Bonneagar Iompair Éireann
Transport Infrastructure Ireland

NATIONAL ROADS AND GREENWAYS CONFERENCE 2025

Thursday 9th and Friday 10th October 2025



Bonneagar Iompair Éireann
Transport Infrastructure Ireland

NATIONAL ROADS AND GREENWAYS CONFERENCE 2025

Session One: Welcome to the TII National Roads and Greenways Conference
Chair: Helen Hughes, Director of Professional Services, TII



Programme: Session 1

Session 1: Welcome to the TII National Roads and Greenways Conference *Chair: Helen Hughes, Director of Professional Services, TII*		
10.00am	**Welcome Address**	*David Conway, Chief Executive, Louth County Council*
10.20am	**Ministerial Address**	*Minister of State Seán Canney, Department of Transport*
10.40am	**Conference Overview and Themes**	*Lorcan O'Connor, Chief Executive, Transport Infrastructure Ireland*
10.55am	**National Development Plan Review 2025 and Transport Implications**	*Garret Doocey, Assistant Secretary Land Transport Investment, Department of Transport*
11.15am	**Tea & Coffee**	

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Welcome Address

David Conway, Chief Executive, Louth County Council



Welcome Address



David Conway

Chief Executive // Louth County Council

Louth

Visit / Invest / Live

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Comhairle Contae **Lú**
Louth County Council

Louth: At the Heart of the Dublin-Belfast Economic Corridor

- A region with unrivalled access to highly skilled talent and robust infrastructure.
- Connected by Euro Route Motorway with easy access to Dublin and Belfast International Airports.
- High-quality, affordable residential property available.
- Over 70km of stunning, uncongested coastal spaces.
- 17.1km of greenway routes in Louth and 30km in the pipeline.
- Thriving urban centres in Dundalk and Drogheda.
- Vibrant arts and culture scene.
- Dynamic educational institutions.
- Dense population of young, highly skilled and mobile workforce.



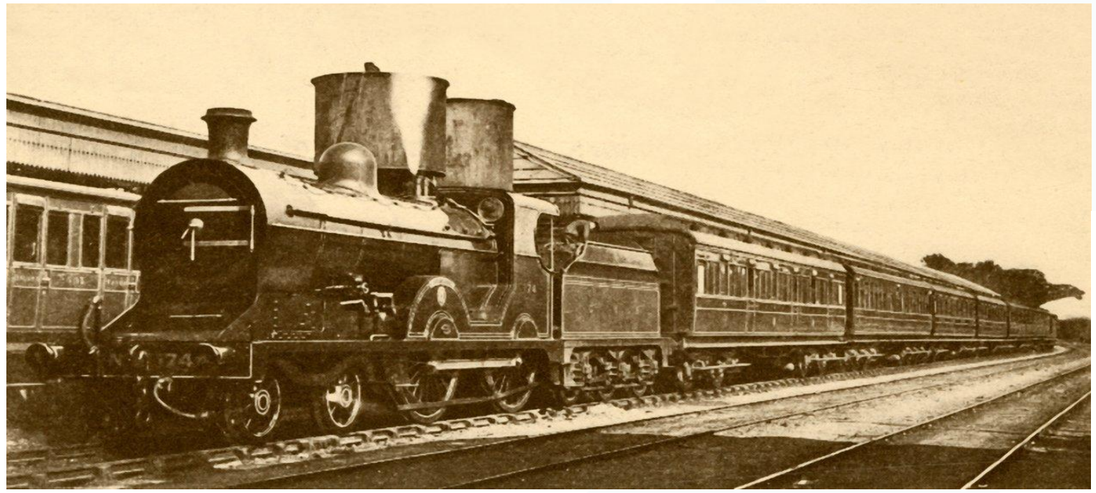
Louth: A Proud Industrial Past





- Brewing
- Engineering
- Manufacturing
- Agriculture
- Textiles
- Home of the Great Northern Railway





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Louth County Council

Louth: A Vibrant Future

Tourism - Visit Louth

- Uncover unique landscapes, heritage, and culture. ‘Out Here, It’s Legendary!’

Live in Louth – Housing Availability

- 500ha plus zoned for residential development across the county.
- Pipeline of extant permissions at strategic locations in the county.
- Focus of development primarily in Dundalk and Drogheda.

Outdoor Pursuits

- Discover outdoor pursuits, lively towns, villages and creative communities.
- Over 70km of stunning, uncongested coastal spaces.











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Comhairle Contae Lú
Louth County Council

Louth: A Home to Business

The Great Northern Distillery

WuXi Biologics
Global Solution Provider

Multihog

Coca-Cola

PayPal

National Pen

GREAT-WEST LIFECO INC.

GlenDimplex

Alltech

xerox

ANORD MARDIX

CARGOTEC

Bellurgan
The Future of Innovative Machining

abp

STATE STREET

intact

pci PHARMA SERVICES

NOVA LEAH

HILTON FOODS

COOLEY DISTILLERY
The Independent Spirit of Ireland

aws

HANLEY ENERGY
ENERGY FOR A DIGITAL AGE

SURETANK
Engineering for a sustainable future

MSD

PROMETRIC

STATSports

ALMAC

Premier Periclase

TII
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Louth County Council

Transport Infrastructure for Ireland

Key Projects

- M1 Motorway
- Active Travel
- National Roads







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The Challenges Ahead

- Procurement
- Planning
- Project Management
- Delivery





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Enjoy The Conference!

Thank You!



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Ministerial Address

Minister of State Sean Canney, Department of Transport



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Transport Infrastructure Ireland

Conference Overview and Themes

Lorcan O'Connor, Chief Executive, Transport Infrastructure Ireland

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National Development Plan Review 2025 and Transport Implications

Garret Doocey, Assistant Secretary Land Transport Investment, Department of Transport



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End of Session 1

Tea & Coffee Break

Session 2 commences at 11.45am



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NATIONAL ROADS AND GREENWAYS CONFERENCE 2025

Session Two: Enhanced Regional & Rural Connectivity

Chair: Marie Whelan, Senior Engineer, Kildare County Council National Roads Office

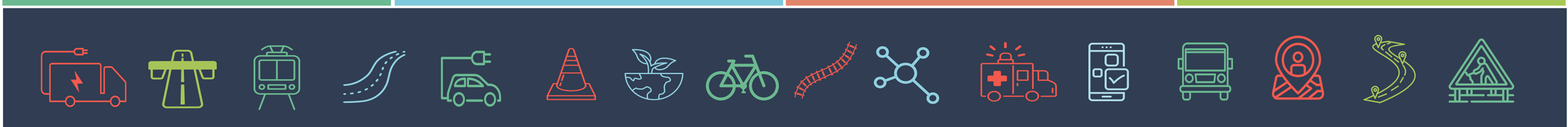
Programme: Session 2

Session 2: Enhanced Regional & Rural Connectivity *Chair: Marie Whelan, Senior Engineer, Kildare County Council National Roads Office*		
11.45am	**Road Safety in Lithuania: a Step Toward Vision Zero**	*Viktoras Lapinas, Jolanta Nemaniūtė-Gužienė, Via Lietuva, Lithuania*
12.05pm	**Narrow Water Bridge**	*Padraig McBride, Louth County Council*
12.20pm	**Adare Bypass – Co-Operative Multi-Agency Approach**	*Conor Evans, TII*
12.35pm	**Zero Emission Vehicles Infrastructure Updates:** **Charging adjacent to National Roads Destination and Neighbourhood Charging**	*Dónal Minnock, Head of Alternative Fuel Infrastructure, TII* *Michael McGrath, Senior Advisor DoT - Local Infrastructure Lead*
12.50pm	**Q&A**	

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Road Safety in Lithuania: a Step Toward Vision Zero

Jolanta Nemaniūtė-Gužienė





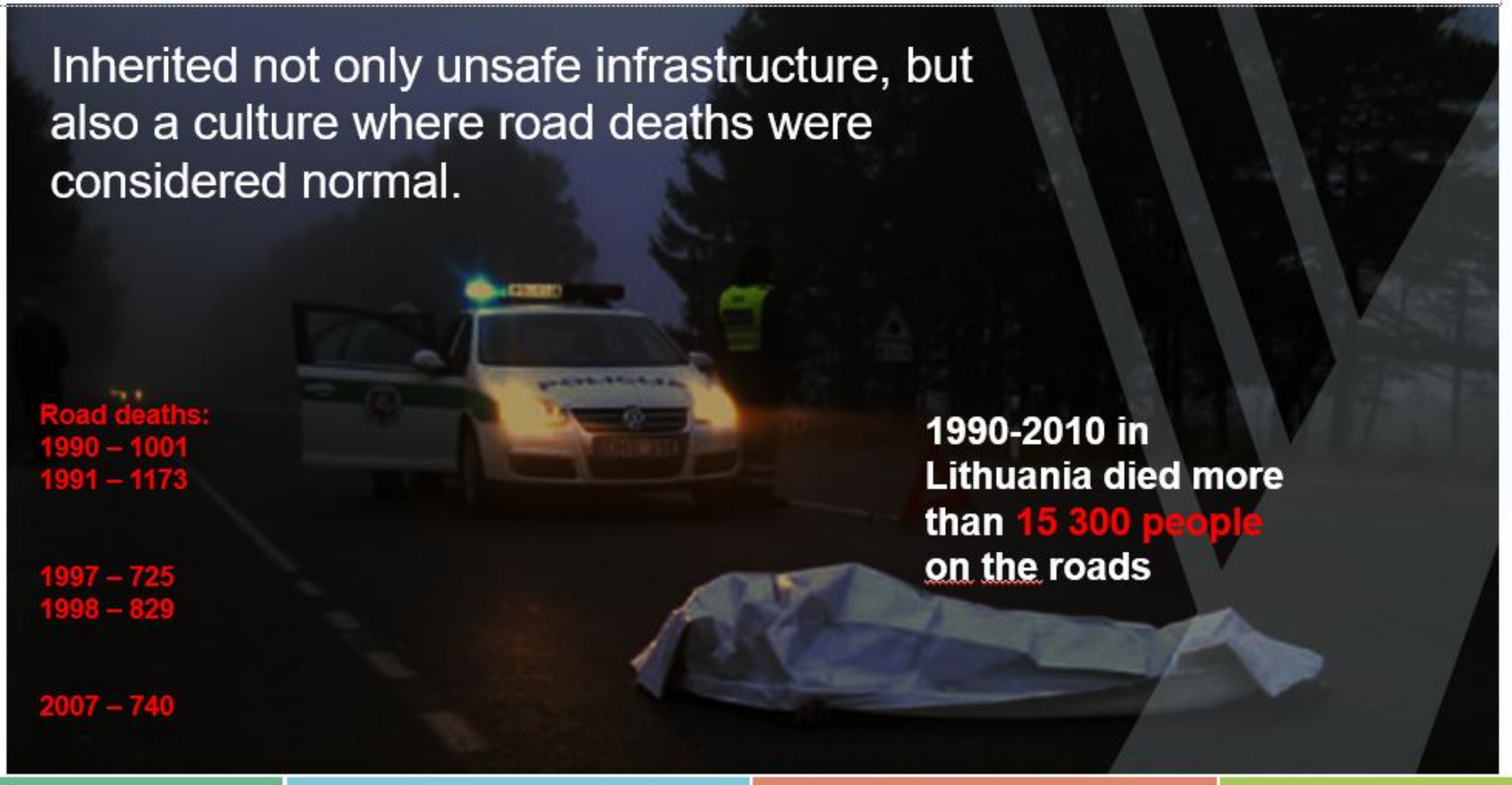
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Safety in Lithuania: a Step Toward Vision Zero



Viktoras Lapinas, Via Lietuva, Lithuania.

Historical Legacy – Beyond the Road Network



Historical Legacy – Beyond the Road Network

Media: „Record Year„ (www.diena.lt)

Last year (2009) in Lithuania, according to preliminary data, **368 people were killed in road accidents.**

Such a low number of fatalities had not been recorded since 1965, even though at that time there were only a few tens of thousands of motor vehicles on the roads, compared to about 2 million today.

3 reasons were mentioned related with drop of fatal accidents:

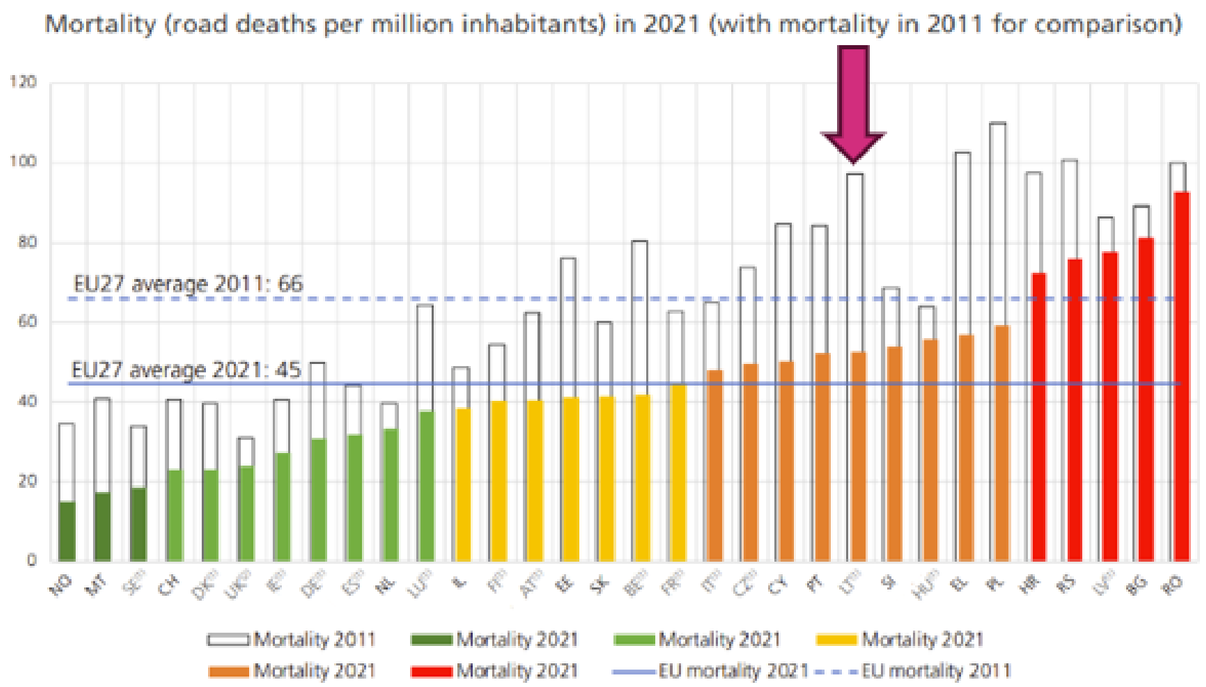
- *liability for violations of the Road Traffic Rules for drunk drivers has been greatly tightened.*
- *traffic police raids*
- *investments in so-called high risk spots.*

And an important point was mentioned:

In 2007 national wide movement „STOP WAR ON THE ROADS“ had started

"Not only the government, not only the police, but also public organizations, the Church, and the great contribution of the media were involved in the war on the roads"

On track to Vision Zero 2011-2021



ETSC
European Transport Safety Council

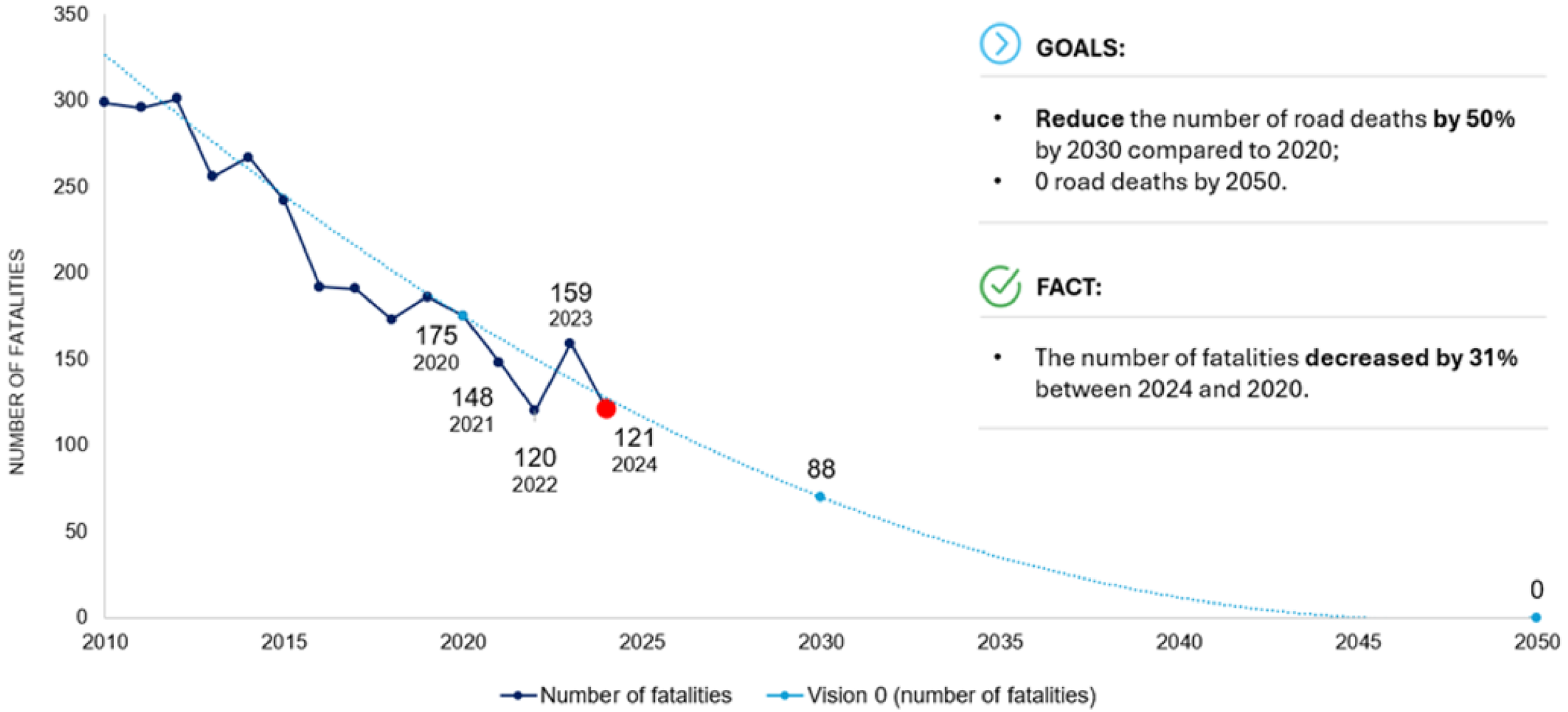
Lithuania awarded road safety prize after deaths fall more than 50% in a decade

PRESS RELEASES — EU Road Safety Exchange, EU Road Safety Targets, Lithuania, PIN, Road safety data

June 15, 2022

Lithuania was the only EU country to halve road deaths between 2011 and 2021

On track to Vision Zero



GOALS:

- **Reduce** the number of road deaths **by 50%** by 2030 compared to 2020;
- 0 road deaths by 2050.

FACT:

- The number of fatalities **decreased by 31%** between 2024 and 2020.

„Via Lietuva“: Key Facts

21 201 km
of national roads:

1 751 km
main roads

4 925 km
regional roads

14 528 km
local roads

1 528
bridges and viaducts

~300
employees



Behind the PINs for road safety

Speed management

Safe infrastructure for vulnerable road users

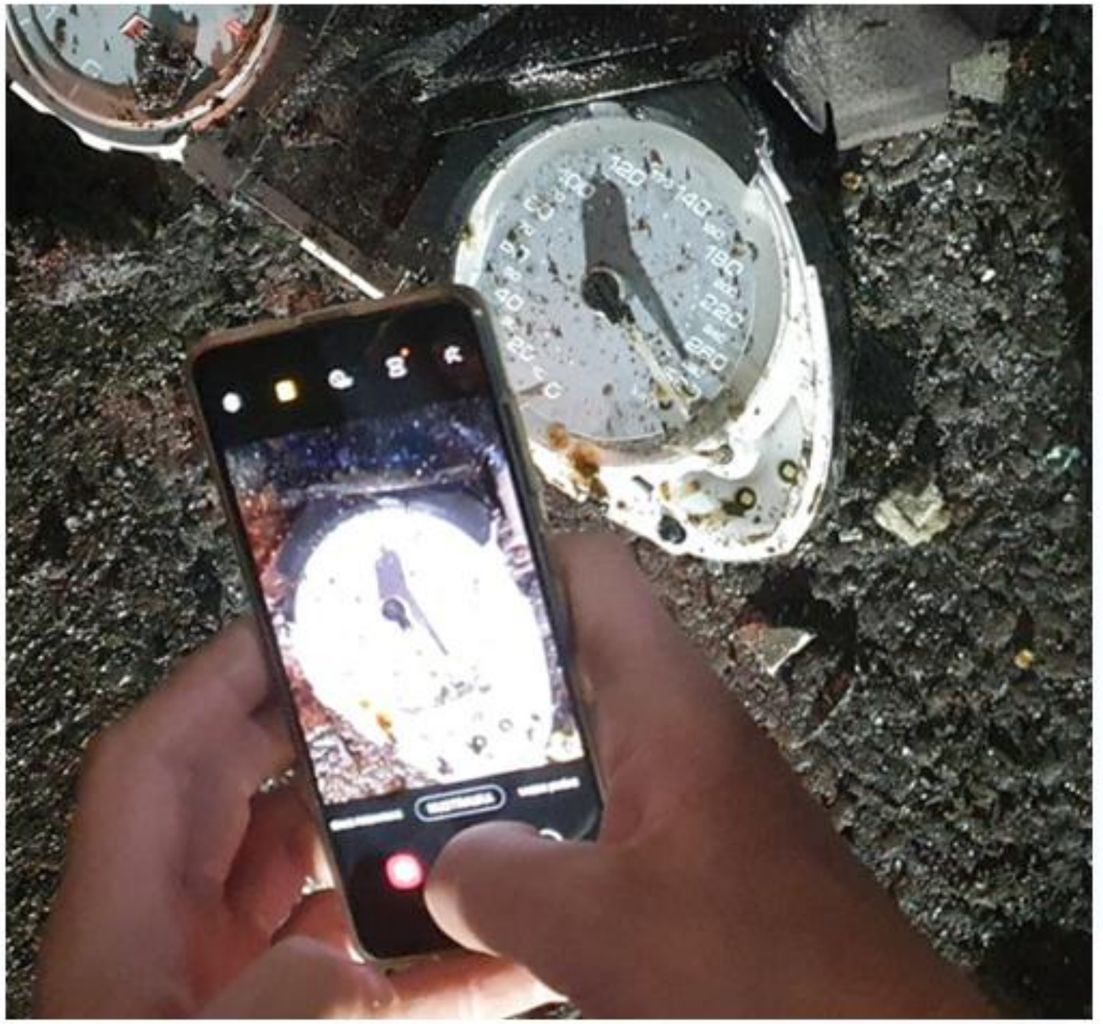


Implementation of RISM procedures for all NRA roads

Prioritization of investments in areas of highest risk

Speed management - necessity

So far, 37 percent of fatal traffic accidents in Lithuania are caused by speeding or failing to comply with the speed limit.

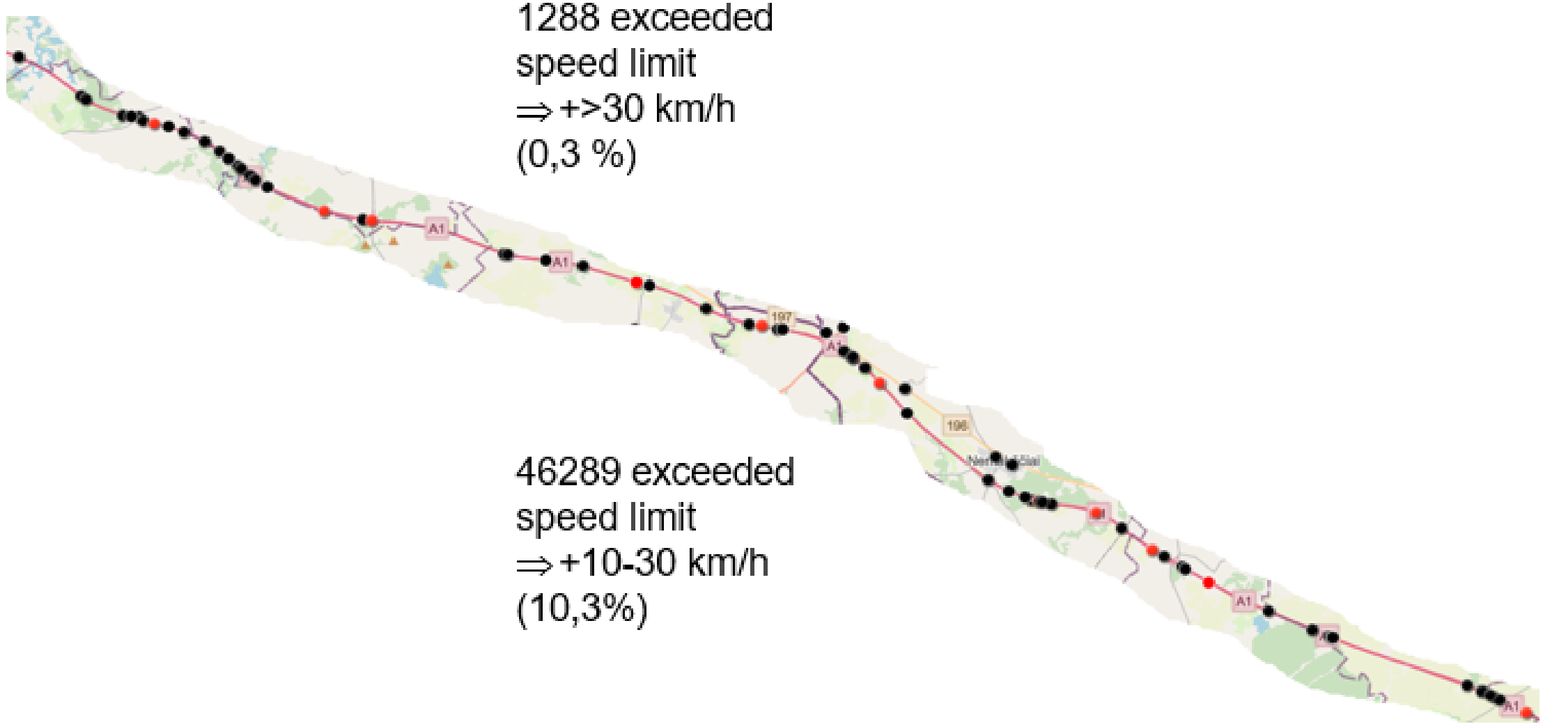


Speed management - necessity

rod_number	dvc_km	veh_lane	uzfiksuota	veh_speed
A1	190.700	3	2025-04-02 21:45:09	221,9
A1	190.700	3	2025-04-02 22:42:02	239,5
A1	190.700	4	2025-04-03 07:04:11	220,6
A1	190.700	4	2025-04-04 16:39:12	250
A1	190.700	4	2025-04-05 11:56:23	239,4
A1	190.700	2	2025-04-06 21:24:05	239,5
A1	190.700	2	2025-04-07 06:54:27	220,2
A1	190.700	2	2025-04-08 06:09:33	250
A1	190.700	3	2025-04-09 03:22:52	250
A1	190.700	2	2025-04-11 15:52:27	239,5
A1	190.700	2	2025-04-12 15:58:57	221,9
A1	190.700	2	2025-04-13 12:41:41	250
A1	190.700	5	2025-04-13 13:46:47	239,5
A1	190.700	3	2025-04-13 17:54:19	250
A1	190.700	5	2025-04-14 17:14:25	220,8
A1	190.700	4	2025-04-15 20:38:46	239,5
A1	190.700	2	2025-04-16 06:18:39	239,5
A1	190.700	4	2025-04-16 17:29:15	220,3
A1	190.700	5	2025-04-17 09:23:46	224,2
A1	190.700	3	2025-04-18 13:28:10	239,5
A1	190.700	4	2025-04-18 17:41:14	250
A1	190.700	2	2025-04-18 18:18:53	250
A1	190.700	2	2025-04-18 21:24:41	239,7
A1	190.700	5	2025-04-19 12:42:36	239,4
A1	190.700	4	2025-04-19 16:58:39	239,5
A1	190.700	2	2025-04-19 19:59:13	248,8
A1	190.700	4	2025-04-20 09:00:25	225,5
A1	190.700	2	2025-04-20 10:30:27	239,5
A1	190.700	3	2025-04-20 16:52:10	223,8
A1	190.700	3	2025-04-21 11:03:19	250
A1	190.700	5	2025-04-21 12:42:23	222,4

April 2025
A1 190,7 km spot speed, speed limit –130 km/h

1288 exceeded
speed limit
⇒ +>30 km/h
(0,3 %)



46289 exceeded
speed limit
⇒ +10-30 km/h
(10,3%)

Average Speed Cameras

Total: 134

25 pilot ASCs were installed in 2018

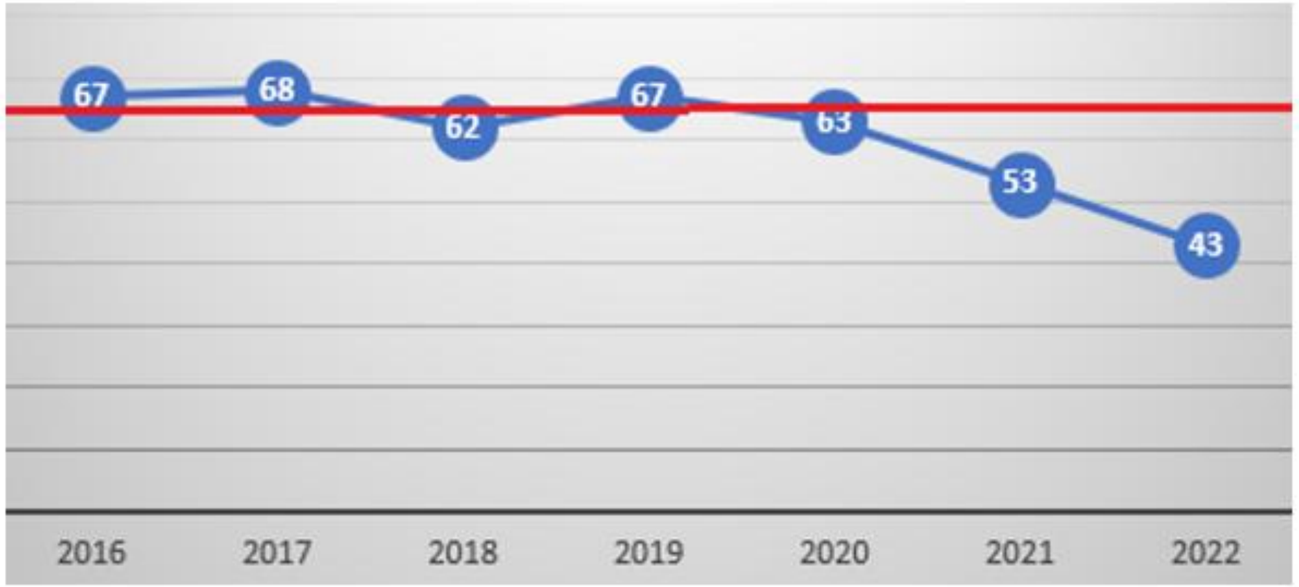
106 ASCs were installed in 2020-2021

Total length of ASC sectors (km) - 855,156 km
(~4 % of network)



