relevant Greenways in the Region

Barrow Blueway
Royal Canal Greenway

General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use	✓

Background

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

Project Description

Construction of 26 km of a new Greenway along the Grand Canal from Sallins to the Offaly border . The main components of the works include: -
Widening of the existing trail
- Resurfacing of the existing trail
- Improvements to public and private road junctions
- Construction of a boardwalk
- Construction of pedestrian bridges in Robertstown and Laytown
- Construction of various ancillary works

Strategic Value/ Value to the Region

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

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

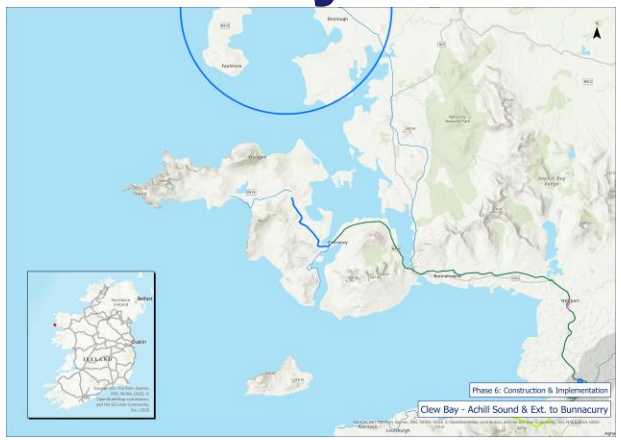
Local
A safe and accessible recreational space for locals and visitors

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

Significance

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

Clew Bay Greenway - Achill Sound to Bunnacurry



Local Authority	Mayo
Section	Achill Sound to Bunnacurry
Project Length	N/A
Project Stage	Phase 6: Construction & Implementation
Project Category	Greenway
Next IG Gateway	Review
Construction Timeframe	2028 Subject to Land Acquisition
Forecast Cost Range	€7m - €10m

Background

The concept of extending the Great Western Greenway onto Achill Island and into a longer distance iconic Greenway looping Clew Bay was conceived in 2015. The proposal includes the potential development of 60km of new Greenway on the northern and southern sides of Clew Bay and incorporating the islands of Clare and Innisturk to provide a uniquely distinctive and compelling offering. Part VIII Planning for Stage 1 of the project – Achill Sound to Bunnacurry was obtained in 2020 and approx. 5km of the route has been constructed to date. The remaining 5km is subject to land acquisition.

Project Description

The Clew Bay Greenway – Achill Sound to Bunnacurry is a 10km extension of the existing Great Western Greenway. The Greenway has been designed to appeal to both locals and visitors – being routed along local walking / cycling desire lines, close to key services and educational/ residential areas. The Greenway passes through wild landscapes and close to the Atlantic Ocean offering exceptional vistas and some of the most idyllic scenery on the Wild Atlantic Way.

Key features:

10km Greenway – Urban & Rural Sections

1km Boardwalk

Public Realm Enhancements incl. Rest Area Promenade

Strategic Value/ Value to the Region

National

The Clew Bay Greenway is an extension of the 44km Great Western Greenway and forms an integral part of the National Cycle Network and the transnational Eurovelo 1 Atlantic Coast Cycle Route supporting modal shift and contributing to national climate change objectives.

Being located along the Wild Atlantic Way the Greenway will provide a sustainable tourism offering appealing to both domestic and international markets and support the economic potential of the Wild Atlantic Way.

Regional

The Clew Bay Greenway provides the underlying infrastructure to support existing enterprises, leverage new private sector investment, creating employment and bringing socio economic benefits to coastal, island and peripheral communities of the Wild Atlantic Region.

As a unique tourism offering, connecting visitor experiences and attractions in the region, the Greenway supports more balanced visitor dispersal throughout the region, thereby promoting sustainability.

Local

The Greenway will link town, village and island communities between Westport and Achill, enabling sustainable opportunities for modal shift, Active Travel and greater recreational opportunities. Additionally, the facility provides opportunities for local communities to support a biodiverse rich environment along its corridor.

