



Transport Infrastructure Ireland

# Road Safety Improvement Scheme Programme Activity Report 2025

March 2026



# Foreword from TII's Chief Executive

**I am pleased to introduce Transport Infrastructure Ireland (TII)'s Road Safety Improvement Scheme Programme Activity Report. This report highlights the safety schemes funded by TII, the scale of delivery across Ireland's 31 Local Authorities, and how our work aligns with the TII Statement of Strategy, Ireland's Road Safety Strategy 2021–2030, and the EU Road Infrastructure Safety Management (RISM) Directive.**

Together, these frameworks underpin our commitment to Vision Zero and the Safe Systems approach. Safety is one of TII's core organisational goals. Our investment decisions are informed by rigorous analysis and a proactive approach to risk, ensuring that we meet our responsibilities under the national strategy while continually improving the safety performance of the National Roads network.

Ireland's Road Safety Strategy aims to halve road deaths and serious injuries by 2030, and achieve zero fatalities by 2050. TII plays a central leadership and supporting role in achieving these aims, and the Road Safety Improvement Scheme Programme is a key part of TII investment in road safety that delivers road safety schemes. Adoption of the Safe Systems approach and the EU RISM Directive ensures that safety risks are systematically identified, prioritised, and addressed.

Effective delivery of the programme relies on strong partnerships with Local Authorities, An Garda Síochána, the Road Safety Authority, the Department of Transport, and other stakeholders. These collaborations ensure evidence-based decision making and consistent, high quality safety improvements across the national network.

Looking ahead, TII is committed to Ireland's road safety targets and Vision Zero. By strengthening collaboration, applying Safe Systems principles, and investing in data driven safety interventions, TII will continue to deliver and maintain the National Roads network that supports communities we serve, and provide a safe, efficient, and integrated transport network for all road users.



**Lorcan O'Connor**  
Chief Executive, Transport Infrastructure Ireland



# Road Safety at TII

TII’s responsibilities in road safety include policy and standards development, research and data analysis, training, coordination and investment. These functions support delivery of **Ireland’s Road Safety Strategy** and the **Vision Zero objective**.

This report focuses on those elements of TII’s role that are most directly involved in the **Road Safety Improvement Scheme programme** and implemented in coordination with Local Authorities and our partners.

These include the identification and prioritisation of safety issues through data and analysis, the funding and resourcing of schemes, and the monitoring and evaluation of scheme impacts. Standards, audit processes and coordination arrangements provide the governance framework within which these schemes operate.

Figure 0.1 illustrates the wider road safety role within which the Road Safety Improvement Scheme programme operates.



Figure 0.1: Road Safety at TII



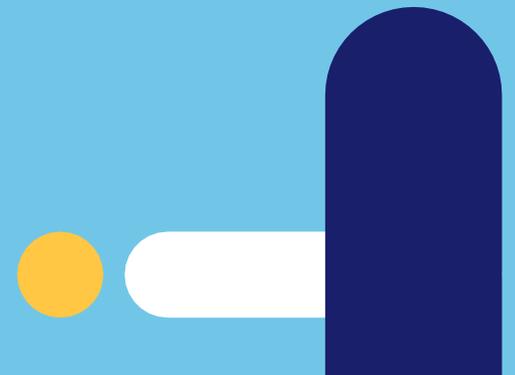
Safe routes to school Strokestown, Roscommon

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# Policy Context



# TII Road Safety Improvement Programme

## Strategies, EU Directives and Regulations underpinning Road Safety on National Roads

### EU RISM Directive

Transport Infrastructure Ireland (TII) implements the **EU Road Infrastructure Safety Management (RISM) Directive** on behalf of the Department of Transport.

The Directive was transposed into Irish law in 2021 (S.I. No. 612 of 2021) and sets out a consistent framework for improving road safety on national roads and the Trans-European Transport Network (TEN-T).

The RISM Directive requires TII to take a proactive and structured approach to road safety, including:

- Network-wide road safety assessments
- Regular road safety inspections
- Road safety impact assessments for new road schemes
- Road safety audits
- Development of safety standards and training
- Use and management of collision data, including Garda data

These activities help identify risks early and target investment where it can have the greatest safety benefit.

### Supporting Ireland’s Road Safety Goals

TII is a key stakeholder in delivering **Ireland’s Road Safety Strategy 2021–2030**, supporting national targets to:

- Halve road deaths and serious injuries by 2030
- Achieve Vision Zero (zero road deaths) by 2050

TII works closely with our partners in Local Authorities and collaborates with An Garda Síochána, the National Transport Authority, the Road Safety Authority, and the Health and Safety Authority to deliver these actions.

### The Safe System Approach

TII adopts the Safe System approach, recognising that people make mistakes and that roads should be designed to reduce the risk of serious injury or death. This includes promoting safer road layouts and more forgiving roadsides.

### Turning Policy into Action

Safety is a strategic goal in **TII’s Statement of Strategy 2026 – 2030**, aiming to reduce the risk and number of collisions, injuries and fatalities on all of our networks. TII’s **Road Safety Improvement Scheme Programme** is a key delivery mechanism, targeting investment using collision data and a proactive, risk-based approach, and demonstrating how TII delivers its commitments under Ireland’s Road Safety Strategy.



Figure 1.1 TII Road Safety Improvement Programme

# EU RISM Directive in Practice

## TII's Road Safety Analysis, Standards and Training

### Network-Wide Road Safety Assessment (NWA)

- The NWA classifies the National Roads network into five safety levels (1 = best safety level and 5 = poorest safety level). It is calculated using reactive data (historical collisions) and proactive indicators (observed infrastructure risks).
- It highlights roads with poor safety levels that should be prioritised for safety improvements.
- Completion of the NWA ensures that Ireland is in compliance with the RISM Directive (Article 5) – all EU members must complete NWA by October 31<sup>st</sup> 2025, and update every 5 years there after.
- This meets European legislative requirements and supports Ireland's Road Safety Strategy 2021–2030 and is an evidence based Safe Systems approach.

### Network Safety Analysis (HCL)

- Network Safety Analysis uses collision data and vehicle kilometres travelled to identify High Collision Locations (HCL).
- Similar methods have been used in Ireland since the 1970s.
- Each high collision location is reviewed, issued to each Local Authority.
- Local Authorities use the analysis to help identify the collision problem and to determine a suitable engineering measure to improve safety performance.

### Road Safety Inspections (RSI)

- RSI involves a visual inspection of all National Roads, in day and night conditions, to identify defects or conditions that may pose a safety risk.
- It is conducted by qualified teams of chartered engineers with competency under EU RISM in road safety audit.
- RSI includes drive-through surveys, video capture, GPS tagging, and evidence-based risk rating.

### Road Safety Impact Assessments

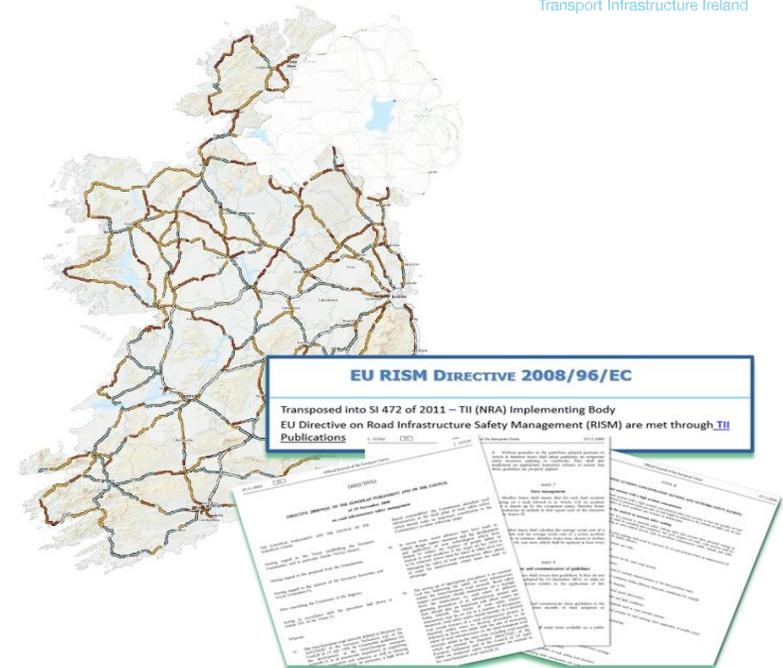
- A Road Safety Review Report, carried out during the early phases of a scheme, assesses safety impacts that can be mitigated or avoided.

### Road Safety Audits (RSA)

- RSA are mandatory on all National Roads.
- They are conducted at preliminary and detailed design stages and after construction.
- Road Safety Auditors with qualifications set out in S.I. No. 612 of 2021 are permitted to conduct RSA.

### Development of Standards and Training

- TII is responsible for devising national standards for the above processes, which are available on-line from [TII Publications](#).
- Road Safety Auditor training to meet the academic requirements of the EU RISM Directive is available from the Atlantic Technological University.

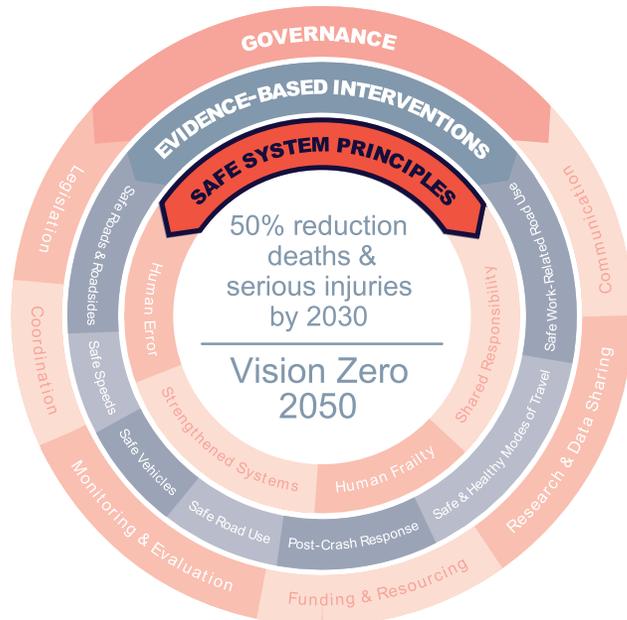


# Ireland's Government Road Safety Strategy 2021-2030

## Towards Zero Fatalities through the Safe System Approach

### Vision Zero

- Ireland's Road Safety Strategy sets out to achieve a 50% reduction in road deaths and serious injuries by 2030 and ultimately reach zero fatalities and serious injuries by 2050: Vision Zero.
- This ambition aligns with EU and UN frameworks, including the UN SDG target to halve global road traffic fatalities by 2030.
- To stay on track, Ireland must reduce deaths from 144 to 72 or lower, and serious injuries from 1,259 to 630 or lower, by 2030.



### Safe System Principles

The Safe System approach represents internationally recognised best practice framework for road safety management and underpins the Vision Zero ambition. It was formally adopted by the Government of Ireland in 2021 and is guided by the following core Principles:



People make mistakes when using the roads, which can lead to collisions.



The human body has a limited ability to tolerate collision impacts.



There is a **shared responsibility** amongst those who design, build, manage and use the roads and vehicles to prevent or reduce collision impacts, and those who provide post-crash response to mitigate injury.

**All parts of the traffic system need to be strengthened** to multiply their effects and to ensure that road users are protected if one part in the system fails.

Figure 1.2 Government of Ireland's Road Safety Strategy 2021 - 2030

# Ireland's Road Safety Strategy 2021-2030

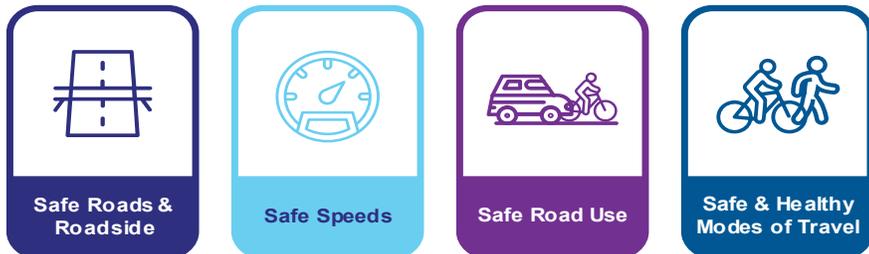
Towards Zero Fatalities through the Safe System Approach

## 7 Safe System Pillars:

In addition to the Safe System Principles, Ireland's Road Safety Strategy is structured into seven priority intervention areas, with Strategy actions organised under each:



Key Safe Systems Pillars for the TII Road Safety Improvement Scheme Programme:



### Safe & Healthy Modes of Travel

This pillar focuses on reducing risk across different travel modes by promoting safer options and creating safe environments for active travel. It prioritises safer modes such as public transport (bus, rail), and safe infrastructure for walking and cycling, recognising higher injury severity for unprotected road users. The goal is to enable healthy, active travel while minimising collision risks.

### Safe Speeds

Safe speeds are central to the Safe System approach. They ensure speed limits match the protection offered by road design, roadsides, and vehicles so collisions do not result in death or serious injury. This involves setting injury-minimising speed limits, designing roads and vehicles for safe speeds, and public education and enforcement of limits.

### Safe Roads & Roadsides

This pillar focuses on the planning, design, and operation of roads to reduce crash risk and severity. It aims to provide self-explaining roads that are easy to understand and use and create forgiving roadsides that minimise injury if collisions occur. Road infrastructure contributes to over 30% of crashes, so well-designed and maintained roads can prevent accidents. Safe System features like median safety barriers ensure driving errors do not result in death or serious injury.

### Safe Road Use

Safe Road Use focuses on promoting safe behaviours and standards to reduce fatalities and serious injuries. It includes compliance with speed limits and avoiding impairment (alcohol, drugs, fatigue, distraction), correct use of safety measures: seat belts, helmets, child restraints, setting standards for driver training and licensing, traffic legislation and enforcement to deter unsafe behaviours, public education and awareness campaigns, and leveraging safety technologies to support safer road sharing.

# Ireland's Road Safety Strategy 2021-2030

Ireland's Road Safety Strategy sets out a clear roadmap to ultimately reach zero fatalities and serious injuries by 2050. The roadmap is structured in three phases, each containing primary and supporting actions grouped under each of the seven **Safe System priority intervention areas**. Together, these interventions form an integrated plan to make Ireland's roads safer for all users and deliver the long-term vision of a transport system where no one is killed or seriously injured.

## 2021-2024 Phase 1 Action Plan

Key actions from Phase 1 included creating a safety rating system to target investment on high-risk sections, delivering around 60 safety improvement schemes annually with minor realignments to make roads more forgiving, and increasing divided road length on the National Primary Network. TII also advanced speed management measures and developed the National Cycle Network plan to support active travel.

## 2025-2027 Phase 2 Action Plan

Phase 2 contains 77 Supporting Actions, with the TII Road Safety Improvement Programme delivering TII's Supporting Action No. 2. TII is responsible for statutory delivery of the EU RISM Directive – with Local Authority supporting stakeholders. This includes the following evidence-based approaches to identify and prioritise road safety improvements:

- High Collision Location Programme • Road Safety Inspection (RSI) Programme
- RSI for systematic safety checks across the National Roads network.

TII will also deliver Action 6, 7, 8, 10 and 12 under the TII Road Safety Improvement Programme.

## 2028-2030 Phase 3 Action Plan



## 2025-2027 Phase 2 Action Plan

Phase 2 Action Plan

**2030**  
**50% reduction**

In deaths and serious injuries

**2050**  
Vision Zero

# TII Statement of Strategy 2026 - 2030

TII's [Statement of Strategy 2026–2030](#) sets our vision, priorities, and actions for managing Ireland's National Roads and Light Rail infrastructure, focusing on safety, sustainability, and efficiency. Safety is a key goal of the strategy, ensuring that all projects and operations contribute to reducing collisions and creating safer networks for all users. Achievement of this goal will involve achieving the strategic objectives set out below.

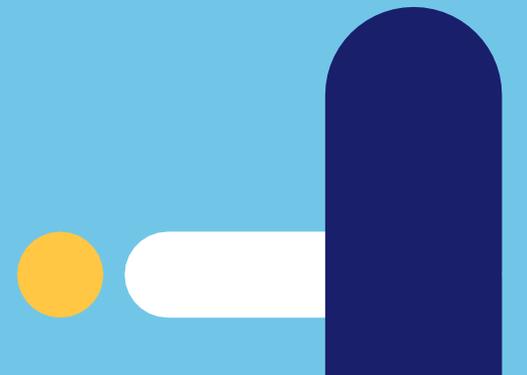
Goal	Strategic Objectives
<b>Safety</b> Reduce the risk and number of collisions, injuries and fatalities on all of our networks.	<ol style="list-style-type: none"><li>1. Embed TII's safety culture in all our activities through leadership, stakeholder engagement, training and communication.</li><li>2. Develop, implement, and maintain certification of TII's Safety Management Systems (Railway Organisation and Occupational Health and Safety) to manage safety risk.</li><li>3. Continuously improve the safety of workers engaged in TII construction and operations.</li><li>4. Make use of technologies, design standards and procedures to improve safety on all TII's networks.</li><li>5. Provide transport networks that are safe for all users.</li><li>6. Target investment based on analysis of data and a proactive risk-based approach on the National Roads and Light Rail Networks.</li><li>7. Deliver on TII actions in Ireland's Road Safety Strategy.</li></ol>



N24 Tower Road Junction Improvement Scheme, Kilkenny

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# **Network Safety Analysis and Risk- Based Prioritisation**



# Main Collision Types on National Roads in Ireland

Based on 2025 data



23%

## Head-On Collisions

Head-on collisions **occur on undivided roads when vehicles travelling in opposing directions collide**. They account for almost 40% of collisions on the single carriageway network.

These collisions frequently result in serious or fatal injuries due to the cumulative force generated by vehicles travelling at high speeds and the inability of the human body to withstand these forces.

### Safe System Approach

According to the Safe System Approach, head-on collisions can be prevented by reducing the amount of kinetic energy involved in a crash. This can be achieved either by reducing the road speed limit or by dividing the road to physically separate vehicles travelling in opposing directions.



32%

## Vulnerable Road Users

Collisions involving Vulnerable Road Users (VRUs), **including pedestrians, cyclists, and wheeling users such as e-scooter users**, account for almost a third of all collisions on the National Road Network (NRN). These collisions are **more likely to result in serious or fatal injuries** due to the limited tolerance of the human body to impact forces.

A pedestrian has around a 10% risk of fatal injury at 30 km/h, rising sharply to approximately 90% at 60 km/h. Around 11% of the NRN is located in urban areas with speed limits below 60 km/h, where vehicle–VRU interactions are more common.

### Safe System Approach

According to the Safe System Approach, fatal and serious VRU collisions can be prevented by reducing vehicle speeds to survivable levels or by providing physical separation between Vulnerable Road Users and motor vehicles.



23%

## Vehicle to Vehicle Collisions

Vehicle-to-vehicle collisions **typically occur during turning or lane-changing manoeuvres**. They are commonly associated with junctions and areas where traffic streams intersect, such as at-grade junctions including T-junctions, entrances, staggered junctions, and ghost-island junctions.

These collisions frequently result in serious or fatal injuries on rural roads due to the high vehicle speeds involved and the limited time available for drivers to react during conflict movements.

### Safe System Approach

According to the Safe System Approach, vehicle-to-vehicle collisions can be prevented by reducing road speed limits to survivable levels or by eliminating conflict points through the provision of grade-separated junctions.



20%

## Single Vehicle Collisions

Single-vehicle collisions **do not involve another vehicle or road user and most commonly involve a collision with a roadside feature**. They can occur due to speeds inappropriate for prevailing conditions such as rain, frost, or tight bends, as well as driver fatigue, distraction, inattention, or speeding.

These collisions are influenced by the presence of roadside features on the National Road Network, including road infrastructure such as signs, lighting, culverts, and bridges, as well as adjacent elements such as buildings, trees, waterways, street furniture, parked vehicles, and nearby land uses.

### Safe System Approach

In line with the Safe System Approach, TII's Road Safety Inspections assess the risk posed by roadside features and seek to provide forgiving roadsides by removing hazards or mitigating their severity where removal is not feasible.