Average Speed Cameras – Brake the Stuck In Pursuing Vision Zero

In 2016–2020:
the same number of fatalities (from 68 to 62 fatalities per 1 million inhabitants)





2022



43

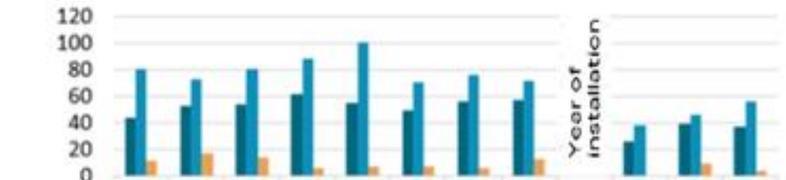
Road deaths per million inhabitants

a rate that for the first time managed to catch up with the European Union (EU) average in recent years

Before  After 

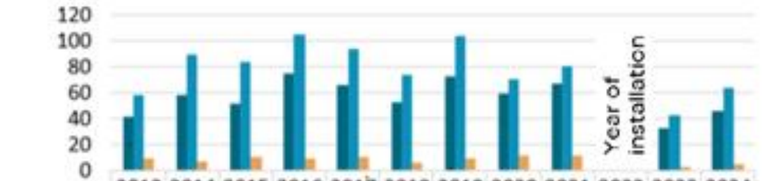
Average Speed Cameras

ASCs installed in 2021 – 56 units, 391 km



	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Accident	44	53	54	62	55	49	56	57		26	39	37
Injuries	80	73	80	88	101	71	76	72		38	46	56
Deaths	11	17	14	6	7	7	6	12		0	9	3

ASCs installed in 2022 – 50 units, 348 km



	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Accident	41	58	52	75	66	53	73	59	67		32	46
Injuries	58	89	84	105	94	74	104	70	81		43	64
Deaths	9	7	10	9	10	6	9	11	11		2	5



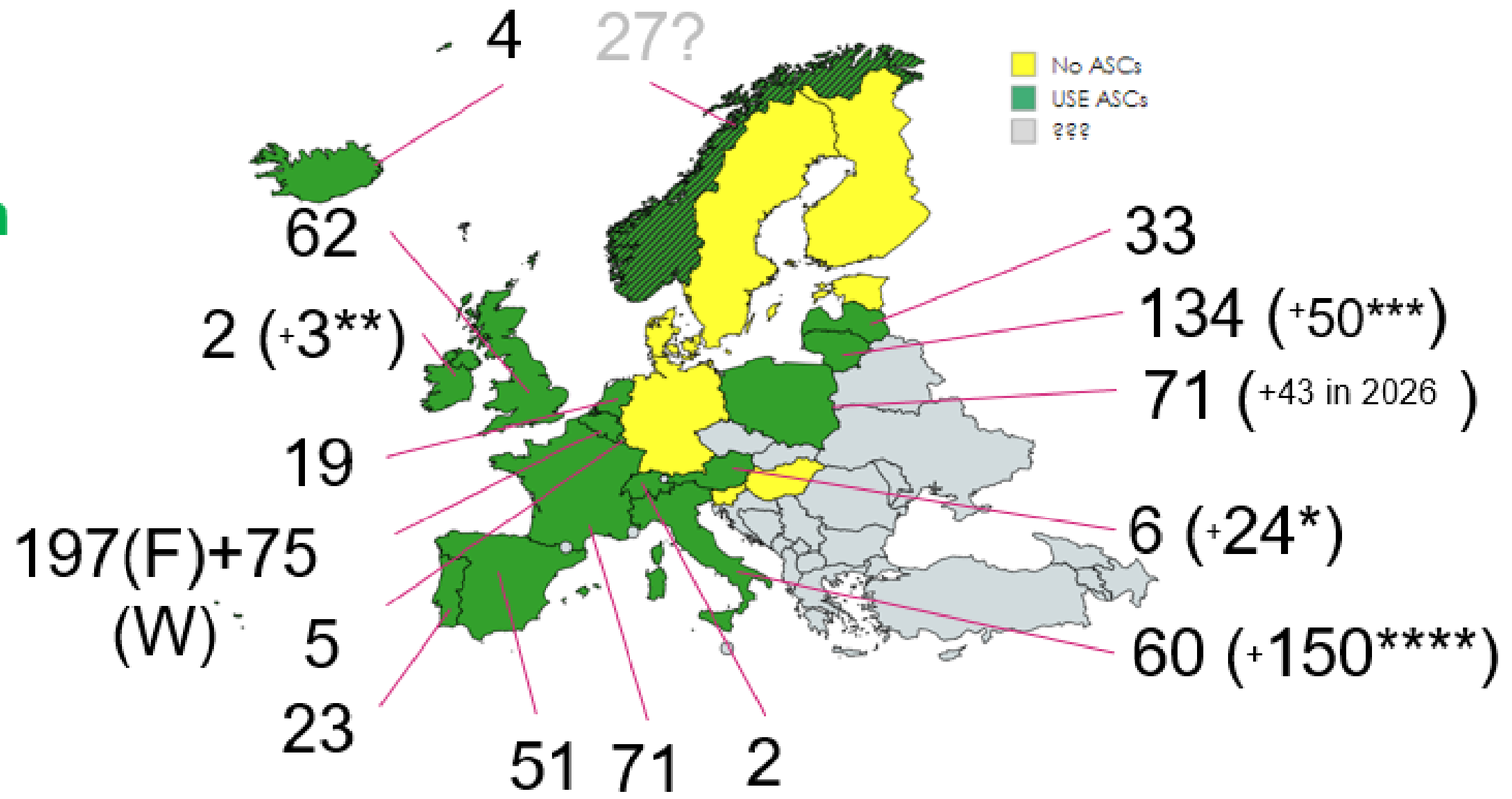
Effectiveness in reducing fatal road accidents:

60-62%

Average Speed Cameras – in Europe

∑ASCs

> 72 000 km



* - temporary
** - plan
*** - the plan is stuck
**** - on the tall motorways which not belong to NRA

Average Speed Cameras – in Europe

Estimated efficiency of ASC systems

Estimated efficiency of ASC regarding decreasing of fatal accidence (%)	Estimated efficiency regarding decreasing of injuries (%)
50 – 100 %	**30-69,6 %**

Average Speed Cameras – in Europe

ASCs in practice

Shortest distance of ASC sector (km)

0,5 km

Longest distance of ASC sector (km)

32 km

Do ASCs apply to urban area? (Yes/No)

YES* – 6 **NO – 9**

Do ASCs apply to Road Work Zone?

YES* - 6 NO - 8

*at high level road network (Highways)
*in project
*possible, not yet tested

Speed limit can vary in the ASC sector, for example 90-70-90 km/h? (Yes/No)

YES – 5 **NO - 9**

Safe infrastructure for vulnerable road users

Micromobility infrastructure

National Micromobility Plan

2024 - 70 km of newly built and renovated bicycle and pedestrian paths (49 km in 2023)

ZERO Vision strategy and plans until 2035:



Deployment of pedestrian and bicyclist paths	950 km

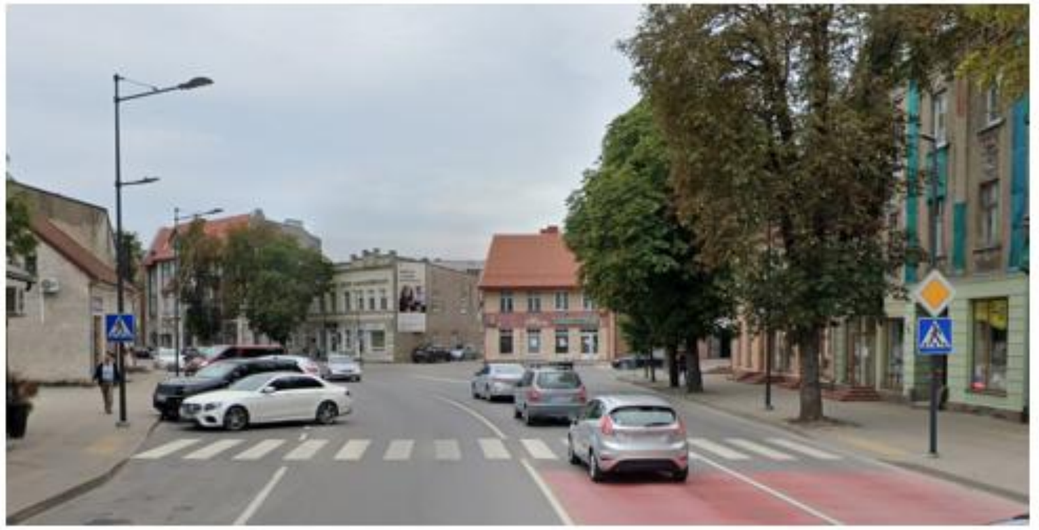
Safe infrastructure for vulnerable road users

Pedestrian crossings

In 2021-2024 16 proc. of RA with VRU occurred on zebra crossings

Non-compliance found on **1721** pedestrian crossings (2018)

2025 - 422 pedestrian crossings renovated and installed (176 in 2023).
ZERO Vision strategy and plans - 825 need to be improved.

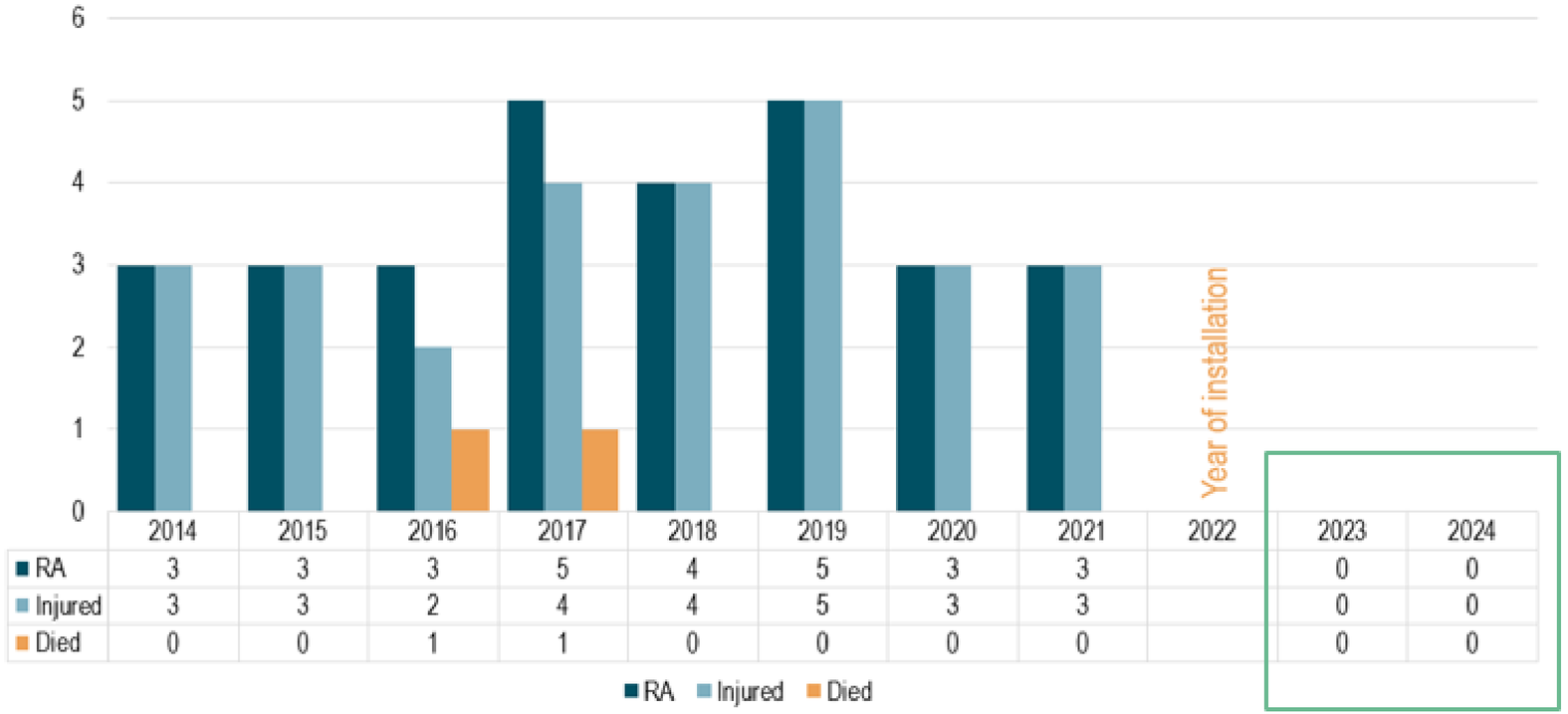




Safe infrastructure for vulnerable road users

Pedestrian crossings

Pedestrian crossings repaired in 2022 were evaluated.
In total, there are 113 pedestrian crossings.



	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
RA	3	3	3	5	4	5	3	3		0	0
Injured	3	3	2	4	4	5	3	3		0	0
Died	0	0	1	1	0	0	0	0		0	0

Implementation of RISM procedures for all NRA roads

RSA, RSI and RSIA for whole network

Road Safety Audits and **Road Safety Inspections** are carried out for **ALL reconstruction and major repair projects on state significant roads**.

Road Safety Impact Assessments applied for the whole state significant roads‘ network

Prioritization of investments in areas of highest risk

Road Safety Investments are systematically prioritized, following approved methodologies and transparent, published priority lists of the highest-risk locations

https://vialietuva.lt/prioritetines-eiles-sarasai-pagal-keliu-ir-ju-elementu-planavimo-metodikas

Methodologies → Priority lists

"Without political will, even the strongest efforts of specialists can do little to advance road safety."



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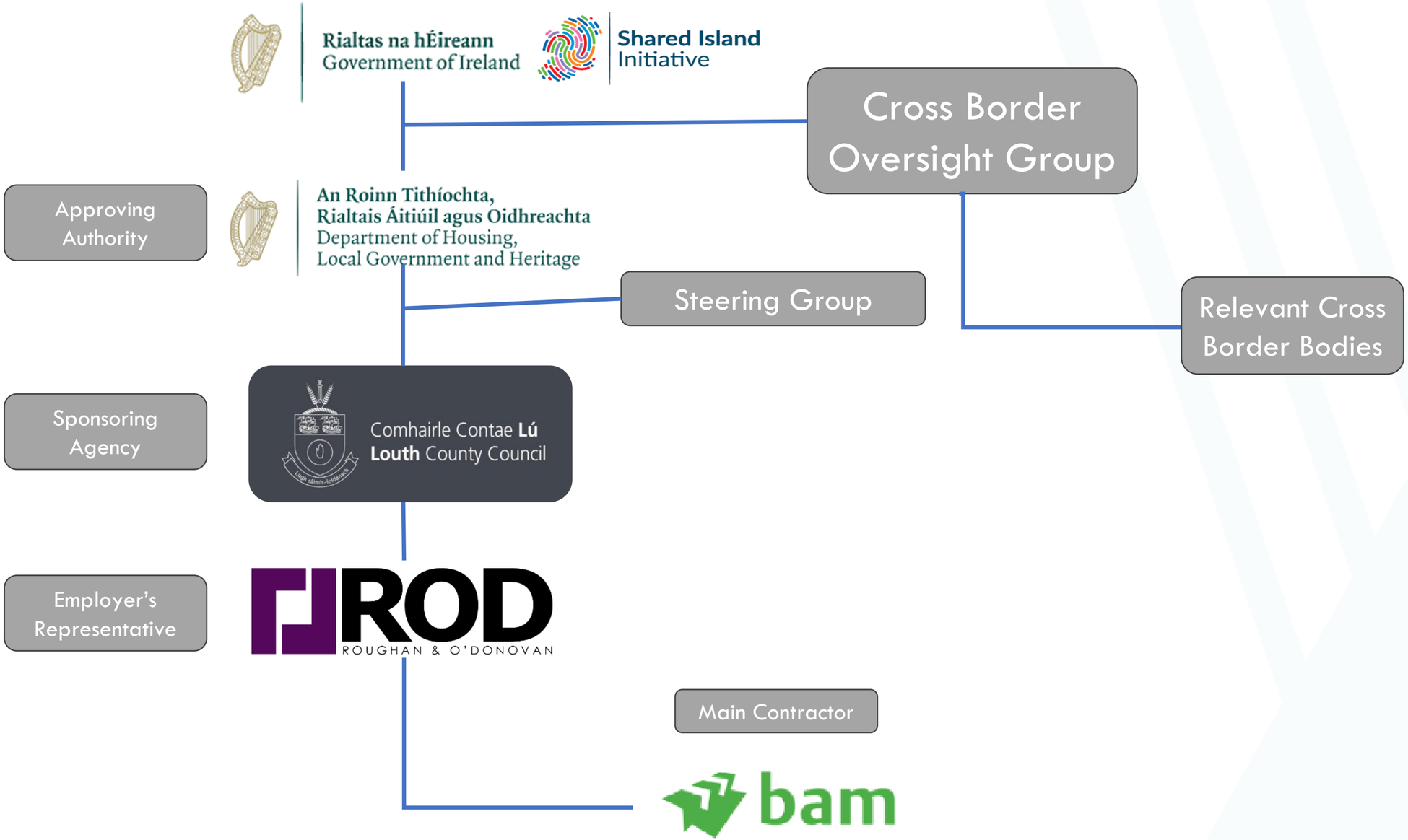
Narrow Water Bridge

Padraig McBride, Louth County Council

Narrow Water Bridge



Project Governance



The W

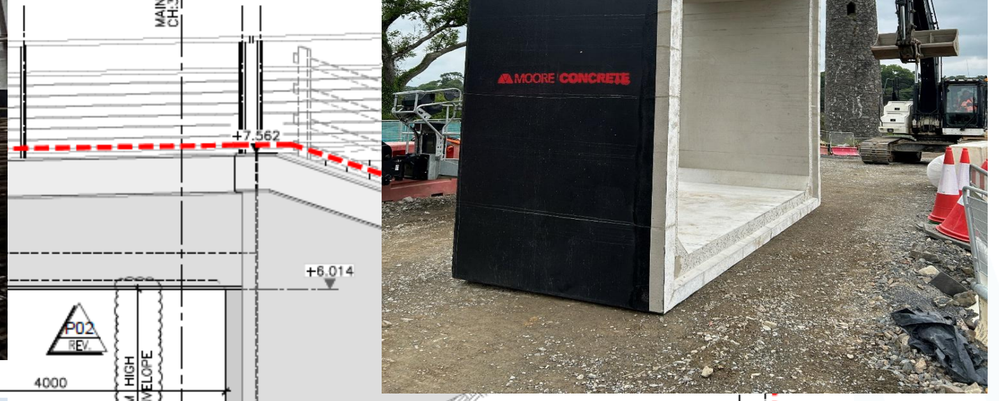


The Works – Roadworks (Northern Embankment)



The Works – Greenway Underpass









The Works – Navigation Tower

NAVIGATION TOWER

- R.C. concrete pile cap support on 4no.





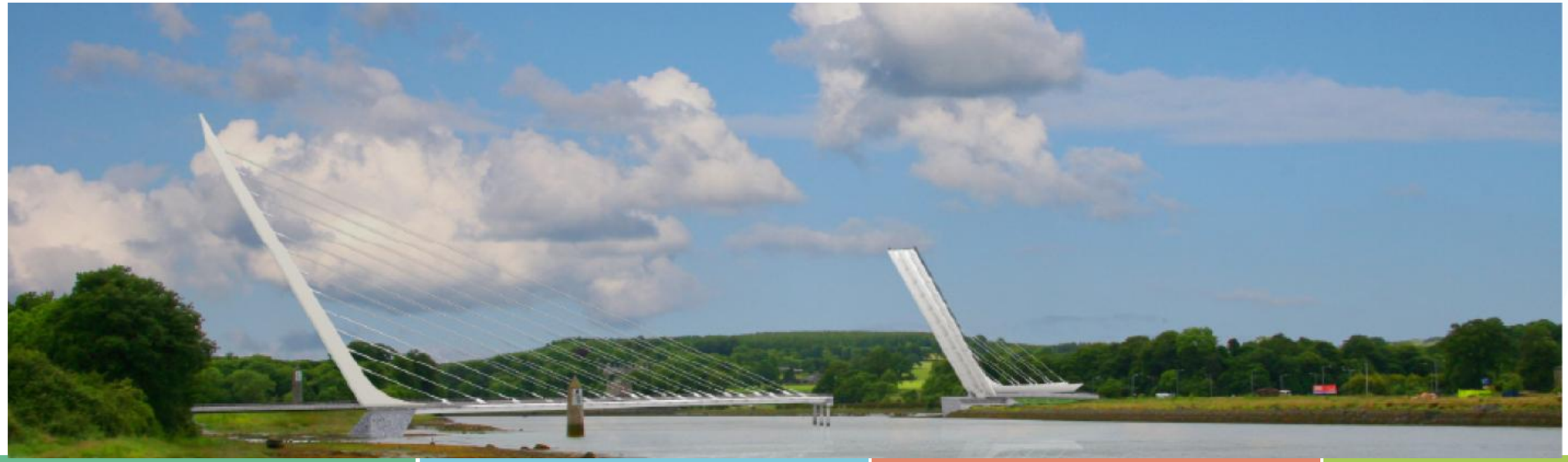


The Works – Narrow Water Bridge

MAIN FEATURES

- Cable stayed bridge with rolling bascule opening span
- Steel pylon with concrete infill
- Steel orthotropic deck
- Reinforced concrete abutments

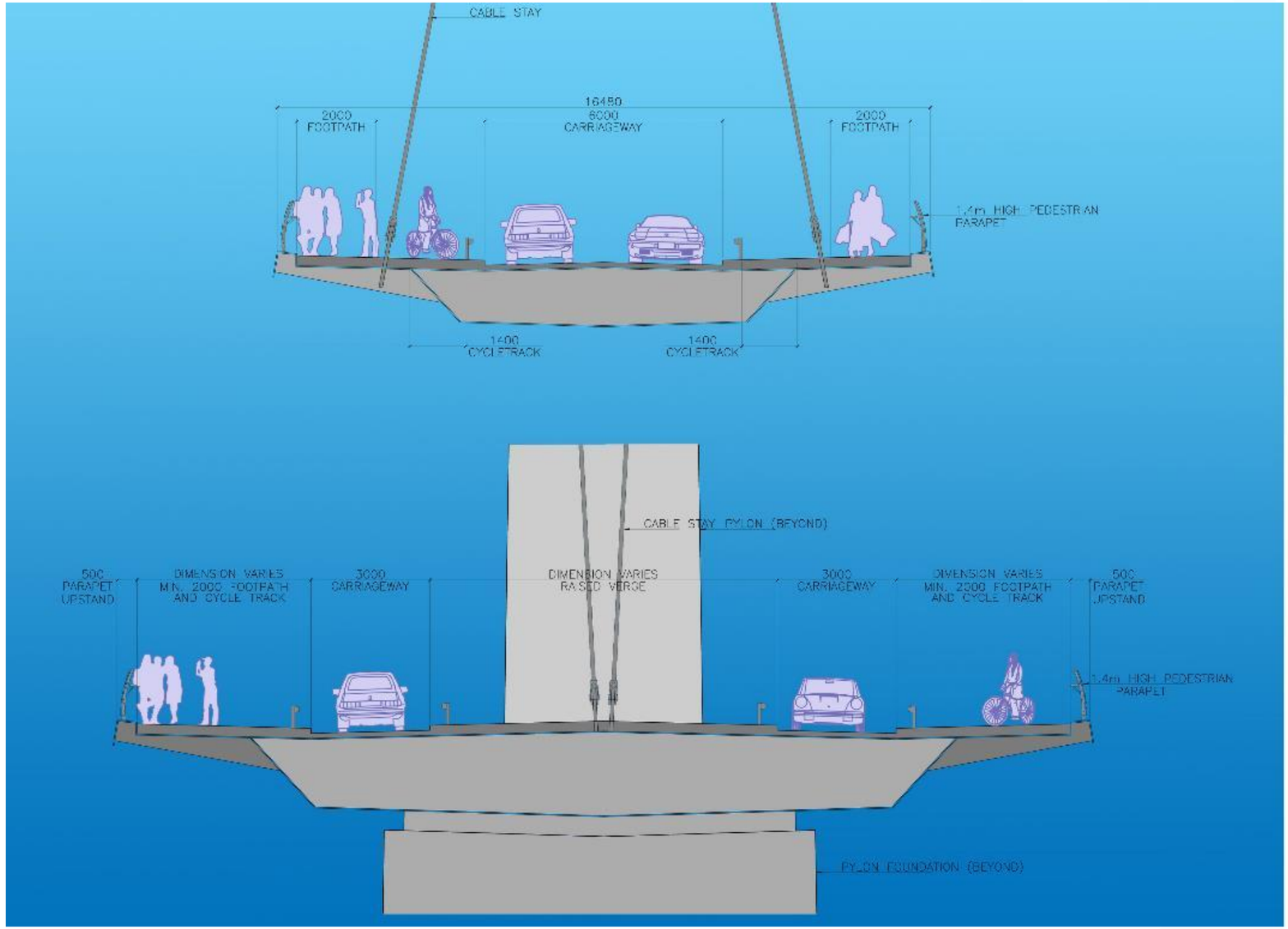
- Transport modes - pedestrian, cyclist and motorised users
  - Mix of shared and segregated pedestrian/ cycle facilities
  - Single lane carriageway
- 20.0m navigable channel, unrestricted airdraft when bridge is open
- Tidal range >5.3m



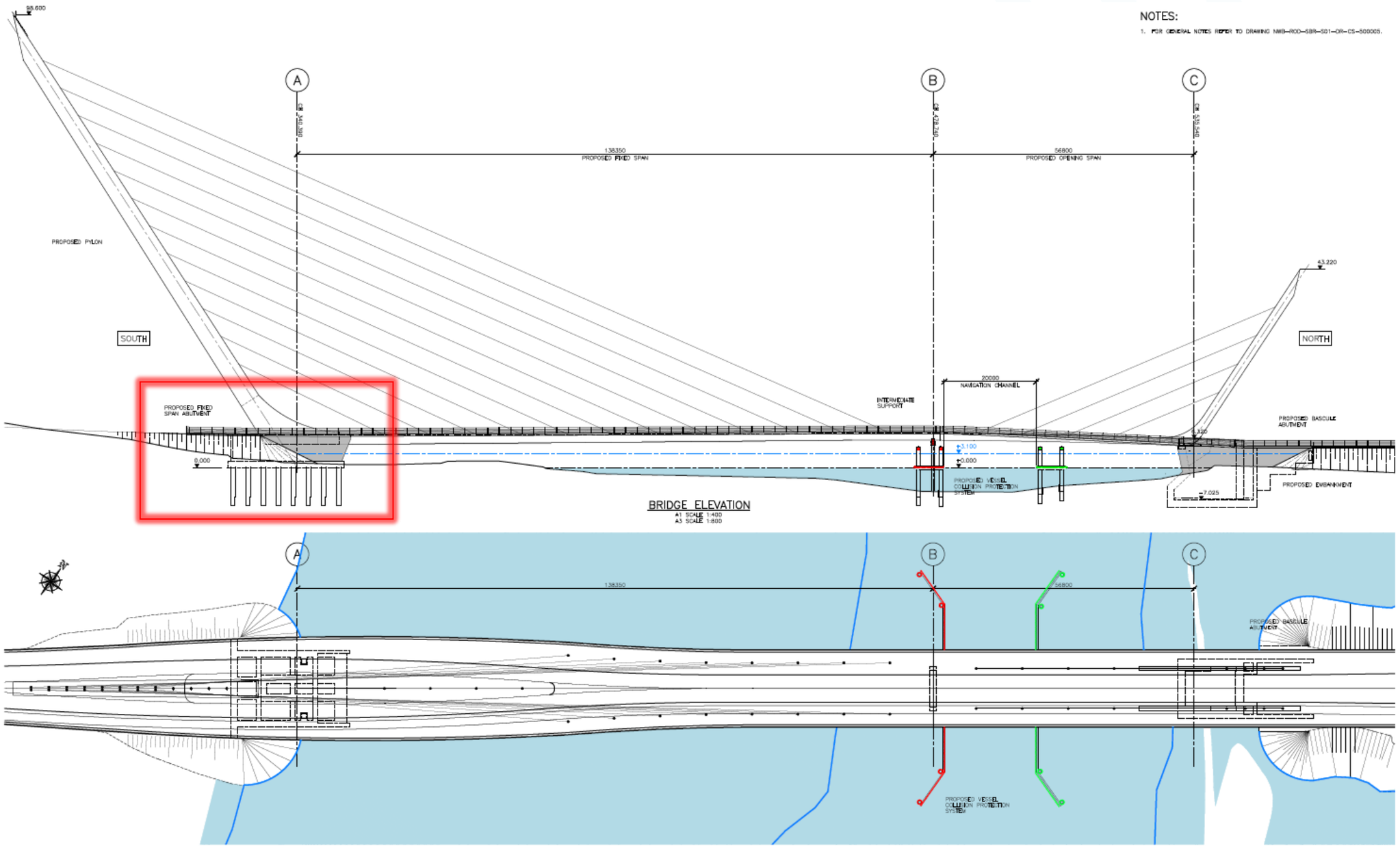
The Works – Narrow Water Bridge



The Works – Narrow Water Bridge



The Works – Narrow Water Bridge (South Abutment)

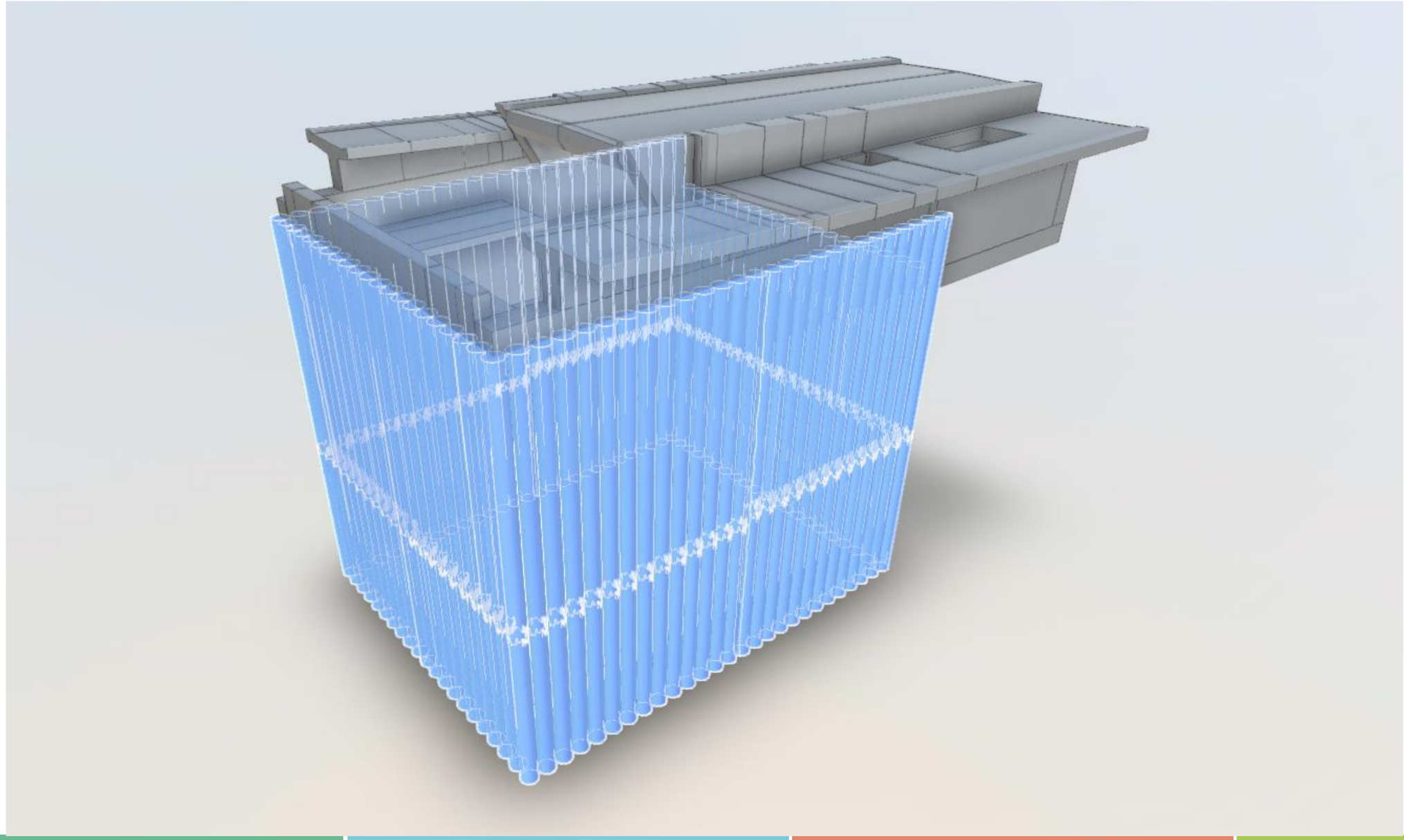


The Works – Narrow Water Bridge (South Abutment R.C. Works)