Other relevant Greenways in the Region

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

General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use	✓

Significance

Flagship Activity Attraction on Ireland's Wild Atlantic Way	✓
Catalyst Project for Fáilte Ireland's Clew Bay Visitor Experience Development Plan facilitating visitor connectivity to the islands of Clew Bay	✓
Facilitates the National Cycle Network & Active Travel	✓
Part of EuroVelo 1 (Atlantic Coast Route)	✓
Connects Tourist destinations and attractions along Wild Atlantic Way incl. Wild Nephin National Park, Blue Flag Beaches	✓
Connects Towns and Villages to facilities	✓
> 40km (Westport/Bunnacurry Greenway will be 55km and potential Clew Bay Greenway 100km)	✓

Great Western Greenway - Westport



Local Authority	Mayo
Section	Great Western Greenway – Westport (Attireesh)
Project Length	0.5km
Project Stage	Phase 6: Construction & Implementation
Project Category	Greenway
Next IG Gateway	Intervention
Construction Timeframe	2026
Forecast Cost Range	€0.5m

Other relevant Greenways in the Region

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

General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use	✓

Background

The proposed Attireesh Greenway Link of the Great Western Greenway – Westport reduces severance issues associated with the construction of the N5 Westport to Turlough Road Project. It has achieved Part VIII planning and has progressed to construction. This section is a key missing link of the 42km Great Western Greenway.

Project Description

The proposed Attireesh Greenway Link will provide a connection from the underpass and the N5 Active Travel Route built in conjunction with the N5 Westport to Turlough Road Project and the existing Great Western Greenway. This link will also form a defined entrance to the Great Western Greenway and Western Way from Westport Town. An amenity area with Greenway Information will be provided along this link to inform cyclists and walkers.

Strategic Value/ Value to the Region

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

Regional
High Tourism Potential

Local
The objectives for the scheme are as follows:
To improve safety for all users of this route with particular emphasis on vulnerable road users;
To provide a facility that caters for commuting and school trips as well as for recreational and tourism use;
To be part of the entrance of the 49km Great Western Greenway from Westport to Achill;
To connect with key nodes in the area, the town centre, community facilities, businesses, housing developments, schools and hotels;
To provide a facility which is well designed and comfortable while also being consistent, attractive and interesting while also being integrated in the surrounding environment;
To provide a dedicated Cycle and Pedestrian route along the new N5 and provide a safer crossing point of the new N5.

Significance

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

Blacksod Bay Greenway



Local Authority	Mayo
Section	Blacksod Bay Greenway
Project Length	70km (In varying phases)
Project Stage	Phase 6: Construction & Implementation
Project Category	Greenway
Next IG Gateway	Intervention
Construction Timeframe	2026-2028 (Indicative – Subject to Approvals)
Forecast Cost Range	€5m - €15m

Other relevant Greenways in the Region

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

General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use	✓

Background

The Blacksod Bay Loop Greenway would consist of a greenway which would wrap around the dramatic Blacksod Bay, as well as encompassing the rugged Belmullet and Doohoma peninsula's located on either side of it, situated in the northwest corner of County Mayo. The main attractions and reasons for such a greenway include The Four lighthouses of Erris – Blacksod/Blackrock/Ballyglass and Eagle Island and the Award Winning Belmullet Tidal Pool, named as one of the top 10 Sea Pools in UK and Europe.

Project Description

The Blacksod Bay Loop Greenway would consist of a greenway which would wrap around the dramatic Blacksod Bay, as well as encompassing the rugged Belmullet and Doohoma peninsula's located on either side of it, situated in the northwest corner of County Mayo. Early delivery of sections as Quiet Road pilot schemes.

Strategic Value/ Value to the Region

National
Part of the Eurovelo 1 Atlantic Coast Route.

Regional
High Tourism Potential

Local
The objectives for the scheme include the following:
To enhance & promote tourism & develop a sustainable visitor attraction using where possible existing infrastructure in North Mayo.
Improving and enhancing safety along the Wild Atlantic Way and Euro Velo 1 routes & to incorporate discovery points along the route.
To provide a safe and sustainable transport corridor for vulnerable road users, using quiet routes as a priority and segregation where needed.
To improve the accessibility and connectivity between rural communities, employment areas, and other key services & points of interest using sustainable modes of transport.
To provide modal shift & decarbonise travel in North Mayo.
Provide a facility which is Scenic, Sustainable, Strategic, substantially Segregated and Shared use, offering lots to See and do.