# Prioritising Road Safety Improvement on the National Roads network

## Safe Systems Approach – Evidence-Based Interventions, Research and Data Sharing

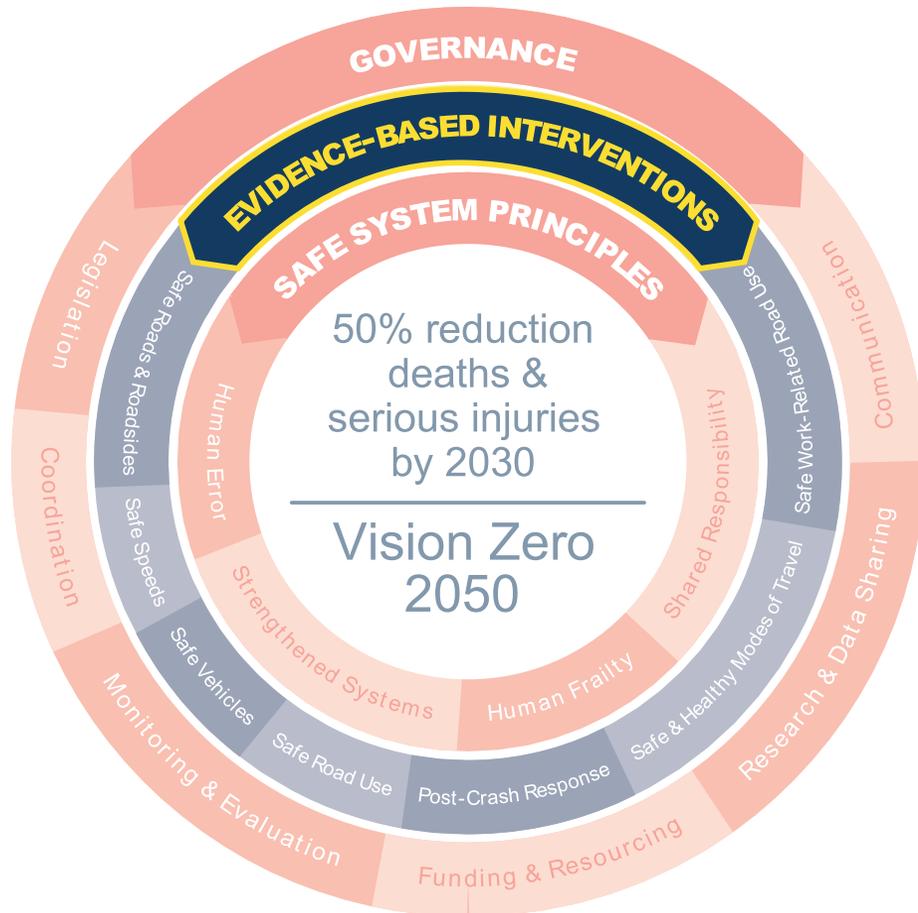


Figure 2.1 Government of Ireland’s Road Safety Strategy 2021 - 2030

### Reactive Evidence

TII regularly analyses collision data across the entire National Roads network (using standard GE-STY-01022). **High Collision Locations (HCLs)** are identified by comparing sites against set thresholds for similar types of roads. Each HCL is then reviewed for patterns to determine if targeted engineering solutions could improve safety. HCL data is shared with stakeholders.

### Proactive Evidence

Proactive **Road Safety Inspections (RSI)** (AM-STY-06044) involve visual checks of road infrastructure to spot risks and potential collision sites, even where there is little or no crash history. This approach helps identify and address latent risks, promoting forgiving roadsides and safer conditions before incidents occur. RSI data is shared with stakeholders.

### Integrated Evidence

**Network-wide Road Safety Assessment (NWA)** Both reactive and proactive findings are combined into a single safety score for each road segment. These scores are used to classify the network into five safety levels (from Level 1-highest safety - to Level 5-lowest safety), or at least three risk categories, to prioritise where interventions are most needed. NWA is shared with stakeholders.

# Prioritising Road Safety Improvement on the National Roads network

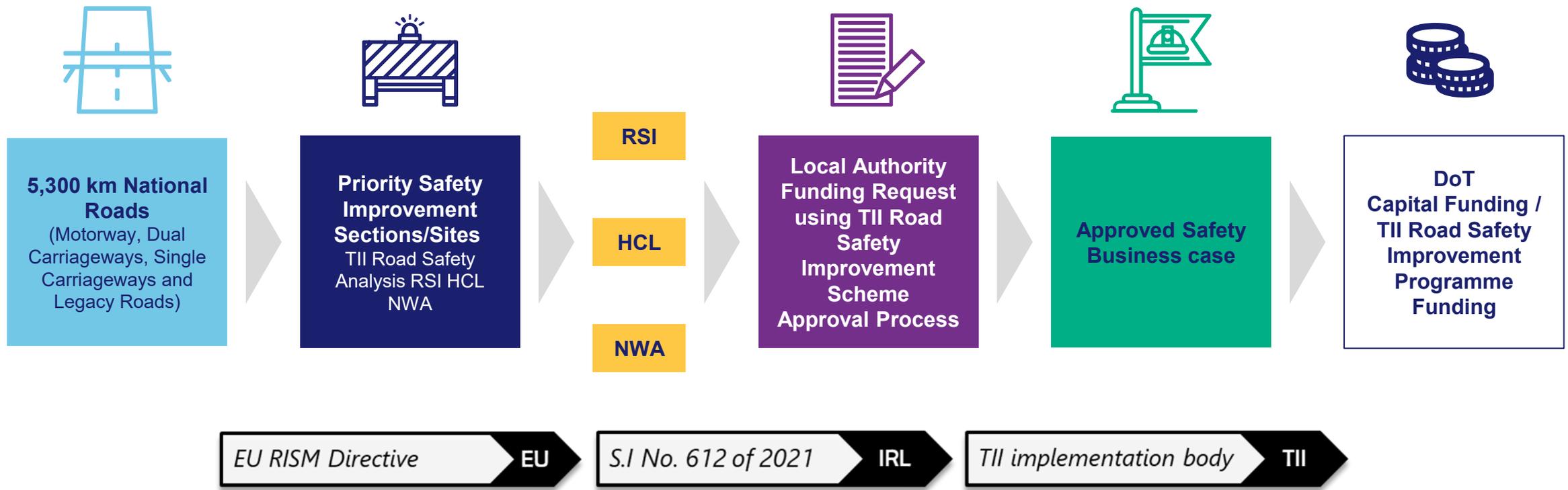
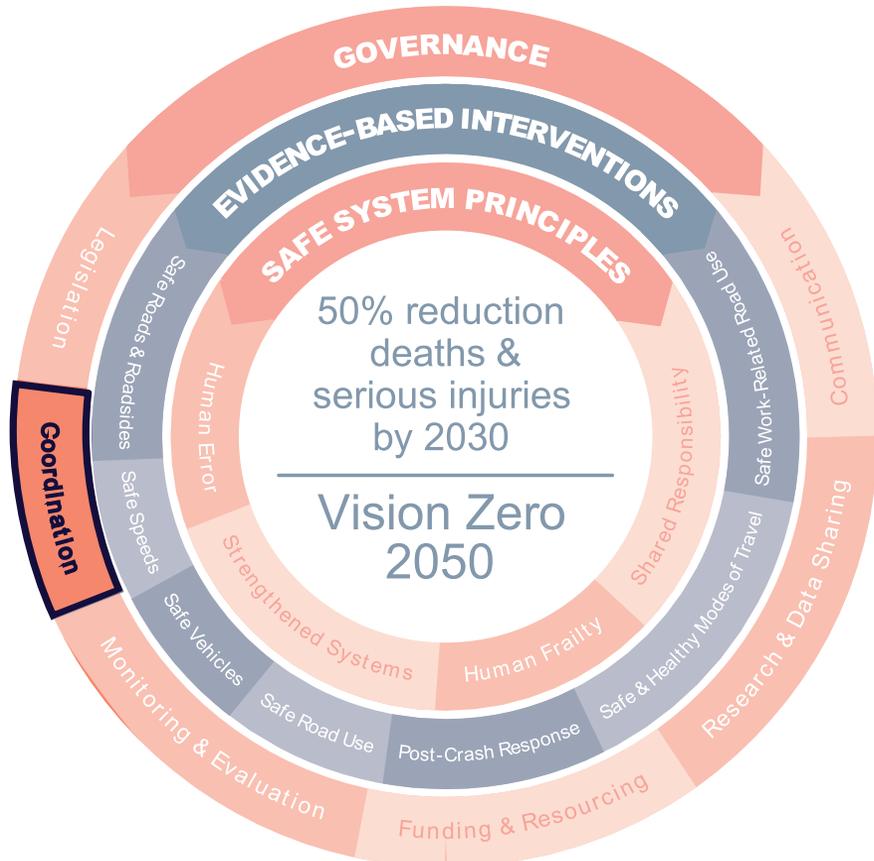


Figure 2.2 TII Process for Prioritising Road Safety Improvement Schemes, informed by EU RISM Directive road safety analysis processes

# Prioritising Road Safety Improvement on the National Network

## Safe Systems Approach – Coordination

TII must assess the safety performance of road networks using both reactive and proactive methodologies. This dual approach ensures that both existing crash risks and potential future hazards are identified and addressed. TII uses collision data from



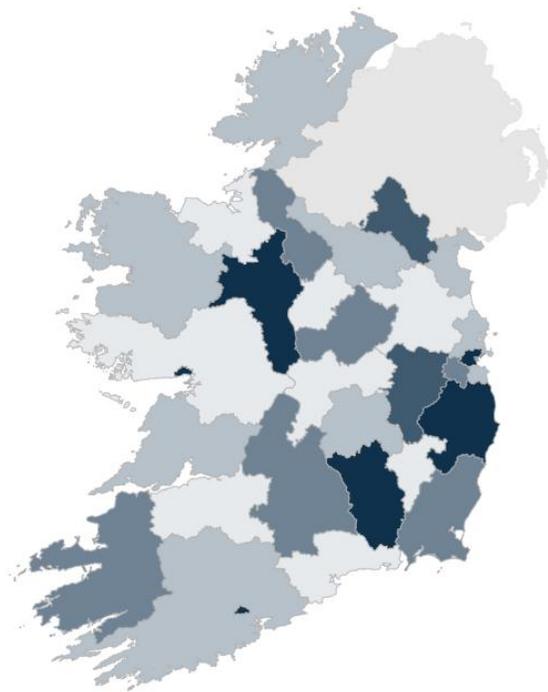
## Stakeholders and Coordination

**Road Safety Together Working Groups**

Riailtas na hÉireann  
Government of Ireland

An Roinn Iompair  
Department of Transport

Údarás Náisiúnta Iompair  
National Transport Authority



**31 City and County Local Authorities**

**Road Users**

Figure 2.3 Government of Ireland's Road Safety Strategy 2021 - 2030

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# Road Safety Improvement Scheme Approval Process



# Approval Process for Road Safety Improvement Schemes

## Project lifecycle phases and TII decision gateways

Every road safety improvement scheme managed by TII progresses through defined project lifecycle phases. This process is described in TII Standard GE STY 01037 available from [TII Publications](#).

### Project Lifecycle Phases



**Feasibility and Options** Phase 0 - 2

**Design and Environmental Evaluation** Phase 3

**Statutory Processes** Phase 4



**Detailed Design and Procurement Preparation** Phase 5

**Construction and project Closeout** Phase 6 - 7

### Road Safety approval gateways

#### Approval Gateway 1

TII approves the funding proposal based on the safety business case called the Feasibility and Options Report.

#### Approval Gateway 2

This gateway happens prior to construction. TII confirms that funding for the contract sum is approved.

#### Approval Gateway 3

This gateway happens when the scheme has been constructed and Road Safety Audit has been finalised.

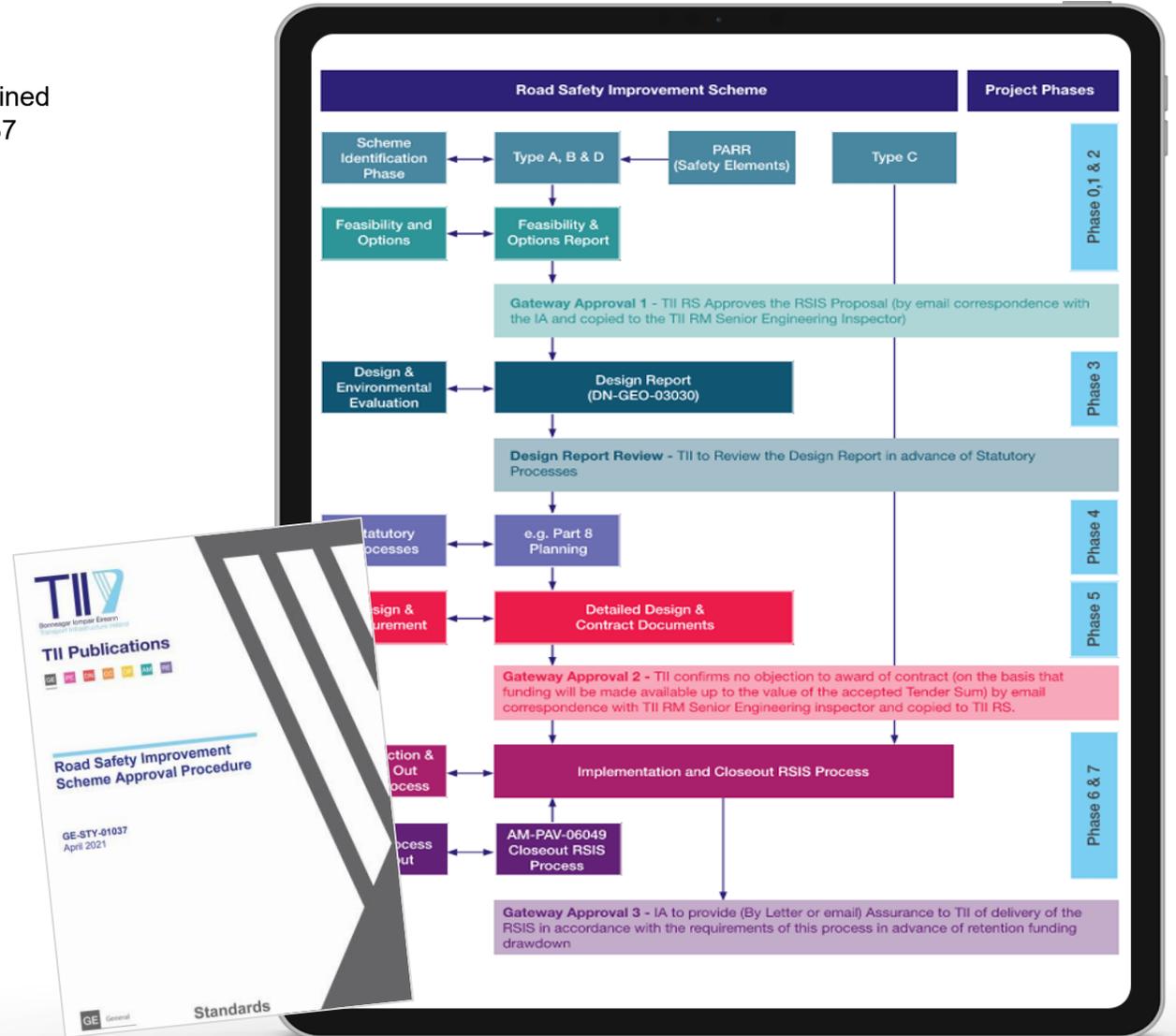


Figure 3.1 TII's Road Safety Improvement Scheme Approval Procedure, 2021

# Road Safety Improvement Schemes

## MMaRC Regions



### The Motorway Maintenance and Renewals Contracts (MMaRC) Network is divided into three regions:

- **MMaRC A** includes the Greater Dublin and Eastern Seaboard Area. It is approximately 160km in length including parts of the N/M1, N/M2, N/M3, N/M4, N/M7, M9 and N/M11.
- **MMaRC B** includes the Midlands/West of the country with approximately 256 km of carriageway and includes parts of the N/M4, N/M6, M7, N/M18, N19, M20 and N85.
- **MMaRC C** includes the South and South East and totals approximately 328 km in length and includes parts of the M7, M8, M9, N10, N20, N22, N24, N25, N28 and N40.

Road Safety Improvement schemes on the MMaRC networks follow the project lifecycle phases and decision gateways described on the previous page.



Figure 3.2 TII's MMaRC Network

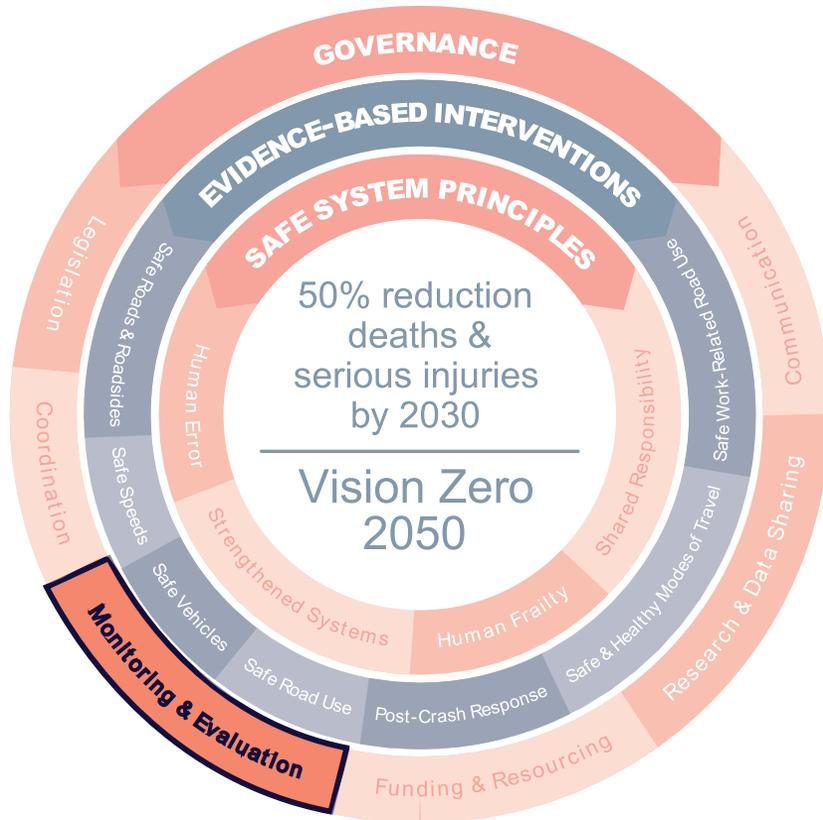
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# Monitoring & Evaluation

# Road Safety Improvement Scheme Impact

## Safe Systems Approach – Monitoring and Evaluation

In line with the Road Safety Strategy 2021-2030, TII must assess the safety performance of National Roads networks using both reactive and proactive methodologies. This dual approach ensures that both existing crash risks and potential future hazards are identified and addressed.



### Impact of TII Road Safety Schemes

The following section presents a selection of **10 Road Safety Improvement Projects** delivered by TII over the past five years, aligned with the four **Safe Systems** pillars (below). It highlights the impact of these schemes across the National Roads network, illustrating the types of safety improvements being achieved locally.

### Road Safety Improvement Schemes Pillars



- Safety Barrier
- Fencing Retro-fit
- Forgiving Roadside
- Divided Roads



- Junction Improvements
- Park and Share
- Hazard Signage
- Rural Bus Stops
- Urban Traffic Calming



- Rural Traffic Calming
- Speed Tables
- Transition Zones
- Safety Cameras



- Pedestrian Crossings
- Rural School Speed zones
- Active Travel Infrastructure

Figure 4.1 Government of Ireland’s Road Safety Strategy 2021 - 2030

# Urban Traffic Calming

## Urban Core, Safe Active Travel and Urban Schools

**County:** Kerry

**Location:** Fossa Village

**Road Type:** Urban National Secondary Road, N72

**Safety Measure:**

Reduced carriageway width, pedestrian crossings, new two-way active travel facilities.

**Year completed:** 2025

**Implemented by:** Kerry County Council

**Safe System Pillars:**



This section of the N72 in Co. Kerry was identified as a High Collision Location, with collision rates twice the average for this road type. TII's Road Safety Inspections identified issues with the cycle facilities and general road layout treatment, taking account of the urban nature of the village.

Prior to treatment, the village of Fossa lacked safe facilities for pedestrians and cyclists and did not have safe crossing places for children near its national school. The limited existing facilities catered for cyclists in only one direction by road marking. The village is also an access point to popular walking and cycling routes, including the Killarney National Park and Lough Leane Loop.

A 1.4 km traffic calming scheme was developed Kerry County Council, providing high-quality walking and cycling routes segregated from traffic and new controlled pedestrian crossing.

For children attending Fossa National School, the scheme is particularly important: it offers a safer, healthier and more independent way to travel to school, encouraging daily physical activity, and reducing reliance on car journeys.

***“The new active travel route has already made a noticeable difference for our school community, helping students travel safely and confidently while embedding healthy habits that will benefit them for years to come.”***

**Principal, Fossa National School**



# Urban Traffic Calming

## Reducing speeds and segregating active travel

**County:** Laois

**Location:** Portlaoise

**Road Type:** Urban National Secondary Road, N77

**Safety Measure:**

Reduced carriageway width, pedestrian crossings, new active travel facilities.

**Year completed:** 2025

**Implemented by:** Laois County Council

**Safe System Pillars:**



The N77 Portlaoise road is a developed suburban radial road 2km in length. It was identified as a High Collision Location with a collision rate twice above average. The cross section was wide (9m to 12m) and the road was not consistent with a typical urban look and feel.

The route has daily traffic volumes of 12,500, 7% of which are HGVs, and is also used by vulnerable road users. The section has three speed limits, transitioning from 80 km/h near the M7 to 50 km/h closer to the urban centre. Prior to treatment, 62% of traffic exceeded the speed limit in the 50 km/h zone.

The project improved road safety and safe active travel:

- The carriageway cross section was reduced
- Junctions were tightened and right-turn lanes were removed
- New crossing places were provided for pedestrians and cyclists
- New speed transition zones were added
- New footpaths, and
- Segregated cycle lanes.

After construction, traffic speed reduced by 4km/h, pedestrian volumes increased by 36%, and cyclists increased by 109%.

The scheme has improved road safety outcomes and encouraged more walking and cycling trips. It demonstrates the positive impact improved road safety schemes have on active travel.

***When roads are safer, more people choose to walk (+36%) and cycle (+109%) in urban areas.***



# Rural School Speed Zone

## Safe Routes to School (SRTS)

**County:** Roscommon

**Location:** N60 at Carrick National School, Maghera.

**Road Type:** National Roads (N60)

**Safety Measure:** Range of signage and road markings at the front of the school. Periodic Speed Limit.

**Implemented by:** Roscommon County Council and NTA SRTS Programme

**Year completed:** 2024

**Safe System Pillars:**



Safe Speeds



Safe & Healthy Modes of Travel

In 2023, TII conducted three trials nationally to evaluate the effectiveness of implementing traffic calming measures at rural school zones on high-speed roads. The trial comprised a range of signage and road markings at the front of the school, including at Carrick National School in Roscommon.