- 32no. 1000mm dia. bored cast in place piles
- Integral pylon/deck to abutment connection



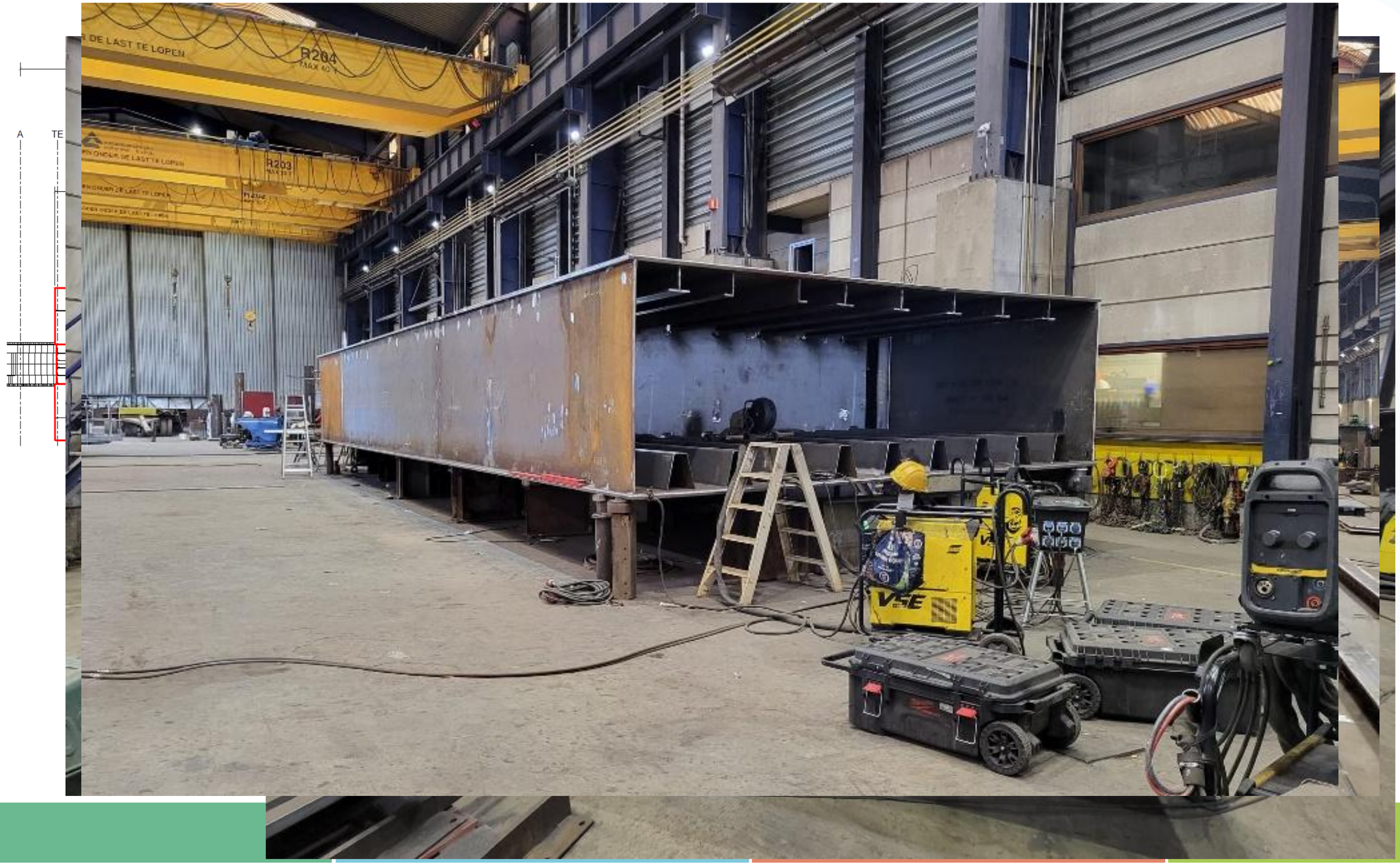
The Works – Narrow Water Bridge (North Abutment)



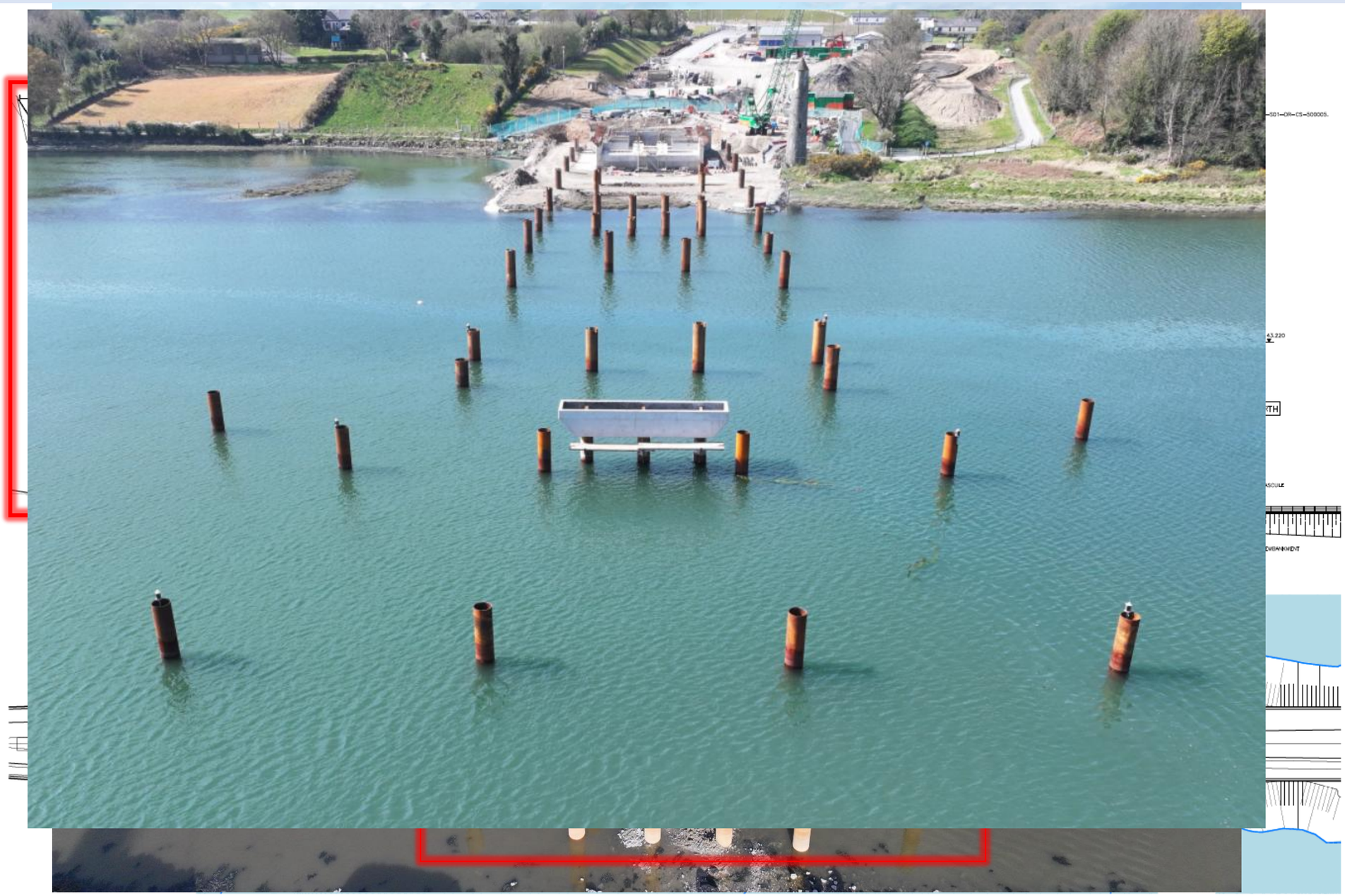
The Works – Narrow Water Bridge (North Abutment)



The Works – Structural Steel Fabrication Works Ghent Belgium



The Works – Fixed Span Construction Sequence



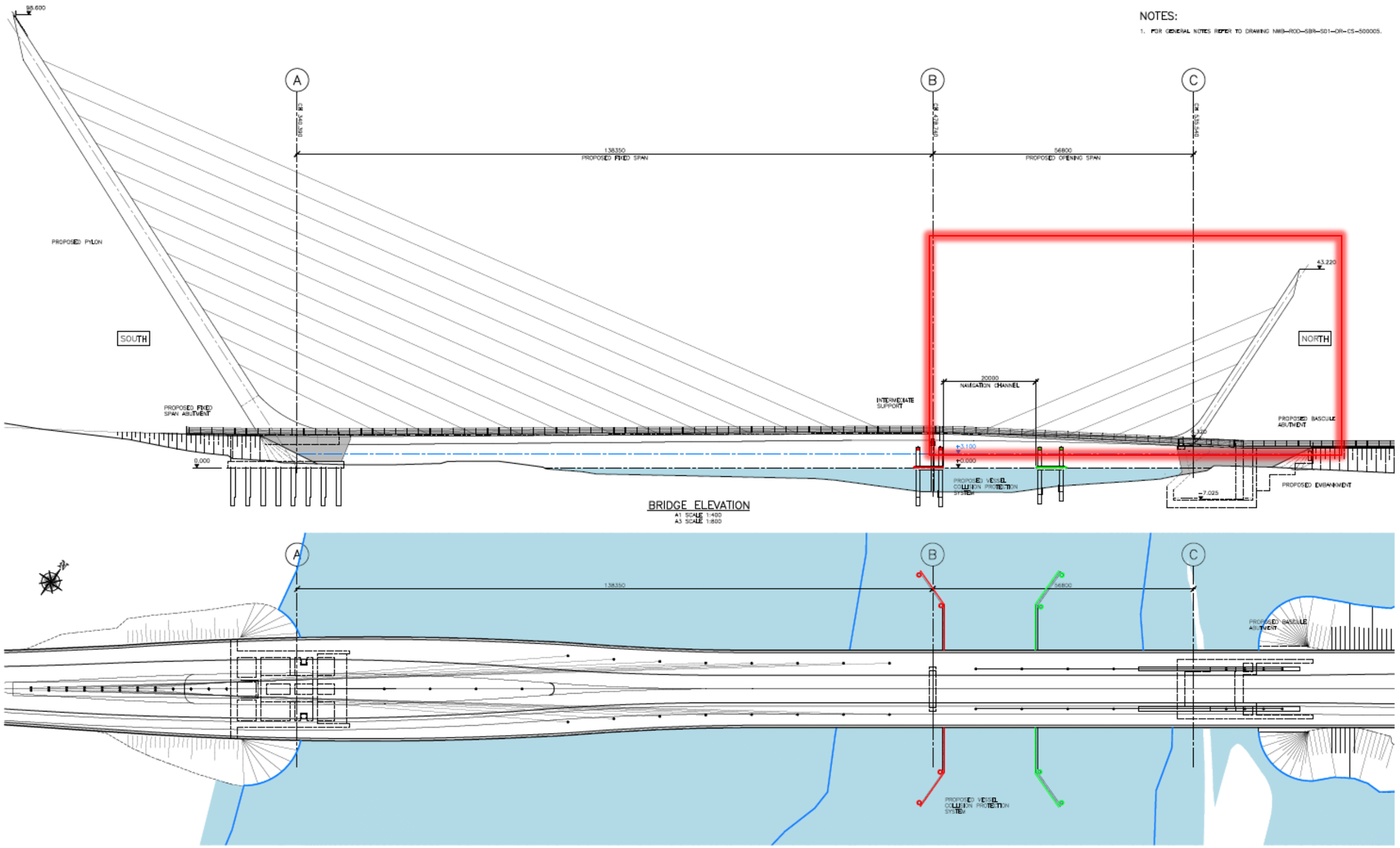
The Works – Fixed Span Construction Sequence

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Fixed Span



The Works – Bascule Span Construction Sequence



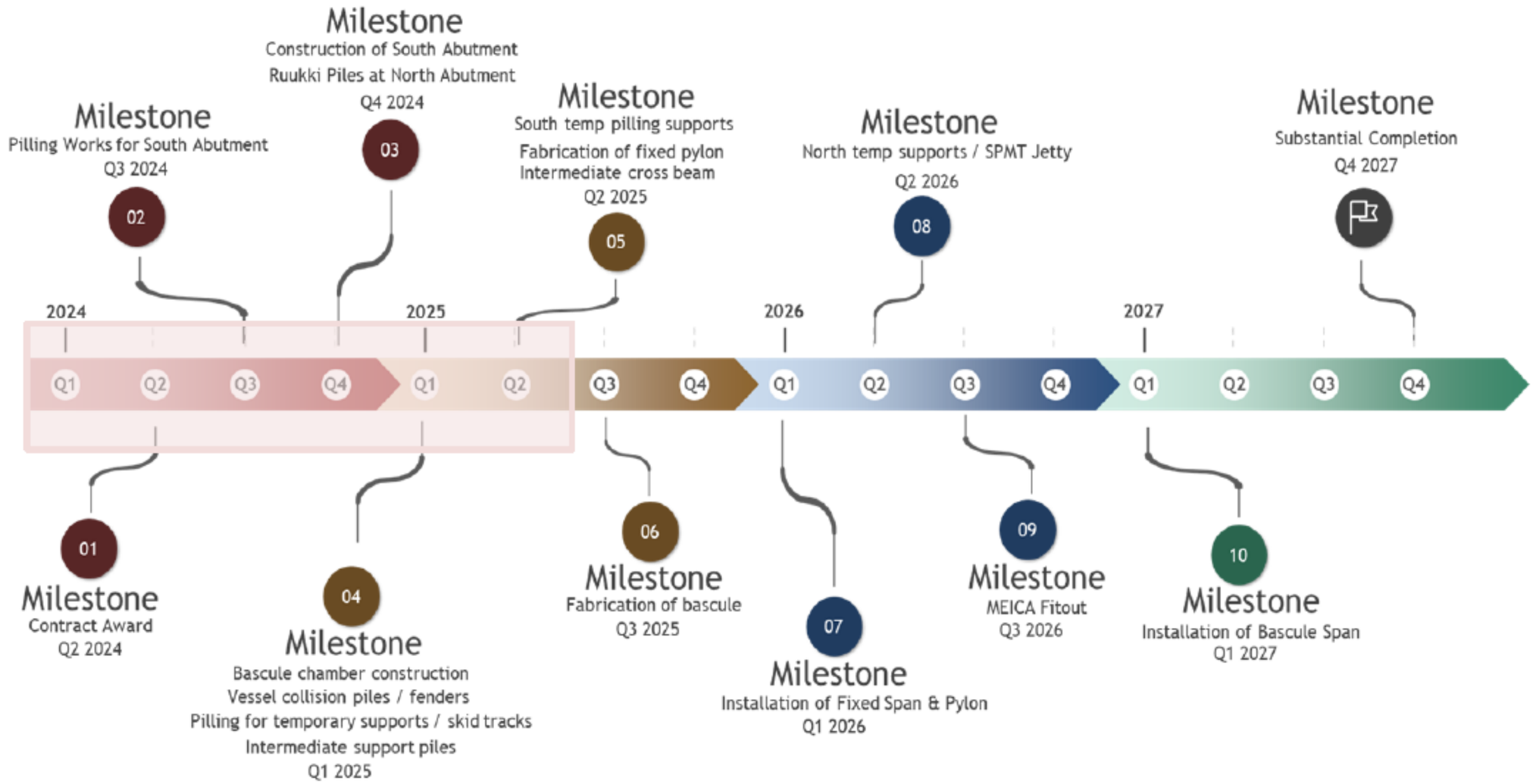
The Works – Bascule Span Construction Sequence

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Bascule Span



Programme


Milestone
Pilling Works for South Abutment
Q3 2024
02
Milestone
Construction of South Abutment
Ruukki Piles at North Abutment
Q4 2024
03
Milestone
South temp pilling supports
Fabrication of fixed pylon
Intermediate cross beam
Q2 2025
05
Milestone
North temp supports / SPMT Jetty
Q2 2026
08
Milestone
Substantial Completion
Q4 2027
2024
2025
2026
2027
Q1
Q2
Q3
Q4
01
Milestone
Contract Award
Q2 2024
04
Milestone
Bascule chamber construction
Vessel collision piles / fenders
Pilling for temporary supports / skid tracks
Intermediate support piles
Q1 2025
06
Milestone
Fabrication of bascule
Q3 2025
07
Milestone
Installation of Fixed Span & Pylon
Q1 2026
09
Milestone
MEICA Fitout
Q3 2026
10
Milestone
Installation of Bascule Span
Q1 2027

Narrow Water Bridge Project

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Padraig McBride

Narrow Water Bridge Project



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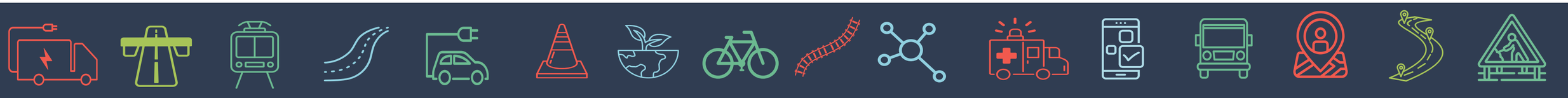
Adare Bypass – Co-Operative Multi-Agency Approach

Conor Evans, Senior Engineering Inspector, TII

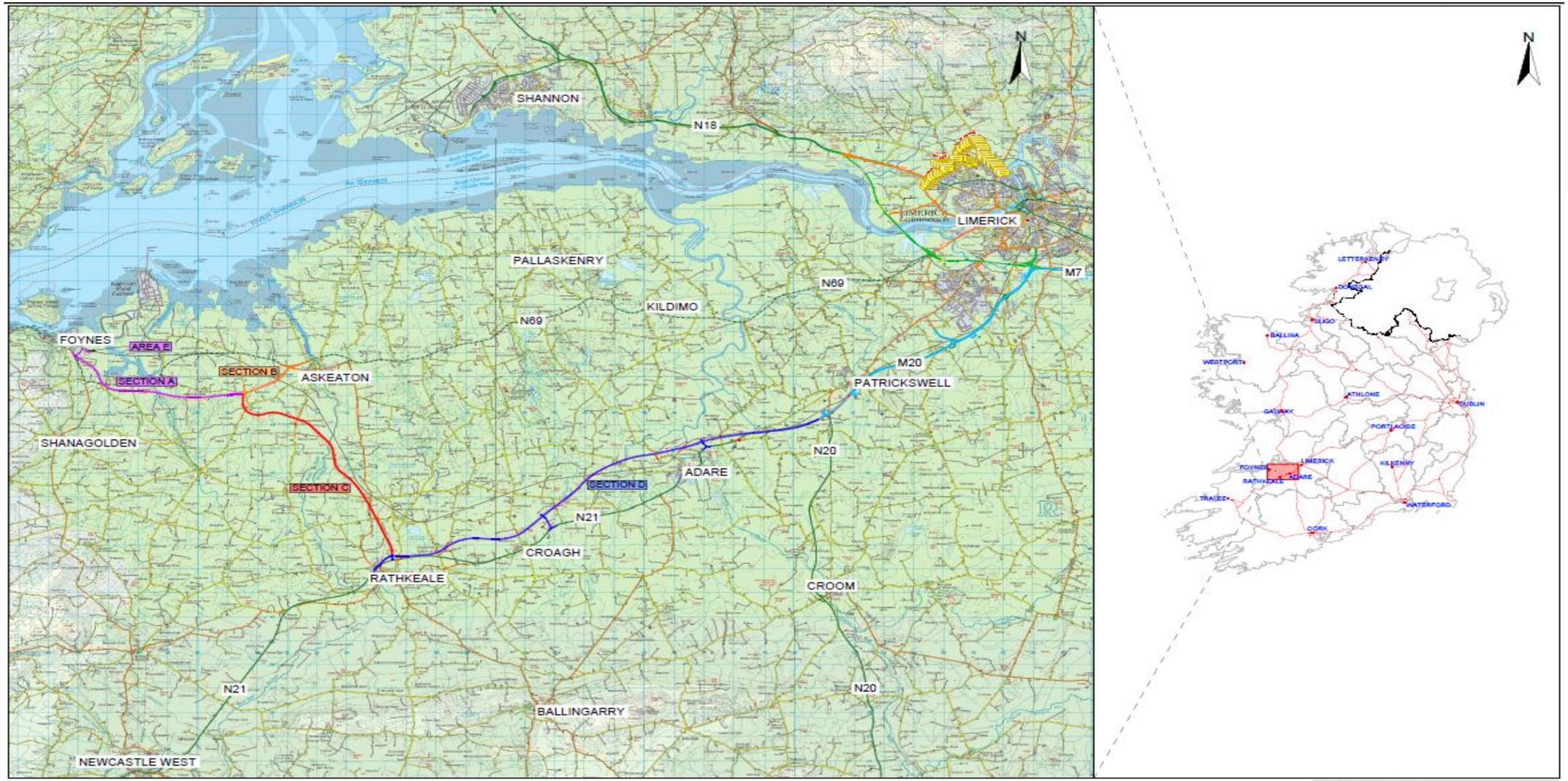


Foynes to Limerick
(Including Adare Bypass)

Co-Operative Multi-Agency Approach



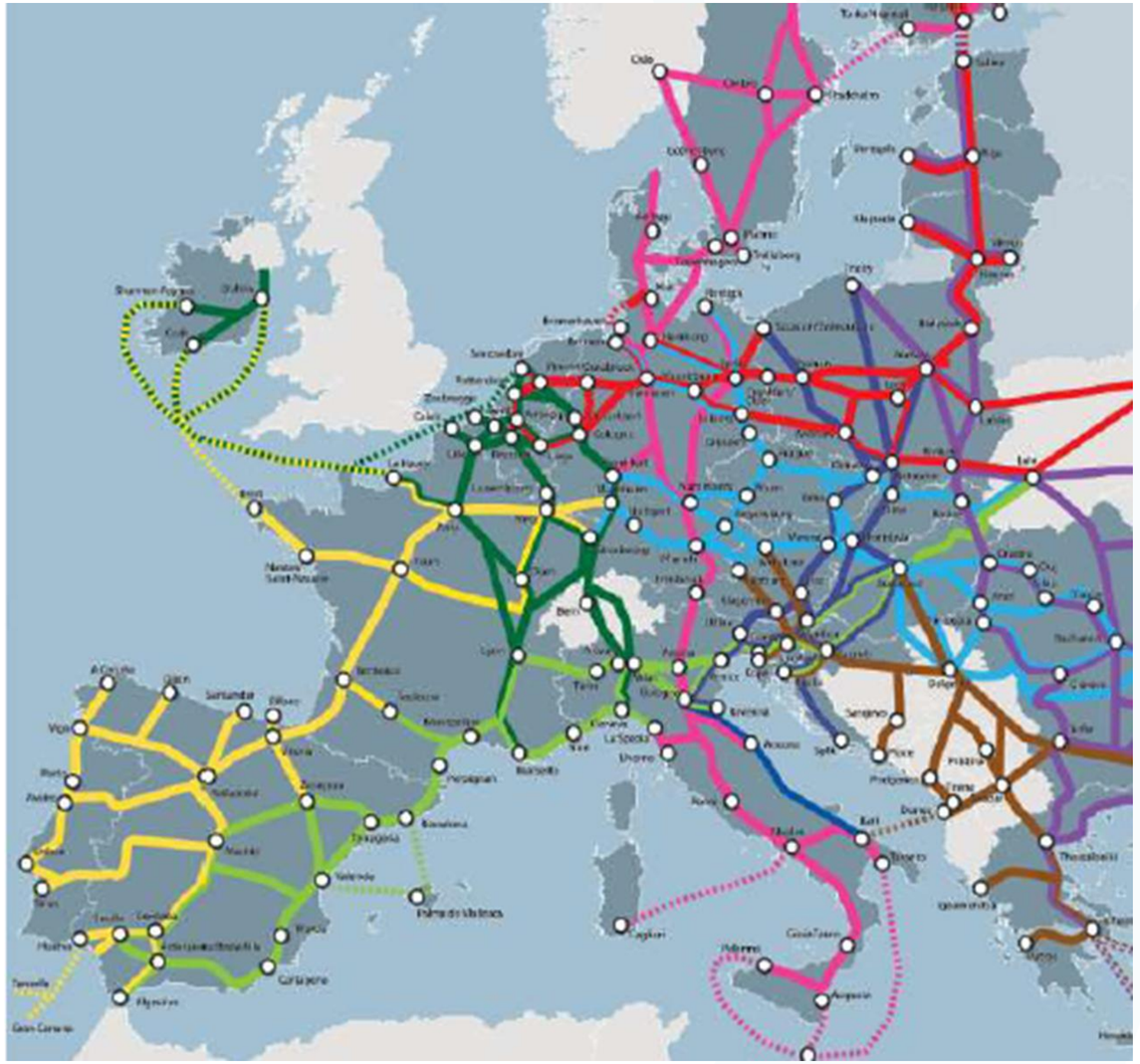
Scheme Location



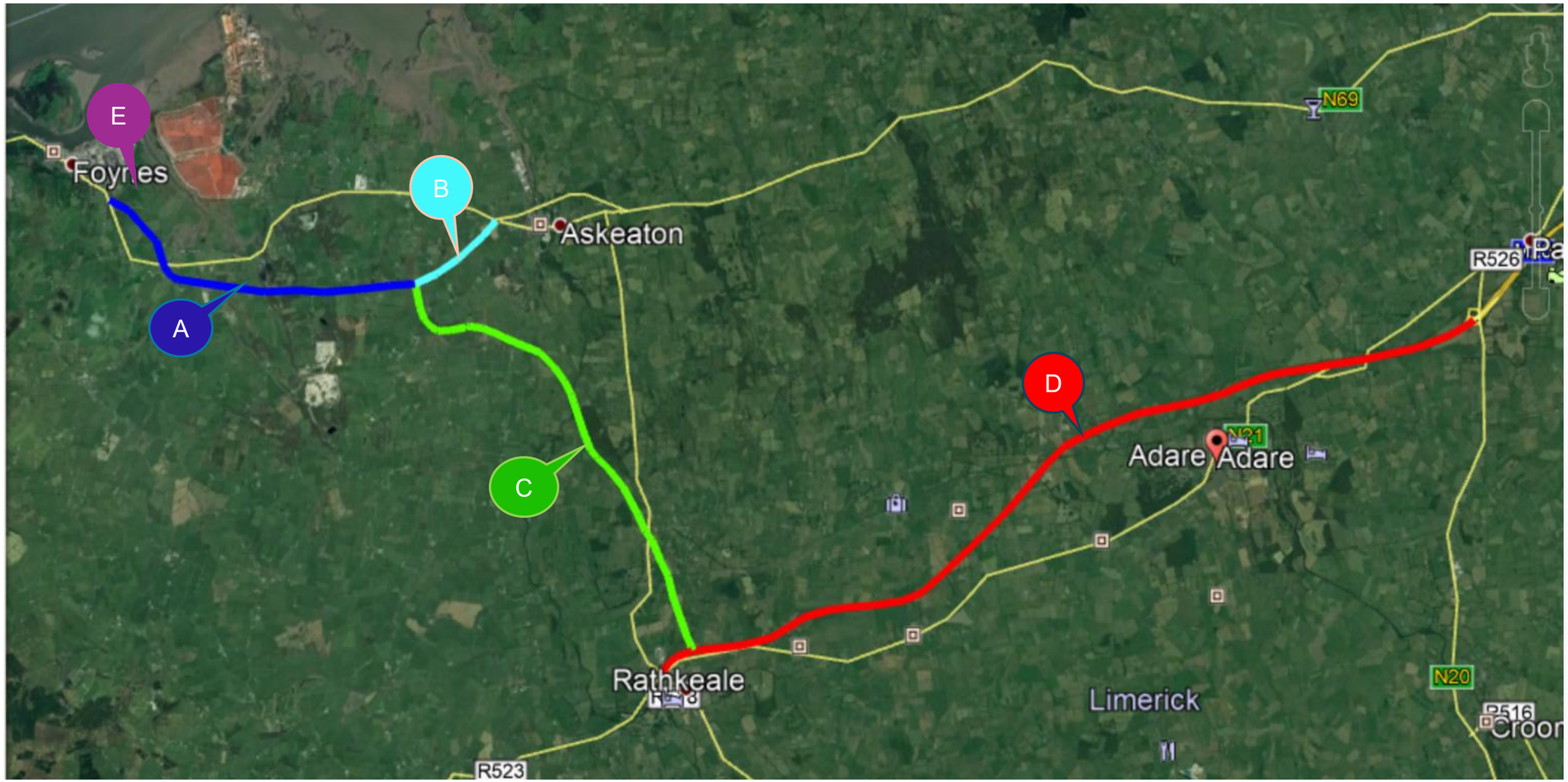
International Connectivity

Scheme Objective:

Meet TEN-T core network level of service requirements, thereby facilitating economic development in the local area and nationally.