Significance

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

Grand Canal Greenway - Daingean to Edenderry



Local Authority	Offaly
Section	Daingean to Edenderry (Delivered in sub-sections)
Project Length	c. 3.3km
Project Stage	Phase 6: Construction & Implementation
Project Category	Greenway
Next IG Gateway	Intervention
Construction Timeframe	2027 Completion
Forecast Cost Range	< €5m*

Other relevant Greenways in the Region

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

General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use	✓

Significance

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

Background

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

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

Project Description

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

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

Strategic Value/ Value to the Region

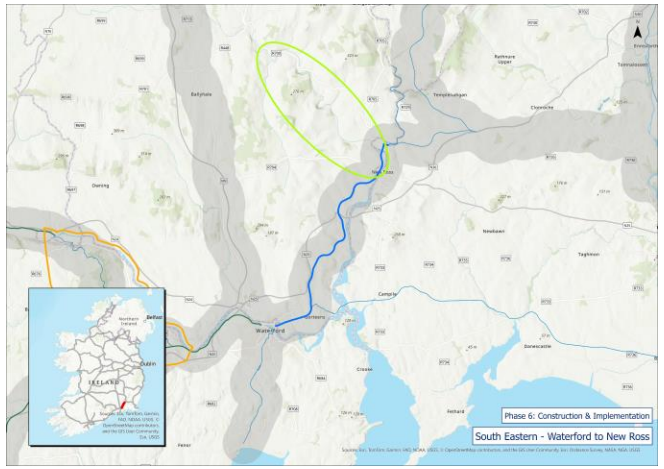
National
The development of this Greenway will support the delivery of the proposed National Cycle Network along the Grand Canal in County Offaly.
It will also when complete provide a link between Dublin and the River Shannon at Shannon Harbour.

Regional
The Offaly section of the Grand Canal Greenway stretches from Edenderry in the east to Shannon Harbour in the west of the county. The Greenway will provide for greater connectivity, boost tourism numbers and provide enhanced recreational areas for both local communities and visitors within the region.

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

* Based on Early Forecast Cost range.

South Eastern Greenway - Waterford to New Ross



Local Authority	Wexford
Section	Waterford to New Ross
Project Length	24.5km
Project Stage	Phase 6 Construction & Implementation
Project Category	Greenway
Next IG Gateway	Intervention
Construction Timeframe	2028
Forecast Cost Range	€20m to €40m

Other relevant Greenways in the Region

Waterford Greenway (Waterford to Dungarvan)
Rosslare to Waterford Greenway
Inistioge to New Ross Greenway

General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use	✓

Background

The South Eastern Greenway is a joint initiative of Wexford County Council, Kilkenny County Council and Waterford City & County Council, with Wexford County Council acting as the Sponsoring Agency. This project will provide a total of 24.5km of Greenway to be delivered in lots.

Project Description

The Greenway will be constructed along the former railway line between Mountelliott and Waterford, crossing the River Barrow via the renowned Red Bridge and passing through the scenic countryside of South Kilkenny, linking New Ross Co. Wexford to Waterford at Ferrybank.

Strategic Value/ Value to the Region

National
This Greenway will form part of the National Cycle Network which is due to connect New Ross to Waterford. When this Greenway becomes connected to the existing operational Waterford Greenway, it will offer a major tourist attraction to domestic and foreign markets.

Regional
The Greenway will link with the Waterford Greenway via the proposed North Quays and Bilberry Greenway projects, creating a 72km Greenway of regional significance from New Ross to Dungarvan. There are plans to link with the proposed Rosslare to Waterford Greenway. The Greenway has high tourism potential given its location in Ireland's Ancient East.

Local
The Greenway will offer substantial benefits to the local community, local businesses and will increase the potential for tourism in the area by providing a safe facility for people of all ages to walk and cycle. The Greenway will help counteract social isolation, promote well-being and will provide a key amenity for local communities, encouraging modal shift toward sustainable transport options.