The purpose of the trial at school zones was to alert motorists to the presence of schools, encourage lower speeds, more attentive driving, and to achieve safe speeds.

- According to the RSA, 46% of vehicles exceed the speed limit on roads with a posted speed limit of 50 km/h.
- In Ireland 14% (87) of those killed and seriously injured are aged 15 and under.
- 88% of those children were walking or wheeling to/ from school.

The trial at Carrick National School recorded an average speed reduction of 15 km/h on the N60. A 15 km/h reduction in speed can lead to over 30% reduction in collisions.

This project focuses on two pillars of the safe systems approach, safe speeds and safe and healthy modes of travel.

***An average speed reduction of 15 km/h is equivalent to a 30% reduction in collision risk.***



# Urban Traffic Calming

## Road Safety and Public Realm Improvement Scheme

**County:** Tipperary

**Location:**  
Grangemockler Village

**Road Type:** National  
Secondary N76

**Safety Measure:**  
Application of traffic  
calming and urban realm  
design.

**Implemented by:**  
Tipperary County Council  
with support from  
Tramore National Roads  
Design Office

**Year completed:** 2023

**Safe System Pillars:**



Safe Speeds



Safe & Healthy  
Modes of Travel

The Road Safety Inspection process identified safety issues on the urban section of the N76 in Grangemockler Co. Tipperary. On street parking arrangements obscured sightlines to the pedestrian crossing areas, reducing driver visibility of pedestrian crossings.

The scheme was developed by TII's Tramore House Regional Design Office in conjunction with Tipperary County Council and was completed in June 2023.

Key changes included:

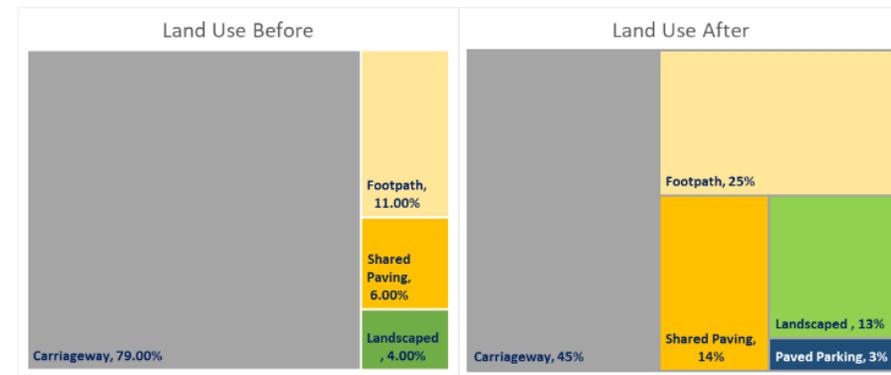
- Reduced road width
- New pedestrian crossings
- Rural public transport
- Landscaping and nature-based solutions
- Defined village core/centre

Prior to construction, vehicles exceeded the 50 km/h posted speed limit (average speed 66-67 km/h) in the centre of the village. Before treatment, 79% of the road space was used by vehicles. After treatment, 55% of the total space was made available for other uses, footpaths, parking, landscaping and public transport. The scheme also incorporated landscape-led and nature-based measures, supporting biodiversity alongside improved road safety and place quality.

Speeds have reduced by more than 10 km/h on average, and by 14 km/h in the village centre. A 15 km/h reduction in speed can lead to over 30% reduction in collisions.



**'Biodiversity Project of the Year',  
at the Ireland Climate Change Leadership Awards 2025.**



# Regional Road Junction

Grade separated junction for national/regional road intersection

**County:** Mayo

**Location:** Lisduff junction with the R320

**Road Type:** National Primary Road, N17

**Safety Measure:** Compact grade separated junction, bridge and segregated active travel facilities.

**Implemented by:** Mayo County Council

**Year completed:** 2023

**Safe System Pillars:**



This section of the N17 in Lisduff, Co. Mayo, was identified as a High Collision Location (HCL). The collision rate was twice above the average collision rate for a National Primary road.

The main collision type was vehicle-to-vehicle caused by vehicles crossing and turning at the junction on a high-speed road with a posted speed limit of 100 km/h.

**Fatal crash junction has seen spate of accidents**

Source: Majella Loftus, Western People, 2018

The R320 also operated as an active travel route and posed a vulnerable road user safety risk due to desire lines (paths) crossing the National Primary road.

TII initiated, supported and funded replacing the old at-grade junction with a compact grade-separated layout. The upgraded junction is the largest project funded to date by TII's Road Safety Section. The compact grade separated junction removed frequent vehicle movements associated with the regional road and also removed the need for VRU's to cross the high-speed road.

The road safety treatment removed the HCL, and it now operates below the average collision rate and within safe limits.

This section of the National Primary road has not been identified as an HCL in subsequent safety analysis by TII .

***Repeat HCL removed from the National Roads network and now operating within Safe Limits.***



# Average Speed Safety Cameras

## Cooperative and Collaborative Safety Schemes



**County:** Mayo

**Location:** Swinford, Co. Mayo

**Road Type:** National Primary, N5

**Safety Measure:** Average speed safety camera infrastructure with associated advanced signage, maintenance areas and safety barrier.

**Lead Organisation:** An Garda Síochána

**Implemented by:** TII & Mayo County Council

**Year completed:** 2024

**Safe System Pillars:**



This section of the N5 in Swinford, Co Mayo, was identified as a High Collision Location (HCL). The collision rate was twice above the average collision rate for a National Primary road.

National surveys conducted by the RSA show that on average 30% of passenger vehicles and 78% of HGVs exceed the 100 km/h posted speed limit.

Speed is a significant contributor to road deaths, 30% of fatal collisions involve speeding.

TII collaborated with and supported An Garda Síochána who led the introduction of three new average speed safety camera sections on the National Roads network in 2024 and 2025. The N5 went live on 25 October 2024.

Average speed safety cameras reduce collisions by approximately 30% (Høye, 2014). They monitor a vehicle's speed over the distance of the Average Speed Zone, rather than at a single point.

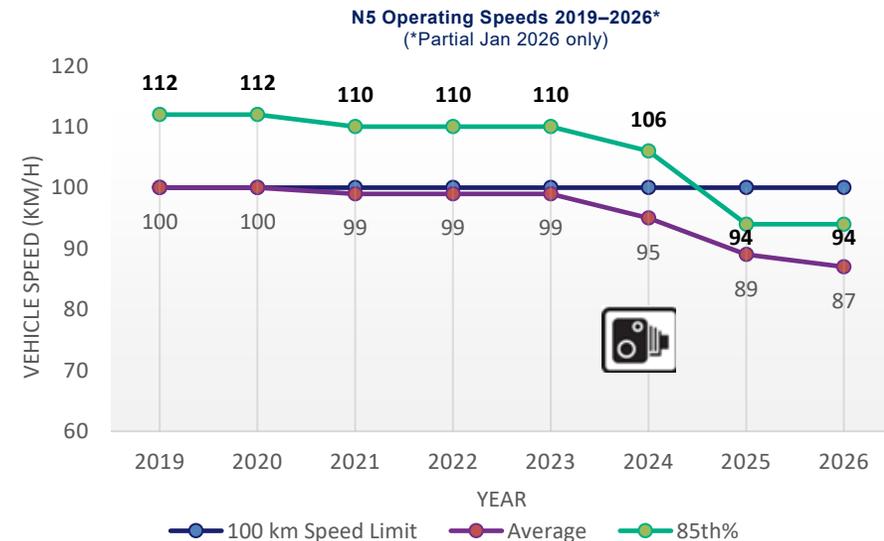
They are intended to change driver behaviour and reduce the average speed of road users, leading to reduced severity and number of collisions. This makes roads safer for all road users and decreases the impact of speed on local communities.

TII analysed speeds on the N5 before and after the implementation of the Average Speed Zone. Impact was significant and sustained, the measure has reduced the average speed of all vehicles by 10% and the 85th percentile speed by nearly 15%.

**Average speeds have dropped by 10 km/h.  
Speed Compliance Achieved**



N3 North Location, Belturbet, Cavan



# Rural Traffic Calming

## Reducing rural speeds and integrating active travel

**County:** Waterford

**Location:** Carrolls Cross, N25

**Road Type:** National Primary Road

**Safety Measure:** Rural traffic calming and active travel facilities

**Implemented by:** Waterford County Council

**Year completed:** 2024

**Safe System Pillars:**



This junction at Carrolls Cross on the N25 was identified as a High Collision Location (HCL). It had a collision rate twice above the average collision rate, with vehicle-to-vehicle collisions caused by crossing and turning on a high-speed road.

In addition to national traffic, this junction intersects with vulnerable road users, serving as a link route onto the nearby Waterford Greenway and commercial traffic from businesses located off the N72. Vehicle speeds through the junction contributed to the number and severity of collisions.

The junction was redesigned using visual and physical measures to develop a "gateway" to strengthen the visual definition of the junction for road users. The treatments included coloured surfacing, segregated active travel facilities, and new defined crossing points, signage, lane delineation and edge treatments.

Survey analysis comparing the pre- and post- construction speeds demonstrated that the average speed dropped by 10km/h.

A mean speed reduction of this level can reduce all collision severities by up to 30%. (Elvik 2009, 2013 & 2014)

This section of the National Primary road has not been identified as a HCL in subsequent safety analysis by TII. The road safety treatment removed the HCL and it now operates below the average collision rate and within safe limits.

**Average speed through junction lowered by 10 km/h**



Carrolls Cross, N25, Waterford

# Park and Share Facilities

Providing safer parking and supporting shared mobility

**County:** Louth

**Location:** M1 Junction 16

**Road Type:** Motorway junction/Regional Road

**Safety Measure:** Park and Share facility with 226 bays, EV charging, lighting, CCTV, and public transport turnaround

**Implemented by:** Louth County Council

**Year completed:** 2021

**Safe System Pillars:**



The Park and Share Facility off the M1 at Junction 16 in Co Louth was initiated and funded by TII. The site was originally identified through TII Road Safety Inspections, which had highlighted the presence of roadside parking. Parking on the hard shoulder or verge creates a roadside hazard. To provide forgiving roadsides, the road edge must be kept clear of hazards. The project incorporated:

- 226 Parking Bays (incl. 22 Disabled parking bays)
- Enabled for Electric Vehicle (EV) charging
- Flood Lighting and CCTV for security
- Public Transport turnaround and set down

User intercept surveys revealed a high level of satisfaction with the facility. Responses revealed that employment is the main trip purpose, with Dublin City and its surrounding areas being the primary destinations. During week days, the 226 spaces are fully occupied.

This scheme represents the first park and share facility funded by the TII Road Safety Programme. TII has approved funding for the delivery of several new facilities in Cavan, Carlow, Kilkenny, Monaghan, Meath and Wicklow. Park and Share supports sustainable transport by enabling shared mobility.

- **30% use it more than twice a week.**
- **60% use it to reduce transport costs.**
- **20% use it to reduce travel time/strain (Driver fatigue is a contributory factor in 10-15% of collisions).**



# Pedestrian crossings

## Safe Crossing Places

**County:** Longford

**Location:**  
Newtownforbes

**Road Type:** Urban  
National Roads, N4

**Safety Measure:** New pedestrian crossing aligned with desire line, relocated away from junction to reduce conflicts

**Implemented by:**  
Longford County Council

**Year completed:** 2024

**Safe System Pillars:**



Safe Speeds



Safe & Healthy  
Modes of Travel

Newtownforbes pedestrian crossing in Co Longford connects the urban area to the local playground and Scoil Mhuire, a national school adjacent to the N4.

The new crossing facility replaces an older crossing point, aligns more closely with a natural desire line (path) and includes a raised table. The new facility is also further from a junction with a residential area to reduce conflicts between turning vehicles and vulnerable road users.

Prior to treatment, almost 50% of vehicles exceeded the 50 km/h speed limit at school drop off times. Speeds were typically over 20km/h above the 50 km/h.

In a collision with a vehicle travelling at 50km/h, a pedestrian has a 40% chance of being killed. A collision at 30 km/h carries a much lower risk (10-5%). (Hussain et al., 2019)

After treatment, less than 1% of vehicles exceeded the posted speed limit. The speed limit at school drop off times dropped considerably to 30 km/h on average. Overall speed reduced on average by 16 km/h.

***Speed compliance significantly improved (99%).***

***Average 16 km/h reduction in vehicle speeds in urban areas.***



Pedestrian crossing, before



Newtownforbes, Longford

# Fence Retrofit Programme

## Timber Post and Rail Fencing Replacement

**County:** All counties

**Location:** National Roads network (5300km)

**Road Type:** Motorway, Dual Carriageway and Single Carriageway

**Safety Measure:** Passive safe fencing

**Year completed:** Ongoing programme

**Safe System Pillars:**



The Road Safety Inspection safety analysis programme identified safety risks associated with timber post and rail fencing along the National Roads network.

TII analysis of collision statistics showed that errant vehicles striking this type of fence has a 1:3 chance of occupant injury.

TII identified a fencing type that reduced the injury risk. In 2018, a retrofit programme commenced to replace existing fencing with timber post and tension mesh fencing. Approximately 27,000 km has been replaced to date.

Subsequent TII analysis of collision statistics has revealed that the replacement has reduced occupant injury risk in the event that a vehicle leaves the road.

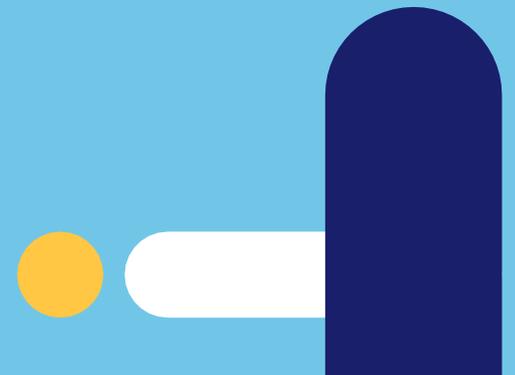
The injury has reduced from a 1:3 risk to a much lower risk of 1:6. This demonstrates how forgiving roadsides improve road safety.

***Pro-active fencing replacement has reduced injury risk by 50% where a vehicle collides with a fence on a National Roads.***



**5**

# Activity List: Road Safety Improvement Schemes



# Introduction

## Active Road Safety Projects List

The road safety projects listed in the following sections have achieved TII Road Safety approval at Road Safety Gateway 1.

The list begins at **Phase 3** as the safety improvement option has been identified, approved by TII Road Safety, and the projects have a clear definition of need, scale and expected costs.

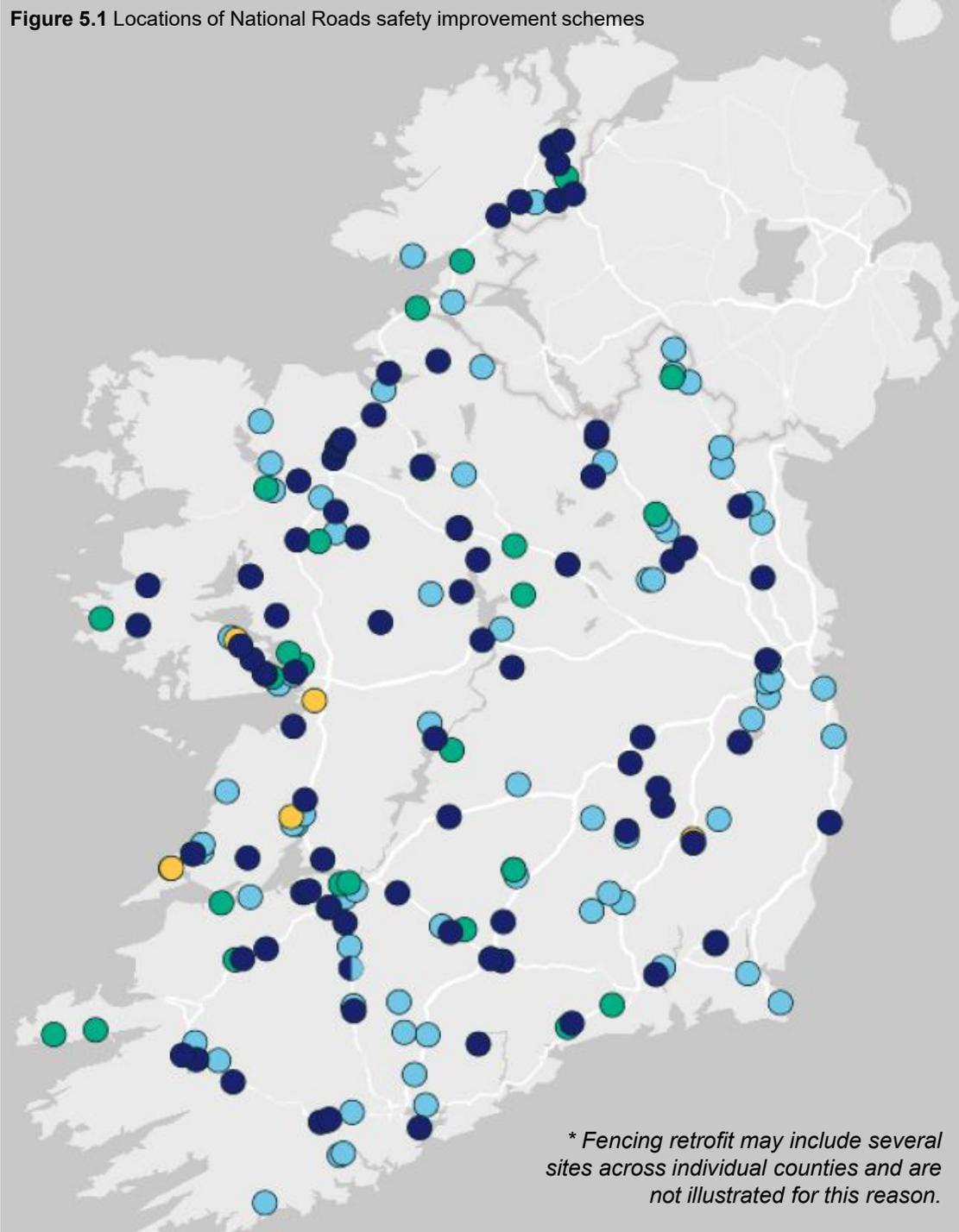
This report does not provide details of schemes at early phases of developments (**Phase 0-2**) that local authorities are developing. Prior to Phase 3, projects are focused on identifying problems, exploring a range of potential options and establishing whether investment is justified. The scope, estimated cost and delivery pathway are still subject to significant refinement.

In addition to the road safety projects lists in **Phase 3, Phase 4, Phase 5 and Phases 6 & 7**, additional information and details have been provided for larger road safety projects with a current cost estimate greater than €1 million.

### Map Legend

- |   |  |   |   |
|---|--|---|---|
|  | Feasibility and Options; Design and Environmental Evaluation (Phase 3) |  | Detailed Design and Procurement Preparation (Phase 5) |
|  | Statutory Processes (Phase 4)  |  | Construction and Project Closeout (Phase 6 & 7)       |

Figure 5.1 Locations of National Roads safety improvement schemes



\* Fencing retrofit may include several sites across individual counties and are not illustrated for this reason.

# Programme Activity 2025

Over 210 schemes were funded in 2025



74

Vulnerable Road Users improvement



55

Junction improvement



7

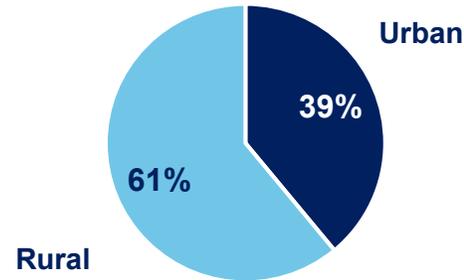
Realignment schemes



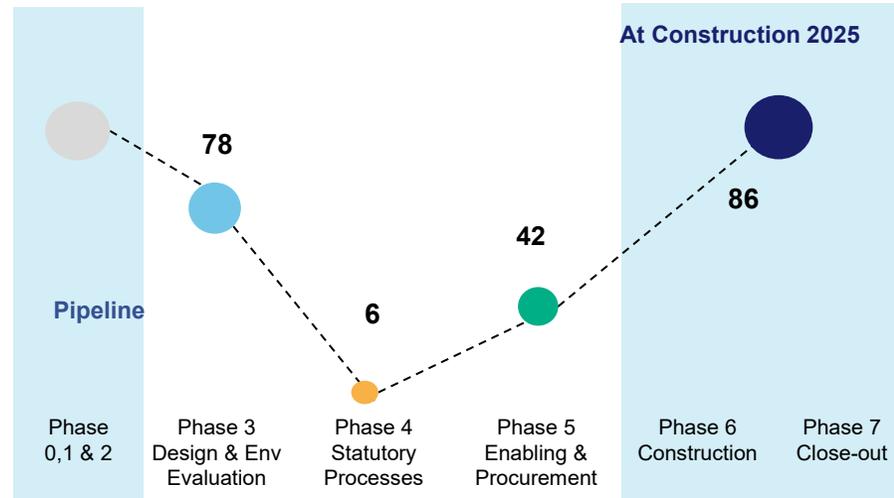
12

Traffic calming schemes

## Rural- Urban Split



## RSIS Phases



6

Park and Share



12

Forgiving roadside/  
Vehicle Restraint



16

Fencing Retrofit  
Schemes



7

Safety Cameras

# Road Safety Improvement Scheme – Project Pipeline

**During 2025, the Road Safety Improvement Schemes listed in this report progressed through respective phases and, in some cases, successfully progressed to construction.**

Schemes at early phases (Phase 0-2) are not included in this report. Local Authorities continue to develop these schemes, with support from TII Regional Road Safety Engineers and TII Road Safety Inspection Engineers, alongside the delivery of TII-approved schemes, contributing to TII Action 2 under Phase 2 of the Road Safety Strategy.