Route Sections



Section A
Dual Carriageway (6.3km)

Section B
Single Carriageway (1.9km)

Section C
Dual Carriageway (9.3km)

Section D
Motorway (17.5km)

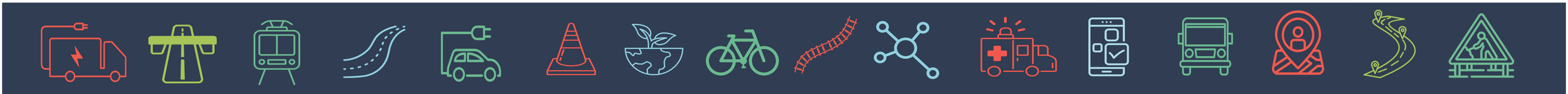
Section E – Service Area for Heavy Goods Vehicles

Foynes to Limerick (Including Adare Bypass) – Advanced Works

- CPO Execution
- Fencing & Site Clearance
- Archaeology
- Site Investigation
- Topographical Survey Accommodation Works
- Access Points Establishment & Haul Road Construction
- Utility Diversions
- Compound Set Up
- Article 27 Import
- Environmental Relocation works

Foynes to Limerick (Including Adare Bypass) – Key Stakeholders

- Landowners
- Business Association Groups
- Residents Groups
- Irish Rail
- Gas Networks Ireland
- Irish Water
- EIR
- ESB
- An Garda Síochána
- Fire Service
- Ambulance Service
- MMaRC Contractor
- EPA
- OPW
- NPWS
- Inland Fisheries



Adare Bypass

- 7km New Offline Motorway between Adare Junction and Croagh Junction
- 21 Structures – 4 River Bridges including 200m long River Maigue Bridge, 2 Railway Bridges, 3 Overbridges, 3 Underbridges & 6 Underpasses
- Multiple Utilities Diversions – Including 15nr ESB Diversions
- Ambitious timeline for delivery – Ryder Cup September 2027
- NEC Option C – Target Cost with Activity Schedule

Adare Bypass

Key Advance Works Elements



Adare Bypass – Site Haul Road





Adare Bypass – Site Haul Road

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Adare Bypass – Key Stakeholder – Irish Rail

- Ongoing Construction Works on Foynes to Limerick Rail Line
- Temporary Crossings Agreements
- Possessions for Construction Works
- Advanced Works Contract for 3nr Railway Bridges
- Bridge Agreements

Adare Bypass – Railway Bridge RB02

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Adare Bypass – Railway Bridge RB03

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Adare Bypass – Current Progress



Adare Junction



River Maigue Bridge RVB04

Adare Bypass – Current Progress



Underpass UP17 & Grenagh River Bridge RVB03



Grenagh River Bridge RVB02 &Railway Bridge RB02

Adare Bypass – Current Progress



Underpass UP15 & Clonshire River Bridge M21-C3 & Underbridge UB07



Underpasses UP14A & UP14B & Croagh Junction


Capgemini
RYDER CUP
2025
citi
DP WORLD

Project website

www.adarebypass.ie



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Zero Emission Vehicles Infrastructure Updates: Charging adjacent to National Roads Destination and Neighbourhood Charging

Dónal Minnock, Head of Alternative Fuel Infrastructure, TII
Michael McGrath, Senior Advisor DoT - Local Infrastructure Lead

Transport Infrastructure Ireland

TII National Roads & Greenways Conference 2025

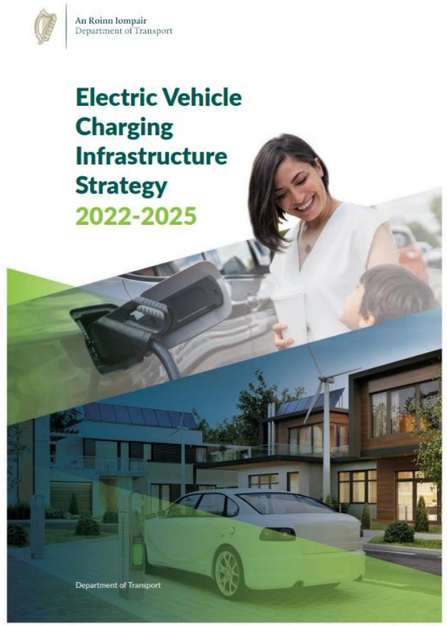
‘TII: Supporting the deployment of Electric Vehicle Recharging Infrastructure on the National Road Network’

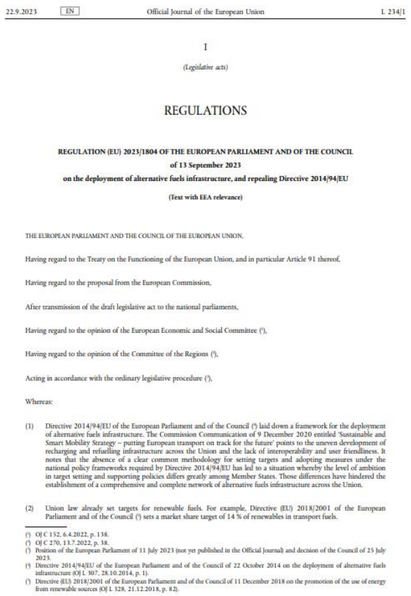
October 2025
Dónal Minnock
Alternative Fuels Infrastructure

Introduction - TII Alternative Fuels Infrastructure Section

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Section	Agenda Item	Slide Numbers
1	Introduction	1
2	Light Duty Vehicle Grant Schemes	2 - 6
3	Motorway Service Area (MSA) Management	7 - 8
4	ZEHDV Schemes	9 - 10
5	Data	11




22.9.2023 EN Official Journal of the European Union L 234/1

I

(Legislative acts)

REGULATIONS

REGULATION (EU) 2023/1804 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL
of 13 September 2023
on the deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU

(Text with EEA relevance)

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty on the Functioning of the European Union, and in particular Article 91 thereof,

Having regard to the proposal from the European Commission,

After transmission of the draft legislative act to the national parliaments,

Having regard to the opinion of the European Economic and Social Committee (1),

Having regard to the opinion of the Committee of the Regions (2),

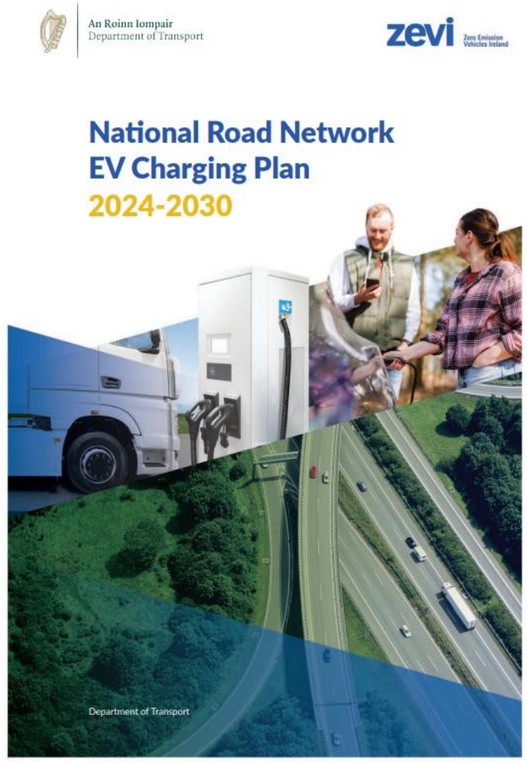
Acting in accordance with the ordinary legislative procedure (3),

Whereas:

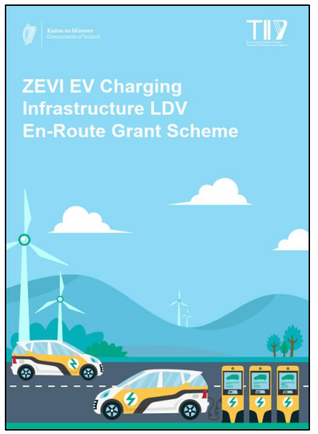
(1) Directive 2014/94/EU of the European Parliament and of the Council (4) laid down a framework for the deployment of alternative fuels infrastructure. The Commission Communication of 9 December 2020 entitled 'Sustainable and Smart Mobility Strategy – putting European transport on track for the future' points to the uneven development of recharging and refuelling infrastructure across the Union and the lack of interoperability and user friendliness. It notes that the absence of a clear common methodology for setting targets and adopting measures under the national policy frameworks required by Directive 2014/94/EU has led to a situation whereby the level of ambition in target setting and supporting policies differs greatly among Member States. Those differences have hindered the establishment of a comprehensive and complete network of alternative fuels infrastructure across the Union.

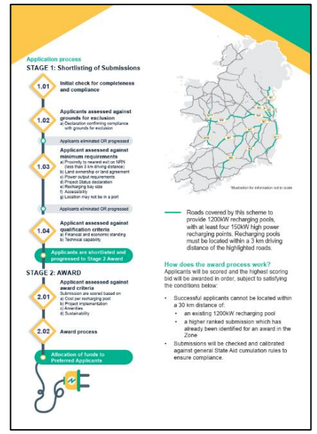
(2) Union law already set targets for renewable fuels. For example, Directive (EU) 2018/2001 of the European Parliament and of the Council (5) sets a market share target of 14 % of renewables in transport fuels.

(1) OJ C 152, 6.4.2022, p. 138.
(2) OJ C 270, 13.7.2022, p. 38.
(3) Position of the European Parliament of 11 July 2023 (not yet published in the Official Journal) and decision of the Council of 25 July 2023.
(4) Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure (OJ L 307, 28.10.2014, p. 1).
(5) Directive (EU) 2018/2001 of the European Parliament and of the Council of 11 December 2018 on the promotion of the use of energy from renewable sources (OJ L 328, 21.12.2018, p. 82).









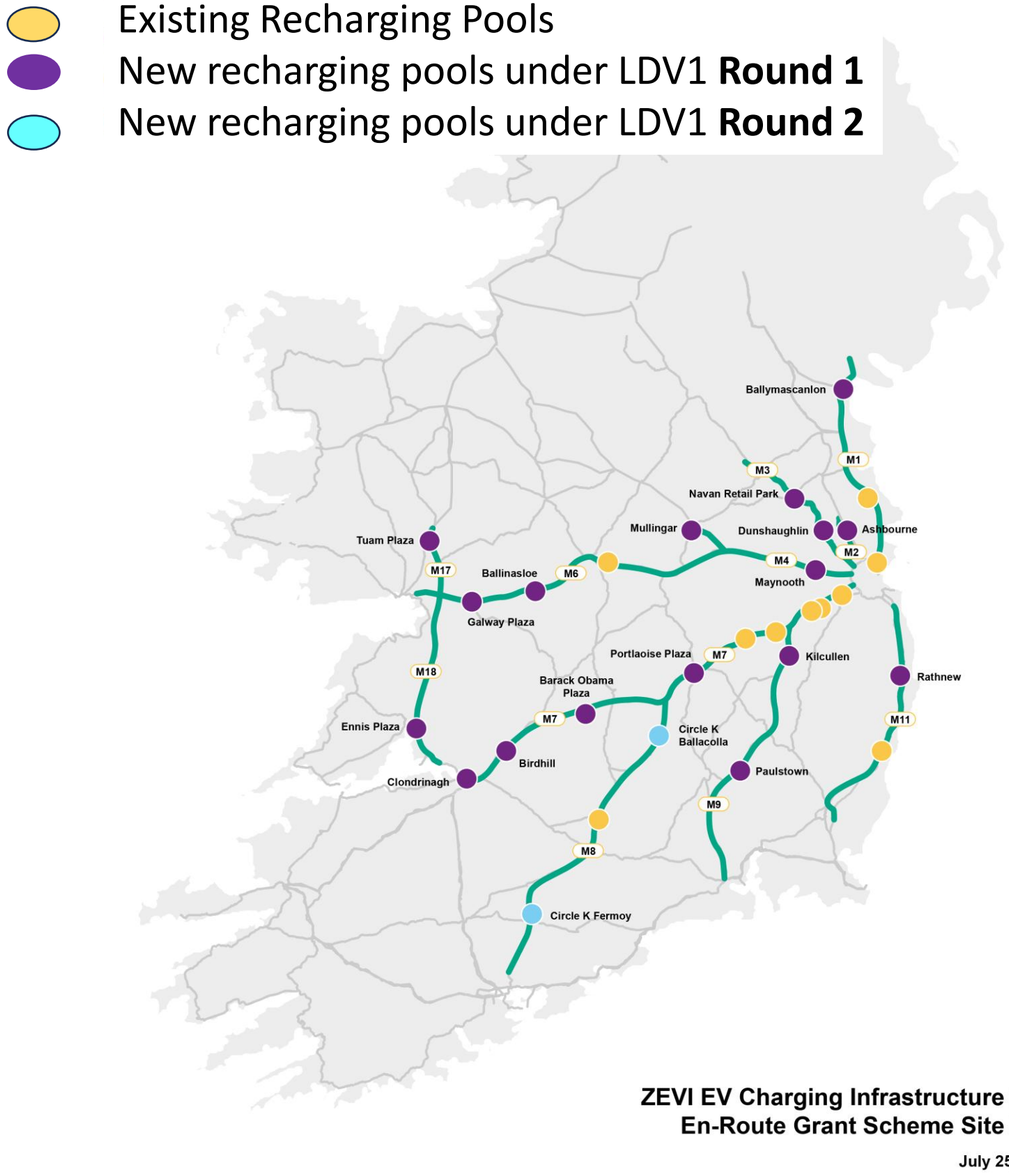
2025: Where * Row colour corresponds to road on Figure 16	Road Length (km)	Alternative 1: Alternative Fuel Infrastructure Regulation 2025	Alternative 2: Medium EV Charging Capacity Scenario 2025	Alternative 3: High EV Charging Capacity Scenario 2025
TEN-T core (each direction)[7]	500	400 kW @ 60 km 3-4 charge points At least one with 150 kW capacity	600 kW @ 60 km 4-6 charge points	900 kW @ 60 km 6-9 charge points
TEN-T comprehensive (motorway / dual carriageway) (each direction)	700	Nothing specific – (covered by fleet target)	600 kW @ 60 km 4-6 charge points	900 kW @ 60 km 6-9 charge points
TEN-T comprehensive (single carriageway) (each direction)	1000	Nothing specific – (covered by fleet target)	300 kW @ 60 km 3-4 charge points	400 kW @ 60 km 3-4 charge points
Primary and secondary road (non-TEN-T)	3100	Nothing specific – (covered by fleet target)	100 kW @ 30 km 1-2 charge points	200 kW @ 30 km 2-4 charge points
Total charging power (kW)	5,300	7,200	45,200	72,200
Approx. no. of charge points		78-104	415-706	706-1118
No. of EVs anticipated		195,000	195,000	195,000
National fleet-based target output (kW) (Required by AFIR)		214,000	214,000	214,000
% of national fleet-based target output (kW) delivered through en-route charging infrastructure		3%	21%	34%

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Light Duty Vehicle Grant Schemes

LDV Phase 1 Scheme

- AFIR and ZEVI National Road Network plan – **600kW at not more than 60km in both directions (or 1200kW in one pool if covering both directions).**
- Phase 1 of the ZEVI EV Recharging Infrastructure LDV National Road Grant Scheme programme, focusing on **1000km+ of motorways**, was launched by TII and ZEVI in February 2024.
- Scheme 'procured' under GBER provisions.
- In July 2024, the locations of **17 new high-powered recharging pools** were announced under Round 1 of this scheme on the National Road Network.
- In September 2025, **two further awards** for new high-powered recharging pools were announced under **Round 2** of this scheme.
- A total of **149 high-powered recharging points** will be built across **19 recharging pools**, providing an additional 27,860 kilowatts (**28 Megawatts**) of recharging capacity.
- **€9.1m in grant funding (Round 1 & 2).**
- Scheme targets delivery of the pools by end 2025 – with possible extension to end 2026 - work is underway.



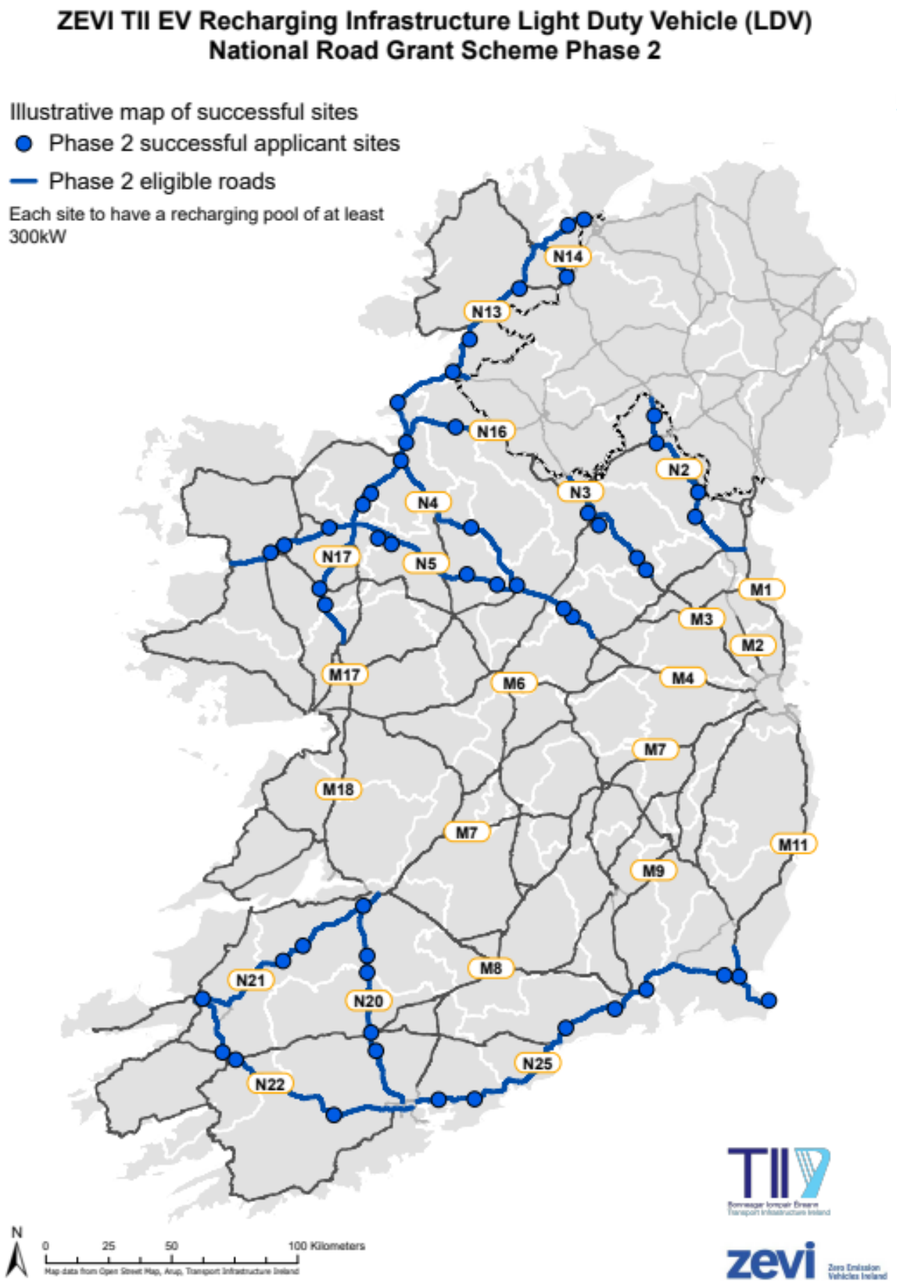
LDV Phase 1 Round 1 & 2 Grants Awarded

- Minimum provision 1200 kW power output supported by a MIC of 800kVA within 3 km driving distance of NRN
- LDV1 Round 1 will result in the deployment of 131 recharging points across 17 sites.
- Will deliver 24 MW of recharging output by end of 2025.
- * LDV1 Round 2 will result in deployment of an additional 18 Recharging Points across 2 sites.
- * LDV1 Round 2 targets delivery of an additional 3MW of recharging capacity output by end of 2025.

APPLICANT	SITE NAME	JUNCTION	ROUTE CORRIDOR
ePower	Ballymascanlon, Co. Louth	JN 18	M1
ePower	Portlaoise Plaza, Co. Laois	JN 17	M7
Applegreen Electric	Birdhill, Co. Tipperary	JN 27	M7
ePower	Barack Obama Plaza, Co. Tipperary	JN 23	M7
Circle K	Maynooth, Co. Kildare	JN 7	M4
Applegreen Electric	Mullingar, Co. Westmeath	JN 15	M4
Maxol	Rathnew, Co. Wicklow	JN 16	M11
ePower	Ennis Plaza, Co. Clare	JN 12	M18
Applegreen Electric	Clondrinagh, Co. Limerick	JN 4	M18
ePower	Tuam Plaza, Co. Galway	JN 20	M17
ePower	Galway Plaza, Co. Galway	JN 16	M6
Applegreen Electric	Ballinasloe, Co. Galway	JN 15	M6
Applegreen Electric	Paulstown, Co. Kilkenny	JN 7	M9
Circle K	Kilcullen, Co. Kildare	JN 2 / JN 3	M9
Applegreen Electric	Dunshaughlin, Co. Meath	JN 6	M3
Applegreen Electric	Navan Retail Park, Co. Meath	JN 9	M3
Weev	Pillo Hotel Ashbourne, Co. Meath	JN 4	M2
***Circle K** **	*Moorepark, Fermoy*	*JN 14*	*M8*
***Circle K** **	*Ballacolla*	*JN 3*	*M8*

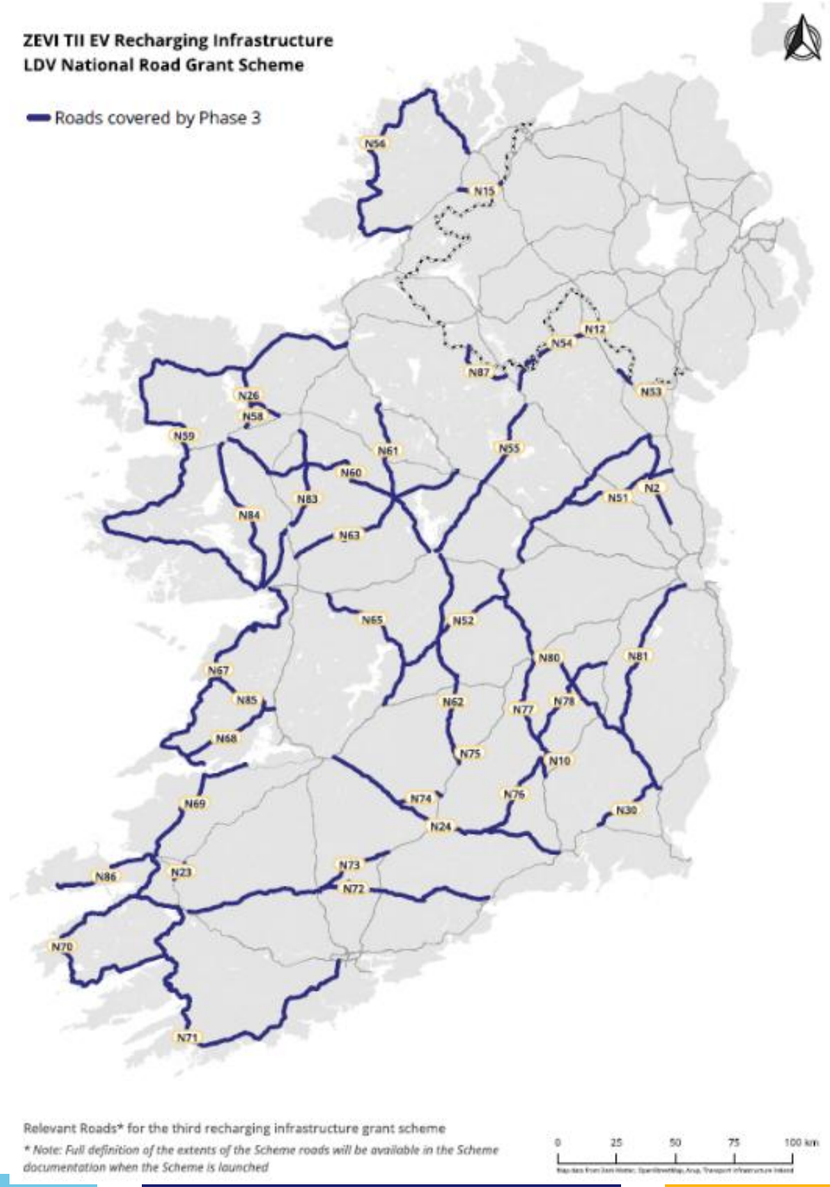
LDV Phase 2 Scheme

- AFIR and ZEVI NRN plan – **300kW at not more than 60km in both directions.**
- Phase 2 of the ZEVI EV Recharging Infrastructure LDV National Road Grant Scheme programme, focusing on **1200km+ of national single carriageway roads**, was launched by TII and ZEVI in October 2024.
- In June 2025, the Minister for Transport Darragh O'Brien, announced the locations of **53 new high-powered recharging pools** to be rolled out under this scheme on the National Road Network.
- A total of **175 high-power recharging points** will be built across **53 recharging pools**, providing an additional 20,000 kilowatts (**20 Megawatts**) of recharging capacity.
- **€8m allocated**
- Scheme targets delivery of the pools by end 2025, work is underway.
- An "infill" Scheme (approx. 5+ awards) will follow, to fill a small number of gaps.
- Scheme 'procured' under De-Minimis funding rules.



LDV Phase 3 Scheme

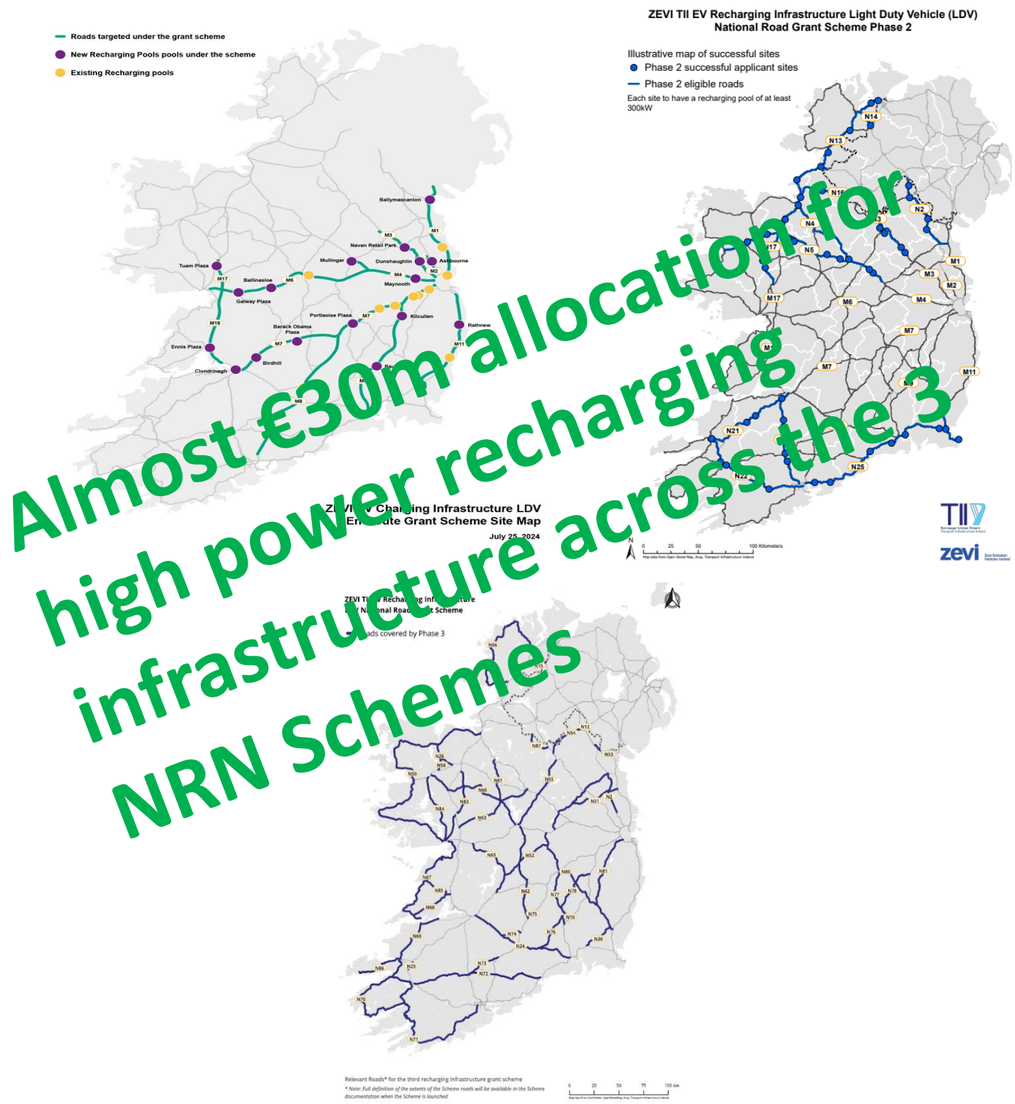
- ZEVI NRN plan – **100kW at not more than 30km distances.**
- Phase 3 of the TII EV Recharging Infrastructure LDV National Road Grant Scheme programme, focusing on **3,000km of non-Ten-T national single carriageway roads**, was launched by TII and ZEVI in February 2025.
- Yesterday, the Minister for Transport Darragh O'Brien, commented on the release of grant funding to establish **90 new high-powered recharging pools** to be rolled out under this scheme on the National Road Network.
- A total of **192 high-powered recharging points** will be built across the **90 recharging pools**, providing an additional 22,000 kilowatts (22 Megawatts) of recharging capacity.
- **€10m allocated** to support to roll out of this infrastructure.
- Scheme targets delivery by March 2026 - grant letters will follow on from the announcement and then Applicants will be free to progress.



A combined view of all Scheme Phases – LDV Phase 1, Phase 2 and Phase 3

Scheme / Phase	Routes	Minimum Power of the Pool (per the Scheme Rules, aligned to AFIR/ZEVI plan)	No. of Awards / Pools	Total no. of Recharging Stations across all pools	Total no. of Recharging Points across all pools	Nominal combined pools Recharging Power, kW
Phase 1 (Round 1&2)	c.1000km of Ten-T Core and Comp Motorways and Dual Carriageways	1200kW	19	84	149	27,860
Phase 2	c.1200km of national single carriageway roads	300kW	53	88	175	21,080
Phase 3	c.3,000km of the remaining primary and secondary roads	100kW	90	99	192	>20,000
Total			**162**	**271**	**516**	**~70MW**

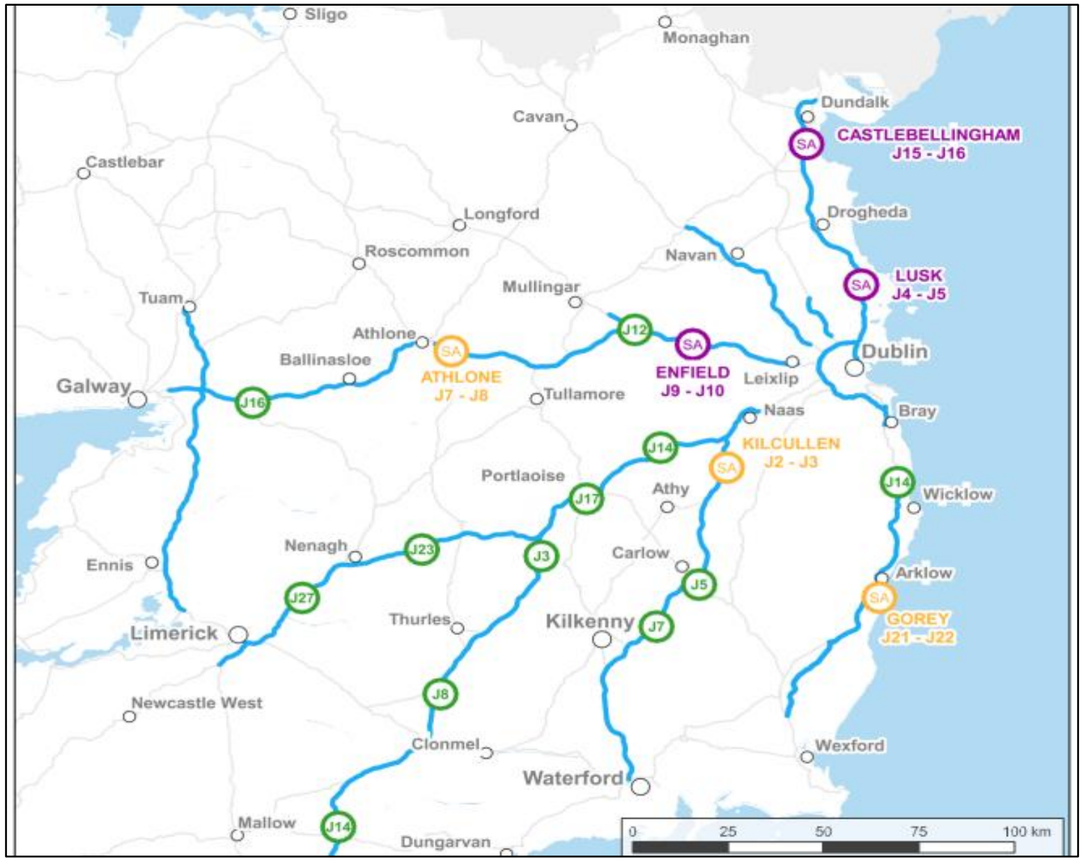
Targeting c**70MW** of recharging capacity across all the Schemes, the total capacity supported is set to exceed the requirement of the ZEVI target of **45.2 MW** of recharging capacity to be provided on the National Road Network.