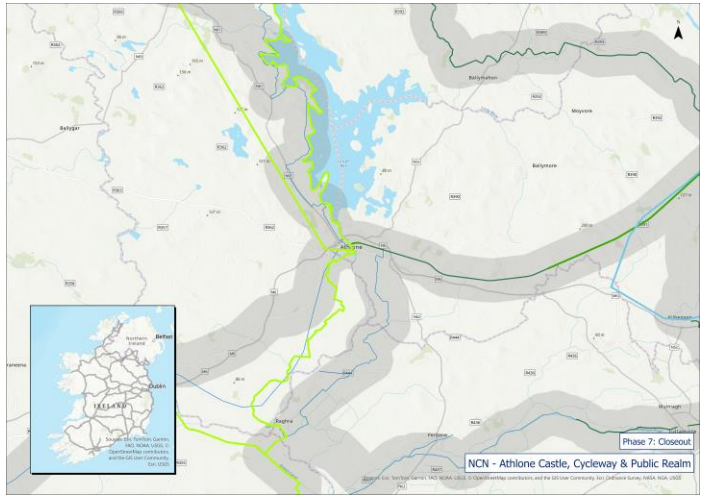
Significance

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

7.4 Greenways at Closeout



Athlone Castle, Cycleway & Public Realm



Local Authority	Westmeath
Section	N/A
Project Length	c. 0.1km
Project Stage	Phase 7: Close Out and Review
Project Category	Greenway
Next IG Gateway	Review
Construction Timeframe	2025
Forecast Cost Range	<1m

Other relevant Greenways in the Region

The Greenway forms part of the wider Galway to Dublin National Cycle Network

General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use	✓

Background

The National Galway to Dublin Cycleway will be Ireland's first ever dedicated inter-city route for cyclists and walkers. Forming part of the EuroVelo 2 (Capitals Route) route, it will stretch approximately 270km across the country providing a world class amenity for families, communities and tourists to enjoy. This upgrade, compliments works already completed at the Athlone Bridge & Cycleway project. It will consist of further improvement to the public realm at Athlone Castle.

Project Description

The Athlone Pedestrian and Cycleway Bridge over the River Shannon is a key component of the urban cycle network necessary to facilitate a safe off-road river crossing connecting the east and west of the country, and critically, connecting the east and west of Athlone town via a dedicated cycle route.

This project extends the NCN by a further c. 100m at Athlone Castle whilst also providing some Public Realm enhancement. It is being co-funded with the OPW.

Strategic Value/ Value to the Region

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

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

Local
The Greenway will provide a convenient and safe link between residential areas and several key destinations, such as Athlone town centre and the Athlone Institute of Technology. This will encourage a shift away from cars and towards sustainable modes of transport. A shift towards sustainable modes of transport will help to reduce carbon emissions from transport.
The link will bring more visitors into the town centre, and it will improve access for existing residents.

Significance

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

* Based on Total Scheme Budget

Midleton to Youghal Greenway



Local Authority	Cork
Section	Midleton to Youghal
Project Length	23km
Project Stage	Phase 7: Closeout & Review
Project Category	Greenway
Next IG Gateway	Post Project Completion Report
Construction Timeframe	2024 Completion
Forecast Cost Range	>€20m

Other relevant Greenways in the Region

Waterford Greenway
Dungarvan Mallow Greenway

Background

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

Project Description

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

Strategic Value/ Value to the Region

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

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

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

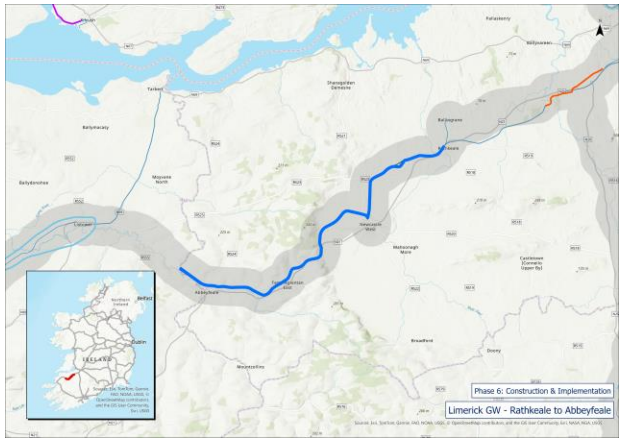
General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use	✓