In some instances, new schemes that received Approval at Gateway 1 in late 2025 or early 2026 may not be included. Where funding is available, these schemes will be reflected in the TII National Roads and Greenways Grant Allocations in the following year.

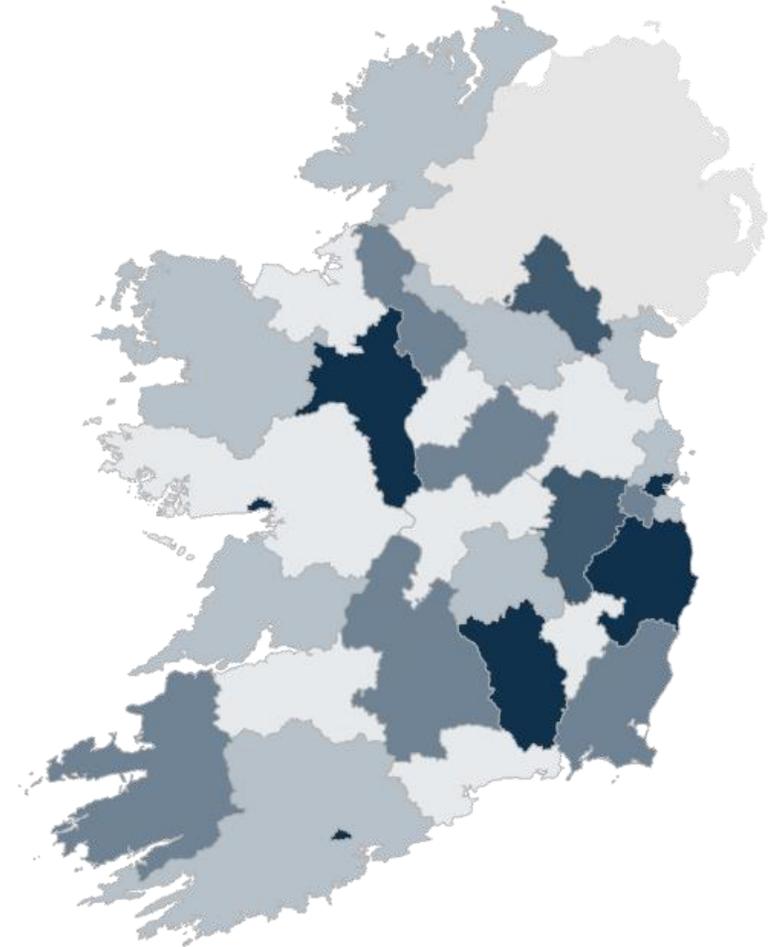
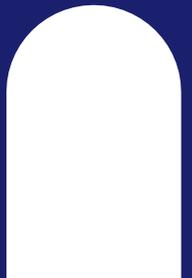


Figure 5.2 31 City and County Local Authorities



# Projects at Phase 3

Design and Environmental Evaluation



# Road Safety Improvement Schemes

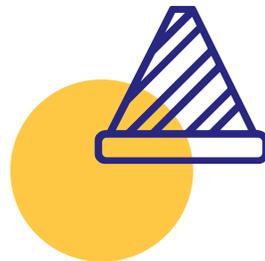
## Phase 3

These projects have achieved Safety Approval at Gateway 1 from TII. The following Table lists projects that were at Phase 3 in 2025. During this phase the Local Authority develops the design and a Design Report is submitted using the [TII Departures from Standards Portal](#).

The Design Report must be accepted by TII before the Local Authority begins their planning procedures. This report evaluates adherence to TII Standards. A mandatory Road Safety Audit Stage 1 is also completed by Road Safety Auditors.

At this phase, a Local Authority may choose to appoint a Technical Advisor to assist them to deliver the project. TII provides a Road Safety Technical Services Framework that Local Authorities can use for this purpose.

Road Safety Improvement Schemes with an estimated cost greater than €1 million are described in more detail on individual project sheets.



# Table 1: Schemes at Phase 3 (Planning and Design) 2025

Scheme Name	Local Authority	Route	Scheme Description	Cost Estimate
N81 Judy Lee's Cross	Carlow County Council	N81	Removal of clear zone hazards	€100k to €500k
N03CN Derver P&R	Cavan County Council	N03	Park & Share/Rural Bus	€1m to €5m
N3 Cavan Crystal Hotel-Kilmore Roundabout Safety Scheme	Cavan County Council	N03	VRU Improvements	€1mn to €5mn
N03CN Maheragha P&S	Cavan County Council	N03	Park & Share	€100k to €500k
N67 Clohanes RSI Type B	Clare County Council	N67	Junction Improvements	<€100k
N67 Doonbeg Ped Crossing	Clare County Council	N67	VRU Improvements	€100k to €500k
N67/R484 Caherfeencik (Doonbeg) Type B	Clare County Council	N67	Junction Improvements	<€100k
N67CL Lahinch VRU Facilities RSI	Clare County Council	N67	VRU Improvements	€100k to €500k
N67CL Minister's Place RSI Implementation	Clare County Council	N67	VRU Improvements	€500k to €1m
N68 Rocky Road Roundabout VRU Facilities	Clare County Council	N68	VRU Improvements	<€100k
N85CL Clareabbey R'ab pedestrian /cycle crossings RSIS	Clare County Council	N85	VRU Improvements	€500k to €1m

Detailed project sheets have not been provided for road safety improvement schemes with an estimated cost under €1 million.

# Table 1: Schemes at Phase 3 2025

Scheme Name	Local Authority	Route	Scheme Description	Cost Estimate
N20 Buttevant National School Ped Crossing RSIS (Type B)	Cork County Council	N20	VRU Improvements	<€100k
N20 Buttevant North Pedestrian Crossing RSIS (Type D)	Cork County Council	N20	VRU Improvements	<€100k
N20CC_Charleville Main Street RSIS (DMURS option)	Cork County Council	N20	VRU Improvements	€1m to €5m
N22CC Castlemore RSIS	Cork County Council	N22	Junction Improvements	€1m to €5m
N22 Srelane Safety Scheme (Type B)	Cork County Council	N22	VRU Improvements	€100k to €500k
N71 Bandon Poacher's Pedestrian Crossing RSIS (Type D)	Cork County Council	N71	VRU Improvements	<€100k
N71 Leap Pedestrian Crossing RSIS (Type D)	Cork County Council	N71	VRU Improvements	<€100k
N71 Bandon Poacher's Pedestrian Crossing RSIS (Type D)	Cork County Council	N71	VRU Improvements	<€100k
N72 Ballyhooly Pedestrian Crossing (Type D)	Cork County Council	N71	VRU Improvements	€100k to €500k
N72 Fermoy Patrick Street Pedestrian Crossing RSIS (Type A)	Cork County Council	N72	VRU Improvements	<€100k
N73 Kildorrery Ped Crossing & Jct Improve RSIS (Type B)	Cork County Council	N73	VRU Improvements	€100k to €500k

Detailed project sheets have not been provided for road safety improvement schemes with an estimated cost under €1 million.

# Table 1: Schemes at Phase 3 2025

Scheme Name	Local Authority	Route	Scheme Description	Cost Estimate
HD15 N15 Killygordon (Carricknamanna Junction) RSIS	Donegal County Council	N15	Junction Improvements	€100k to €500k
N3DL Lisschully RSIS	Donegal County Council	N03	Junction Improvements	€100k to €500k
N56 Dunkineely NS & Village (Type B/D RSIS)	Donegal County Council	N56	VRU Improvements	€100k to €500k
N11/R827 Pedestrian Crossing (Type A)	Dún Laoghaire-Rathdown County Council	N11	VRU Improvements	€100k to €500k
N06GY_147.8 Browne Roundabout - Ped and Cyclist Facilities	Galway City Council	N06	VRU Improvements	€100k to €500k
N59 Pedestrian crossing in Oughterard (Bridge Controlled Crossings)	Galway County Council	N59	VRU Improvements	<€100k
N65 Heathlawn RSIS	Galway County Council	N65	Removal of clear zone hazards	€100k to €500k
N83 L-7101 Parkmore Junction RSI	Galway County Council	N83	Junction Improvements	<€100k
N22 Lawlor's Cross RSI (Type D)	Kerry County Council	N22	Removal of clear zone hazards	<€100k
N71KY Killarney Muckross Rd RSIS	Kerry County Council	N71	VRU Improvements	€1m to €5m
N72 /L7049 Ardteegalvan Junction RSI	Kerry County Council	N72	Junction Improvements	<€100k

Detailed project sheets have not been provided for road safety improvement schemes with an estimated cost under €1 million.

# Table 1: Schemes at Phase 3 2025

Scheme Name	Local Authority	Route	Scheme Description	Cost Estimate
M9 Junction 9 P&S	Kilkenny County Council	M09	Mobility Hub	€1m to €5m
N25KK Glenmore Rural Bus Stop RSIS	Kilkenny County Council	N25	Mobility Hub	€100k to €500k
N76 Callan Bypass RSIS	Kilkenny County Council	N76	VRU Improvements	€100k to €500k
N76 Cuffesgrange Junction Visibility	Kilkenny County Council	N76	Junction Improvements	€100k to €500k
N78KK Castlecomer Business Park RTL RSIS	Kilkenny County Council	N78	Realignment	€1m to €5m
N77 Durrow Pedestrian Crossing RSI Type B	Laois County Council	N77	VRU Improvements	€100k to €500k
N16 Glenfarne VRU Type D RSIS	Leitrim County Council	N16	VRU Improvements	€100k to €500k
N04 Carrick on Shannon	Leitrim County Council	N04	VRU Improvements	€500k to €1m
N20L ORourkes Cross	Limerick City & County Council	N20	Junction Improvements	<€100k
N69 Kiltteery Pier RSI	Limerick City and County Council	N69	Junction Improvements	<€100k
N02LH Castle Street Ardee	Louth County Council	N02	VRU Improvements	<€100k
N2LH R169 Junction RSIS	Louth County Council	N02	Junction Improvements	€100k to €500k

Detailed project sheets have not been provided for road safety improvement schemes with an estimated cost under €1 million.

# Table 1: Schemes at Phase 3 2025

Scheme Name	Local Authority	Route	Scheme Description	Cost Estimate
<b>N17MO Kilkelly (Rural Bus Stop)</b>	Mayo County Council	N17	Mobility Hub	€100k to €500k
<b>N26MO Foxford Pedestrian Crossing and Junction RSIS</b>	Mayo County Council	N26	VRU Improvements	<€100k
<b>N5 Property at Minor Rd &amp; Hard Shoulder, Bohola</b>	Mayo County Council	N05	Removal of clear zone hazards	€100k to €500k
<b>N59 Ballina Town Upgrade to existing Pedestrian Crossings</b>	Mayo County Council	N59	VRU Improvements	<€100k
<b>N60 Ballyhaunis Upgrade to existing Pedestrian Crossings</b>	Mayo County Council	N60	VRU Improvements	<€100k
<b>N84MO Ballinrobe Traffic Signals Phase 2</b>	Mayo County Council	N84	Traffic Signals	€100k to €500k
<b>N02MN_125.0 Emyvale RSIS</b>	Monaghan County Council	N02	Traffic Calming	€1m to €5m
<b>N2 Carrickmacross Rural Bus Stop and P&amp;S RSIS</b>	Monaghan County Council	N02	Mobility Hub	€1m to €5m
<b>N2 MN110.0 Castleshane RSIS (N2/R213 Junction)</b>	Monaghan County Council	N02	Junction Improvements	<€100k
<b>N2 Monaghan Town Northern Gateway</b>	Monaghan County Council	N02	Traffic Calming	€500k to €1m

Detailed project sheets have not been provided for road safety improvement schemes with an estimated cost under €1 million.

# Table 1: Schemes at Phase 3 2025

Scheme Name	Local Authority	Route	Scheme Description	Cost Estimate
N2 Tullyvaragh RSIS	Monaghan County Council	N02	Junction Improvements	<€100k
N5RN Strokestown ( Urban Renewal ) RSIS	Roscommon County Council	N05	VRU Improvements	€1m to €5m
N63 Athleague Pedestrian Crossing RSI (Type D)	Roscommon County Council	N63	VRU Improvements	<€100k
N59 Ballisidare Pedestrian Crossing RSI	Sligo County Council	N59	VRU Improvements	<€100k
N81 Brittas RSI (Type B)	South Dublin County Council	N81	Junction Improvements	€1m to €5m
N24T Barronstown Cross RSI	Tipperary County Council	N24	Junction Improvements	€100k to €500k
N62T_Liberty Square VRU Improvements Phase 2 RSIS	Tipperary County Council	N62	VRU Improvements	€1m to €5m
N62T_058.0 Roscrea Bypass new road RSIS	Tipperary County Council	N62	Traffic Calming	€500k to €1mn
N62T_093.0 Turtulla Cross RSIS	Tipperary County Council	N62	VRU Improvements	€1m to €5m

Detailed project sheets have not been provided for road safety improvement schemes with an estimated cost under €1 million.

# Table 1: Schemes at Phase 3 2025

Scheme Name	Local Authority	Route	Scheme Description	Cost Estimate
N52WH Delvin RSIS	Westmeath County Council	N52	VRU Improvements	€500k to €1m
N55 Viewing Point	Westmeath County Council	N55	VRU Improvements	€100k to €500k
N51 Southhill RSIS (Type C)	Westmeath County Council	N71	Removal of clear zone hazards	<€100k
N25 Larkin's Cross RSIS	Wexford County Council	N25	Traffic Calming	€1m to €5m
N25WX Tagoat Village RSIS	Wexford County Council	N25	Traffic Calming	€500k to €1m
N11WW Kilpedder RSIS	Wicklow County Council	N11	Traffic Calming	€100k to €500k
N81_WW Blessington South RSIS	Wicklow County Council	N81	Traffic Calming	€500k to €1m

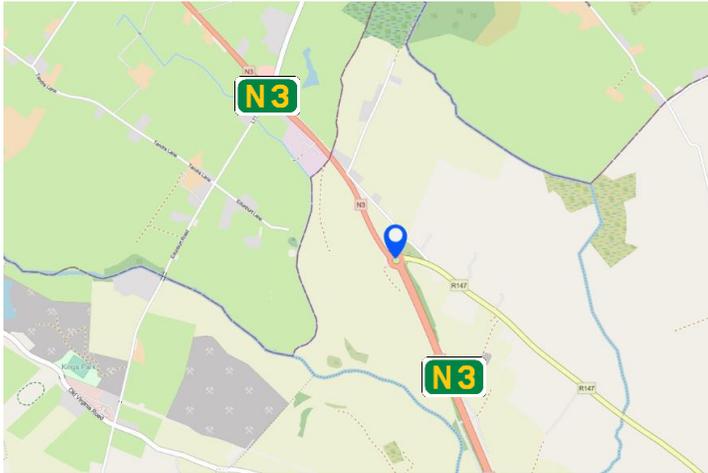
Detailed project sheets have not been provided for road safety improvement schemes with an estimated cost under €1 million.

# Table 1a: MMaRC Schemes at Phase 3 2025

Scheme Name	TII Framework	Route	Scheme Description	Cost Estimate
Safety - MMaRC A N4 Junction 4 VRU Facilities RSI Type D	MMaRC A	N4	VRU Improvements	<€100k
Safety - MMaRC A N7 Jct 3A VRU Facilities RSI (Bus Stop Relocation)	MMaRC A	N07	Rural Bus Stop	<€100k
Safety - MMaRC A N7 Junction 4A VRU Facilities RSI (Crossing Point)	MMaRC A	N07	VRU Improvements	€100k to €500k
Safety - MMaRC C N25 Junction 3 to Junction 5 Type D RSI	MMaRC C	N25	Signs & Lines	<€100k
Safety - MMaRC C N8 Junction 17 Watergrass Hill VRU RSI	MMaRC C	M08	VRU Improvements	€100k to €500k
Safety - MMaRC B M18 Junction 13 RSI	MMaRC B	M18	Junction Improvements	€1m to €5m
M20 Jct 3 SB VRS	MMaRC B	M20	VRS	€100k to €500k

# Derver Park & Share, Cavan-Meath Border

## N03CN Derver P&S



### Project description

Road Safety Inspections identified roadside parking on and near the N3. Parking on a high-speed road creates a significant safety risk, as the vehicle and pedestrian movements associated with this activity increase the likelihood of serious or fatal injuries.

To address this issue, a suitable site has been identified on the N3, close to the Cavan–Meath border. The purpose of the site is to provide a safe and accessible Park and Share facility on the national road network.

<b>Local Authority</b>	Cavan / Meath
<b>Improvement Type</b>	Park and Share/Ride. Rural Bus Stop Improvement
<b>Speed Limit</b>	100km/h
<b>Project Stage</b>	Phase 3
<b>Network description</b>	National Primary, Rural
<b>Next Gateway</b>	Gateway 2
<b>Construction</b>	Post 2028 (expected)
<b>Identified using</b>	Road Safety Inspection (RSI)
<b>Estimate Cost Range</b>	€1m to €5m

### Road Safety Strategy Action

#### National Safety Target

Phase 2 Action Plan, TII Action 7 - Develop Park and Share facilities to remove unsafe parking and manoeuvres on hard shoulders and junctions of National Roads.

#### Main Collision Type



### Safety Expected Outcomes

- Improved safety of rural bus stops
- Removal of unauthorised parking
- Reduced driver fatigue
- Reduced U-Turning manoeuvres on the road network
- Forgiving roadsides

### Safe System Pillars



# Cavan Crystal Hotel-Kilmore Roundabout

## N3 Cavan Crystal Hotel-Kilmore Roundabout Safety Scheme



### Project description

This scheme upgrades a section of road near the Dublin Road Roundabout (R212–N3) to the east of Cavan Town. The works include narrowing the road to reduce vehicle speeds, improving facilities for cyclists and pedestrians, upgrading junctions, bus stops, and signal-controlled crossings, and improving road signs and markings.

This road safety improvement scheme will be delivered alongside a pavement (PARR) improvement scheme.

<b>Local Authority</b>	Cavan
<b>Improvement Type</b>	Urban Road Safety, Vulnerable Road Users (VRU) Improvements
<b>Speed Limit</b>	50 km/h
<b>Project Stage</b>	Phase 3
<b>Network description</b>	National Primary, Urban
<b>Next Gateway</b>	Gateway 2
<b>Construction</b>	2026 -2027 (expected)
<b>Average Daily Traffic Volume</b>	> 13,500
<b>Identified using</b>	Network Safety Analysis (HCL)
<b>Estimate Cost Range</b>	€1m to €5m

### Road Safety Strategy Action

#### National Safety Target

Phase 2 Action Plan, TII Action 2 - Delivery of EU Road Infrastructure Safety Management Directive – HCL Programme and Road Safety Inspection Programme.

#### Main Collision Type



### Safety Expected Outcomes

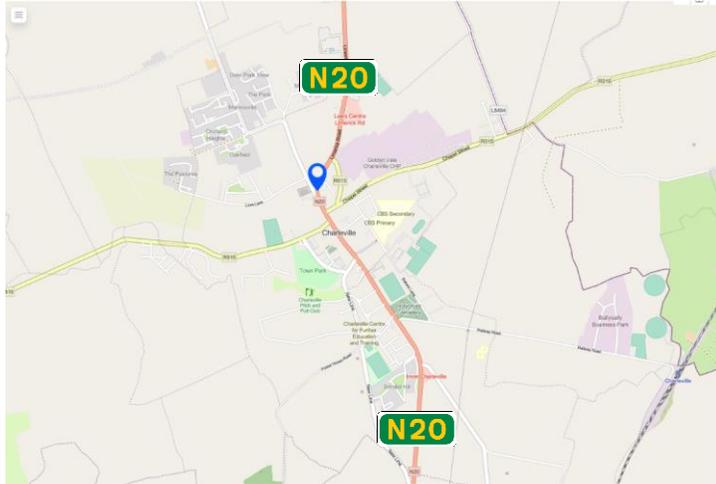
- Improve road safety for VRU
- Reduced speeds
- Improvement in Bus Stop Facilities

### Safe System Pillars



# Charleville Main Street Upgrade, Cork

## N20CC Charleville Main Street RSIS (DMURS option)



### Project description

This project is located on the Main Street in the centre of Charleville, Co. Cork. It is a busy rural town with high pedestrian footfall on a National Primary road. The works will improve pedestrian facilities, bus stops, pedestrian crossings, redistribution of on street car parking, junction improvements, and reallocation road space to prioritise the safety of vulnerable road users. The scheme also incorporates landscape enhancements to create a safer and more accessible environment.

<b>Local Authority</b>	Cork
<b>Improvement Type</b>	VRU Improvements
<b>Speed Limit</b>	50 km/h
<b>Project Stage</b>	Phase 3
<b>Network description</b>	National Primary, Urban
<b>Next Gateway</b>	Gateway 2
<b>Construction</b>	Post 2027 (expected)
<b>Average Daily Traffic Volume</b>	11,250
<b>Identified using</b>	Network Safety Analysis (HCL)
<b>Estimate Cost Range</b>	> €5m

### Road Safety Strategy Action

**National Safety Target**  
Phase 2 Action Plan, TII Action 2 - Delivery of EU Road Infrastructure Safety Management Directive – HCL Programme and Road Safety Inspection Programme.