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Motorway Service Area (MSA) Management

TII Motorway Service Areas (MSAs) Management





Tranche 1 MSA's – Superstop Ltd/Applegreen

TII Tranche 1 Motorway Service Areas (Type 1 – double-sided):
M1 [J4 – J8] Lusk | M1 [J15 – J16] Castlebellingham | M4 [J9 – J10] Enfield



Tranche 2 MSA's – Beech Hill Gateway Services DAC/Circle K

TII Tranche 2 Motorway Service Areas (Type 1 – single-sided):
M6 [J7 – J8] Athlone | M9 [J2 – J3] Kilcullen | M11 [J21 – J22] Gorey

	Scheme	Contract Award/Expiry	PPP Co/Operator
PPP Contract	**Tranche 1**	2009/2034	Superstop Ltd **(Applegreen)**
	Tranche 2	2018/2043	Beech Hill Gateway Services **(Circle K)**

Performance & Monitoring	TII Alternative Fuels Infrastructure	Jacobs Engineering providing technical support, performance monitoring and audit services on the management of the PPP Contract during operational phase.

TII Motorway Service Areas (MSAs) Management

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Typical MSA PPP Contract Management Ongoing Activities
Each PPP Contract may generate an aggregate of circa 110 -120 submissions per annum.
Review of the Monthly Operations Reports.
Review of Schedule 5 and Schedule 12 submissions.
Monitoring Meetings to review operational progress, matters arising.
Monthly Walk & Drive through's to visually inspect the MSA and road assets.
Spot checks on the PPP Co's activities, documentation and records.
Investigation of complaints and other notifications received from the public and elected officials.
Targeted audits performed on key PPP Co O&M activities (e.g. Winter Maintenance)
Targeted review of PPP Contract deliverables (e.g. Winter Maintenance Strategy)



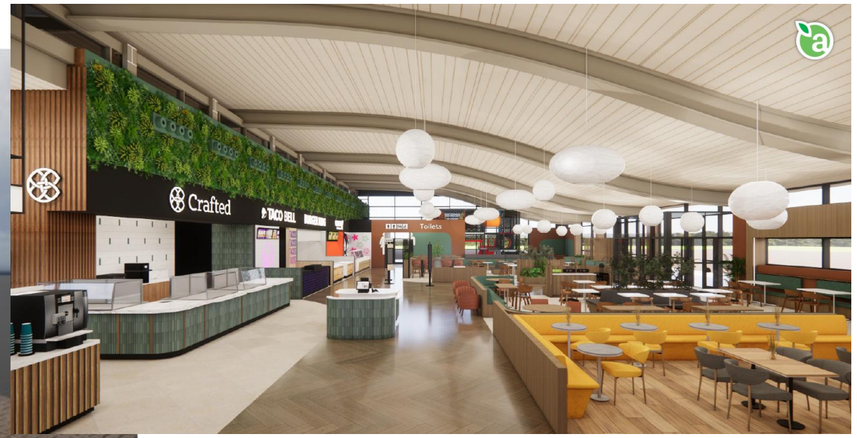



T1 & T2 MSA PPP Contracts Examples of Current Ongoing Major Workstreams
T1 - Accessibility Enhancement Works
T1 - Proposed EVCI Works
T1 - Internal Amenity Building Refurbishment Works
T2 - Internal Amenity Building Refurbishment Works
T2 - ZEVI TII LDV Grant Scheme EVCI at Kilcullen MSA
T2 - Fuel station upgrades - car wash, MGO & HVO









ZEHDV Schemes

Zero Emissions Heavy Duty Vehicles – ZEHDV, ZEHDV-I, ZEHDV-IP

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We are now supporting the purchase of the ***vehicles*** and the ***recharging infrastructure*** needed to charge them:





- ZEHDV scheme supports the purchase of electric HDV's (3.5t or greater)
- Up to 60% of the difference with a diesel equivalent.
- In 2024 this scheme supported the purchase of 21 vehicles (vans, trucks, buses and refuse collection)
- In 2025 we expect to support the purchase of 38 vehicles.

- In 2025 launched ZEHDV-I and ZEHDV-IP schemes to support cost of recharging infrastructure for electric HDV's.
- Up to 55% of the cost of buying and installing the recharging infrastructure.
- Chargers can be used exclusively for the business (e.g. in a depot) or open for public use
- Applications can be made for business in ports however the chargers must be open for public use
- We currently have applications for 142 recharging points

Vehicles Scheme – 2024 Overview

The vehicles grant scheme allocated **€1.74m in funding in 2024** to support the purchase of **21 vehicles**.
In 2025 we are on course to support the purchase of 38 vehicles.

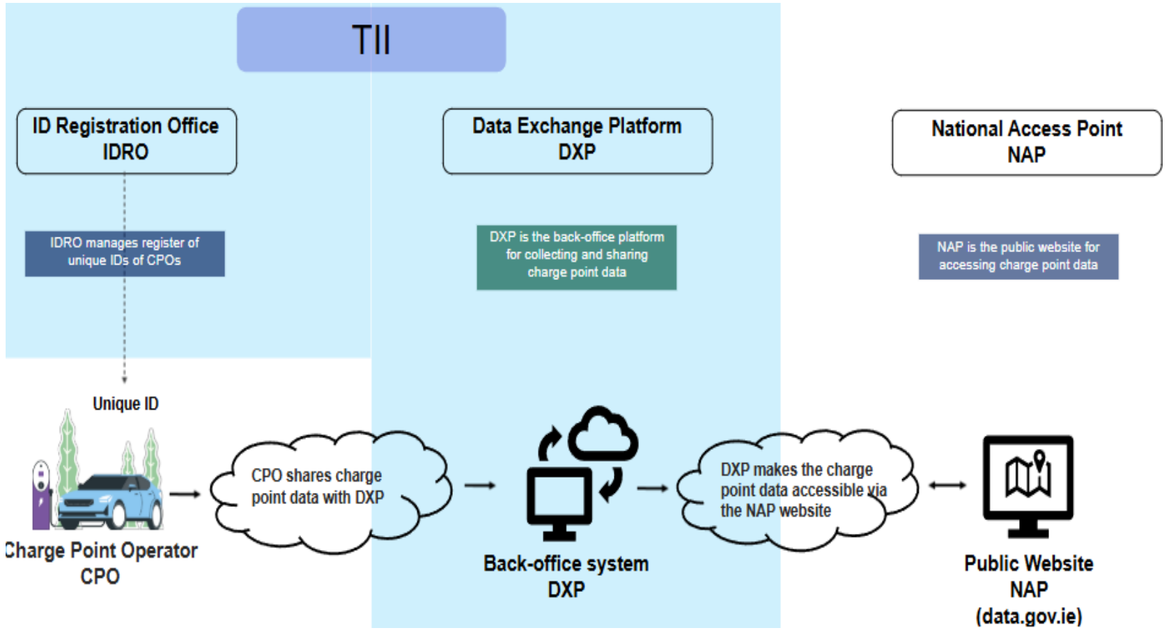
Image	Vehicle Type	Count
	**Total EV Van 3.5t-5.5t**	**2**
	**Total EV Van 5.5t-8.5t**	**2**
	**EV Truck 8.5t-16t**	**0**
	**EV Artic Truck 16t-19t**	**1**

Image	Vehicle Type	Count
	**EV Rigid Truck 16t-20t**	**0**
	**Total EV Truck 19t-46t**	**9**
	**Total EV Refuse Collection Truck**	**1**
	**Total EV Single Deck Bus c.40+ seats**	**2**
	**Total EV Midi Bus c.21-32 seats**	**4**

Data Workstream

AFIR Data Ecosystem for Charge Point Operator (CPO) Data

- AFIR requires CPOs: **1.** Register within the Member State and **2.** Make certain types of static and dynamic data open and freely available to any data user.
- Member State must fulfil reporting obligations in respect of the provision of Alternative Fuels infrastructure in the State.
- To facilitate both obligations TII operates both
  - the national Register and
  - the national platform for gathering the static and dynamic data from the various CPO, the "Data Exchange Platform".
- Most major CPOs operating in Ireland are now sharing data to the platform and more on the pathway to sharing.
- Incoming data is under ongoing review to ensure the data is of high quality, to support the end user and to support the Member State reporting obligations.
- The plan is to make the data publicly available, enabling other data actors to develop insights and services etc. to the benefit of the travelling public.



- **Examples:**
  - **Static Data (within 24 hrs) = Operating Hours.**
  - **Dynamic Data (within 1 min) = Status.**

Rialtas na hÉireann
Government of Ireland

zevi

Zero Emission
Vehicles Ireland

Regional and Local EV Charging Network Plan 2025 to 2030

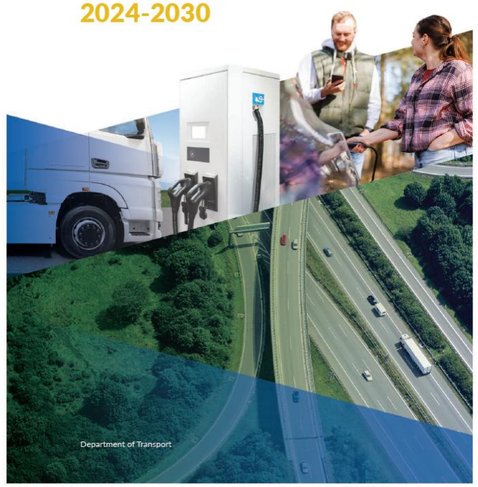
Michael McGrath- Senior Advisor ZEVI

Rialtas na hÉireann
Government of Ireland

zevi Zero Emission Vehicles Ireland

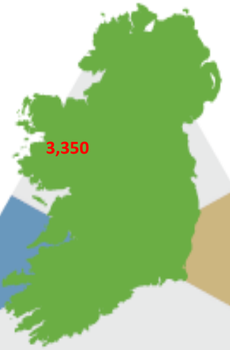
Developing a National EV Charging Network

National Road Network
EV Charging Plan
2024-2030



National EV Charging
Network Plan

- TEN-T & MOTORWAY NETWORK
- DC FAST/ULTRAFAST CHARGING INFRASTRUCTURE
- LIGHT DUTY & HEAVY DUTY VEHICLES



- DESTINATION & NEIGHBOURHOOD CHARGING INFRASTRUCTURE
- AC NORMAL & DC FAST

- CONSOLIDATED NATIONAL PLAN
- ADDRESSING GAPS E.G. NATIONAL/LOCAL ROADS
- LOCAL HIGH-POWER INFRASTRUCTURE
- REMOTE AREAS

National Road Network
EV Charging Plan

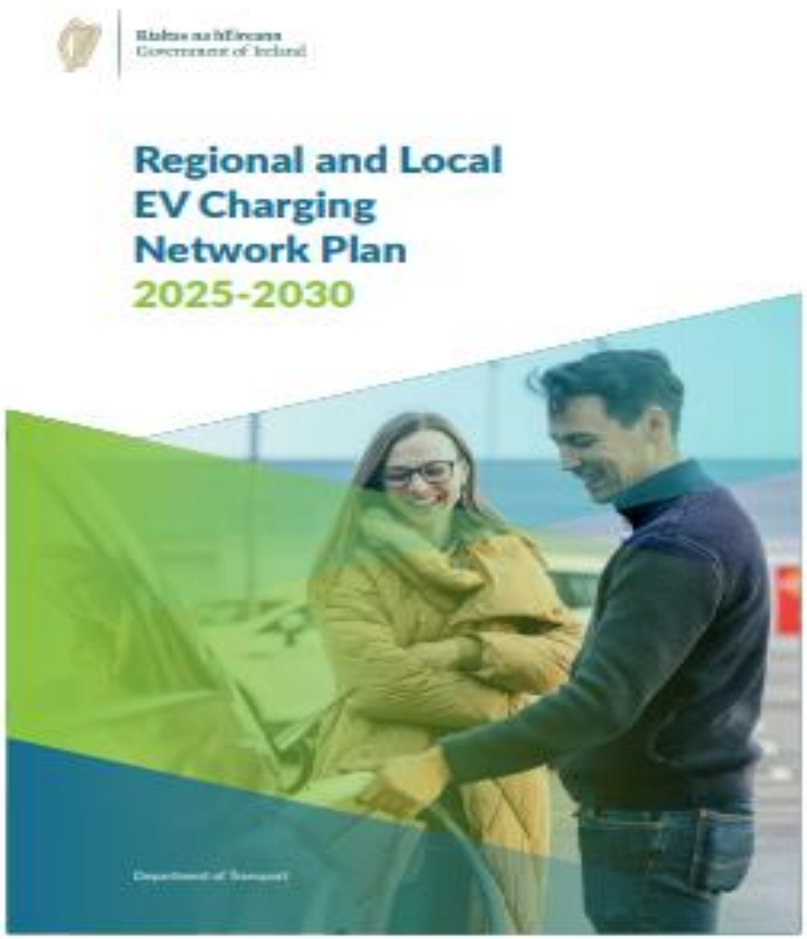
Regional and Local EV
Charging Network Plan

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Government of Ireland

Regional and Local
EV Charging
Network Plan
2025-2030



Regional and Local EV Charging Network Plan- Delivered by LAs



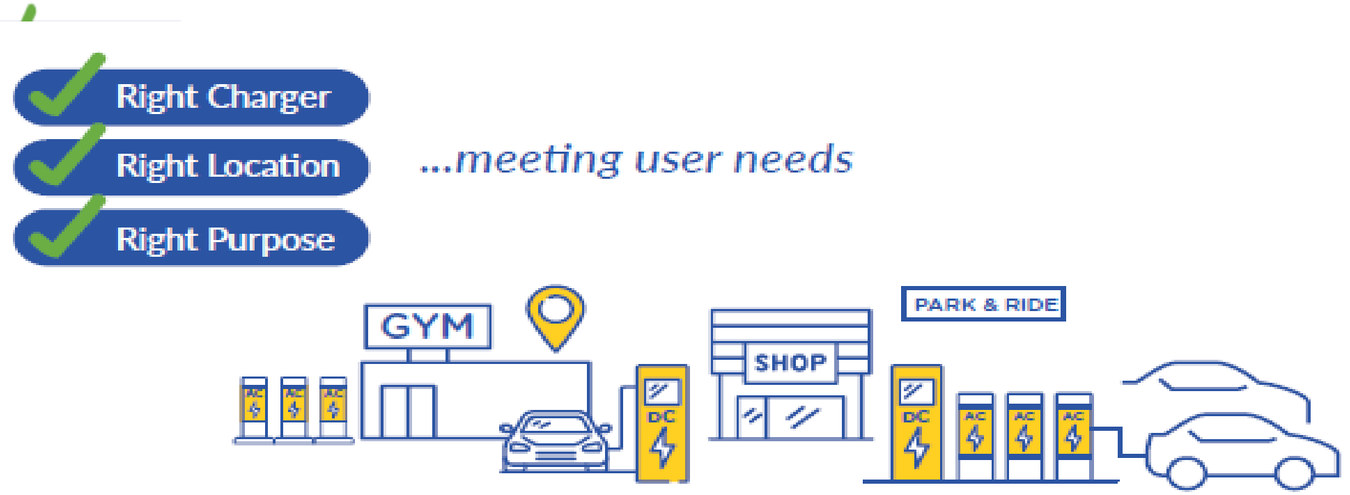
The objectives of this plan are to:

1) Support the delivery of well-defined local and regional plans for a resilient, self-sustaining, future-proofed network that minimises public funding supports and meets user needs.

2) In partnership with key stakeholders, support the coordinated and accelerated expansion of a destination and neighbourhood EV charging network that aligns with greater e-mobility policies.

3) Provide a pathway to deliver on national infrastructure targets in support of both AFIR requirements and Climate Action Plan objectives.

The accelerated expansion of public destination and neighbourhood charging infrastructure will be led by local authorities with the support and in partnership with other public sector bodies, private sector groups and other stakeholders.



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Local Infrastructure – Regions and AFIR Targets

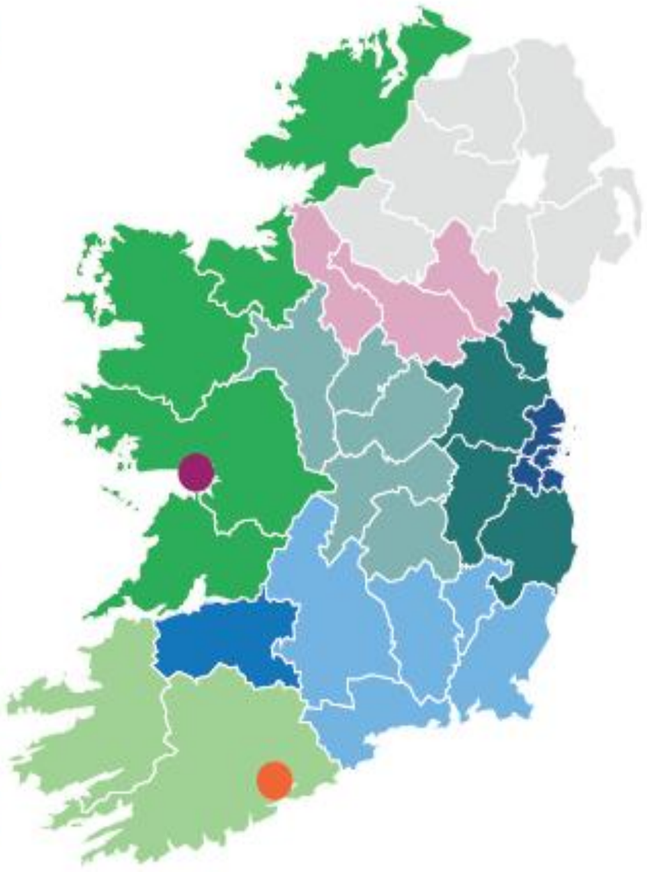
Region 7	2025	2030
Counties/Areas	AFIR (kW)	AFIR (kW)
Donegal	5,724	18,716
Sligo	2,412	8,019
Galway County	6,437	21,465
Mayo	5,006	16,271
Clare	4,535	14,888
Total	**24,113**	**79,360**

City 1	2025	2030
Counties/Areas	AFIR (kW)	AFIR (kW)
Galway City	2,797	9,327
Total	**2,797**	**9,327**

City 2	2025	2030
Counties/Areas	AFIR (kW)	AFIR (kW)
Limerick City / County	6,780	22,276
Total	**6,780**	**22,276**

Region 6	2025	2030
Counties/Areas	AFIR (kW)	AFIR (kW)
Cork County	12,454	40,955
Kerry	5,691	18,647
Total	**18,146**	**59,601**

City 3	2025	2030
Counties/Areas	AFIR (kW)	AFIR (kW)
Cork City	8,083	26,581
Total	**8,083**	**26,581**



Region 1	2025	2030
Counties/Areas	AFIR (kW)	AFIR (kW)
Cavan	2,840	9,239
Leitrim	1,283	4,166
Monaghan	2,299	7,428
Total	**6,422**	**20,833**

Region 2	2025	2030
Counties/Areas	AFIR (kW)	AFIR (kW)
Offaly	2,794	9,094
Laois	2,755	9,048
Longford	1,457	4,736
Roscommon	2,449	7,616
Westmeath	3,378	11,247
Total	**12,833**	**41,741**

Region 3	2025	2030
Counties/Areas	AFIR (kW)	AFIR (kW)
Fingal	9,146	31,186
DLR	7,042	24,014
South Dublin	8,704	29,681
Dublin City	17,403	59,345
Total	**42,296**	**144,226**

Region 4	2025	2030
Counties/Areas	AFIR (kW)	AFIR (kW)
Kildare	8,422	28,268
Wicklow	5,268	17,680
Meath	7,306	24,476
Louth	4,203	13,755
Total	**25,199**	**84,179**

Region 5	2025	2030
Counties/Areas	AFIR (kW)	AFIR (kW)
Tipperary	6,311	20,680
Kilkenny	3,552	11,658
Waterford	4,360	14,329
Wexford	6,069	19,929
Carlow	2,294	7,526
Total	**22,585**	**74,121**

Figure 2. *Summary of EV charging capacity requirements by 2025 and 2030 across the local authority areas.*

AFIR Targets based on 30% fleet EV by 2030

National Target

2025 – 214,453KW

2030 – 712,395KW

Regional and Local Plan

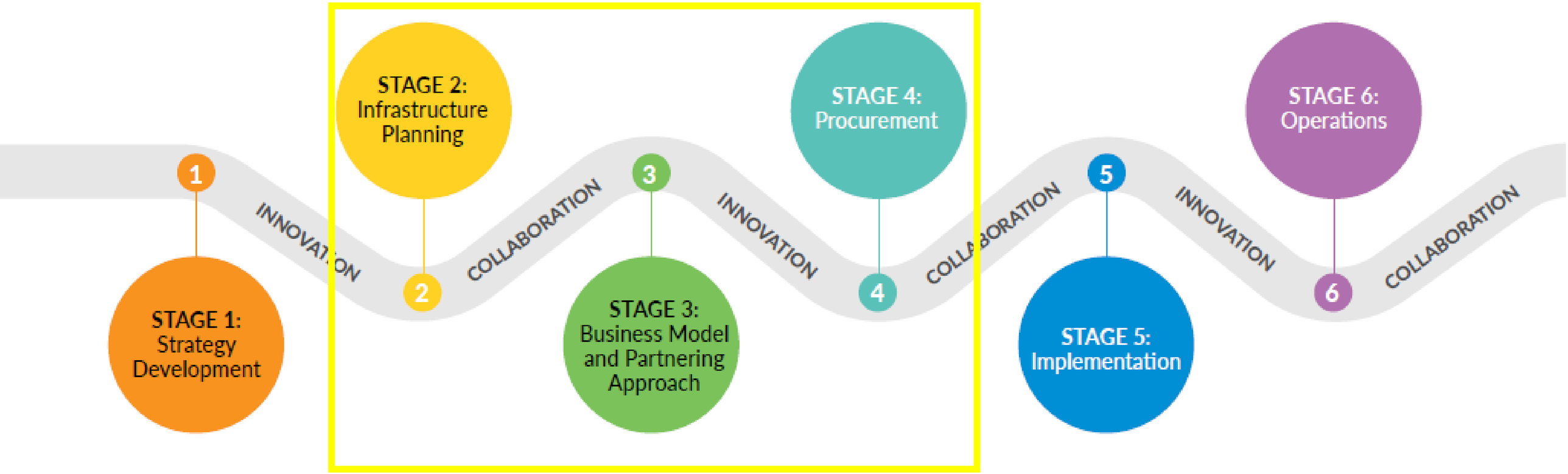
2025 – 169,253KW

2030 – 562,244KW

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Government of Ireland

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Project Lifecycle: Strategy to Operation



All LAs complete in 2025	Site Selection, Business model and procurement 2026	Commence 2027(majority) (some early movers)	15-20 year concession

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Destination Charger Schemes- 2025/2026



- Dublin Destination Scheme - 8200KW
  200 CPs at 50 Locations, Concession, High Power DC Charging
- Shared Island Sports Scheme – 8950KW
  50- 100KW DC Charging
- Limerick Destination Scheme – 1200KW
  Concession across 12 sites High Power DC Charging
- ZEVI LA Pilots - 4742KW
  Innovative projects, multi user needs, renewables, tourism

Right Charger
Right Location
Right Purpose

...meeting user needs



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ZEVI & Local Authority Pilot Schemes

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County	Sum of Total kW	Sum of DC Kw	Sum of AC Kw
Carlow	410	300	110
Cavan	222	200	22
Clare	288	200	88
Cork	444	400	44
Donegal	100	100	
Galway City	604	450	154
Kerry	626	450	176
Leitrim	188	100	88
Mayo	460	350	110
Meath	296	230	66
Monaghan	250	250	
Offaly	194	150	44
Roscommon	366	300	66
Tipperary	244	200	44
Wexford	50	50	0
Grand Total	**4742**	**3730**	**1012**



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Galway City County Council

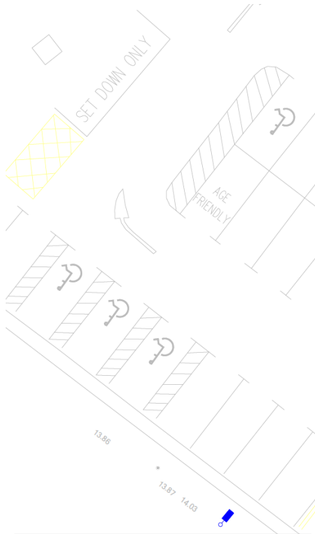




Solar PV

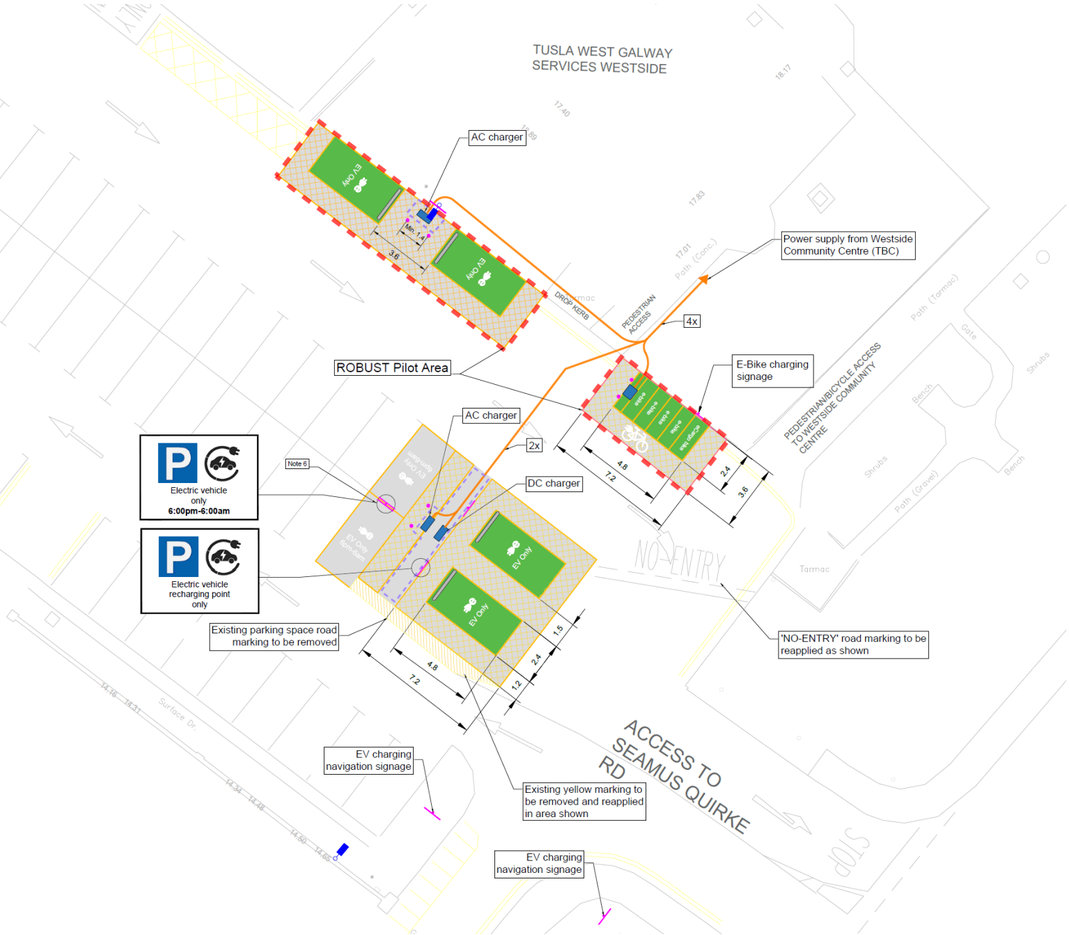
Battery Backup

ROBUST



LEGEND:

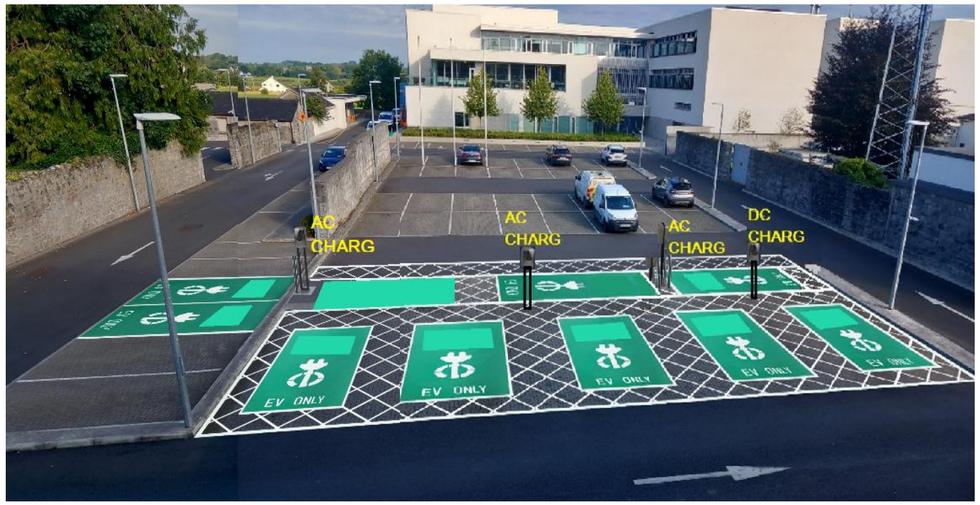
- EV/E-bike charger
- EV charger signage
- Bollard
- Existing lighting column
- Wheel stop
- Pavement marking
- 100mmØ Ducting
- Overhead weather protection
- ROBUST Pilot area