Significance

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

Limerick Greenway - Rathkeale to Abbeyfeale



Local Authority	Limerick
Section	Rathkeale to Abbeyfeale
Project Length	40 km
Project Stage	Phase 7 Project Close Out
Project Category	Greenway
Next IG Gateway	Intervention
Construction Timeframe	Q4 2024
Forecast Cost Range	€5 - €20m**

Other relevant Greenways in the Region

Rathkeale - Adare - Patrickswell Greenway
North Kerry Greenway

General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use	✓

Background

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

Project Description

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

Strategic Value/ Value to the Region

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

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

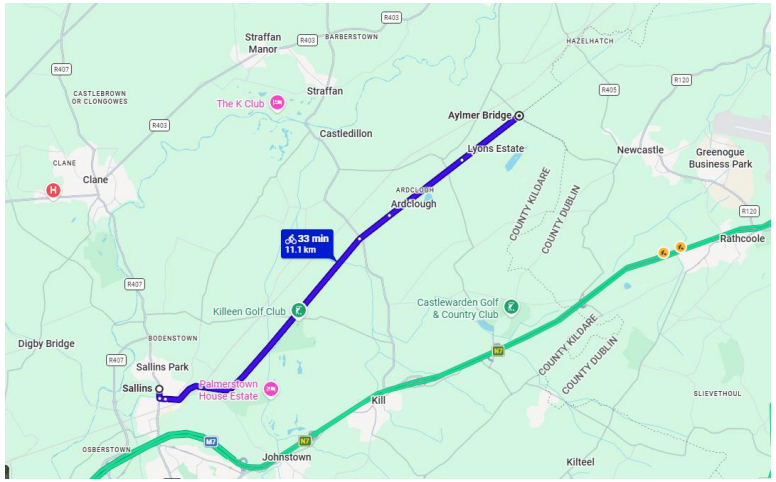
Local
The Limerick Greenway is socially sustainable in providing a key amenity for local communities, counteracting social isolation and promoting well-being. The Limerick Greenway promotes increased Active Travel, walking and cycling to encourage modal shift toward sustainable transport options.

Significance

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

*40km of route opened for use in 2021. Construction of accommodation and trailhead works ongoing in 2024.

Grand Canal – Sallins to Aylmer's Bridge



Local Authority	Kildare
Section	Sallins Bridge to Aylmer's Bridge
Project Length	11km
Project Stage	Phase 7: Close Out & Review
Project Category	Greenway
Next IG Gateway	Review
Construction Timeframe	2022 to 2024
Forecast Cost Range	€5M.

Other relevant Greenways in the Region

Barrow Blueway
Royal Canal Greenway

General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use	✓

Background

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

Project Description

Construction of 11km of a new Greenway along the Grand Canal from Sallins to Aylmers Bridge. The main components of the works include: - Widening of the existing trail

- Resurfacing of the existing trail
- Improvements to public and private road junctions
- Construction of a retaining wall in Sallins
- Construction of a pedestrian bridge in Sallins
- Construction of various ancillary works

Strategic Value/ Value to the Region

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

Regional
Connects South Dublin to Sallins/Naas, Roberstown and onto Tullamore (Offaly)

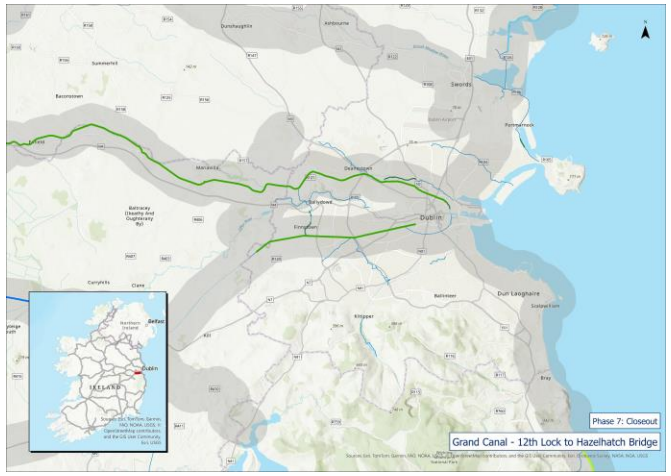
Local
A safe and accessible recreational space for locals and visitors