#### Main Collision Types



### Safety Expected Outcomes

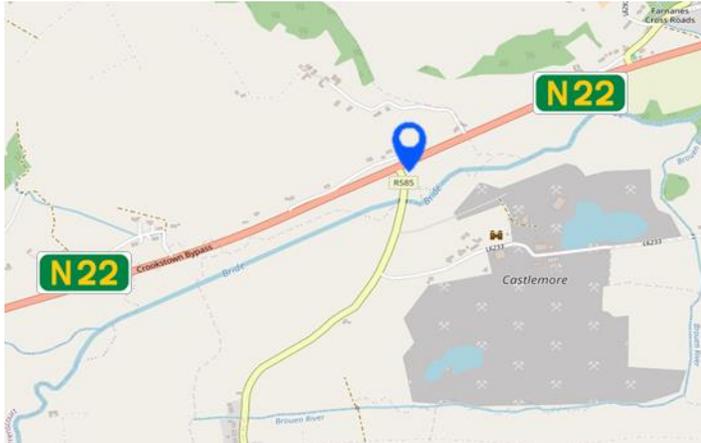
- Improved pedestrian safety
- Urban street operating within safe limits

### Safe System Pillars



# N22 Castlemore, Cork

## N22CC Castlemore RSIS



### Project description

A roundabout is proposed to replace the existing priority junction where the N22 meets the R585, west of Ovens. The existing junction is a high collision location. Vehicles turning right out of the regional road towards Cork City are a particular risk.

<b>Local Authority</b>	Cork
<b>Improvement Type</b>	Junction Improvement
<b>Speed Limit</b>	100 km/h
<b>Project Stage</b>	Phase 3
<b>Network description</b>	National Primary, Rural
<b>Next Gateway</b>	Gateway 2
<b>Construction</b>	2029 (expected)
<b>Average Daily Traffic Volume</b>	9,500
<b>Identified using</b>	Network Safety Analysis (HCL)
<b>Estimate Cost Range</b>	€1m to €5m

### Road Safety Strategy Action

**National Safety Target**  
Phase 2 Action Plan, TII Action 2 - Delivery of EU Road Infrastructure Safety Management Directive – HCL Programme and Road Safety Inspection Programme.

**Main Collision Type** 

### Safety Expected Outcomes

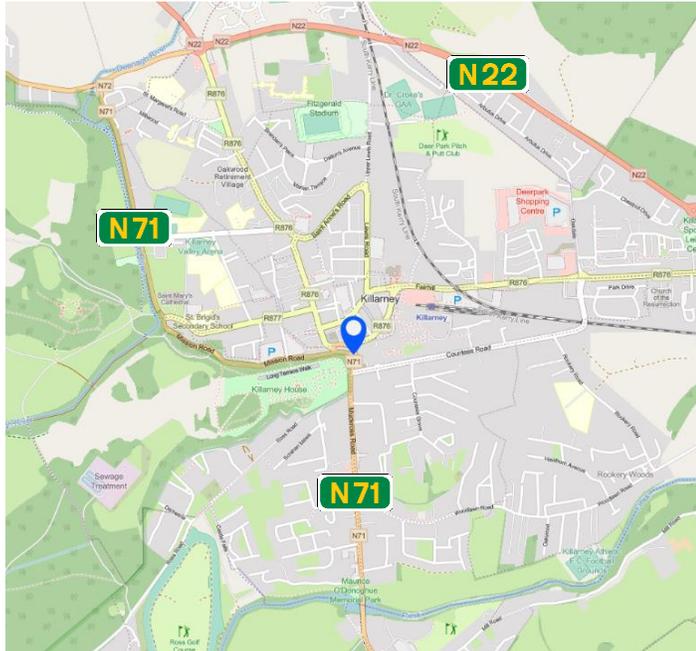
- Junction operating within safe limits.
- Removal of conflicting movements
- Reduced speed through the junction area

### Safe System Pillars



# Muckcross Road Active Travel & Safety Scheme, Kerry

N71KY Killarney Muckcross Rd RSIS



## Project description

This project is Phase 2 of a similar adjoining scheme completed in 2015. It is a combined Active Travel and road safety scheme that redistributes road space to better support walking and cycling. The works include protected cycle tracks, improved pedestrian crossings, adjustments to traffic signals to allow safer cycle movements, and landscape enhancements.

<b>Local Authority</b>	Kerry
<b>Improvement Type</b>	Transition Zone Treatment and Public Realm Improvements
<b>Speed Limit</b>	50 km/h
<b>Project Stage</b>	Phase 3
<b>Network description</b>	National Secondary, Urban
<b>Next Gateway</b>	Gateway 2
<b>Construction</b>	Post 2028 (expected)
<b>Average Daily Traffic Volume</b>	16,000
<b>Identified using</b>	Network Safety Analysis (HCL) and Road Safety Inspection (RSI)
<b>Estimate Cost Range</b>	€1m to €5m

## Road Safety Strategy Action

**National Safety Target**  
Phase 2 Action Plan, TII Action 2 - Delivery of EU Road Infrastructure Safety Management Directive – HCL Programme and RSI Programme.

**Main Collision Type**

## Safety Expected Outcomes

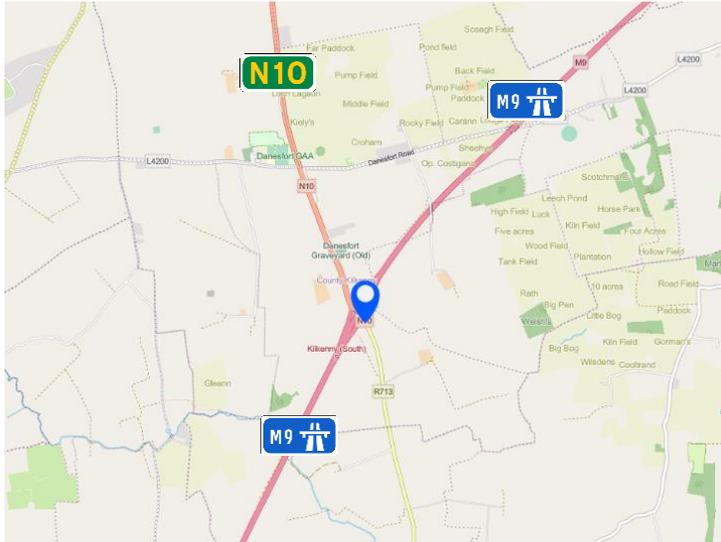
- Improved pedestrian and cycle safety
- Reduced vehicular speeds through the urban area

## Safe System Pillars



# M9 Junction 9 Park & Share, Kilkenny

## M9 Junction 9 P&S



### Project description

Road Safety Inspections identified roadside parking on and near the N10. Parking on a high-speed road creates a significant safety risk, as the vehicle and pedestrian movements associated with this activity increase the likelihood of serious or fatal injuries.

To address this issue, a suitable site has been identified south of Kilkenny City at the junction of the N10 and the M9. The purpose of the site is to provide a safe and accessible Park and Share facility on the national road network.

<b>Local Authority</b>	Kilkenny
<b>Improvement Type</b>	Park and Share
<b>Speed Limit</b>	100 km/h
<b>Project Stage</b>	Phase 3
<b>Network description</b>	National Primary, Rural
<b>Next Gateway</b>	Gateway 2
<b>Construction</b>	Post 2027 (expected)
<b>Identified using</b>	Road Safety Inspection (RSI)
<b>Estimate Cost Range</b>	€1m to €5m

### Road Safety Strategy Action

#### National Safety Target

Phase 2 Action Plan TII Action 7 - Develop Park and Share facilities to remove unsafe parking and manoeuvres on hard shoulders and junctions of National Roads.

#### Main Collision Type



### Safety Expected Outcomes

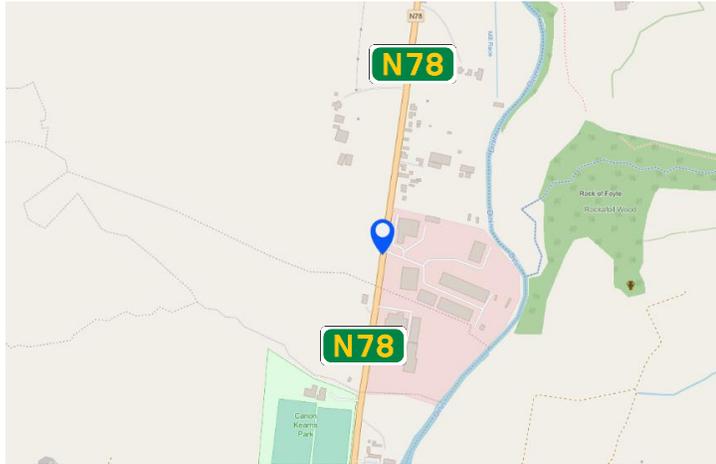
- Removal of unauthorised parking
- Reduced driver fatigue
- Reduced U-Turning manoeuvres on the road network
- Forgiving roadsides

### Safe System Pillars



# Castlecomer Business Park Junction Upgrade, Kilkenny

## N78KK Castlecomer Business Park RTL RSIS



### Project description

This scheme, located on the N78 south of Castlecomer in County Kilkenny, provides a dedicated right-turn lane into Castlecomer Business Park. The junction improvements include changes to walking and cycling routes to improve visibility and safety. The works also include new public lighting, landscaping, and drainage improvements.

<b>Local Authority</b>	Kilkenny
<b>Improvement Type</b>	Junction and VRU Improvements
<b>Speed Limit</b>	80 km/h
<b>Project Stage</b>	Phase 3
<b>Network description</b>	National Secondary, Rural
<b>Next Gateway</b>	Gateway 2
<b>Construction</b>	2026 - 2027 (expected)
<b>Average Daily Traffic Volume</b>	5,000 (estimated)
<b>Identified using</b>	Road Safety Inspection (RSI)
<b>Estimate Cost Range</b>	€1m to €5m

### Road Safety Strategy Action

#### National Safety Target

Phase 2 Action Plan, TII Action 2 - Delivery of EU Road Infrastructure Safety Management Directive – High Collision Location Programme and RSI Programme.

#### Main Collision Type



### Safety Expected Outcomes

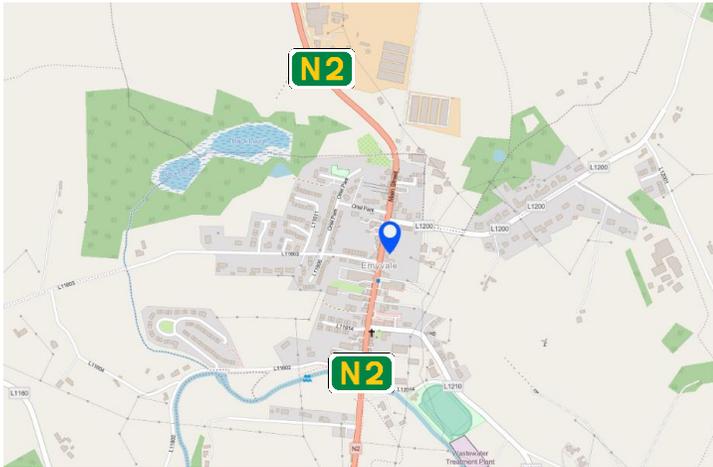
- Junction operating within safe limits.
- Improved safety for Vulnerable Road Users

### Safe System Pillars



# Emyvale N2 Roundabout and Road Upgrades, Monaghan

N02MN 125.0 Emyvale RSIS



## Project description

The N2 Emyvale scheme includes a new roundabout and upgrades to the road, footpaths, and facilities for vulnerable road users. The scheme aims to slow traffic as it enters the village, improve safety through the transition zone, and reduce loss-of-control incidents on the bend. The roundabout will also remove the need for unsafe U-turns that were previously made at nearby entrances.

<b>Local Authority</b>	Monaghan
<b>Improvement Type</b>	Urban Traffic Calming and VRU improvements
<b>Speed Limit</b>	60 km/h & 50 km/h zones
<b>Project Stage</b>	Phase 3
<b>Network description</b>	National Primary, Urban
<b>Next Gateway</b>	Gateway 2
<b>Construction</b>	2026 - 2027 (expected)
<b>Average Daily Traffic Volume</b>	8,900
<b>Identified using</b>	Road Safety Inspection (RSI)
<b>Estimate Cost Range</b>	€1m to €5m

## Road Safety Strategy Action

### National Safety Target

Phase 2 Action Plan, TII Action 2 - Delivery of EU Road Infrastructure Safety Management Directive – High Collision Location Programme and RSI Programme.

### Main Collision Type



## Safety Expected Outcomes

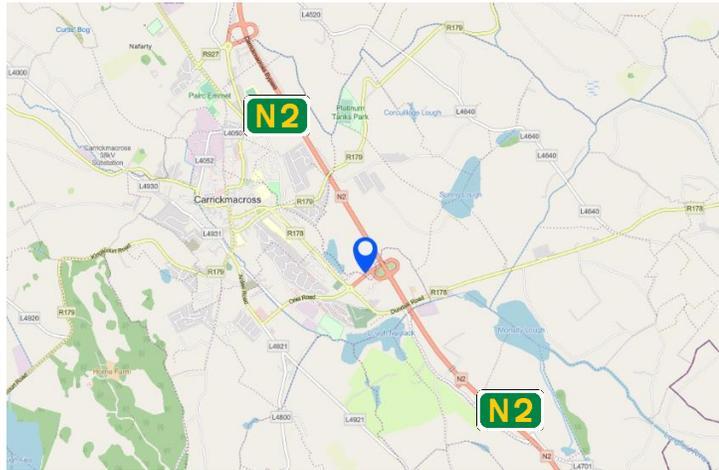
- Reduced speeds in urban area
- Improve facilities for VRUs
- Prevent unsafe vehicular manoeuvres

## Safe System Pillars



# Carrickmacross Bus Stop and Park & Share, Monaghan

## N2 Carrickmacross Rural Bus Stop and P&S RSIS



### Project description

Road Safety Inspections identified roadside parking on and near the N2. Parking on a high-speed road presents a significant safety risk, as the associated vehicle and pedestrian movements increase the likelihood of serious or fatal injuries.

To address this issue, a suitable site has been identified south of Carrickmacross on the N2. The site will provide a safe and accessible location to facilitate Park and Share on the National Roads network.

<b>Local Authority</b>	Monaghan
<b>Improvement Type</b>	Park and Share
<b>Speed Limit</b>	100km/h
<b>Project Stage</b>	Phase 3
<b>Network description</b>	National Primary, Rural
<b>Next Gateway</b>	Gateway 2
<b>Construction</b>	Post 2028 (expected)
<b>Identified using</b>	Road Safety Inspection (RSI)
<b>Estimate Cost Range</b>	€1m to €5m

### Road Safety Strategy Action

#### National Safety Target

Phase 2 Action Plan, TII Action 7 - Develop Park and Share facilities to remove unsafe parking and manoeuvres on hard shoulders and junctions of National Roads.

#### Main Collision Type



### Safety Expected Outcomes

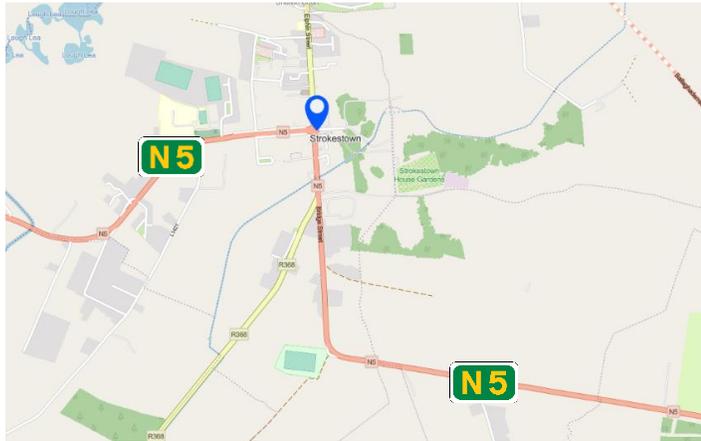
- Removal of unauthorised parking
- Reduced driver fatigue
- Reduced U Turning manoeuvres on the road network
- Forgiving roadsides

### Safe System Pillars



# Strokestown Main Street Urban Renewal, Roscommon

## N5RN Strokestown ( Urban Renewal ) RSIS



### Project description

This scheme on the N5 in Strokestown, Co. Roscommon addresses a high collision location. Works include new and widened footpaths, controlled pedestrian crossings, improved parking layout, and hard and soft landscaping. Road safety measures are integrated into Roscommon County Council’s urban realm scheme.

The delivery and funding of this scheme is coordinated between TII and Roscommon County Council via the Department of Rural and Community Development and the Gaeltacht. It is an example of a safe systems coordinated approach.

<b>Local Authority</b>	Roscommon
<b>Improvement Type</b>	Urban VRU Improvement
<b>Speed Limit</b>	50 km/h
<b>Project Stage</b>	Phase 3
<b>Network description</b>	National Primary, Urban
<b>Next Gateway</b>	Gateway 2
<b>Construction</b>	Post 2027 (expected)
<b>Average Daily Traffic Volume</b>	6,000 (11% HGV)
<b>Identified using</b>	Network Safety Analysis (HCL)
<b>Estimate Cost Range</b>	€1m to €5m

### Road Safety Strategy Action

#### National Safety Target

Phase 2 Action Plan, TII Action 2 - Delivery of EU Road Infrastructure Safety Management Directive – HCL Programme and Road Safety Inspection Programme.

#### Main Collision Type



### Safety Expected Outcomes

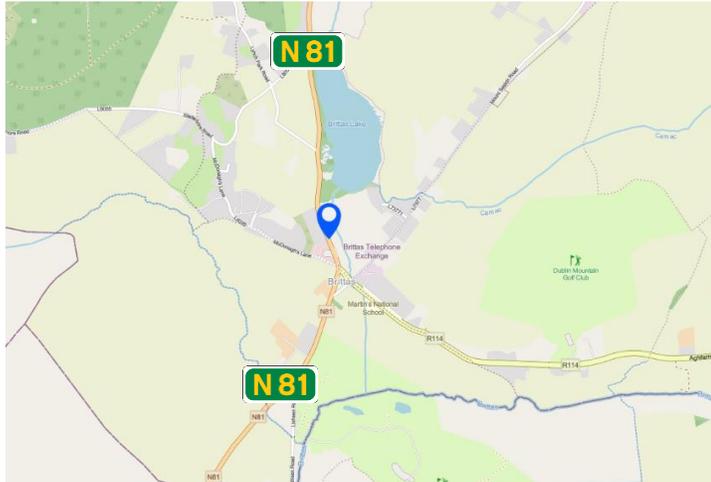
- Reduction of speed through town
- Improved VRU safety
- Junctions operating within safe limits
- Improved Bus Stop facilities for rural transport on National Roads

### Safe System Pillars



# Brittas Village Traffic Calming, South Dublin

## N81 Brittas RSI (Type B)



### Project description

This traffic-calming and urban renewal scheme on the N81 in Brittas, South Dublin, near the Wicklow border, introduces lower-speed transition zones on both approaches to the village. The works include narrowing of the road and junction improvements to help reduce vehicle speeds.

The scheme also provides new bus shelters, pedestrian crossings, and improvements to footpaths, enhancing safety and connectivity for all road users.

<b>Local Authority</b>	South Dublin County Council
<b>Improvement Type</b>	Traffic Calming and Urban Renewal
<b>Speed Limit</b>	60 km/h
<b>Project Stage</b>	Phase 3
<b>Network description</b>	National Secondary, Urban
<b>Next Gateway</b>	Gateway 2
<b>Construction</b>	2026 (TBC)
<b>Average Daily Traffic Volume</b>	11,000
<b>Identified using</b>	Road Safety Inspection (RSI)
<b>Estimate Cost Range</b>	€1m to €5m

### Road Safety Strategy Action

#### National Safety Target

Phase 2 Action Plan, TII Action 2 - Delivery of EU Road Infrastructure Safety Management Directive – High Collision Location Programme and RSI Programme.

#### Main Collision Type



### Safety Expected Outcomes

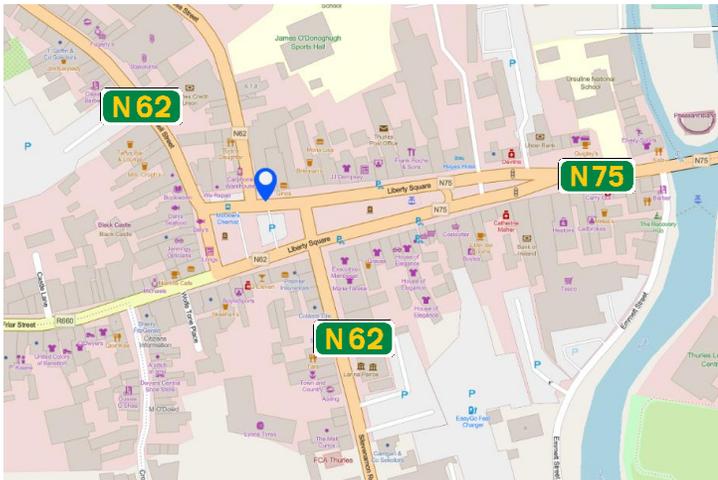
- Reduction of speed through village
- Safe crossing facilities to access bus stops
- Improved Vulnerable Road Users safety
- Junctions operating within safe limits

### Safe System Pillars



# Liberty Square Public Realm & Safety Upgrade, Tipperary

## N62T\_Liberty Square VRU Improvements Phase 2 RSIS



### Project description

This is a combined public realm and road safety scheme. It includes improvements for pedestrians and other vulnerable road users on Liberty Square and along its N62 approaches, including Parnell Street and O'Donovan Rossa Street. The works involve reallocating road space, improving pedestrian crossings, and enhancing the area with landscaping.