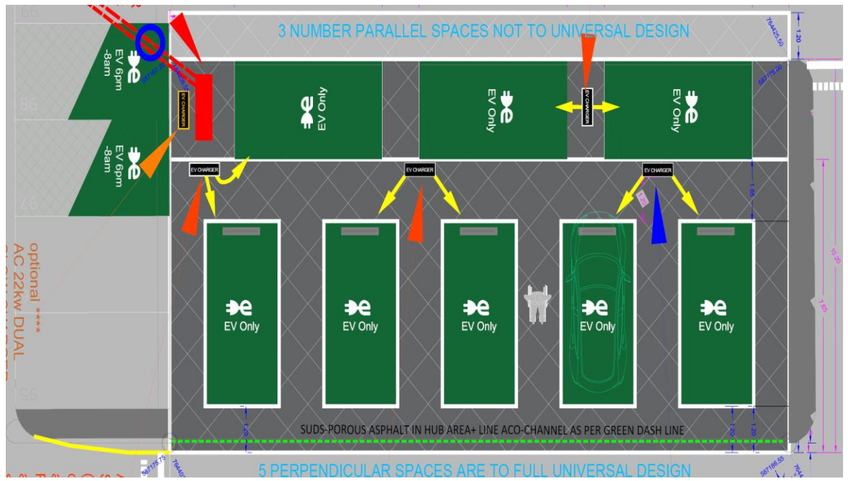
Rialtas na hÉireann
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Roscommon County Council







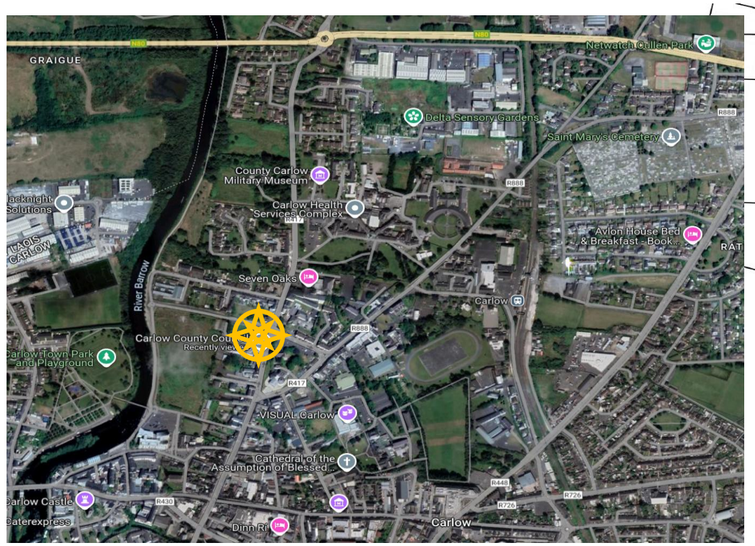
Multiple User Needs

- Workplace
- Destination
- Enroute
- Nighttime Neighbourhood Charging for Residents with no off-street parking

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Carlow County Council





Multiple User Needs

- Workplace
- Destination
- Enroute
- Nighttime Neighbourhood Charging for Residents with no off-street parking

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Zero Emission
Vehicles Ireland

Thank You

Questions: Session 2 Panel

Bonneagar Iompair Éireann
Transport Infrastructure Ireland

Session 2: Enhanced Regional & Rural Connectivity *Chair: Marie Whelan, Senior Engineer, Kildare County Council National Roads Office*	
Road Safety in Lithuania: a Step Toward Vision Zero	*Viktoras Lapinas, Via Lietuva, Lithuania / Jolanta Nemaniūtė-Gužienė*
Narrow Water Bridge	*Padraig McBride, Louth County Council*
Adare Bypass – Co-Operative Multi-Agency Approach	*Conor Evans TII*
Zero Emission Vehicles Infrastructure Updates: Charging adjacent to National Roads Destination and Neighbourhood Charging	*Dónal Minnock, Head of Alternative Fuel Infrastructure, TII* *Michael McGrath, Senior Advisor DoT - Local Infrastructure Lead*

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Transport Infrastructure Ireland

End of Session 2

Lunch break

Session 3 commences at 2pm

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Transport Infrastructure Ireland

NATIONAL ROADS AND GREENWAYS CONFERENCE 2025

Session Three: Mobility of People and Goods in Urban Areas
Chair: Tara Spain, Head of Land Use Planning, TII

Programme: Session 3

Session 3: Mobility of People and Goods in Urban Areas *Chair: Tara Spain, Head of Land Use Planning, TII*		
2.15pm	**Shared Mobility of the National Road Network**	*Elaine Brick, Transportation Planning Director AECOM*
2.25pm	**Where LUAS and National Roads meet..**	*Sarah O'Donnell, Assistant Chief Architect, TII*
2.40pm	**The Place & Movement Approach to Transport Plans**	*Dr. Lorraine Barry, Department for Infrastructure, Northern Ireland*
2:55pm	**Circular Economy and Community**	*Deirdre McCarthy, Project Archaeologist, Roscommon County Council*
3:10pm	**Environmental Standards Updates:** **Noise** **Air Quality**	Stephen Byrne, Senior Environmental Scientist, TII Avril Challoner, Climate and Carbon Specialist, TII
3.30pm	**Q&A**	
3.35pm	**Tea and Coffee**	

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Shared Mobility on the National Road Network

Elaine Brick, Transportation Planning Director AECOM



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Transport Infrastructure Ireland

INTEGRATED MOBILITY ON THE NATIONAL ROAD NETWORK

Elaine Brick, Transportation Planning Director, AECOM



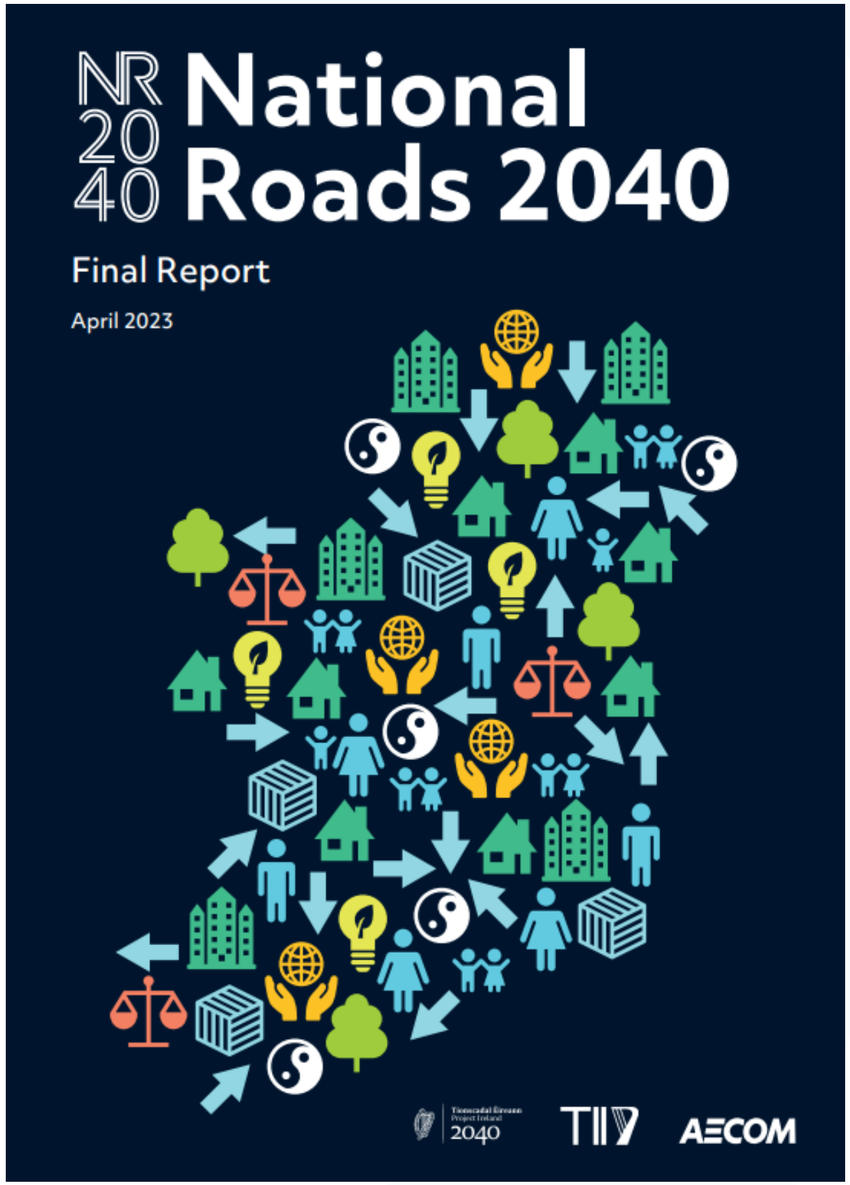
Transport Emissions in Ireland

In 2024, 21.7% of Irelands greenhouse gas emissions came from the transport sector

Road transport accounts for almost 95% of all transport emissions

Passenger cars are responsible for around 50% of all road transport emissions

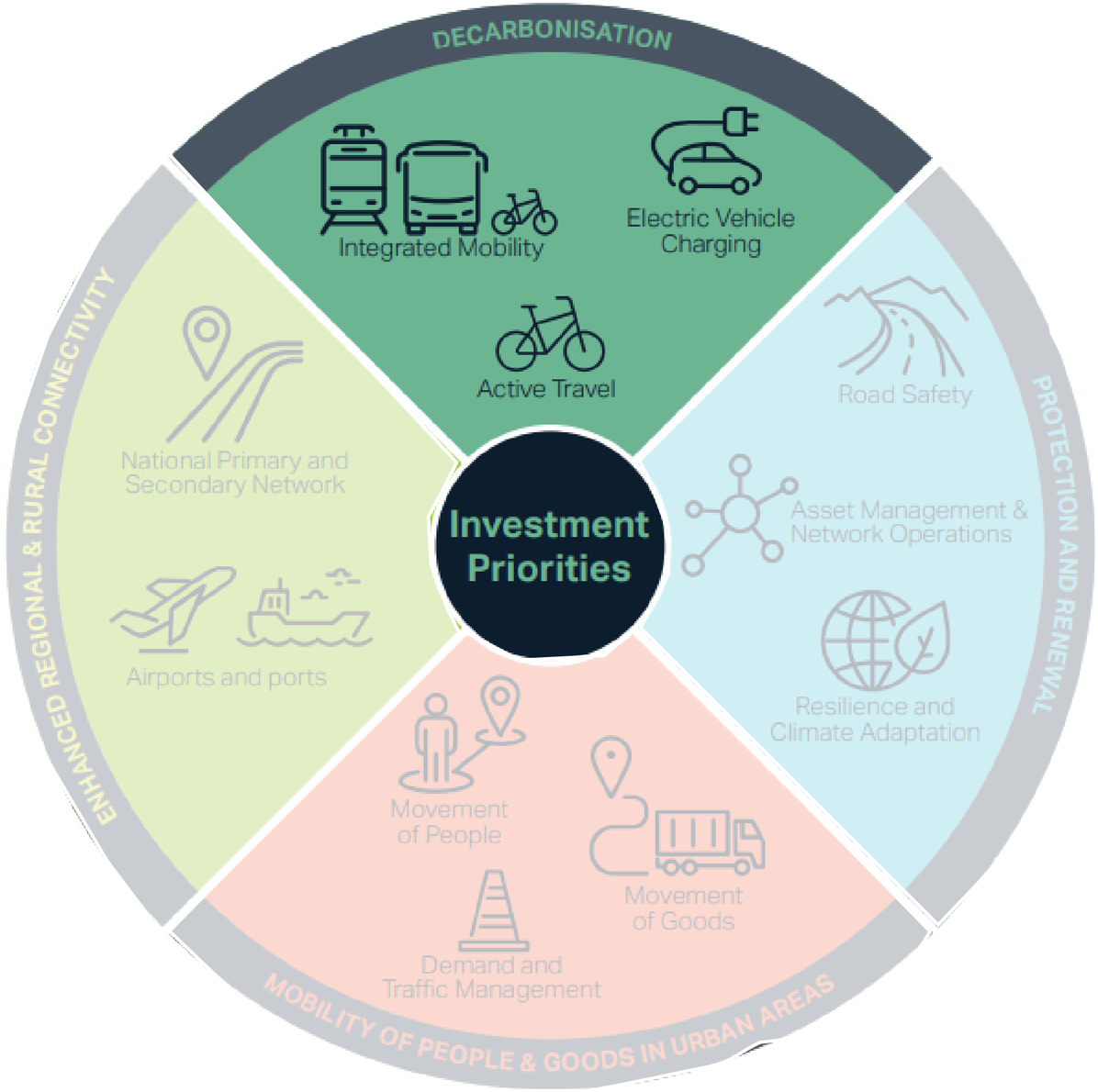
An evolving sustainable transport system focused on safety, innovation, accessibility and mobility of people, goods, and services



NR2040 Investment Priorities

Decarbonisation

Integrated mobility on the National Roads network to promote a shift from low occupancy cars to more sustainable means of travel



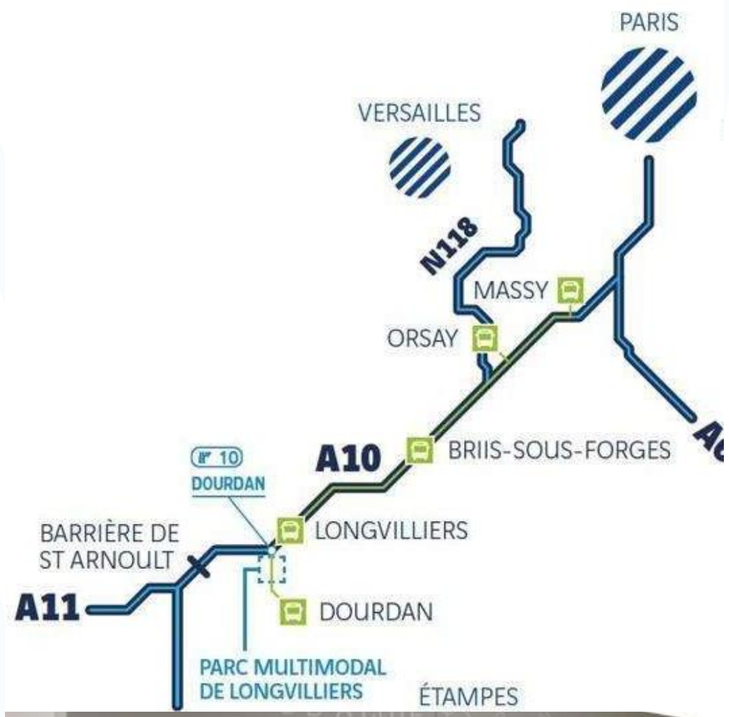
NIFTI Intervention Hierarchy



VINCI Autoroutes, France











Mobihubs, Netherlands



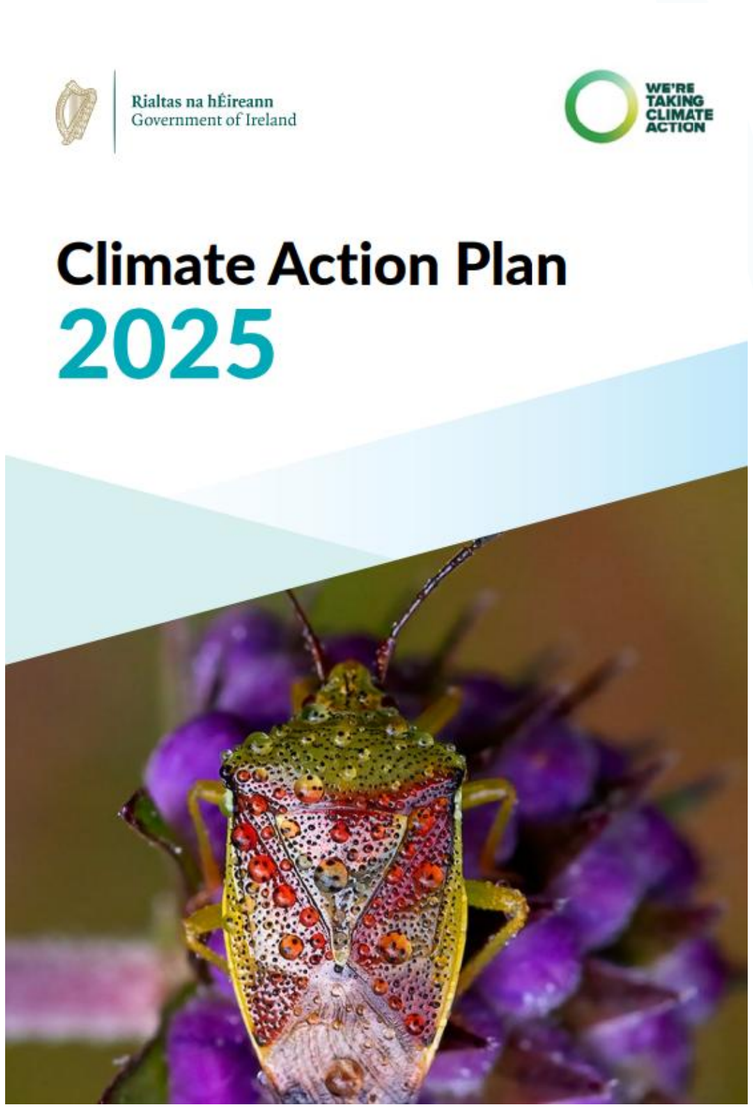






Policy and Plans, Ireland







National Mobility Hubs Pilot

- Delivered by NTA and DoT
- Climate Action Fund
- Dún Laoghaire – Rathdown, Cork City, Dundalk, Sligo and Carlow
- 300 branded hubs of varying sizes
- Shared EV micromobility, EV car share and integrating with public transport services



Integrated Mobility on the NRN

Park & Ride	Focused on connecting car users with at least one other public transport mode. TII P&R facilities at Luas stops. NTA has a significant plans for metropolitan areas, some of which are located on the NRN
Park & Share	Facility on the M1 introduced in response to safety issues caused by long stay parking close to National Roads but offers significant emission reduction benefit. No transport services provided
Mobility Hubs	Accessible facility that integrates multiple transport modes, often shared. Primarily an urban focus but can be applied more broadly depending on location. Seven planned for the proposed M20 as well as the NMHP





Reducing Transport Emissions. Improving Transport Choice. Optimising Existing Infrastructure.

Conclusion

- Increasing transport options and integrating mobility on the NRN can present many benefits
- A flexible approach is needed depending on location
  - Urban periphery
  - Intercity
- Need for close collaboration with key stakeholders to successfully deliver
- Focus on customer to offer an attractive, safe and convenient service
- Technology solution an imperative, allowing convenient and reliable pre-booking

elaine.brick@aecom.com



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Transport Infrastructure Ireland

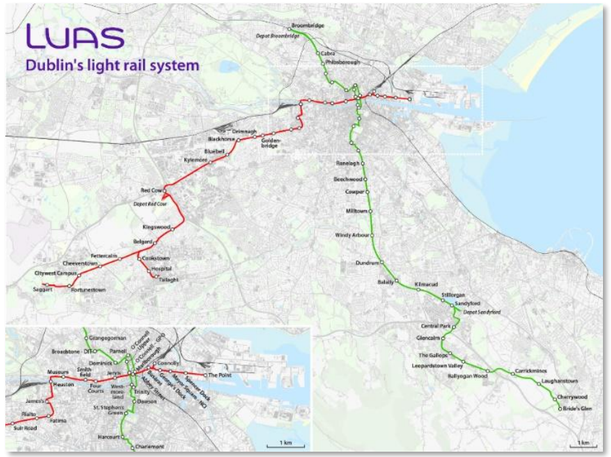
Where LUAS and National Roads meet…

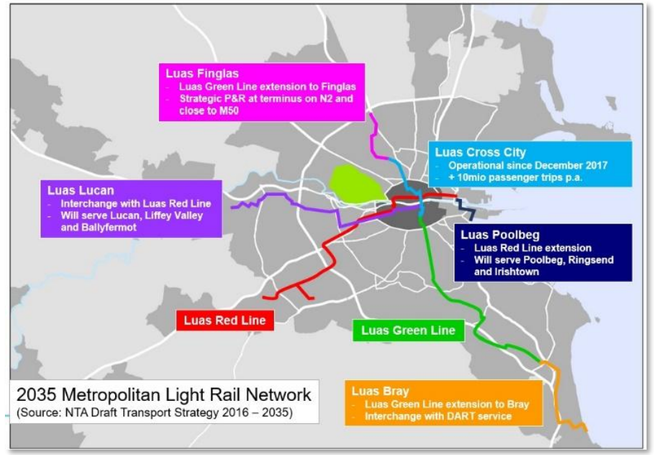
Sarah O'Donnell, Assistant Chief Architect, TII

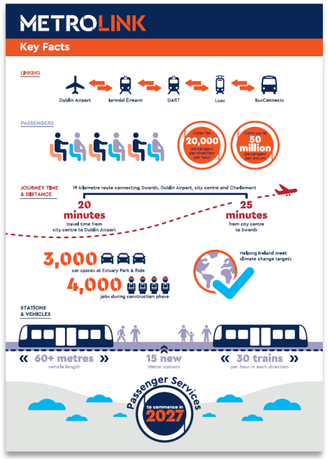


Transport Infrastructure Ireland's Purpose

is to provide sustainable transport infrastructure and services, delivering a better quality of life, supporting economic growth and respecting the environment









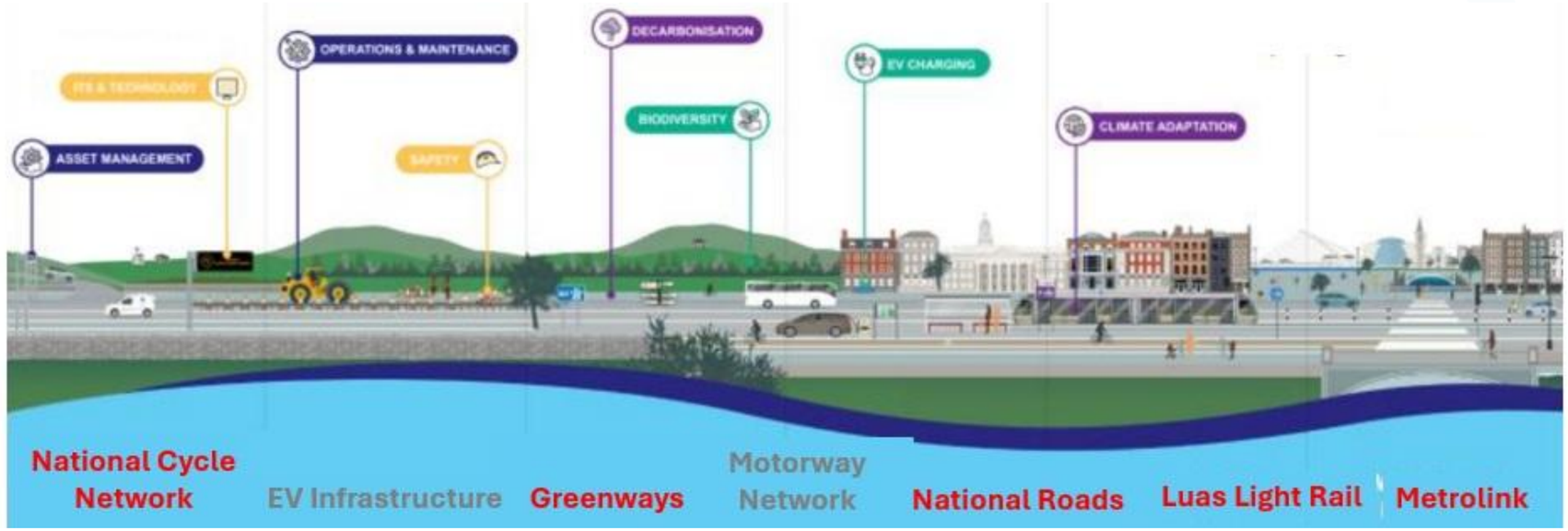


TII Services

- Motorway Network
- National and Regional Roads Network
- Light Rail Network
- Metrolink
- National Greenway Network
- Park and Ride and Active Travel
- Tolls and MSAs/ZEVI
- Operators and third-party contractors
- Customer Service and Communications.

Right Place; Right Mode

The Transition from National Roads to High-capacity Public Transport



NATIONAL ROADS OBJECTIVES:

- Moving People and Goods
- Connecting the Country
- Serving Strategic and Local Needs

LIGHT RAIL OBJECTIVES

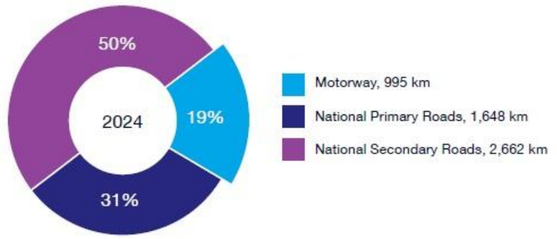
- Moving larger volumes of people over shorter distances
- Connecting Neighbourhoods
- Creating spaces for people and places

UNIFIED THINKING: From Dispersed Towns and Settlements to Cities…Moving from Single Occupancy Cars to High-capacity Public Transport

Right Place; Right Mode

- National roads play a key role within Ireland's overall transport system and in the country's economic, social and physical development.
- The efficient movement of goods is vital to our competitiveness and economic welfare. 65% of our GDP is based on the export of goods and services, significantly higher than the EU average.
- Light rail reduces dependency on the private car in metropolitan areas and provides an attractive alternative
- Once critical densities are reached light rail has the carrying capacity that private vehicles cannot compete with
- And vice versa – in less dense and dispersed rural areas, light rail is not economically viable – small electric vehicles combined with rural link services are more effective

Extent of National Roads Network by Classification (2024)



Level of Usage of the National Roads Network Measured by Annual Average Daily Traffic (AADT) (2024)



AADT (thousands per day)

0-0.5 | 0.5-1 | 1-2 | 2-3 | 3-5
5-7 | 7-9 | 9-11 | 11-15

Case Studies in Light Rail

Two Urban Light Rail Projects: *Context, Function; Need; Interaction with National Roads*



Luas Cork



Luas Finglas

Light Rail Need

In Dublin and in our Regional Cities

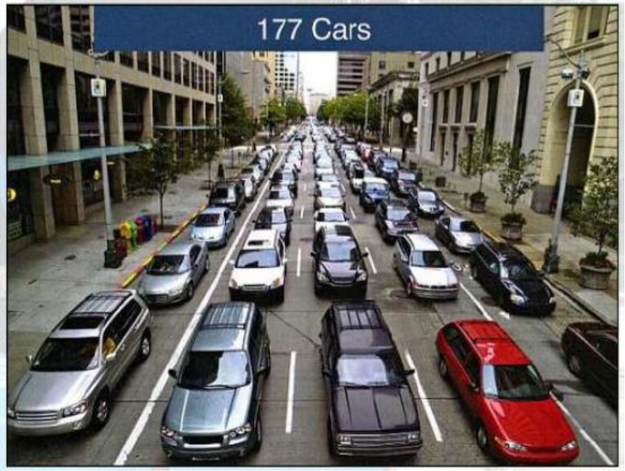
Capacity	•Movement Of Large Volumes Of People in Built Up Areas: 1 tram = 177 cars
Emissions	•100% Electric Fleet
Compact Growth	•Enabling Higher Density Transport Oriented Development
Congestion	•Projected 2bn Cost of Congestion in Greater Dublin Area by 2040
Safety	Trained Drivers; Fewer Vehicles; Less opportunity for Collisions
Quality of Life	•Enables Cities To Become Places For People Rather Than For Cars
Independence	•For Older People, For People With Disabilities, For Kids Travelling Independently

We have no choice….cars are getting bigger, populations are growing….. we can’t keep cutting highways through communities.






Light Rail Train


177 Cars


PLANTS & PLANTERS
HONEYBROOK SECURITY LTD
MOBILE
DOG
UNITS
STATIC
GUARDS





Key Performance Indicators: National and Regional Roads



An expanded Light Rail Network is a friend of the Roads Network

Light Rail can save the Roads Network and relieve pressure, making best use of national infrastructure

Increasingly, the roads do the job of economic trips across the country

Light Rail in urban areas has a positive impact on Road Network KPIs

For Example, on emissions: If all the Luas journeys in 2022 had been made by car, more than **35,000** ***extra*** daily car journeys would have been made on Dublin's* roads increasing CO2e emissions by around **15,000** tonnes over the year

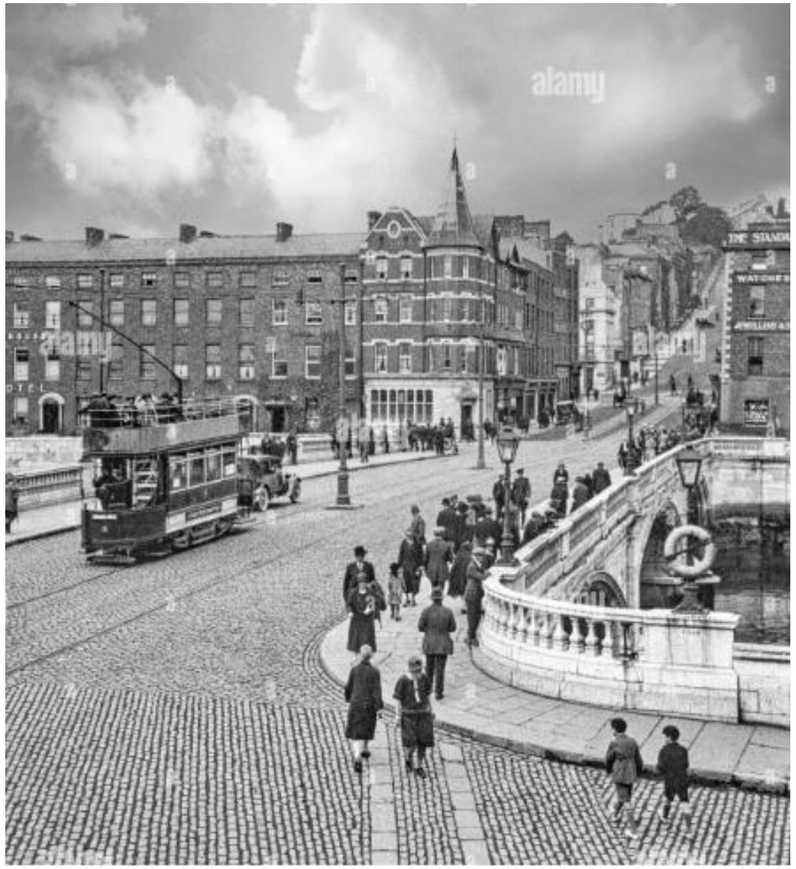

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CLONDALKIN

Generation II Light Rail

Benefits of Light Rail in Cities

- High-Capacity Transport
- Urban Integration: Narrow Streetscapes
- Multi-modal Integration and Interchange
- Improved Air Quality
- Accessible Transport
- Frequent, Reliable, Attractive









Luas Cork

A Connection to the Past and to the Future



Luas Cork

Emerging Preferred Route

Right Place; Right Mode: A network of complimentary modes

D3: N40 Performance Summary

2024 Key Network Statistics

Several sections of the N40 Cork Southern Ring Road carry in excess of 80,000 vehicles on an average day.