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

Significance

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

Grand Canal Greenway - 12th Lock to Hazelhatch Bridge



Local Authority	South Dublin
Section	12th Lock to Hazelhatch Bridge
Project Length	4.6km
Project Stage	Phase 7: Close Out and Review
Project Category	Greenway
Next IG Gateway	Ex-Post Evaluation
Construction Timeframe	Q1/24 – Q4/24
Forecast Cost Range	€5m - €10m

Other relevant Greenways in the Region

Boyne Greenway.
Royal Canal Greenway.

General alignment with the 5 S's

Scenic, Strategic, Sustainable, Offers lots to See and Do, Substantially Segregated & Shared Use	✓

Background

Contribute to the development of the overall Greenway Strategy from the Grand Canal Dock in Dublin to Shannon Harbour.

Project Description

Construction of approximately 4.6km of new Greenway which forms part of the larger Grand Canal scheme. The Greenway will link the townlands of Hazelhatch, Loughtown Lower, Balscott, Stacumney Cottage, Mullauns, Coolscuddan, Gollierstown and Ballymakaily. This project was completed in 2024. Project part funded by local authority.

Strategic Value/ Value to the Region

Regional
Greenways can assist in attracting visitors away from the busy traditional tourist centres and into rural communities. The associated job creation potential in local tourism and hospitality businesses is significant.

Local
The Greenway provides a commuter route to service the Grange Castle Business Park (GCBP) and the wider residential community of Lucan/Clondalkin and west Dublin.

Significance

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

7.5 Greenways at Phase 0



Other Greenways Projects - Phase 0 Scope & Pre-Appraisal

Greenway Name	Local Authority	Project Stage	Next Infrastructure Guidelines Approval Gate
Abbeyleix to Portlaoise	Laois	Phase 0: Scope and Pre Appraisal	Gate 1 - Approval in Principle
NCN Adare Patrickswell	Limerick	Phase 0: Scope and Pre Appraisal	Gate 1 - Approval in Principle
Grand Canal Greenway - Shannon Harbour to Banagher	Offaly	Phase 0: Scope and Pre Appraisal	Gate 1 - Approval in Principle

PART C

Active Travel Projects



Active Travel Projects at Planning & Design

Project Name	Local Authority	Project Stage	Next Infrastructure Guidelines Approval Gate	Construction Timeframe
N8 Cycleway from Tivoli to Little Island	Cork	Phase 2: Options Selection	Approval Gate 1 - Approval in Principle	TBD
AT - N22 Baile Bhuirne Macroom Active Travel	Cork	Phase 2: Options Selection	Approval Gate 1 - Approval in Principle	TBD
N15 Cappry to Ballybofey	Donegal	Phase 3: Design and Environmental Evaluation	Approval Gate 1 - Approval in Principle	TBD
N56 Dunfanaghy to Portnablagh	Donegal	Phase 3: Design and Environmental Evaluation	Approval Gate 1 - Approval in Principle	TBD
N56 Dunkineely	Donegal	Phase 3: Design and Environmental Evaluation	Approval Gate 1 - Approval in Principle	TBD
Thomas Hynes Road	Galway	Phase 1: Concept & Feasibility	Approval Gate 1 - Approval in Principle	2026
N63 Abbeyknockmoy Village	Galway	Phase 4: Statutory Process	Approval Gate 2 - Pre Tender Approval	TBD
N72 Killorgin Approaches (Anglont)	Kerry	Phase 3: Design and Environmental Evaluation	Approval Gate 1 - Approval in Principle	TBD
N77 Kilkenny City Ring Road Cycle Facility Upgrade	Kilkenny	Phase 1: Concept & Feasibility	Approval Gate 1 - Approval in Principle	TBD
NCN R526 Limerick to Patrickswell Roadspace Reallocation	Limerick	Phase 0: Scope and Pre Appraisal	Approval Gate 1 - Approval in Principle	2028
N60 Heathlawn to Balla	Mayo	Phase 3: Design and Environmental Evaluation	Approval Gate 1 - Approval in Principle	TBD
N2 Ballyalbanny Jct to Coolshannagh RoB	Monaghan	Phase 2: Options Selection	Approval Gate 1 - Approval in Principle	TBD
N2 Monaghan, Corlat to Coolshannagh	Monaghan	Phase 2: Options Selection	Approval Gate 1 - Approval in Principle	TBD
N5 Bellangare	Roscommon	Phase 3: Design and Environmental Evaluation	Approval Gate 1 - Approval in Principle	TBD
N5 Frenchpark	Roscommon	Phase 3: Design and Environmental Evaluation	Approval Gate 1 - Approval in Principle	TBD