<b>Local Authority</b>	Tipperary
<b>Improvement Type</b>	Urban Road Safety, VRU Improvements
<b>Speed Limit</b>	50 km/h
<b>Project Stage</b>	Phase 3
<b>Network description</b>	National Secondary, Urban
<b>Next Gateway</b>	Gateway 2
<b>Construction</b>	2027 (expected)
<b>Average Daily Traffic Volume</b>	5,000 (estimated)
<b>Identified using</b>	Network Safety Analysis (HCL)
<b>Estimate Cost Range</b>	€1m to €5m

### Road Safety Strategy Action

#### National Safety Target

Phase 2 Action Plan, TII Action 2 - Delivery of EU Road Infrastructure Safety Management Directive – HCL Programme and Road Safety Inspection Programme.

#### Main Collision Type



### Safety Expected Outcomes

- Improved pedestrian safety
- Enhanced public realm

### Safe System Pillars



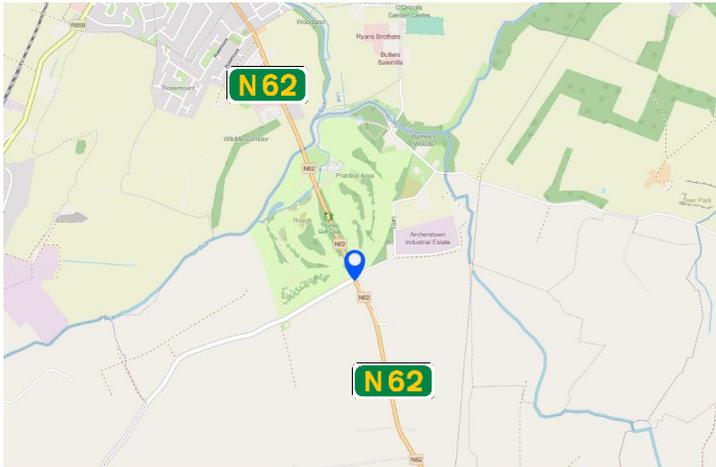
Safe & Healthy Modes of Travel



Safe Road Use

# Turtulla Cross Roundabout Project, Tipperary

## N62 Turtulla Cross RSIS



### Project description

The scheme involves replacing the existing staggered crossroads at the junction immediately south of Thurles Golf Club with a roundabout. The design includes active travel facilities.

<b>Local Authority</b>	Tipperary
<b>Improvement Type</b>	Junction Improvement
<b>Speed Limit</b>	100 km/h
<b>Project Stage</b>	Phase 3
<b>Network description</b>	National Secondary, Rural
<b>Next Gateway</b>	Gateway 2
<b>Construction</b>	2027 (expected)
<b>Average Daily Traffic Volume</b>	9,500
<b>Identified using</b>	Network Safety Analysis (HCL)
<b>Estimate Cost Range</b>	€1m to €5m

### Road Safety Strategy Action

#### National Safety Target

Phase 2 Action Plan, TII Action 2 - Delivery of EU Road Infrastructure Safety Management Directive – HCL Programme and Road Safety Inspection Programme.

#### Main Collision Type



### Safety Expected Outcomes

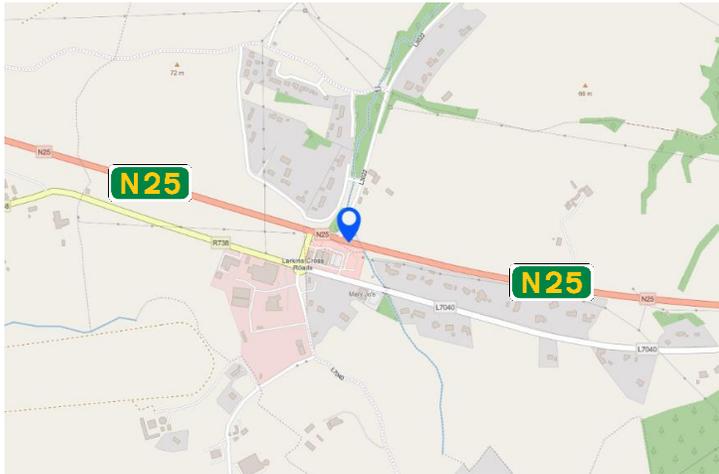
- Junction operating within safe limits
- Reduced speed
- Improved driver behaviour through junction
- Improve road safety for Vulnerable Road Users

### Safe System Pillars



# Larkin's Cross Rural Traffic Calming, Wexford

## N25 Larkin's Cross RSIS



### Project description

This scheme provides rural traffic-calming measures such as gateway features, traffic islands, and public lighting. It also includes changes to the junction layout to better support active travel.

<b>Local Authority</b>	Wexford
<b>Improvement Type</b>	Rural Traffic Calming
<b>Speed Limit</b>	100 km/h
<b>Project Stage</b>	Phase 3
<b>Network description</b>	National Primary, Rural
<b>Next Gateway</b>	Gateway 2
<b>Construction</b>	2026 /2027 (expected)
<b>Average Daily Traffic Volume</b>	13,500
<b>Identified using</b>	Network Safety Analysis (HCL)
<b>Estimate Cost Range</b>	€1m to €5m

### Road Safety Strategy Action

#### National Safety Target

Phase 2 Action Plan, TII Action 2 - Delivery of EU Road Infrastructure Safety Management Directive – HCL Programme and Road Safety Inspection Programme.

#### Main Collision Type



### Safety Expected Outcomes

- Improve road safety for Vulnerable Road Users
- Reduced speeds
- Improved driver behaviour through junction

### Safe System Pillars



# MMaRC B, M18 Junction 13

## Safety - MMaRC B M18 Junction 13 RSI



### Project description

This scheme is located at M18 Junction 13. The proposed works include safety improvements to the existing junction layout.

<b>Local Authority</b>	Clare
<b>Improvement Type</b>	Junction Improvements
<b>Speed Limit</b>	120 km/h
<b>Project Stage</b>	Phase 3
<b>Network description</b>	Motorway, Rural
<b>Next Gateway</b>	Gateway 2
<b>Construction</b>	2027 / 2028 (expected)
<b>Average Daily Traffic Volume</b>	18,000
<b>Identified using</b>	Road Safety Inspection (RSI)
<b>Estimate Cost Range</b>	€1m to €5m

### Road Safety Strategy Action

#### National Safety Target

Phase 2 Action Plan, TII Action 2 - Delivery of EU Road Infrastructure Safety Management Directive – High Collision Location Programme and RSI Programme.

#### Main Collision Type



### Safety Expected Outcomes

- Reduced speeds
- Improved driver behaviour through junction

### Safe System Pillars



# Projects at Phase 4

Statutory Processes



# Road Safety Improvement Schemes

## Phase 4

At Phase 4, Local Authorities prepare their statutory planning procedures. During this phase, Local Authorities also prepare a design report that must be submitted to TII.

Road Safety Improvement Schemes with an estimated cost greater than €1 million are described in more detail on individual project sheets.



# Table 2: Schemes at Phase 4 (Statutory Processes) 2025

Scheme Name	Local Authority	Route	Scheme Description	Cost Estimate
N80CW_Leagh Bends	Carlow County Council	N80	Realignment	€500k to €1mn
N67 Mountcharles Tec. Kilkee RSIS	Clare County Council	N67	VRU Improvements	€100k to €500k
N85 Shannaway Laninch Road Pedestrian Crossing Ennis RSIS	Clare County Council	N85	VRU Improvements	<€100k
N59 Portacarron Type B RSI	Galway County Council	N59	Junction Improvements	<€100k
N67GC Clarinbridge Pedestrian Facilities RSIS	Galway County Council	N67	VRU Improvements	€100k to €500k
N69 Ballyengland RSI	Limerick City and County Council	N69	Junction Improvements	€100k to €500k

Detailed project sheets have not been provided for road safety improvement schemes with an estimated cost under €1 million.

# Projects at Phase 5

Detailed Design and Procurement Preparation

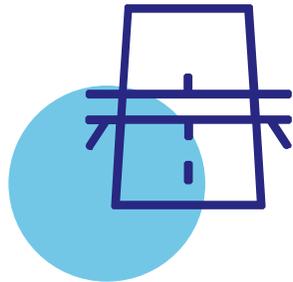


# Road Safety Improvement Schemes

## Phase 5

At this phase, Local Authorities are completing detailed design and preparing procurement documents. During this phase, the Local Authority will seek approval at Gateway 2 from TII to proceed to the next phase. They will also complete a Stage 2 Road Safety Audit.

Road Safety Improvement Schemes with an estimated cost greater than €1 million are described in more detail on individual project sheets.



# Schemes at Phase 5 (Enabling and Procurement) 2025

Table 3

Scheme Name	Local Authority	Route	Scheme Description	Cost Estimate
Fencing Retrofit 2025 CN	Cavan County Council	NRN	Fencing	<€100k
N3 Virginia-Maghera Safety Scheme	Cavan County Council	N03	Junction Improvements	€1m to €5m
Fencing Retrofit 2025 CL	Clare County Council	NRN	Fencing	<€100k
Fencing Retrofit 2025 CC	Cork County Council	NRN	Fencing	<€100k
N14 RSI Improvements Phase 2 (Feddyglass)	Donegal County Council	N14	Realignment	€100k to €500k
N15DL_054.0 Laghey Roundabout RSIS	Donegal County Council	N15	Realignment	€1m to €5m
N15DL Ballybofey Ped Crossings	Donegal County Council	N15	VRU Improvements	€500k to €1m
Fencing Retrofit 2025 GC	Galway County Council	NRN	Fencing	<€100k
N59 Clifden School Pedestrian Crossing RSI	Galway County Council	N59	VRU Improvements	€100k to €500k
N59GC_295 Kentfield	Galway County Council	N59	Realignment	€1m to €5m

Detailed project sheets have not been provided for road safety improvement schemes with an estimated cost under €1 million.

# Table 3: Schemes at Phase 5 2025

Scheme Name	Local Authority	Route	Scheme Description	Cost Estimate
<b>N83 Claregalway Traffic Calming &amp; Pavement Restoration</b>	Galway County Council	N83	VRU Improvements	€1m to €5m
<b>N84 Clonboo Junction and Pedestrian Crossing RSIS</b>	Galway County Council	N84	VRU Improvements	€100k to €500k
<b>N69 Tarbert Pedestrian Crossing RSI (Type D)</b>	Kerry County Council	N69	VRU Improvements	<€100k
<b>N86 Dingle Pedestrian Crossing RSI (Type D)</b>	Kerry County Council	N86	VRU Improvements	€100k to €500k
<b>N86 Annascaul RSIS</b>	Kerry County Council	N86	VRU Improvements	€100k to €500k
<b>Fencing Retrofit 2025 KY</b>	Kerry County Council	NRN	Fencing	<€100k
<b>Fencing Retrofit 2025 KE</b>	Kildare County Council	NRN	Fencing	<€100k
<b>Fencing Retrofit 2025 KK</b>	Kilkenny County Council	NRN	Fencing	<€100k
<b>Fencing Retrofit 2025 LS</b>	Laois County Council	NRN	Fencing	€100k to €500k
<b>Fencing Retrofit 2025 LM</b>	Leitrim County Council	NRN	Fencing	<€100k
<b>N15 Tullaghan Traffic Calming Type D RSIS</b>	Leitrim County Council	N15	Traffic Calming	€1m to €5m

Detailed project sheets have not been provided for road safety improvement schemes with an estimated cost under €1 million.

# Table 3: Schemes at Phase 5 2025

Scheme Name	Local Authority	Route	Scheme Description	Cost Estimate
Fencing Retrofit 2025 L	Limerick City and County Council	NRN	Fencing	<€100k
N21L Abbeyfeale RSIS	Limerick City and County Council	N21	Traffic Calming	€1m to €5m
Sfty - N69L Bolands Cross RSIS	Limerick City and County Council	N69	Traffic Calming	€1m to €5m
Sfty - N69L RSI Implementation (Clarina VRU Facilities)	Limerick City and County Council	N69	VRU Improvements	€500k to €1m
N55LD_Ballymahon RSIS	Longford County Council	N55	Junction Improvements	€1m to €5m
N63LD Farranyoogan RSI Implementation	Longford County Council	N63	VRU Improvements	€1m to €5m
N58 Ballyvary to Foxford at Breandrum	Mayo County Council	N58	Junction Improvements	<€100k
N60 Claremorris - Ballyhaunis at Bekan (Rail Bridge)	Mayo County Council	N60	Realignment	€1m to €5m
Fencing Retrofit 2025 MH	Meath County Council	NRN	Fencing	<€100k
Fencing Retrofit 2025 MN	Monaghan County Council	NRN	Fencing	<€100k
N54 North Road RSIS	Monaghan County Council	N54	VRU Improvements	€100k to €500k

Detailed project sheets have not been provided for road safety improvement schemes with an estimated cost under €1 million.

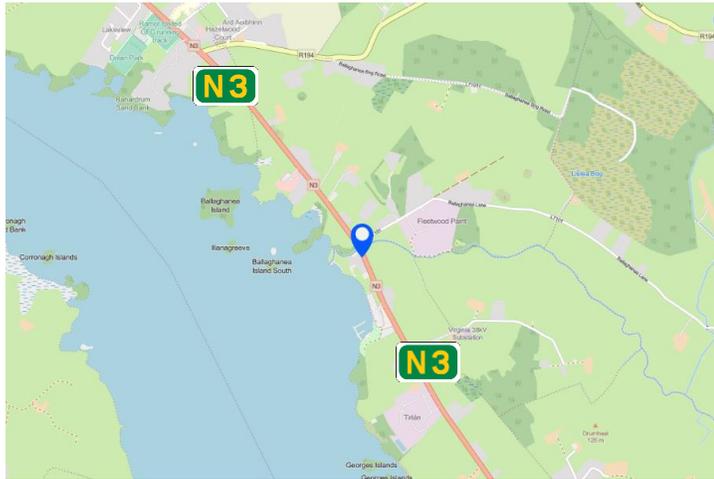
# Schemes at Phase 5 (Enabling and Procurement) 2025

Scheme Name	Local Authority	Route	Scheme Description	Cost Estimate
Fencing Retrofit 2025 OY	Offaly County Council	NRN	Fencing	<€100k
Fencing Retrofit 2025 RN	Roscommon County Council	NRN	Fencing	<€100k
N61RN Boyle Rail Station Road Junction RSIS	Roscommon County Council	N61	VRU Improvements	€100k to €500k
Fencing Retrofit 2025 T	Tipperary County Council	NRN	Fencing	<€100k
N62T_091.2 Slievenamon Road Thurles RSI Implementation	Tipperary County Council	N62	VRU Improvements	€1m to €5m
N65 Carrigahorig RSIS	Tipperary County Council	N65	VRU Improvements	€500k to €1m
N74T Kilfeacle L4209 Junction RSI	Tipperary County Council	N74	Junction Improvements	<€100k
Fencing Retrofit 2025 W	Waterford City and County Council	NRN	Fencing	<€100k
N25 Ballyduff West RSI (TypeB)	Waterford City and County Council	N25	VRU Improvements	€100k to €500k
N25W_082 Lemybrien - Traffic Calming	Waterford City and County Council	N25	Traffic Calming	€1m to €5m

Detailed project sheets have not been provided for road safety improvement schemes with an estimated cost under €1 million.

# Virginia–Maghera Route Safety Improvements, Cavan

## N3 Virginia-Maghera Safety Scheme



### Project description

This rural scheme on the N3 between Virginia and Carrakeeltymore focuses on improving safety along the route. The works include removing roadside hazards, addressing safety issues at existing entrances, upgrading two local junctions, and adding new culverts to improve drainage where it affects road safety. Together, these measures aim to improve safety and access along this national primary route.

<b>Local Authority</b>	Cavan
<b>Improvement Type</b>	Rural Junction Improvements
<b>Speed Limit</b>	80 km/h
<b>Project Stage</b>	Phase 5
<b>Network description</b>	National Primary, Rural
<b>Next Gateway</b>	Gateway 2
<b>Construction</b>	2026 (expected)
<b>Average Daily Traffic Volume</b>	12,500
<b>Identified using</b>	Network Safety Analysis (HCL)
<b>Estimate Cost Range</b>	€1m to €5m

### Road Safety Strategy Action

**National Safety Target**  
Phase 2 Action Plan, TII Action 2 - Delivery of EU Road Infrastructure Safety Management Directive – HCL Programme and Road Safety Inspection Programme.

**Main Collision Type**

### Safety Expected Outcomes

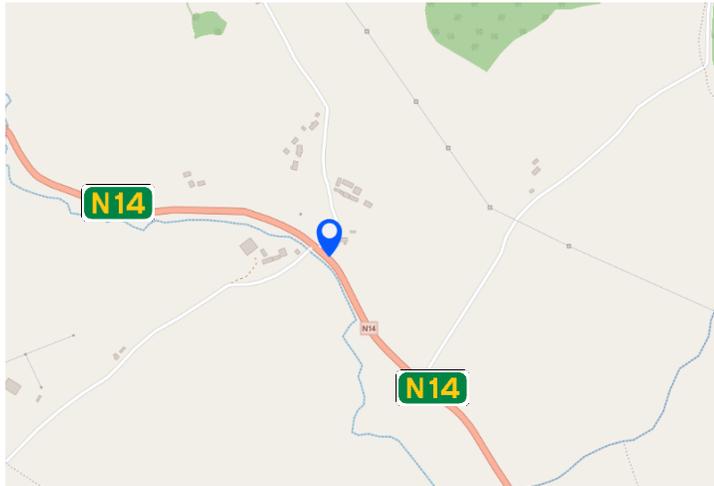
- Improve visibility and sightlines
- Forgiving roadsides

### Safe System Pillars



# Feddyglass Minor Road Realignment, Donegal

## N14 RSI Improvements (Feddyglass)



### Project description

This project was delivered in two phases. In 2024, safety and pavement improvement works were carried out on the rural N14 between Letterkenny and Lifford, including road realignment, bend widening, verge strengthening, safety barriers, drainage, and upgraded signage and utilities.

A second phase began in 2025 to improve an existing bridge structure along the route, with the overall project expected to be completed in 2026.

<b>Local Authority</b>	Donegal
<b>Improvement Type</b>	<ul style="list-style-type: none"> <li>• Minor Realignment / Curve Widening</li> <li>• Improvement to forward visibility and stopping sight distance</li> <li>• Creating a more forgiving roadside</li> </ul>
<b>Speed Limit</b>	80 km/h
<b>Project Stage</b>	Feddyglass Section 1 - Phase 7 Feddyglass section 2 - Phase 5
<b>Network description</b>	National Primary Route, Rural
<b>Next Gateway</b>	Gateway 2 Approval
<b>Construction</b>	Section 2 –2026
<b>Average Daily Traffic Volume</b>	7,500
<b>Identified using</b>	Road Safety Inspection (RSI)
<b>Estimate Cost Range</b>	€1m to €5m

### Road Safety Strategy Action

#### National Safety Target

Phase 2 Action Plan, TII Action 2 - Delivery of EU Road Infrastructure Safety Management Directive – High Collision Location Programme and RSI Programme.

#### Main Collision Type



### Safety Expected Outcomes

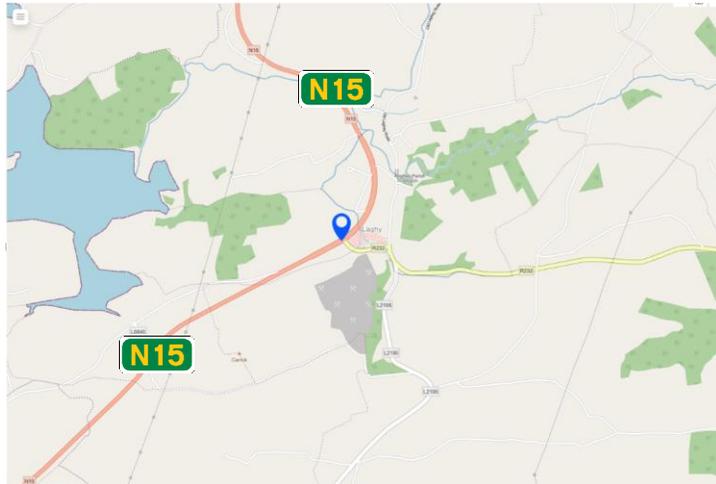
- Reduce single vehicle collisions
- Allow larger vehicles meet and pass safely
- Improved junction visibility
- Verge strengthening
- Forgiving Road Sides

### Safe System Pillars



# Laghey Roundabout Upgrade, Donegal

N15DL\_054.0 Laghey Roundabout RSIS



## Project description

This scheme is located on the N15 between Donegal Town and Ballyshannon, near Laghey village, where the road passes close to local homes and businesses. It includes the junctions with the R232 regional road and the L-2145-2 local road.

To improve safety and traffic flow, a three-arm roundabout is proposed at the N15/R232 junction.

<b>Local Authority</b>	Donegal
<b>Improvement Type</b>	Rural Junction Improvement
<b>Speed Limit</b>	100 km/h
<b>Project Stage</b>	Phase 5 (Phase 6 expected Q1 2026)
<b>Network description</b>	National Primary, Rural
<b>Next Gateway</b>	Gateway 2
<b>Construction</b>	2026 / 2027
<b>Average Daily Traffic Volume</b>	11,000
<b>Identified using</b>	Network Safety Analysis (HCL)
<b>Estimate Cost Range</b>	€1m to €5m

## Road Safety Strategy Action

### National Safety Target

Phase 2 Action Plan, TII Action 2 - Delivery of EU Road Infrastructure Safety Management Directive – HCL Programme and Road Safety Inspection Programme.