8,530
Highest Hourly Flow recorded on the Togher - Sarsfield section between 4pm and 5pm on 3rd October

104,281
Highest Daily Flow recorded on the Kinsale Rd - Douglas section

Thursday
Busiest Typical Day

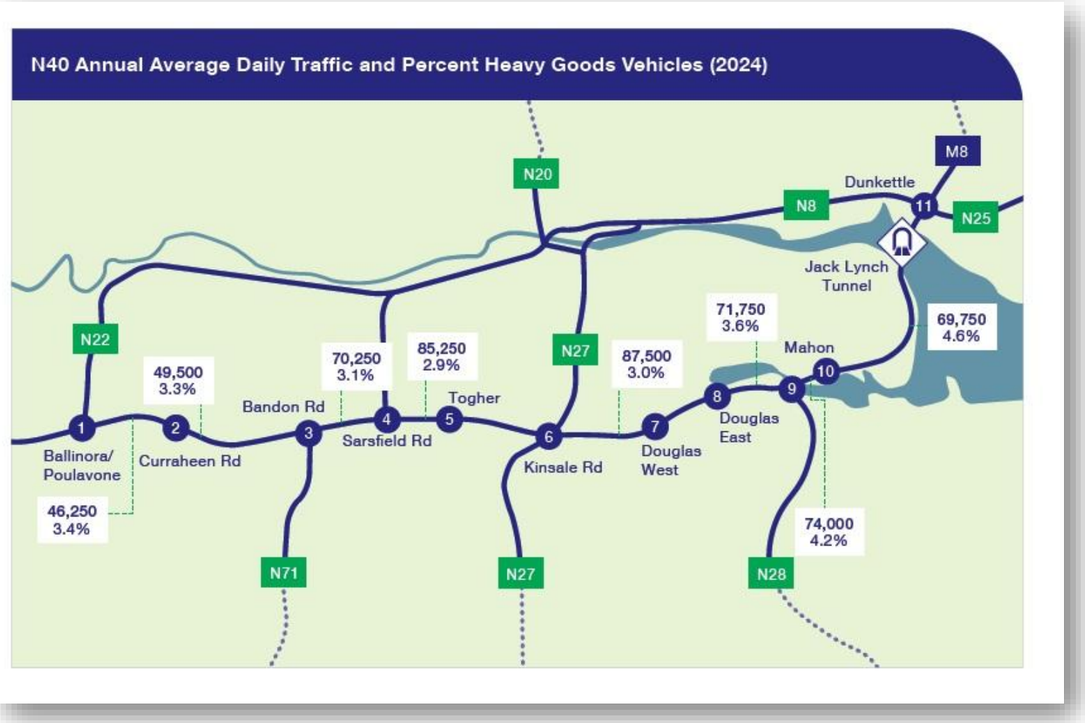
0.37 billion
Vehicle km travelled which represents a 5% increase on 2023

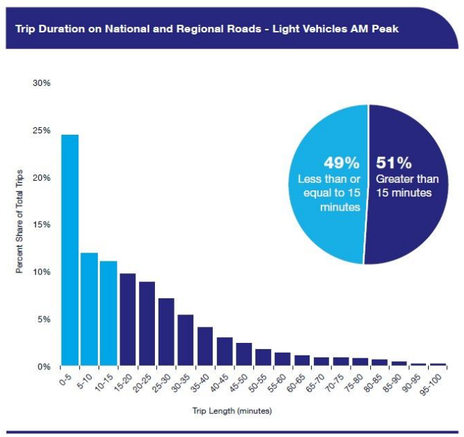
09:00 - 10:00
Peak Incident Time

304
Total No. of Incidents of which **99** were Traffic Collisions

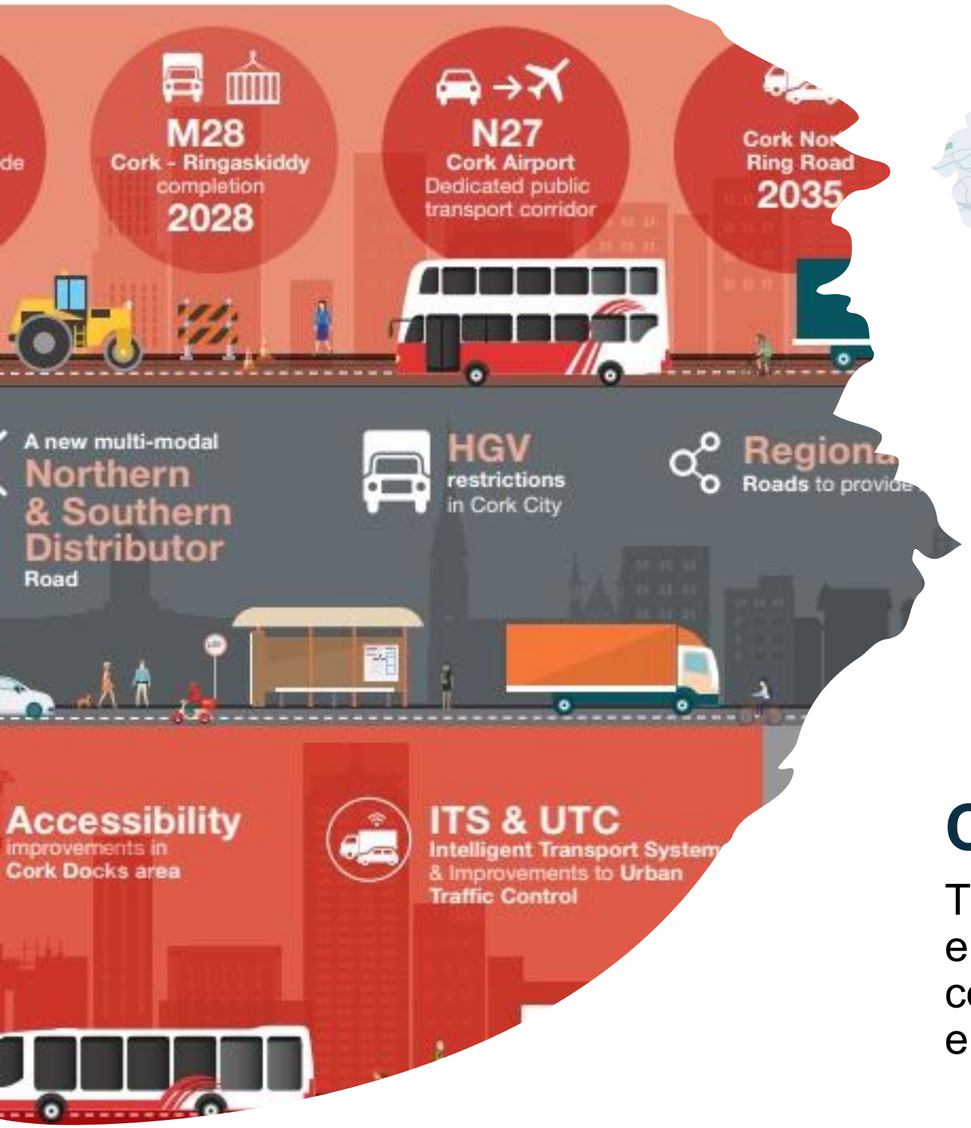
17 minutes
Average Response Time

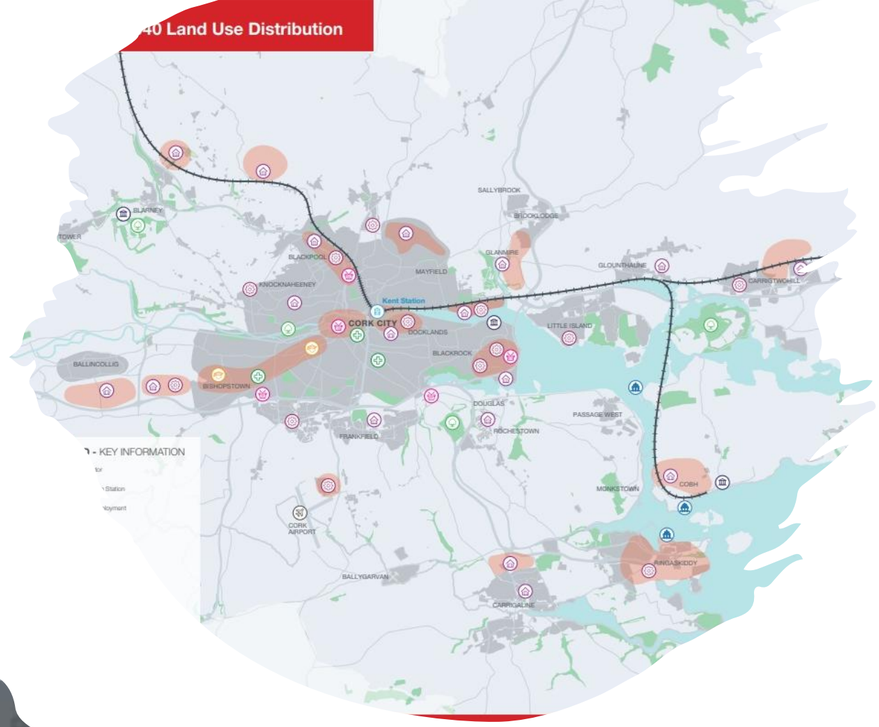
46 minutes
Median Duration of Incidents

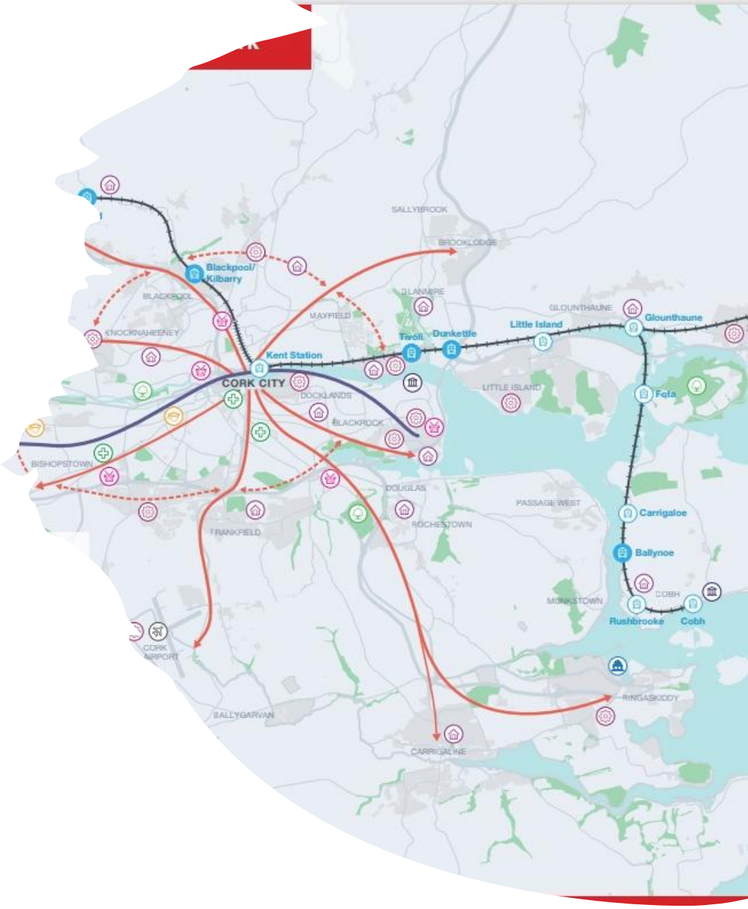




60-70% of trips on the N40 are short trips. Light Rail offers an opportunity for significant shift







Cork Metropolitan Area Transport Study

This Strategy will deliver an accessible, integrated transport network that enables the sustainable growth of the Cork Metropolitan Area as a dynamic, connected, and internationally competitive European city region as envisaged by the National Planning Framework 2040.











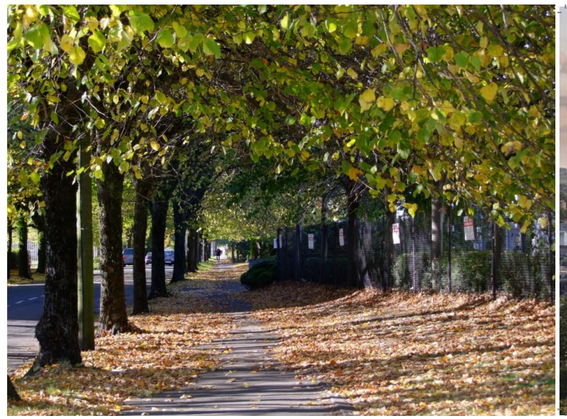


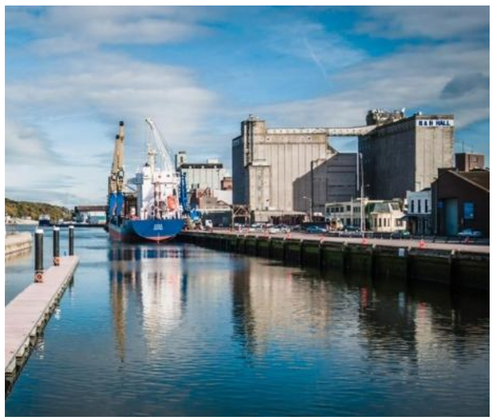
Ballincollig West
Clash Road
MTU
CUH
UCC
St Patrick's Street
Kent Station
Páirc Uí Chaoimh
Mahon Point
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BALLINCOLLIG
BISHOPSTOWN
KNOCKNAHEENEY
THE LOUGH
GREENMOUNT
TURNERS CROSS
BALLYVOLANE
MONTENO
DOCKLANDS
MARINA
BLACKROCK
BALLINTEMPLE
BALLINLOUGH
MAHON

Luas Cork

Features and Benefits

- Balanced Regional Development
- Compact Growth
- Climate Resilience
- Certainty and Confidence for Investment
- A Vibrant and Liveable City





Luas Finglas: Connecting People and Places

Access to Amenities, Jobs and Housing, Reducing Reliance on Private Cars

Park and Ride Facility Close to M50

Charlestown and N2 Junctions:

Transport Oriented Development: Rezoned Land for Higher Density Housing

Off-road Parkland Active Travel

Multi-modal Interchange

transport



Fig No.5

water management



Fig No.6

biodiversity



Fig No.7

human activity



Fig No.8



Luas Finglas proposed route

Fig No.1

Right Place; Right Mode Linking M50 North and M50 South through the City

D1: M50 Performance Summary

2024 Key Network Statistics

The M50 is the most heavily used road in the country with over 150,000 vehicles travelling several sections on an average day.

14,267
Highest Hourly Flow recorded on the N3 - N2 section between 1pm and 2pm on 8th March

193,774
Highest Daily Flow recorded on M50 between the N3 - N2

Thursday
Busiest Typical Day

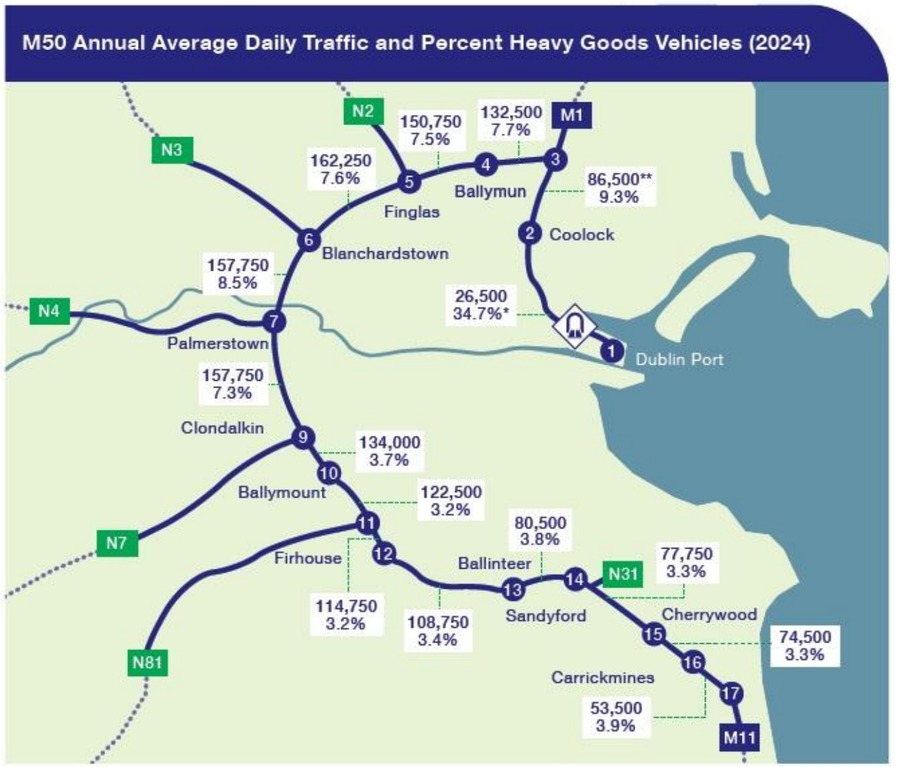
1.70 billion
Vehicle km travelled which represents a 2% increase on 2023

17:00 - 18:00
Peak Incident Time

2,079
Total No. of Incidents of which **676** were Traffic Collisions

14 minutes
Average Response Time to Incidents

32 minutes
Median Duration of Incidents



* This figure represents non-tollable traffic volumes at the Dublin Tunnel which includes HGVs (26.1%) and buses (8.6%). Buses that are exempt from tolls have more than 25 seats.
** This figure was estimated due to missing data at this location.

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Transport Infrastructure Ireland

Luas Finglas

Design Challenge: Charlestown



"I won't let my kids out to get ice-cream as the junction is too dangerous"





Luas Finglas
Design Challenges

Charlestown

- Legacy / Hostile Infrastructure
- 5 stage crossings with narrow refuge islands
- Long wait times
- Limited bike lanes
- Multiple traffic movements
- Barrier to early independent mobility





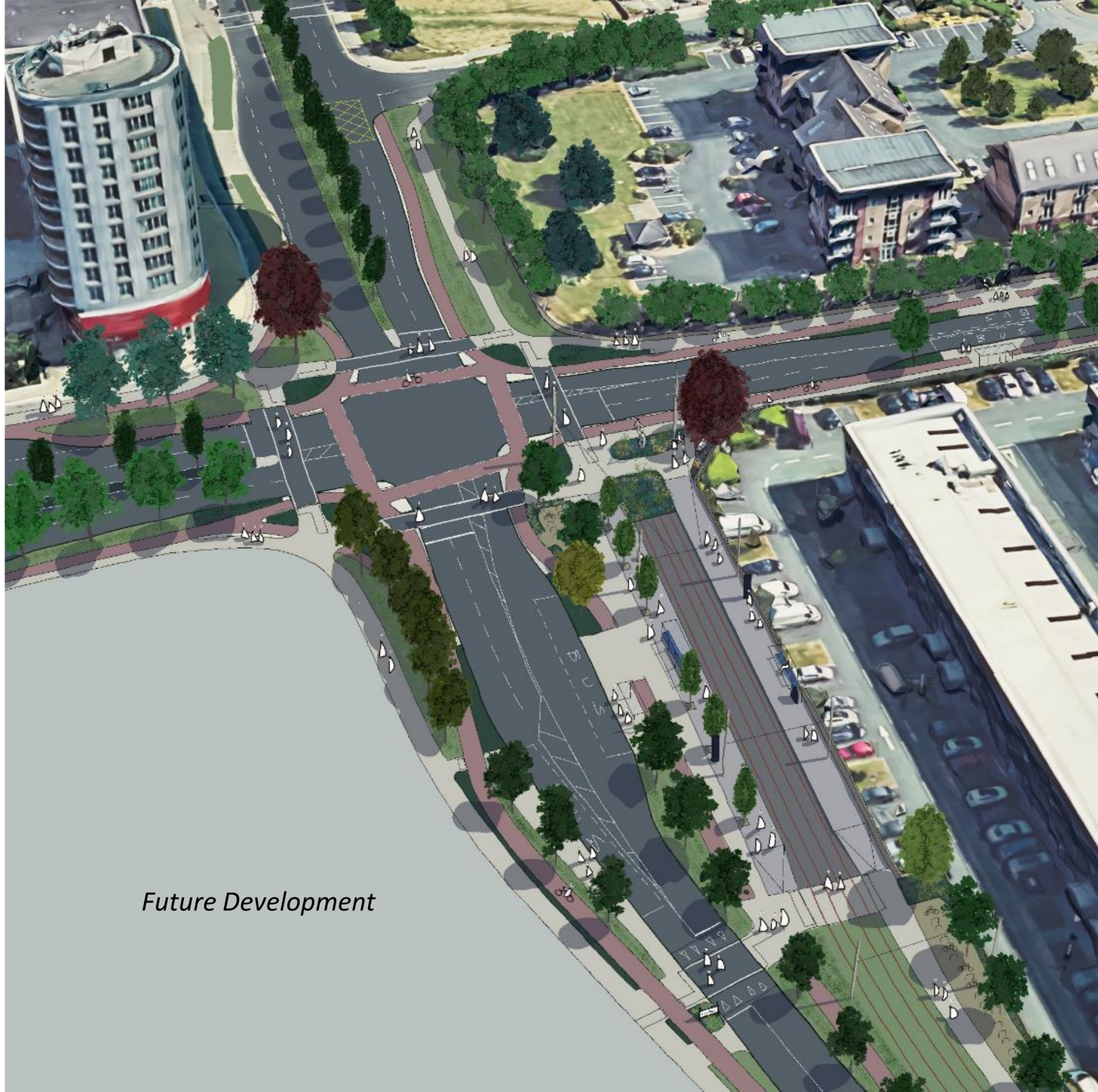
Luas Finglas
Design Response

Charlestown

- Reallocation of space
- Reduced crossing widths and times
- Light Rail and Bus provision - alternatives
- Planted buffers to traffic and between modes
- Improved bike lanes and connectivity
- Design for existing and future communities

- **Encourage early independent mobility**







Luas Finglas

Design Challenge

- Legacy / Hostile Infrastructure
- By-Pass designed to bring traffic quickly into city
- Roads separates existing and new communities
- Hostile foot bridge with anti-social behaviour
- No footpaths or cycle at grade
- No resting spots
- Fast moving vehicles
- Barrier to Movement/ Social Isolation



Luas Finglas

Design Response

- Remove foot bridge
- Reallocation of road space
- Roundabout to controlled junctions
- At grade path and cycle crossings
- Slow private traffic with public transport priority
- Passive surveillance and help/sos points.
- Planted buffers to road
- Provide benches at resting spots
- Wider footpath for slower walkers
  – elderly and women with children
- Placemaking to connect communities

Where Luas Meets Roads

An Ambitious and Expanded Light Rail Network, to Compliment and Support the Roads Network





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Transport Infrastructure Ireland

The Place & Movement Approach to Transport Plans

Dr. Lorraine Barry, Department for Infrastructure, Northern Ireland



A Place & Movement Approach to Transport Plans

Department for Infrastructure
An Roinn Bonneagair
www.infrastructure-ni.gov.uk

Lorraine Barry

Transport Data Lead - Transport Planning & Modelling Unit
Transport and Road Asset Management
Department for Infrastructure - Northern Ireland

October 2025

This presentation contains content about policy in development and should be treated as draft and confidential.



Transport Strategy





Department for Infrastructure
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Consultation Ended 30th September 2025

Currently reviewing responses

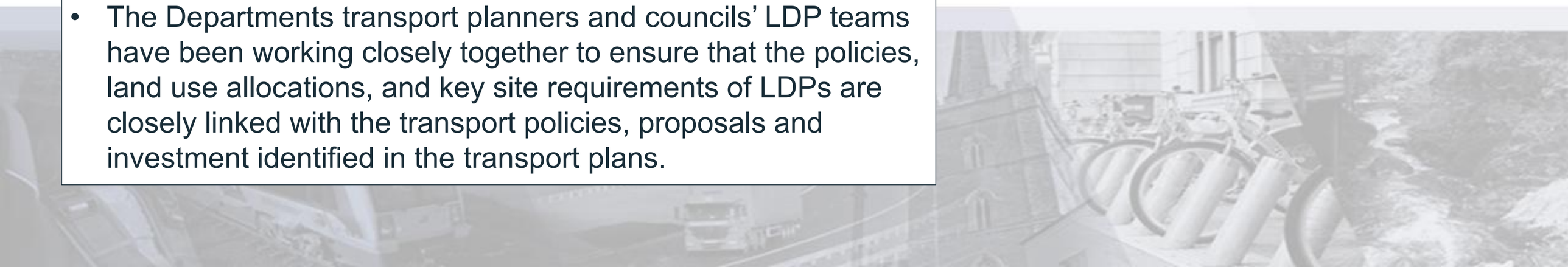
Integrated Transport and Land Use Planning

Department for Infrastructure
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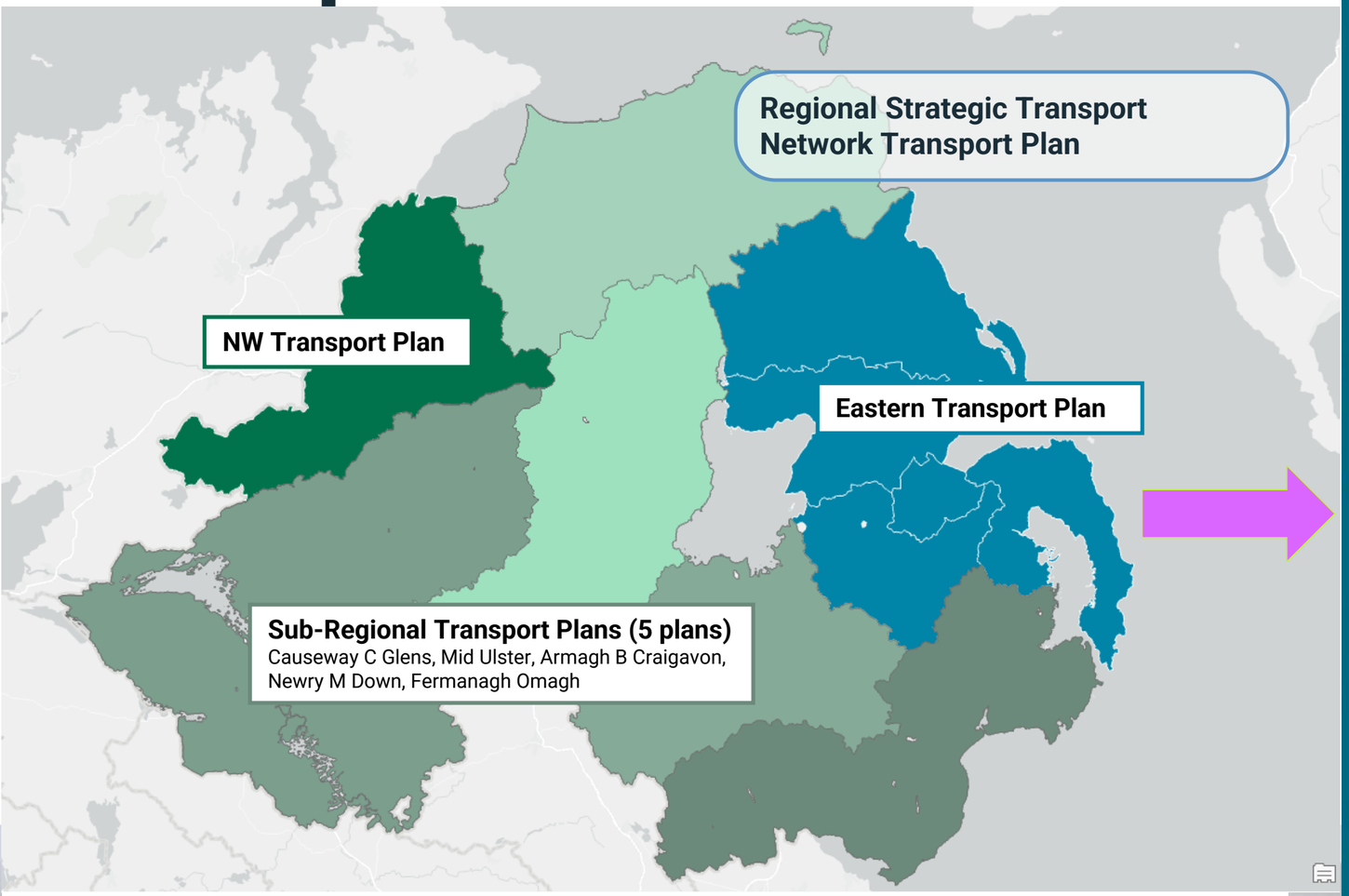
- The planning system has a key role to play in supporting transport priorities.
- The Strategic Planning Policy Statement (SPPS), councils' Local Development Plans (LDPs), and guidance within Living Places will continue to guide decision making to improve connectivity and promote more sustainable patterns of transport and travel.
- In tandem with the councils' LDPs the Department is preparing a suite of new transport plans. Integrated LDPs and Transport Plans are fundamental to future sustainable development.
- The Departments transport planners and councils' LDP teams have been working closely together to ensure that the policies, land use allocations, and key site requirements of LDPs are closely linked with the transport policies, proposals and investment identified in the transport plans.

MEASURE **RS02**

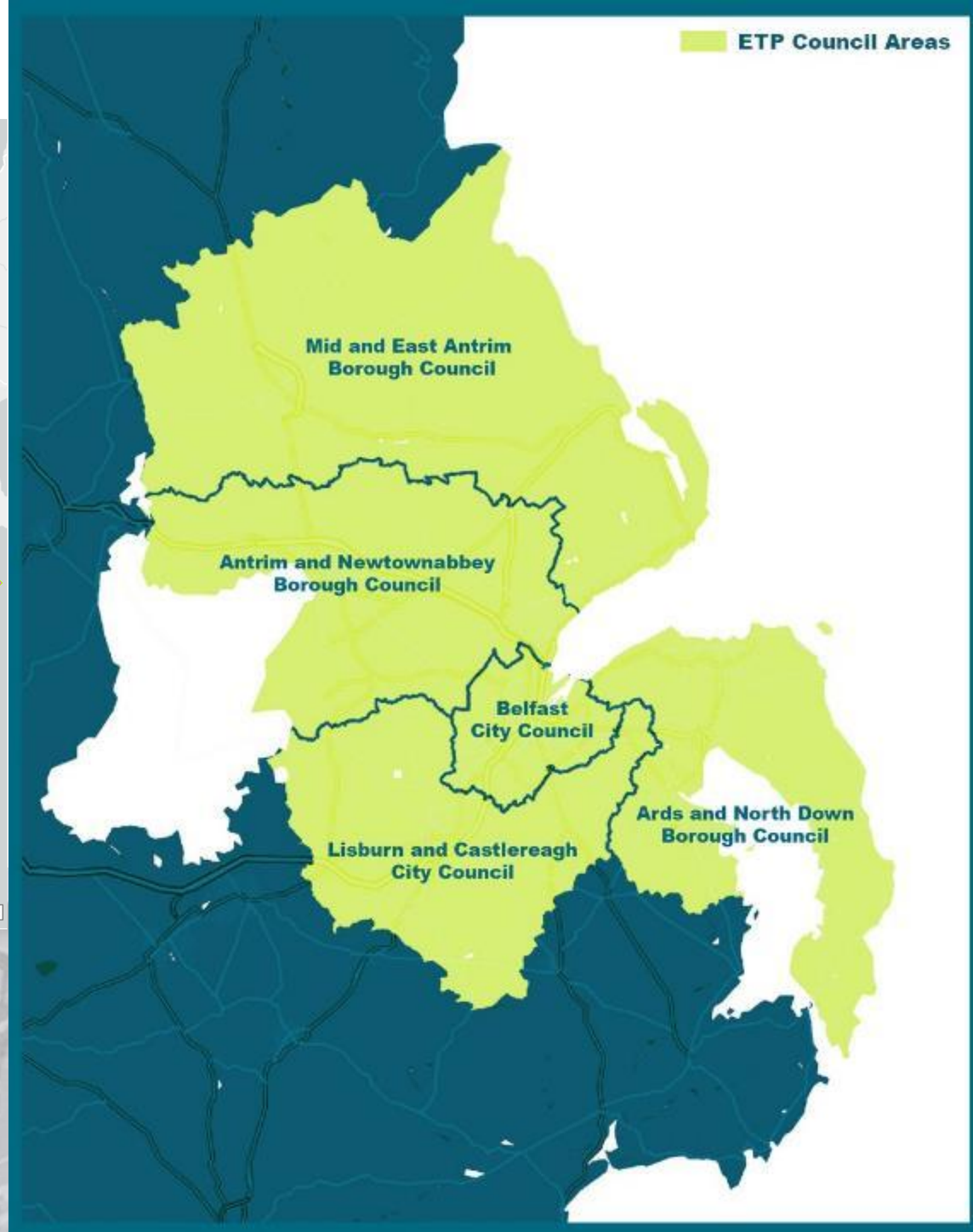
The Department will apply the Vision and Validate approach in the planning and development of the transport system.