Active Travel Projects at Planning & Design

Project Name	Local Authority	Project Stage	Next Infrastructure Guidelines Approval Gate	Construction Timeframe
N5 Strokestown	Roscommon	Phase 3: Design and Environmental Evaluation	Approval Gate 1 - Approval in Principle	TBD
N5 Tulsk	Roscommon	Phase 3: Design and Environmental Evaluation	Approval Gate 1 - Approval in Principle	TBD
N5 Tulsk to Rathcrogan	Roscommon	Phase 2 - Options Selection	Approval Gate 1 - Approval in Principle	TBD
N15 Grange	Sligo	Phase 1: Concept & Feasibility	Approval Gate 1 - Approval in Principle	TBD
N17 Curry	Sligo	Phase 1: Concept & Feasibility	Approval Gate 1 - Approval in Principle	TBD
N4 Collooney to Castlebaldwin	Sligo	Phase 3: Design and Environmental Evaluation	Approval Gate 1 - Approval in Principle	TBD
N4 Toberbride to Collooney	Sligo	Phase 2: Options Selection	Approval Gate 1 - Approval in Principle	TBD
N2 Corlat to Collegiate College	Monaghan	Phase 4: Statutory Process	Approval Gate 2 - Pre Tender Approval	2027
N11 Kilmacanogue to Southern Cross Road	Wicklow	Phase 3: Design and Environmental Evaluation	Approval Gate 1 - Approval in Principle	TBD
N25 Burgery Dungarvan Connectivity Scheme	Waterford	Phase 3: Design and Environmental Evaluation	Approval Gate 1 - Approval in Principle	TBD
N52 Clonmellon	Westmeath	Phase 3: Design and Environmental Evaluation	Approval Gate 1 - Approval in Principle	2027
AT: N4/ N16 Sligo Urban	Sligo	Phase 2: Options Selection	Approval Gate 1 - Approval in Principle	TBD

Active Travel Projects at Planning & Design

Project Name	Local Authority	Project Stage	Next Infrastructure Guidelines Approval Gate	Construction Timeframe
N59 Ballysadare	Sligo	Phase 1: Concept & Feasibility	Approval Gate 1 - Approval in Principle	TBD
N72 Killorgin Approaches (Anglont)	Kerry	Phase 3: Design and Environmental Evaluation	Approval Gate 1 - Approval in Principle	TBD

Active Travel Projects Progressing to Construction

Project Name	Local Authority	Project Stage	Next Infrastructure Guidelines Approval Gate	Construction Timeframe
N76 Callan Bypass	Kilkenny	Phase 5: Enabling & Procurement	Approval Gate 2 - Pre Tender Approval	2027 and 2028

Active Travel Projects At Construction

Project Name	Local Authority	Project Stage	Next Infrastructure Guidelines Approval Gate	Construction Timeframe
AT: N71 Gallanes Active Travel Scheme	Cork	Phase 6: Construction and Implementation	-	Q4 2026
N56 Letterkenny Urban	Donegal	Phase 6: Construction and Implementation	-	Current Section to complete Dec 2026
N59 Newport to Derrada Realignment	Mayo	Phase 6: Construction and Implementation	-	Q3 2027
N60 Castlebar to Breaffy	Mayo	Phase 6: Construction and Implementation	-	Q1 2027
N67 South of Ballinderreen	Galway	Phase 6: Construction and Implementation	-	Q2 2027


Bonneagar Iompair Éireann
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