### Main Collision Type



## Safety Expected Outcomes

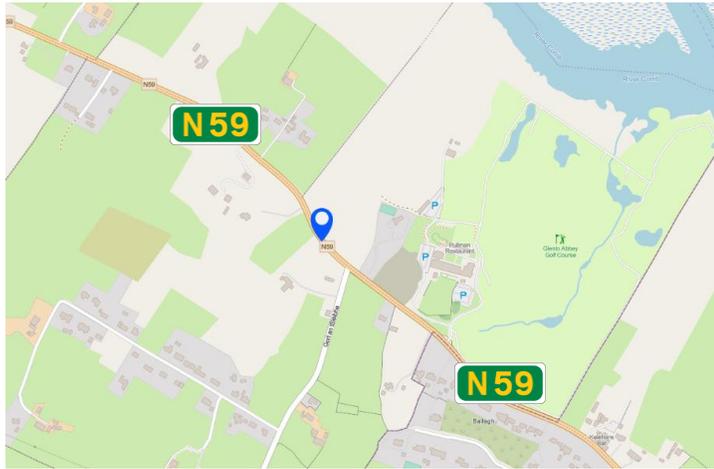
- Reduce the number of Collisions
- Slow traffic down through a busy junction
- Reduction in the severity of collisions

## Safe System Pillars



# Kentfield Road Safety Upgrade, Galway

N59GC 295 Kentfield



## Project description

This scheme improves the alignment of the N59, west of Galway City in Bushypark. The route, which has an 80 km/h speed limit, is a key gateway to Connemara and is popular with tourists. However, it has a history of rear-end collisions and has been identified as a High Collision Location (HCL). The works aim to improve safety along this section of the road.

<b>Local Authority</b>	Galway
<b>Improvement Type</b>	Road Realignment
<b>Speed Limit</b>	80 km/h
<b>Project Stage</b>	Phase 5
<b>Network description</b>	National Secondary, Rural
<b>Next Gateway</b>	Gateway 2
<b>Construction</b>	2027 (expected)
<b>Average Daily Traffic Volume</b>	13,500
<b>Identified using</b>	Network Safety Analysis (HCL)
<b>Estimate Cost Range</b>	€1m to €5m

## Road Safety Strategy Action

**National Safety Target**  
Phase 2 Action Plan, TII Action 2 - Delivery of EU Road Infrastructure Safety Management Directive – HCL Programme and Road Safety Inspection Programme.

**Main Collision Type** 

## Safety Expected Outcomes

- Reduce rear end collisions by improving forward visibility
- Provide consistency of cross section

## Safe System Pillars



# Claregalway Traffic Calming & Pavement Restoration

## N83 Claregalway Scheme (DMURS)



### Project description

This scheme on the N83 at Claregalway improves road safety and the quality of the street. The works include upgrading drainage and road surfaces, narrowing the road to help reduce speeds, and improving facilities for pedestrians, bus users, and cyclists. It will also deliver wider network improvements, safer routes to school, and upgraded facilities for vulnerable road users within the 50 km/h zone.

<b>Local Authority</b>	Galway
<b>Improvement Type</b>	Urban Road Safety, VRU Improvements
<b>Speed Limit</b>	50 km/h
<b>Project Stage</b>	Phase 5
<b>Network description</b>	National Secondary, Urban
<b>Next Gateway</b>	Gateway 2
<b>Construction</b>	2026 (expected)
<b>Average Daily Traffic Volume</b>	10,500
<b>Identified using</b>	Road Safety Inspection (RSI)
<b>Estimate Cost Range</b>	€1m to €5m

### Road Safety Strategy Action

#### National Safety Target

Phase 2 Action Plan, TII Action 2 - Delivery of EU Road Infrastructure Safety Management Directive – High Collision Location Programme and RSI Programme.

Phase 2 Action Plan, TII Action 12 - Deliver safety improvements to National Roads adjacent to schools to reduce speeds and improve active travel.

**Main Collision Type**



### Safety Expected Outcomes

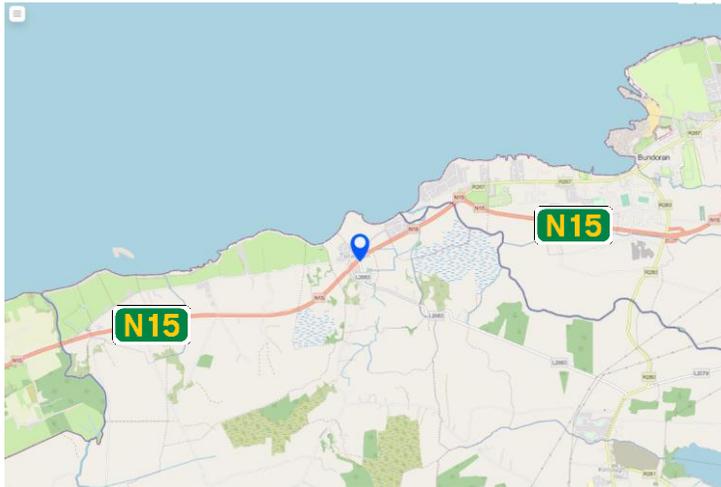
- Enhanced safety for pedestrians
- Safe route to school
- Improved Bus Stop
- facilities for rural transport on National Roads
- Speed Management

### Safe System Pillars



# N15 Tullaghan Traffic Calming, Leitrim

## N15 Tullaghan Traffic Calming Type D RSIS



### Project description

Tullaghan Village, County Leitrim, is divided by the N15, with homes on one side and local services on the other. Although a 60 km/h speed limit is in place, vehicle speeds remain high due to a lack of visible traffic-calming features.

This scheme aims to reduce speeds by narrowing traffic lanes, creating a safer and more self-regulating road environment. The works will enhance facilities for Vulnerable Road Users (VRUs) and improve conditions for public transport users.

<b>Local Authority</b>	Leitrim
<b>Improvement Type</b>	Traffic Calming & Improved Vulnerable Road User facilities
<b>Speed Limit</b>	60 km/h
<b>Project Stage</b>	Phase 5
<b>Network description</b>	National Primary, Urban
<b>Next Gateway</b>	Gateway 2
<b>Construction</b>	2026 / 2027 (Expected)
<b>Average Daily Traffic Volume</b>	8,000
<b>Identified using</b>	Road Safety Inspection (RSI)
<b>Estimate Cost Range</b>	€1m to €5m

### Road Safety Strategy Action

#### National Safety Target

Phase 2 Action Plan, TII Action 2 - Delivery of EU Road Infrastructure Safety Management Directive – HCL Programme and RSI Programme.

#### Main Collision Type



### Safety Expected Outcomes

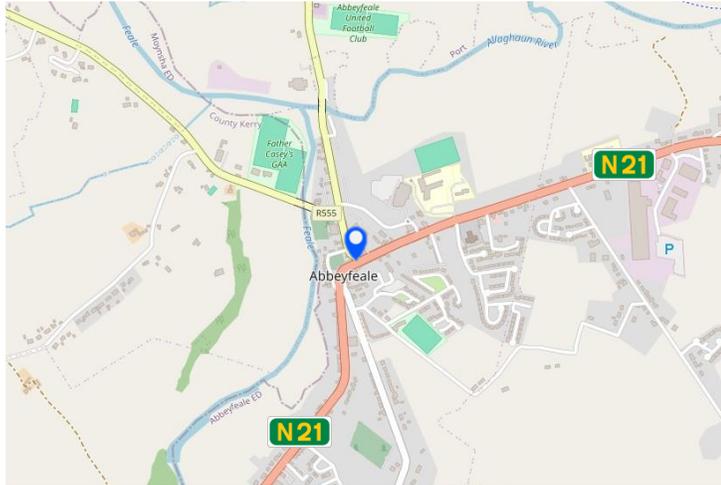
- Reduce traffic speeds through the village
- Improved facilities for VRUs
- Provide crossing places for VRUs
- Improved Bus Stop facilities for rural transport on National Roads

### Safe System Pillars



# Abbeyfeale, Traffic Calming, Limerick

## N21L Abbeyfeale RSIS



### Project description

The proposed site is situated on N21 within the urban area of Abbeyfeale. This section of national road is the main route from Limerick to North Kerry. The works will improve pedestrian facilities, bus stops, pedestrian crossings, redistribution of on-street car-parking, junction improvements, and reallocation of road space to prioritise the safety of Vulnerable Road Users (VRUs). The scheme also incorporates traffic calming and landscape enhancements to create a safer and more accessible environment. This is a combined TII Road Safety and Pavement scheme.

<b>Local Authority</b>	Limerick
<b>Improvement Type</b>	Traffic Calming
<b>Speed Limit</b>	50 km/h & 60 km/h
<b>Project Stage</b>	Phase 5
<b>Network description</b>	National Primary, Urban
<b>Next Gateway</b>	Gateway 2
<b>Construction</b>	2026 / 2027 (Expected)
<b>Average Daily Traffic Volume</b>	10,500 (estimated)
<b>Identified using</b>	Network Safety Analysis (HCL) and Road Safety Inspection (RSI)
<b>Estimate Cost Range</b>	€1m to €5m

### Road Safety Strategy Action

#### National Safety Target

Phase 2 Action Plan, TII Action 2 - Delivery of EU Road Infrastructure Safety Management Directive – HCL Programme and RSI Programme.

#### Main Collision Type



### Safety Expected Outcomes

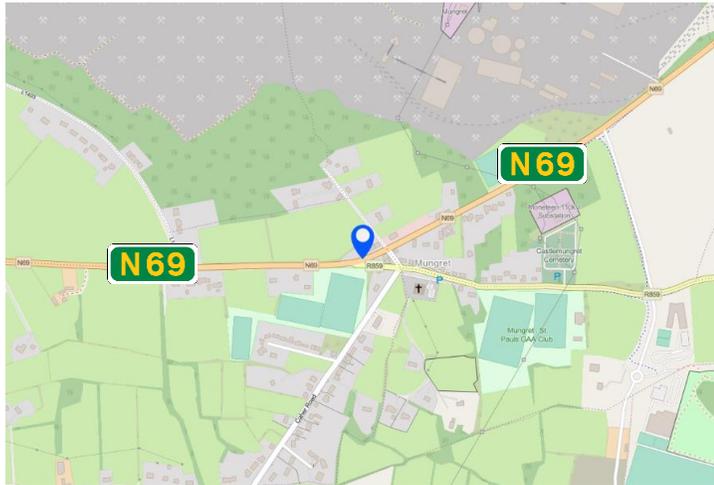
- Reduce traffic speeds through the urban area
- Improved facilities for VRUs
- Provide crossing places for VRUs

### Safe System Pillars



# Bolands Cross Active Travel & Safety Scheme, Limerick

Sfty - N69L Bolands Cross RSIS



## Project description

This is a combined active travel and road safety scheme, focused on managing vehicle speeds at two busy junctions.

The works include reallocating road space, providing protected cycle tracks that connect to nearby school routes, improving pedestrian crossings, and enhancing the area with landscaping.

<b>Local Authority</b>	Co. Limerick
<b>Improvement Type</b>	Transition Zone Treatment, Pedestrian Crossing and Public Realm Improvements
<b>Speed Limit</b>	50 km/h and 60 km/h
<b>Project Stage</b>	Phase 5
<b>Network description</b>	National Secondary, Urban
<b>Next Gateway</b>	Gateway 2
<b>Construction</b>	2026 (expected)
<b>Average Daily Traffic Volume</b>	17,000
<b>Identified using</b>	Network Safety Analysis (HCL) and Road Safety Inspection (RSI)
<b>Estimate Cost Range</b>	€1m to €5m

## Road Safety Strategy Action

### National Safety Target

Phase 2 Action Plan, TII Action 2 - Delivery of EU Road Infrastructure Safety Management Directive – HCL Programme and RSI Programme.  
Phase 2 Action Plan, TII Action 12 - Deliver safety improvements to National Roads adjacent to schools to reduce speeds and improve active travel.

### Main Collision Type



## Safety Expected Outcomes

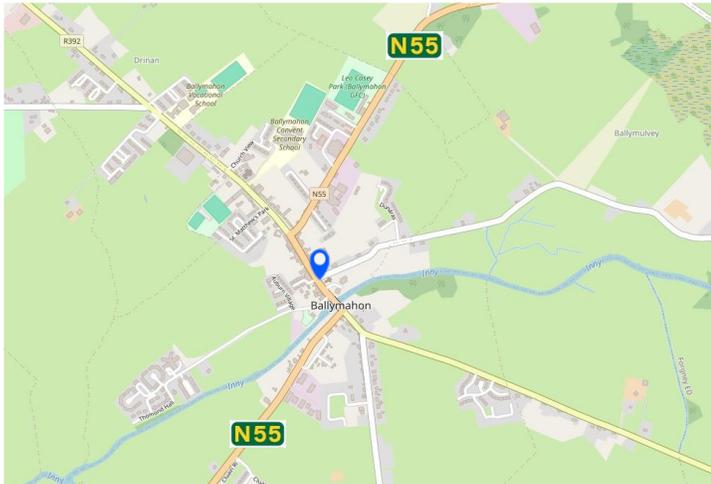
- Improved pedestrian and cycle safety
- Improved routes to school
- Reduced vehicular speeds through the urban area

## Safe System Pillars



# Ballymahon, Junction Improvements, Longford

N55LD\_Ballymahon RSIS



## Project description

This scheme is located on Ballymahon Main Street. The existing street layout and junction arrangements require upgrade to improve facilities for Vulnerable Road Users in the urban area. The proposed scheme includes junction improvements, new crossing facilities for vulnerable road users and public realm improvements.

<b>Local Authority</b>	Longford
<b>Improvement Type</b>	Junction Improvements, Improved Vulnerable Road User facilities
<b>Speed Limit</b>	50 km/h
<b>Project Stage</b>	Phase 5
<b>Network description</b>	National Secondary, Urban
<b>Next Gateway</b>	Gateway 2
<b>Construction</b>	TBC
<b>Average Daily Traffic Volume</b>	4,000 (estimate)
<b>Identified using</b>	Network Safety Analysis (HCL) and Road Safety Inspection (RSI)
<b>Estimate Cost Range</b>	€1m to €5m

## Road Safety Strategy Action

### National Safety Target

Phase 2 Action Plan, TII Action 2 - Delivery of EU Road Infrastructure Safety Management Directive – HCL Programme and RSI Programme.

### Main Collision Type



## Safety Expected Outcomes

- Improved pedestrian and cycle safety
- Reduced vehicular speeds through the urban area

## Safe System Pillars



# Farranyoogan

## N63 Farranyoogan Active Travel scheme



### Project description

This section of the N63 is largely an industrial urban site, with footways and intermittent pedestrian/ cycle facilities. The Farranyoogan Scheme is a combined Active Travel and road safety scheme that redistributes road space to better support walking and cycling.

Construction of a footpath and cycle track along the N63 between the Railway bridge at Townparks Industrial Estate and the Royal canal at Cartrongeeragh. The works will include Vulnerable Road User crossing facilities, junction improvements and connects the urban area to the greenway.

<b>Local Authority</b>	Longford
<b>Improvement Type</b>	VRU improvements
<b>Speed Limit</b>	50 km/h & 60 km/h
<b>Project Stage</b>	Phase 5
<b>Network description</b>	National Primary, Urban
<b>Next Gateway</b>	Gateway 2
<b>Construction</b>	2026 (expected)
<b>Average Daily Traffic Volume</b>	6,500 (10% HGV)
<b>Identified using</b>	Road Safety Inspections (RSI)
<b>Estimate Cost Range</b>	€1m to €5m

### Road Safety Strategy Action

#### National Safety Target

Phase 2 Action Plan, TII Action 2 - Delivery of EU Road Infrastructure Safety Management Directive – High Collision Location Programme and RSI Programme.

#### Main Collision Type



### Safety Expected Outcomes

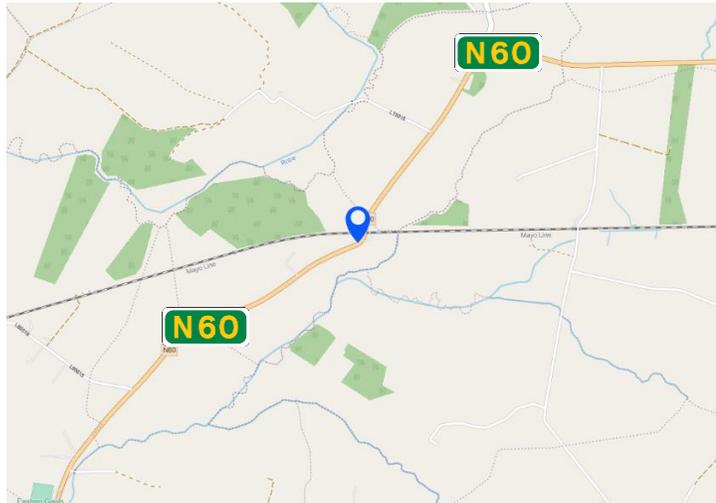
- Reduced speeds through the urban area
- Improved safety for pedestrians and cyclists

### Safe System Pillars



# Bekan Rail Bridge Realignment, Mayo

## N60 Claremorris - Ballyhaunis at Bekan (Rail Bridge)



### Project description

This scheme realigns a section of the N60 near Bekan to improve safety and reliability. The works include constructing a new rail overbridge and improving the layout of the road to address existing alignment issues.

The scheme provides approximately 520 metres of new roadway, along with improved surfacing, better visibility, upgraded drainage, new safety barriers, and associated structures.

<b>Local Authority</b>	Mayo
<b>Improvement Type</b>	Minor realignment and new bridge over railway
<b>Speed Limit</b>	80 km/h
<b>Project Stage</b>	Phase 5
<b>Network description</b>	National Secondary, Rural
<b>Next Gateway</b>	Gateway 2
<b>Construction</b>	2026 (expected) in collaboration with Iarnród Éireann
<b>Average Daily Traffic Volume</b>	5,000
<b>Identified using</b>	Road Safety Inspection (RSI)
<b>Estimate Cost Range</b>	€1m to €5m

### Road Safety Strategy Action

#### National Safety Target

Phase 2 Action Plan, TII Action 2 - Delivery of EU Road Infrastructure Safety Management Directive – High Collision Location Programme and RSI Programme.

#### Main Collision Type



### Safety Expected Outcomes

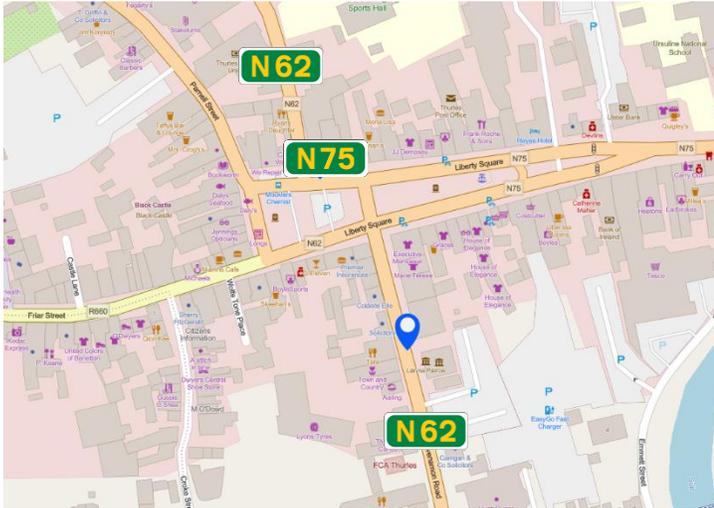
- Improve Road and Rail safety
- Alignment improvement

### Safe System Pillars



# Slievenamon Road Urban Safety Scheme, Tipperary

## N62T 091.2 Slievenamon Road Thurles RSI Implementation



### Project description

This scheme improves the road layout and introduces traffic-calming measures along a 450 metre section between Slievenamon Road Roundabout and Liberty Square.

The works include narrowing the road, widening and improving footpaths to enhance pedestrian safety, and tightening junctions to create a safer and more attractive urban environment.

<b>Local Authority</b>	Tipperary County Council
<b>Improvement Type</b>	Traffic Calming & VRU Improvements
<b>Speed Limit</b>	50 km/h
<b>Project Stage</b>	Phase 5
<b>Network description</b>	National Secondary, Urban
<b>Next Gateway</b>	Gateway 2
<b>Construction</b>	2026 (expected)
<b>Average Daily Traffic Volume</b>	7,000
<b>Identified using</b>	Road Safety Inspection (RSI)
<b>Estimate Cost Range</b>	€1m to €5m

### Road Safety Strategy Action

#### National Safety Target

Phase 2 Action Plan, TII Action 2 - Delivery of EU Road Infrastructure Safety Management Directive – High Collision Location Programme and RSI Programme.

#### Main Collision Type



### Safety Expected Outcomes

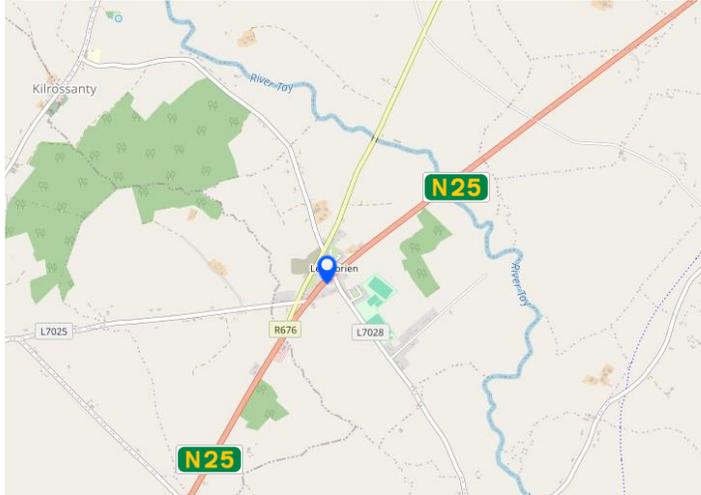
- Reduced speeds through the urban core.
- Increased safety and comfort for VRUs.

### Safe System Pillars



# Lemybrien, Waterford

## N25 Lemybrien



### Project description

The N25 passes through Lemybrien village. It is a wide, busy National Road that lacks safe crossing places for pedestrians and public transport users.

This scheme will improve the urban road layout and introduce traffic-calming measures, safe crossing places and speed transition zones.

<b>Local Authority</b>	Waterford City & County Council
<b>Improvement Type</b>	Traffic Calming & VRU Improvements
<b>Speed Limit</b>	60 km/h
<b>Project Stage</b>	Phase 5
<b>Network description</b>	National Primary, Urban
<b>Next Gateway</b>	Gateway 2
<b>Construction</b>	2027 (expected)
<b>Average Daily Traffic Volume</b>	11,000 (estimated)
<b>Identified using</b>	Network Safety Analysis (HCL)
<b>Estimate Cost Range</b>	€1m to €5m

### Road Safety Strategy Action

#### National Safety Target

Phase 2 Action Plan, TII Action 2 - Delivery of EU Road Infrastructure Safety Management Directive – HCL Programme and RSI Programme.

#### Main Collision Type



### Safety Expected Outcomes

- Reduced speeds through the village.
- Increased safety and comfort for VRUs.
- Improved Bus Stop facilities for rural transport on National Roads

### Safe System Pillars



# Projects at Phases 6 & 7

Construction and Project Closeout



# Road Safety Improvement Schemes

## Phase 6 & 7

The following table presents all schemes currently at Phases 6 and 7. These phases are managed by TII Regional Management. The schemes are progressed through the construction phase, and each scheme must be finalised by preparing a closeout report/sheet and requesting Approval at Gateway 3.

Road Safety Improvement Schemes with an estimated cost greater than €1 million are described in more detail on individual project sheets.



# Schemes at Phase 6 & 7 (Construction & Close-out) 2025

Table 4

Scheme Name	Local Authority	Route	Scheme Description	Cost Estimate
N80CW Fixed Site Safety Camera TII/AGS Pilot and Trail	Carlow County Council	N80	Safety Camera	<€100k (TII costs only)
N54 Clover Hill RSIS	Cavan County Council	N03	Junction Improvements	€100k to €500k
N54CN Butlersbridge to Cloverhill RSI	Cavan County Council	N03	Pavement	<€100k
N55CN Cashel Cross RSIS	Cavan County Council	N03	Realignment	€500k to €1m
N67CL Doonbeg L2030 Junction RSI	Clare County Council	N67	Junction Improvements	<€100k
N68 Cranny Cross RSIS	Clare County Council	N68	Vehicle Activated Sign	<€100k
N20CC_Ballybeg Bends RSIS	Cork County Council	N20	Signs & Lines	<€100k
N20CC_Charleville Main St (Interim improve Option 3) RSIS	Cork County Council	N20	VRU Improvements	€100k to €500k
N22CC Fixed Site Safety Camera TII/AGS Pilot and Trial	Cork County Council	N22	Safety Camera	<€100k (TII costs only)
N22 Kilcondy Right Turn Lane RSIS	Cork County Council	N22	Junction Improvements	€100k to €500k

Detailed project sheets have not been provided for road safety improvement schemes with an estimated cost under €1 million.

# Table 4: Schemes at Phase 6 & 7 2025

Scheme Name	Local Authority	Route	Scheme Description	Cost Estimate
N28CC Ringaskiddy (Urban Renewal) RSI	Cork County Council	N28	VRU Improvements	€1m to €5m
N13DL Fixed Site Safety Camera TII/AGS Pilot and Trial	Donegal County Council	N13	Safety Camera	€100k to €500k (TII Costs only)
N13DL Magherabeg (SRTS) Pilot	Donegal County Council	N13	Safe Routes to School	<€100k (TII costs only)
N14DL Doorable (HCL)	Donegal County Council	N14	Junction Improvements	€100k to €500k
N15 Ballybofey HVC Pilot 2022	Donegal County Council	N15	VRU Improvements	<€100k
N15DL Castlefinn Pedestrian Lighting RSIS	Donegal County Council	N15	VRU Improvements	<€100k
N15DL Lough Mourne RSIS	Donegal County Council	N15	Removal of clear zone hazards	€100k to €500k
N15DL_001.3 Lifford Town Safety Scheme Type B (NTA Scheme)	Donegal County Council	N15	VRU Improvements	€100k to €500k
N59 Bhaile Nua SRTS Pilot and Trial	Galway County Council	N59	Safe Routes to School	<€100k (TII costs only)
N59GC_238.0 Derrynavglau RSIS	Galway County Council	N59	Junction Improvements	<€100k

Detailed project sheets have not been provided for road safety improvement schemes with an estimated cost under €1 million.

# Table 4: Schemes at Phase 6 & 7 2025

Scheme Name	Local Authority	Route	Scheme Description	Cost Estimate
N59GC_279.0 Lachtgannon RSIS	Galway County Council	N59	Junction Improvements	<€100k
N59GC_286.0 Cloonabinia RSIS	Galway County Council	N59	Junction Improvements	<€100k
N59GC_293.0 Barna Road Junction RSIS	Galway County Council	N59	Junction Improvements	<€100k
N59GC_293.0 Corcullen RSIS	Galway County Council	N59	Junction Improvements	<€100k
N63 Cloonrelagh (Mountbellew) RSI	Galway County Council	N83	VRU Improvements	€100k to €500k
N65 Attygara RSI	Galway County Council	N65	Junction Improvements	€100k to €500k
N67 Toberleagh RSI	Galway County Council	N67	Junction Improvements	<€100k
N83 L-6212 Corinthians Rugby Football Club Junction RSI	Galway County Council	N83	Junction Improvements	<€100k
N84 Largan RSI	Galway County Council	N84	Junction Improvements	€100k to €500k
Type C RSI Tags	Galway County Council	<Null>	General	€100k to €500k
N22 R569 Poulgorm Bridge RSIS (Type A)	Kerry County Council	N22	Vehicle Activated Sign	<€100k

Detailed project sheets have not been provided for road safety improvement schemes with an estimated cost under €1 million.

# Table 4: Schemes at Phase 6 & 7 2025

Scheme Name	Local Authority	Route	Scheme Description	Cost Estimate
N71KY Mission Road Pedestrian Crossing RSIS	Kerry County Council	N71	VRU Improvements	€100k to €500k
N72KY Fossa village RSIS	Kerry County Council	N72	VRU Improvements	€1m to €5m
N25KK Fixed Site Safety Camera TII/AGS Pilot and Trial	Kilkenny County Council	N25	Safety Camera	€100k to €500k (TII Costs only)
N78KK Castlecomer RSIS	Kilkenny County Council	N78	VRU Improvements	€100k to €500k
N78 Ballylinan - Junction tightening	Laois County Council	N78	Junction Improvements	€100k to €500k
N80LS Fingleton's Property RSIS	Laois County Council	N80	Junction Improvements	<€100k
N80LS Rathillig Junction	Laois County Council	N80	Junction Improvements	<€100k
N16LM Strabrick RSI Implementation	Leitrim County Council	N16	Junction Improvements	€100k to €500k
N20, N21 & N69 Verge Works RSIS (Type B)	Limerick City and County Council	N20	Removal of clear zone hazards	€100k to €500k
N21 Barnagh RSIS	Limerick City and County Council	N21	Junction Improvements	<€100k

Detailed project sheets have not been provided for road safety improvement schemes with an estimated cost under €1 million.

# Table 4: Schemes at Phase 6 & 7 2025

Scheme Name	Local Authority	Route	Scheme Description	Cost Estimate
N21L Adare Footpath RSIS	Limerick City and County Council	N21	VRU Improvements	€100k to €500k
N21L Murphy's Cross	Limerick City and County Council	N21	Junction Improvements	<€100k
N24L Grange Cross RSIS	Limerick City and County Council	N24	Junction Improvements	€100k to €500k
N69 Ballyvouge RSI	Limerick City and County Council	N69	Junction Improvements	<€100k
N69L Fixed Site Safety Camera TII/AGS Pilot and Trial	Limerick City and County Council	N69	Safety Camera	€100k to €500k (TII costs only)
Sfty - N21L Wards Cross RSIS	Limerick City and County Council	N21	Junction Improvements	€500k to €1m
N05MO N5/R320 Junction Swinford RSIS	Mayo County Council	N05	Junction Improvements	€100k to €500k
N17MO Fixed Site Safety Camera TII/AGS Pilot and Trial	Mayo County Council	N17	Safety Camera	€100k to €500k (TII costs only)
N83 Tooreen Pedestrian Crossing RSIS	Mayo County Council	N83	VRU Improvements	<€100k
N84MO Ballinrobe Traffic Signals	Mayo County Council	N84	Traffic Signals	€100k to €500k

Detailed project sheets have not been provided for road safety improvement schemes with an estimated cost under €1 million.

# Table 4: Schemes at Phase 6 & 7 2025

Scheme Name	Local Authority	Route	Scheme Description	Cost Estimate
<b>N02 TII/AGS Average Speed Camera Pilot and Trial</b>	Meath County Council	N02	Safety Camera	<€100k (TII Costs only)
<b>N52 Callaighstown RSIS</b>	Meath County Council	N52	Junction Improvements	€100k to €500k
<b>N52 Mandinstown RSIS</b>	Meath County Council	N52	Junction Improvements	€500k to €1mn
<b>N52MH Johnsbrook Cross RSIS</b>	Meath County Council	N52	Junction Improvements	€100k to €500k
<b>N62OY RSI Implementation 2022</b>	Offaly County Council	N62	General	<€100k
<b>N5 RN Scoil Mhuire Strokestown National School RSIS</b>	Roscommon County Council	N05	Safe Routes to School	€100k to €500k
<b>N5RM N5/R368 Junction Strokestown (Type D) RSIS</b>	Roscommon County Council	N05	Junction Improvements	€100k to €500k
<b>N60RM N60 Carrick NS Ballinlough SRTS Pilot and Trial</b>	Roscommon County Council	N60	Safe Routes to School	<€100k
<b>N61 Boyle RSIS</b>	Roscommon County Council	N61	VRU Improvements	€100k to €500k
<b>N61 Knockcroghery Pedestrian Crossing RSI</b>	Roscommon County Council	N61	VRU Improvements	€100k to €500k
<b>N63RN Ballyleague Junction Improvement RSI</b>	Roscommon County Council	N63	VRU Improvements	€100k to €500k

Detailed project sheets have not been provided for road safety improvement schemes with an estimated cost under €1 million.

# Table 4: Schemes at Phase 6 & 7 2025

Scheme Name	Local Authority	Route	Scheme Description	Cost Estimate
N17 L-45048 Gilmartin Junction RSI	Sligo County Council	N17	Junction Improvements	<€100k
N17 L-6108 Ballinacorrow Junction RSI	Sligo County Council	N17	VRU Improvements	<€100k
N17SO Cashel South L45048 Junction RSI	Sligo County Council	N17	Junction Improvements	<€100k
N17 Tubbercurry Pedestrian Crossings RSIS (Near Gaa Pitch)	Sligo County Council	N17	VRU Improvements	<€100k
N17 Tubbercurry Pedestrian Crossings RSIS (Upgrade to existing)	Sligo County Council	N17	VRU Improvements	<€100k
N17 L4902 Curry Junction RSI (Type B)	Sligo County Council	N17	Junction Improvements	<€100k
N24 Knockagh East Realignment RSIS	Tipperary County Council	N24	Junction Improvements	€100k to €500k
N24 Main St & Fr Matthew St Tipp Town HD15 Scheme	Tipperary County Council	N24	VRU Improvements	€1m to €5m
N24T Cahir Roundabout R639/R640 Type D RSI	Tipperary County Council	N24	VRU Improvements	<€100k
N25/L7032 Garryhlish	Waterford City and County Council	N25	Junction Improvements	<€100k

Detailed project sheets have not been provided for road safety improvement schemes with an estimated cost under €1 million.

# Table 4: Schemes at Phase 6 & 7 2025

Scheme Name	Local Authority	Route	Scheme Description	Cost Estimate
N72 Tallow Hill Bend RSIS	Waterford City and County Council	N72	Signs & Lines	<€100k
N4WH Rathowen RSIS	Westmeath County Council	N04	Junction Improvements	<€100k
N30WX Leeches' Bend RSIS	Wexford County Council	N30	Pavement	€100k to €500k
N30WX Tominearly VAS RSI (Type B)	Wexford County Council	N30	Vehicle Activated Sign	<€100k
M11WW M11/R772 VRS RSIS	Wicklow County Council	N11	VRS	€100k to €500k
N81_WW Hollywood Park & Ride RSIS	Wicklow County Council	N11	Traffic Calming	€1m to €5m

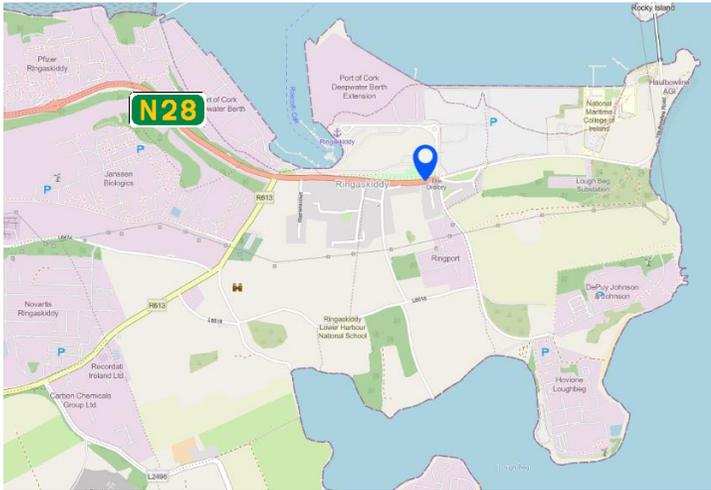
Detailed project sheets have not been provided for road safety improvement schemes with an estimated cost under €1 million.

# Table 4a: MMarC Schemes at Phase 6 & 7 2025

Scheme Name	TII Framework	Route	Scheme Description	Cost Estimate
Safety - MMarC A N4/L1018 Kew Park Junction RSIS	MMaRC A	N4	Junction Improvements	<€100k
Safety - MMarC B M18 Junction 5 to Junction 16 VRS RSI	MMaRC B	M18	VRS	€100k to €500k
Safety - MMarC B N4 Summerhill Roundabout RSIS	MMaRC B	N4	Pavement	€100k to €500k
Safety - MMarC B N6 Junction 8 to Junction 13 VRS RSI	MMaRC B	N06	VRS	€100k to €500k
Safety - MMarC C M7 Monasterevin Tree Removal RSI (Type D)	MMaRC C	M07	Removal of clear zone hazards	€100k to €500k
Safety - MMarC C M8 Cashel Bypass Sign Supports (Type B)	MMaRC C	M08	Signs & Lines	<€100k
Safety - MMarC B M7 Junction 25 Eastbound Jct Improve RSI (Type B)	MMaRC B	M07	Signs & Lines	<€100k
Safety - MMarC B N18 Junction 7/R471 Type D RSI (Hurler's Cross)	MMaRC B	M18	Junction Improvements	<€100k

# Ringaskiddy Active Travel & Safety Scheme, Cork

N28CC Ringaskiddy (Urban Renewal) RSI



## Project description

This is a combined active travel and road safety scheme delivered through the village of Ringaskiddy, County Cork.

The works improve conditions for vulnerable road users by reallocating road space, upgrading pedestrian crossings, and enhancing the streetscape with landscaping.

<b>Local Authority</b>	Cork County Council
<b>Improvement Type</b>	Transition Zone Treatment and Public Realm Improvements
<b>Speed Limit</b>	50 km/h
<b>Project Stage</b>	Phase 7
<b>Network description</b>	National Primary, Urban
<b>Next Gateway</b>	Gateway 3
<b>Construction</b>	Complete
<b>Average Daily Traffic Volume</b>	7,000 vehicles
<b>Identified using</b>	Network Safety Analysis (HCL)
<b>Estimate Cost Range</b>	€1m to €5m

## Road Safety Strategy Action

**National Safety Target**  
Phase 2 Action Plan, TII Action 2 - Delivery of EU Road Infrastructure Safety Management Directive – High Collision Location Programme and Road Safety Inspection Programme.

**Main Collision Type**

## Safety Expected Outcomes

- Improved pedestrian and cycle safety
- Enhanced public realm
- Reduced vehicular speeds through the urban area

## Safe System Pillars

# Fossa Village Active Travel Scheme, Kerry

N72KY Fossa village RSIS



## Project description

This is a combined active travel and road safety scheme that improves conditions for vulnerable road users throughout Fossa village in County Kerry.

The works include reallocating road space, providing protected cycle tracks, improving pedestrian crossings, incorporating Safe Routes to School measures, and enhancing the area with landscaping.

<b>Local Authority</b>	Co. Kerry
<b>Improvement Type</b>	Traffic calming, junction treatments and VRU provision
<b>Speed Limit</b>	60 km/h & 50 km/h
<b>Project Stage</b>	Phase 7 Close out (ongoing)
<b>Network description</b>	National Secondary, Urban
<b>Next Gateway</b>	Gateway 3
<b>Construction</b>	Substantially complete
<b>Average Daily Traffic Volume</b>	9,000 estimated (High % HGV)
<b>Identified using</b>	Network Safety Analysis (HCL)
<b>Estimate Cost Range</b>	€1m to €5m

## Road Safety Strategy Action

### National Safety Target

Phase 2 Action Plan, TII Action 2 - Delivery of EU Road Infrastructure Safety Management Directive – High Collision Location Programme and Road Safety Inspection Programme.

Phase 2 Action Plan, TII Action 12 - Deliver safety improvements to National Roads adjacent to schools to reduce speeds and improve active travel.

### Main Collision Type



## Safety Expected Outcomes

- Improved pedestrian and cycle safety
- Improved routes to school
- Enhanced public realm
- Reduced vehicular speeds through the urban area
- Improved air quality

## Safe System Pillars



# Tipperary Town Main Street Renewal, Tipperary

## N24 Main St & Fr Matthew St Tipp Town HD15 Scheme



### Project description

This is a combined pavement and road safety scheme that introduces a transition zone and improves conditions for vulnerable road users along the N74 in Tipperary Town. The works include reallocating road space, upgrading pedestrian crossings, and enhancing the area with landscaping.

<b>Local Authority</b>	Co. Tipperary
<b>Improvement Type</b>	Transition Zone Treatment and Public Realm Improvements
<b>Speed Limit</b>	50 km/h
<b>Project Stage</b>	Phase 6
<b>Network description</b>	National Secondary, Urban
<b>Next Gateway</b>	Gateway 3
<b>Construction</b>	Ongoing (almost complete)
<b>Average Daily Traffic Volume</b>	7,000
<b>Identified using</b>	Network Safety Analysis (HCL)
<b>Estimate Cost Range</b>	€1m to €5m

### Road Safety Strategy Action

#### National Safety Target

Phase 2 Action Plan, TII Action 2 - Delivery of EU Road Infrastructure Safety Management Directive – High Collision Location Programme and Road Safety Inspection Programme.

#### Main Collision Type



### Safety Expected Outcomes

- Improved pedestrian safety
- Enhanced public realm
- Reduced vehicular speeds through the urban area
- Improved air quality

### Safe System Pillars



# Hollywood Rural Bus Stops and Traffic Calming, Wicklow

N81\_WW Hollywood Park & Ride RSIS



## Project description

This scheme is located on the N81 at the Hollywood staggered crossroads in County Wicklow. It originated from a request for formal bus stops to serve Hollywood village, located approximately 500 metres east on the R756.

The project developed into a wider rural traffic-calming and bus stop scheme, with the aim of providing safer crossing facilities for vulnerable road users on the N81 and better control of vehicle turning movements at the junction.

<b>Local Authority</b>	Wicklow
<b>Improvement Type</b>	Rural Traffic Calming and Bus stop scheme
<b>Speed Limit</b>	80 km/h
<b>Project Stage</b>	Phase 6
<b>Network description</b>	National Secondary, Rural
<b>Next Gateway</b>	Gateway 3 Close Out
<b>Construction</b>	2025 / 2026
<b>Average Daily Traffic Volume</b>	7,000
<b>Identified using</b>	Road Safety Inspection (RSI)
<b>Estimate Cost Range</b>	€1m to €5m

## Road Safety Strategy Action

### National Safety Target

Phase 2 Action Plan, TII Action 7 - Develop Park and Share facilities to remove unsafe parking and manoeuvres on hard shoulders and junctions of National Roads.

### Main Collision Type



## Safety Expected Outcomes

- Rural traffic calming
- Safe bus stop provision
- Enhanced VRU connectivity across the N81
- Public lighting upgrade
- Junction improvements

## Safe System Pillars



# A TII Publication

Prepared by TII Road Safety

Road Safety Improvement Scheme Programme delivered across:



All maps sourced through [Openstreet](#)