Transport Plans

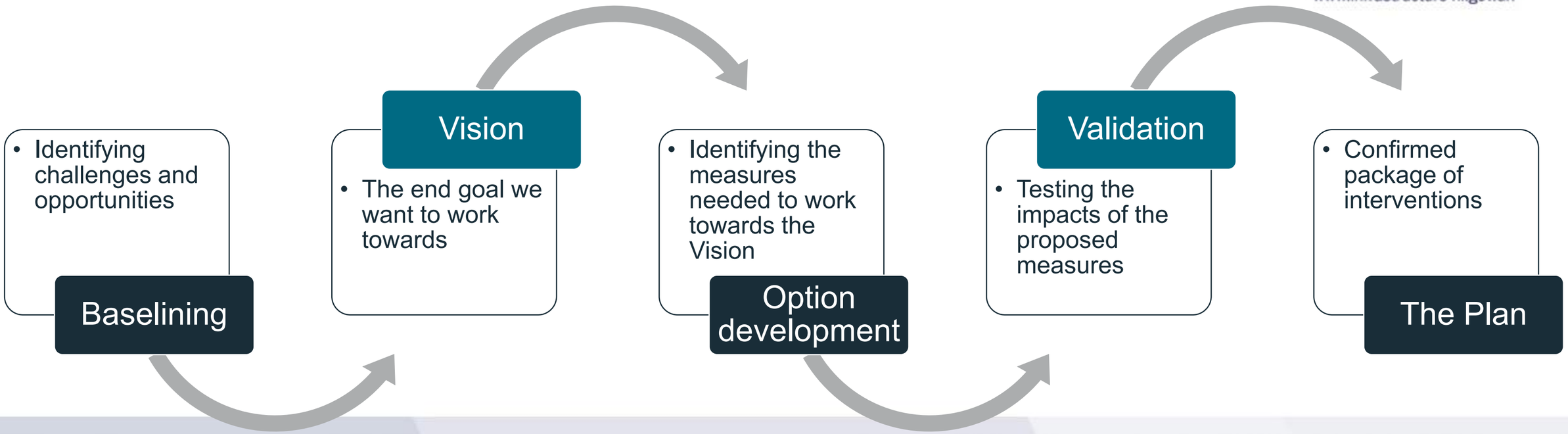


Deliver an integrated and re-balanced transport network in favour of sustainable, efficient modes, which connects communities creating an accessible, inclusive, safe and prosperous economic region by delivering carbon reduction, improving air quality, enhancing the built and natural environment and facilitating healthy and sustainable travel choices over unnecessary private car travel.



Approach to Transport Plan development

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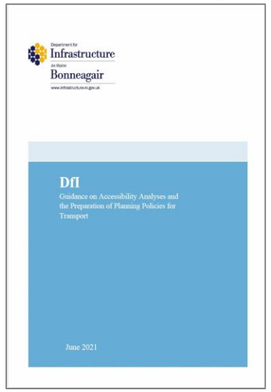


Transport Strategy – *"The Vision and Validate approach can establish a shared vision that can balance both the movement and place functions of areas."*

Vision & Validate - Tools

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TRACC
Accessibility



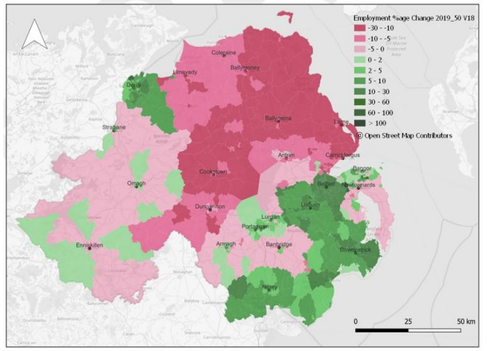
TomTom
Data Analytics



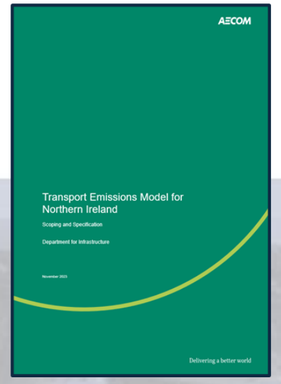
PMF
Framework



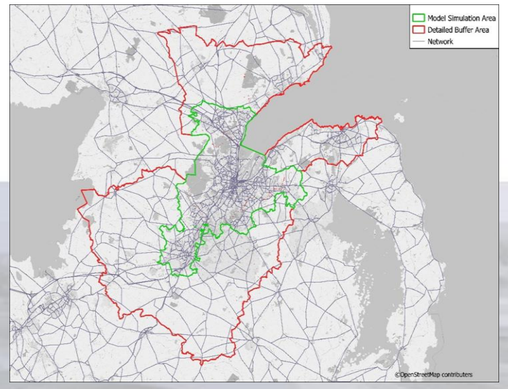
TEMPro-NI
Growth Forecast



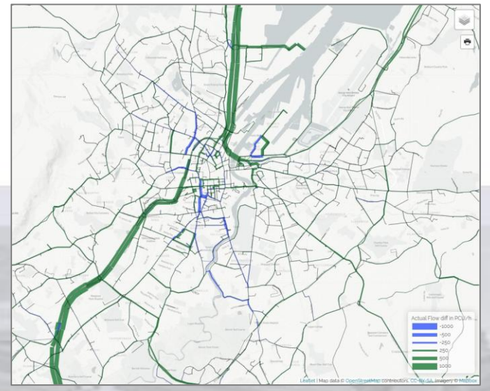
TEM
Transport Emissions



BSTM2
Strategic Modelling



ADV
Visualisation



StreetMaster
Network Feasibility



- Identifying challenges and opportunities

Baselining

Vision

- The end goal we want to work towards

- Identifying the measures needed to work towards the Vision

Option development

Validation

- Testing the impacts of the proposed measures

- Confirmed package of interventions

The Plan

Place Movement Framework Approach to Option Development

Department for Infrastructure
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Transport Strategy – "*To ensure that this dual function of our transport network is considered, a Place and Movement Framework (PMF) will be established in the transport plans. This framework can be used to broadly describe the characteristics of each street or road depending on the character of the area, how it prioritises place and movement and the types of transport measures that will support the Vision for the transport plan.*"



Example - Place Movement Framework

Place

Movement



People places - Neighbourhood areas including residential streets. Sustainable transport hierarchies may promote walking/wheeling and then cycling, followed by public transport and then private vehicles.



Traffic free routes -Traffic free transport routes facilitating active travel connections, including along greenways. These (as with all active travel infrastructure) will consider the needs of the most vulnerable road users first.



People and Movement Places - Mixed use places that serve the local community. Sustainable transport hierarchies will need to reflect the character of the area and may generally promote walking/wheeling and then cycling, followed by public transport and then private vehicles.



City and town centres - Destination places that also facilitate high volumes of delivery and access movements. Sustainable transport hierarchies will seek to support economic vitality and placemaking. This may promote walking/wheeling and then cycling, followed by public transport and then private vehicles. The access needs of disabled people and businesses will remain important considerations.



Connecting movement routes - Routes that facilitate connecting movement within settlements. Sustainable transport hierarchies will need to reflect the character of the area and the function of the network, balancing the promotion of active travel, public transport while maintaining vehicle movements.



Quality mass movement routes - Routes that facilitate high volume of movement into urban areas, focused on public transport. Sustainable transport hierarchies may seek to give greatest priority to public transport. The requirements of other road users will need to reflect the character of the area and the function of the network, balancing the promotion of active travel, while maintaining vehicle movements.



Strategic Movement Routes - Routes that are part of the Strategic Transport Network and are located within settlements and therefore facilitate both local and strategic movement. These will continue to provide private vehicle movements with public transport priority and active travel measures provided where it is appropriate.

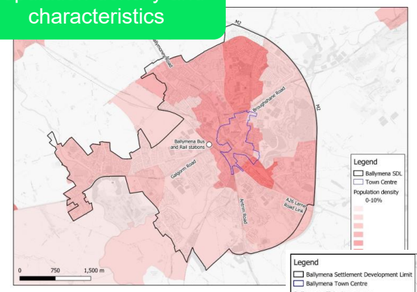


Rural Movement Routes - Routes that connect settlements but are not part of the Strategic Transport Network. These will continue to provide private vehicle movements with public transport priority and active travel measures provided where it is appropriate.

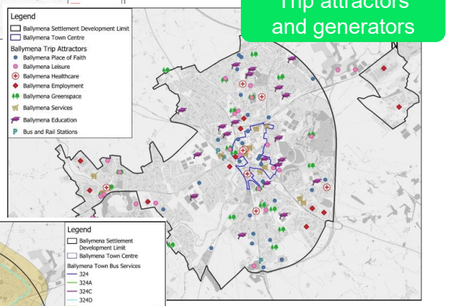


Regional Strategic Movement Routes - Routes that are part of the Strategic Transport Network. They are the primary road network connecting main settlements and gateways. These will continue to provide for public transport and private vehicle movements (particularly the movement of goods / freight) with active travel infrastructure only where it is appropriate.

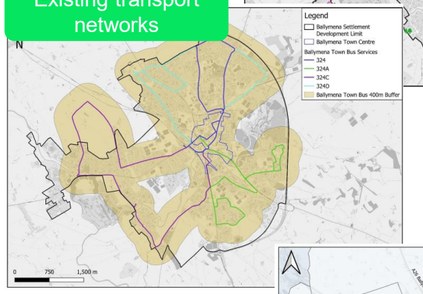
Population density and characteristics



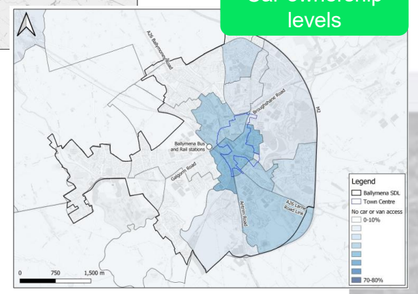
Trip attractors and generators



Existing transport networks



Car ownership levels

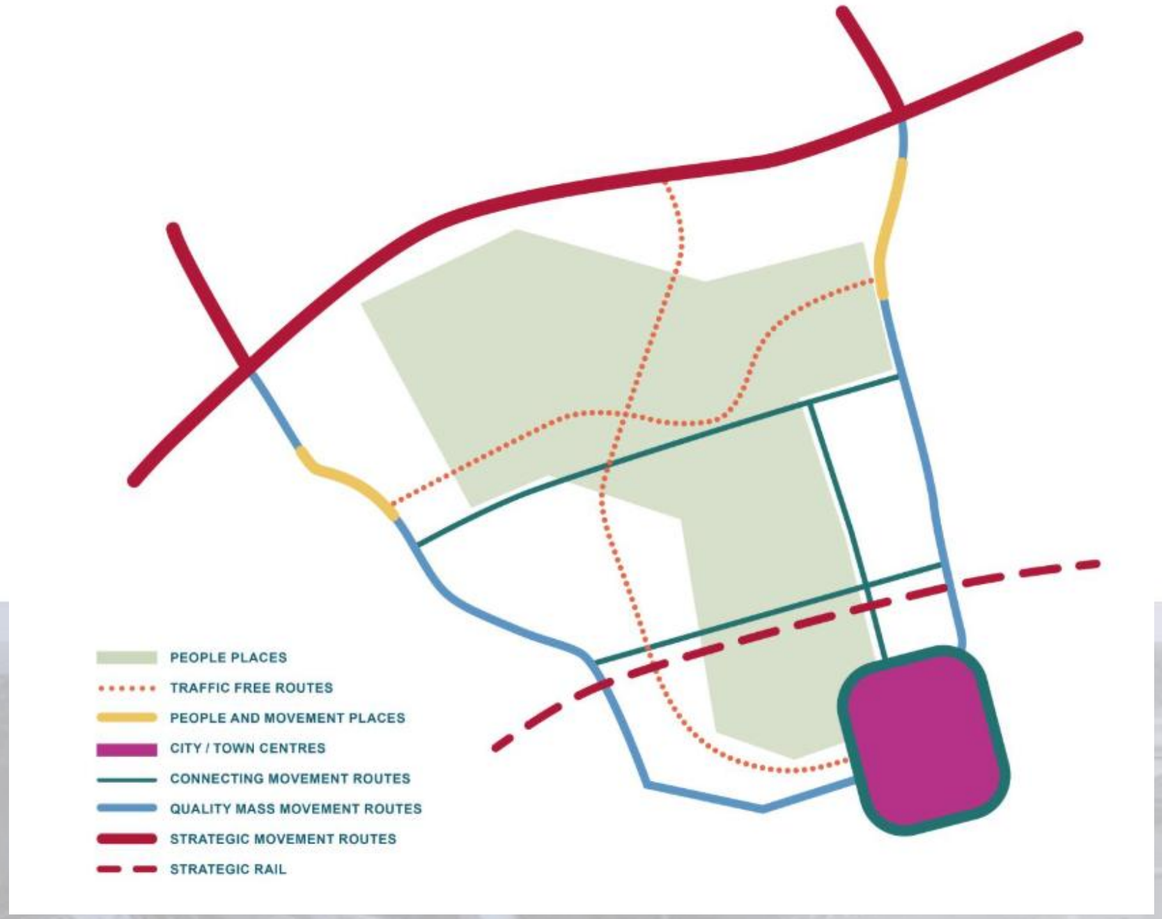


Example - Place Movement Framework



Place Movement Framework Approach to Option development

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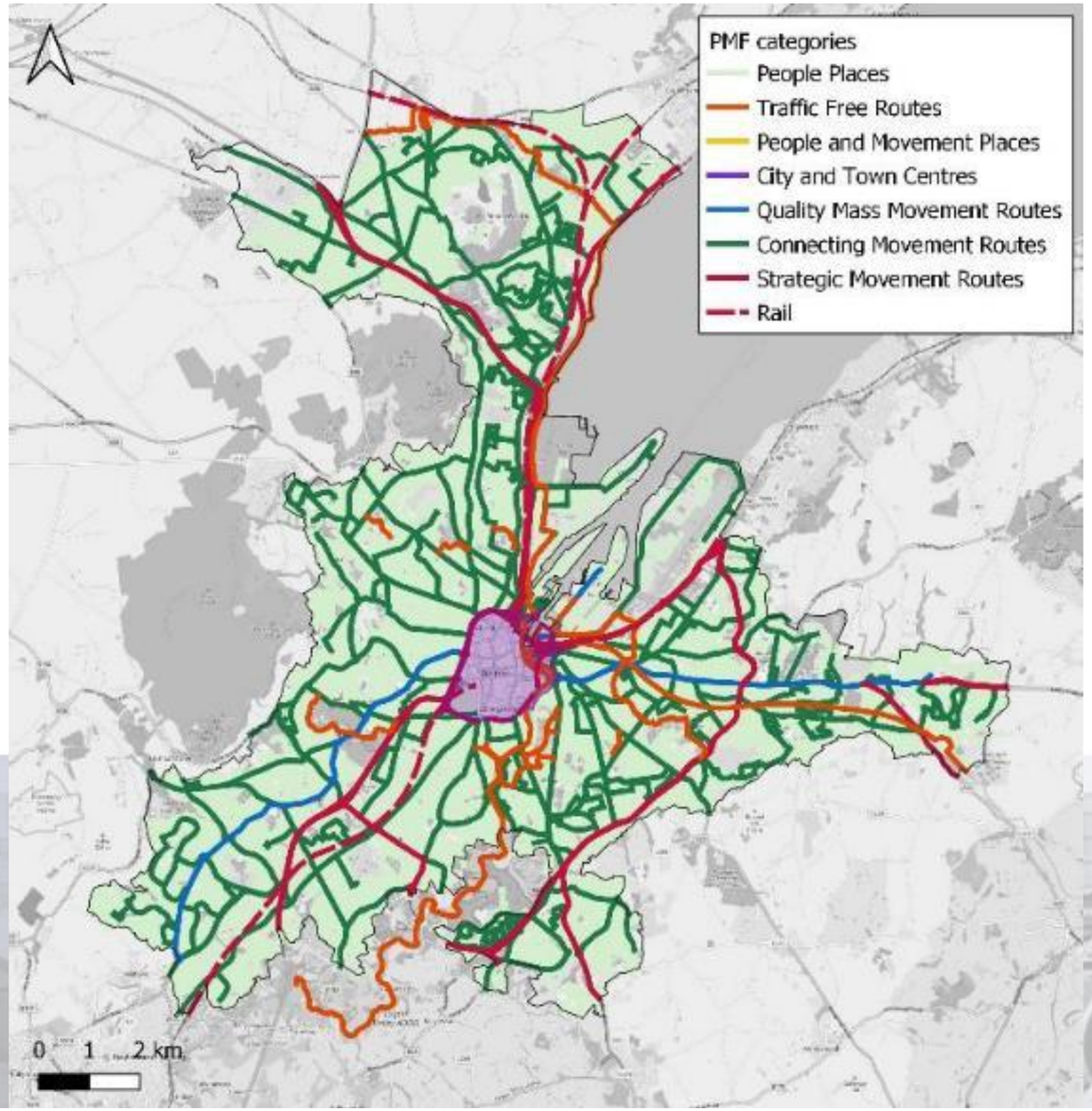


A **Baseline PMF** for an area is defined, based on the existing characteristics of the transport network.

A **Vision PMF** then identifies aspirations for change, informed by analysis of existing challenges and opportunities, stakeholder aspirations and potential future changes to the area.

Example – Baseline PMF

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Policy in development and should be treated as draft and confidential.

Place Movement Framework – Guiding Principles

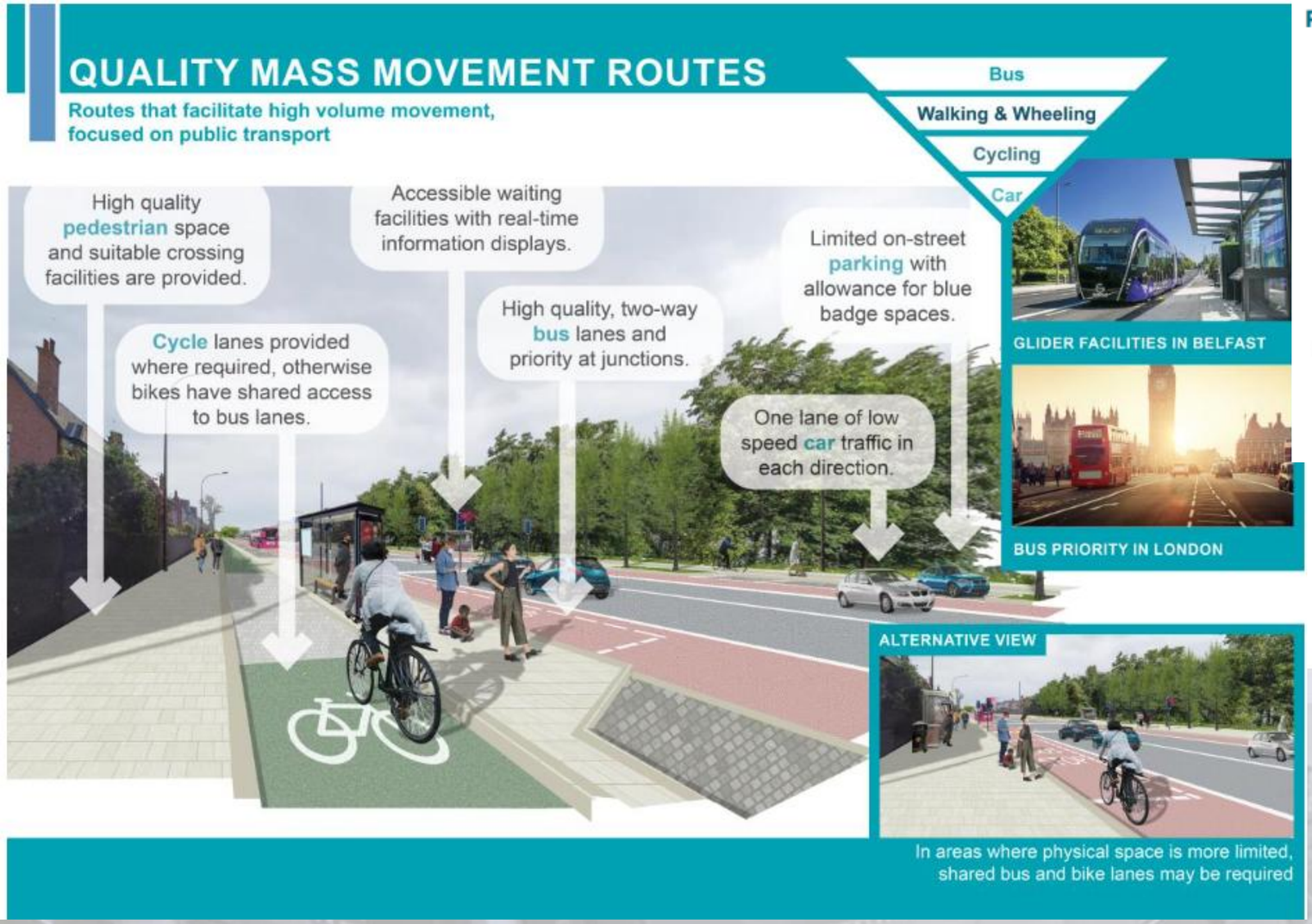
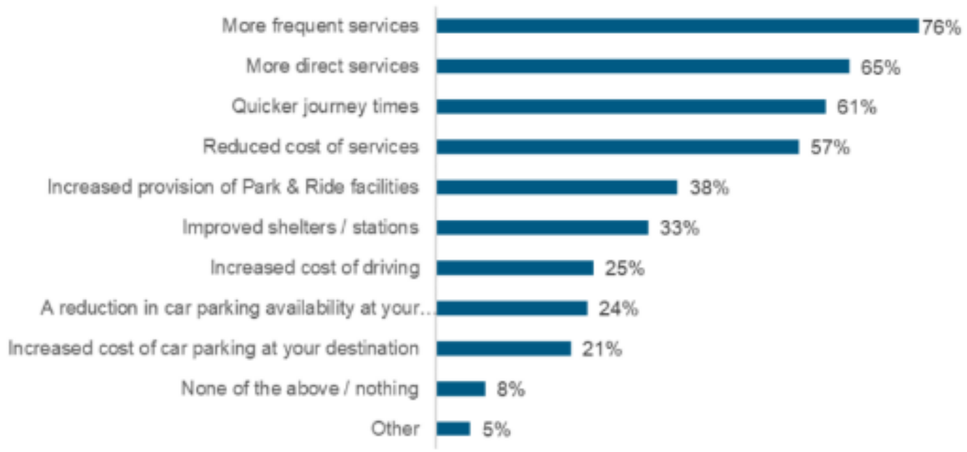


Figure 4-13 - Responses received in Question 21



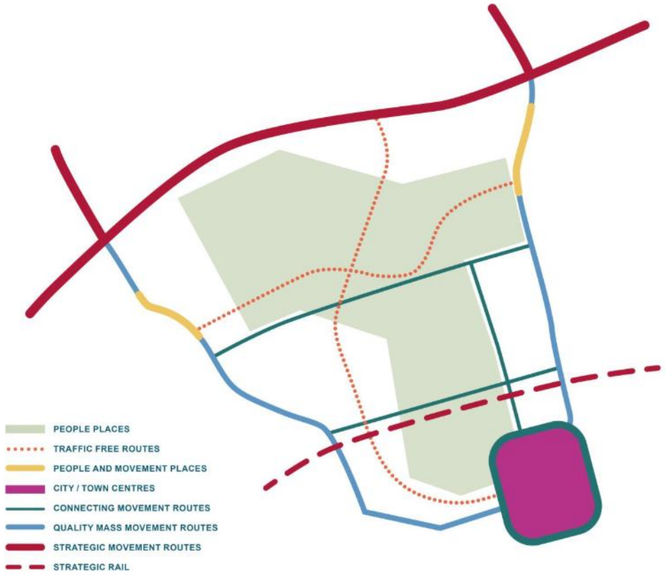
A majority proportion of respondents aspire to using public transport or active travel for work, education and leisure trips in the future

MEASURE **RS05**

The Department will implement a programme of road space reallocation as a means of achieving the following:

- Providing sufficient capacity for sustainable modes;
- Improving safety for pedestrians and cyclists; and
- Encouraging mode shift from the private car and reducing emissions.

Current Network





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Future Phases



Future Phases



Summary of anticipated impacts

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Increase the choice of transport options available, improving access for all.

Bus lanes expansion supports improvements to journey times and reliability for bus

Support increased uptake in healthy and active modes of transport.

Positive mode shift towards active travel and public transport modes indicated

Reduce the number of collisions involving vulnerable road users.

New dedicated cycle lanes and improved pedestrian facilities will reduce conflict between modes

Help everyone feel able to get home safely.

Unlocking opportunities for positive placemaking and public and shared transport options will be enhanced

Support a reduction in carbon emissions from transport, working towards net zero.

Improvements will encourage more people to leave their cars at home

Protect the region's air quality and habitats.

ISA indicates majority positive or neutral impacts across environmental indicators

Support housing and employment growth across the region.

Transport network accommodates forecast levels of anticipated growth

Improve the resilience of the region's transport network.

Increase travel choice.
Increased extents of bus lanes can also support routings for emergency services to support response to unexpected events.

Private & confidential

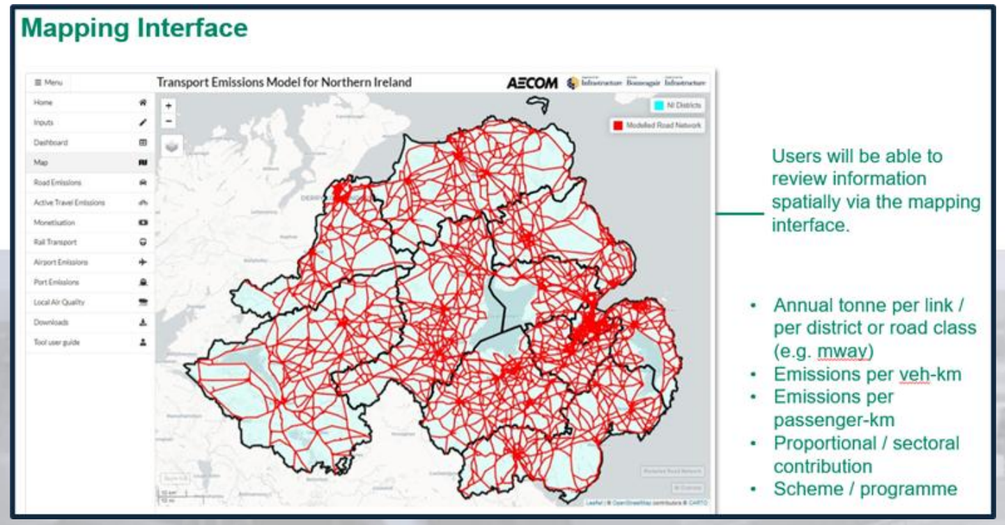


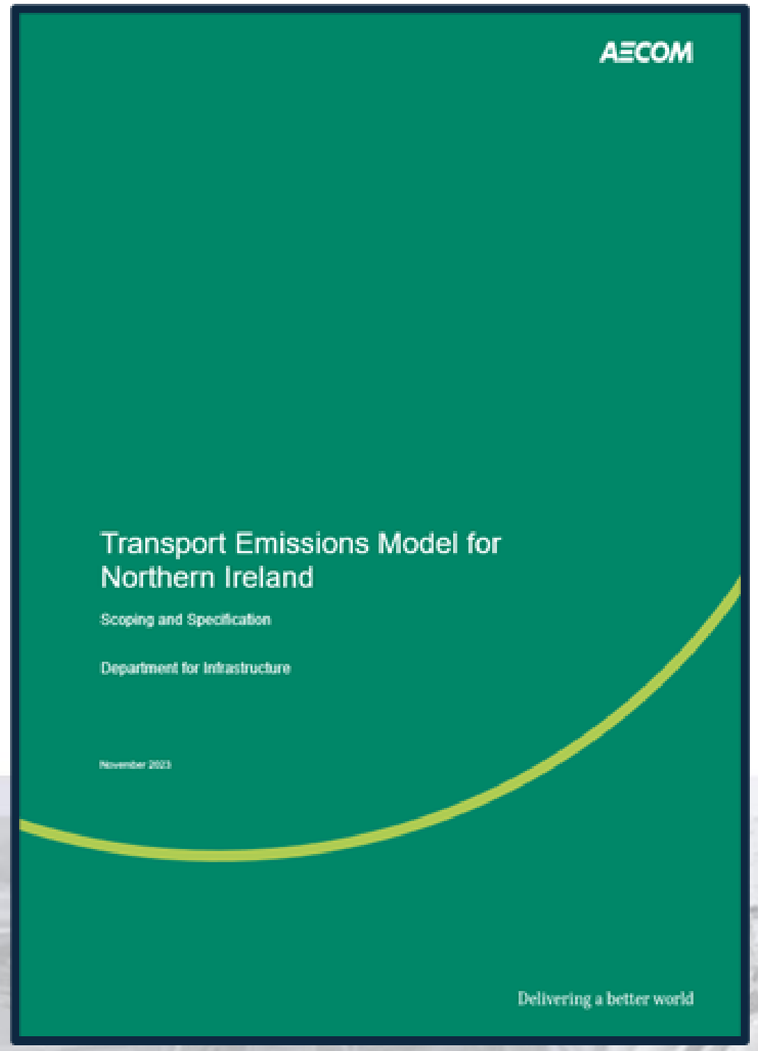
Policy in development and should be treated as draft and confidential.

TEM Transport Emissions Model

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Thanks for listening

Lorraine Barry, DfI
lorraine.barry@infrastructure-ni.gov.uk



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Transport Infrastructure Ireland

Circular Economy and Community Gains Opportunities on TII Projects

Deirdre McCarthy, Project Archaeologist, Roscommon County Council

Circular Economy and Community Gains on TII Projects

Deirdre McCarthy
Archaeologist
Roscommon National Roads Regional Office
Roscommon County Council

N5 Ballaghaderreen-Scramoge Road Project Archaeological Services Contract

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Built Heritage Survey









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N5 Ballaghaderreen- Scramoge Road Project Vernacular Cottages



















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Examples of Vernacular Furniture within the Derelict Cottages







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Furniture Pieces collected and stored





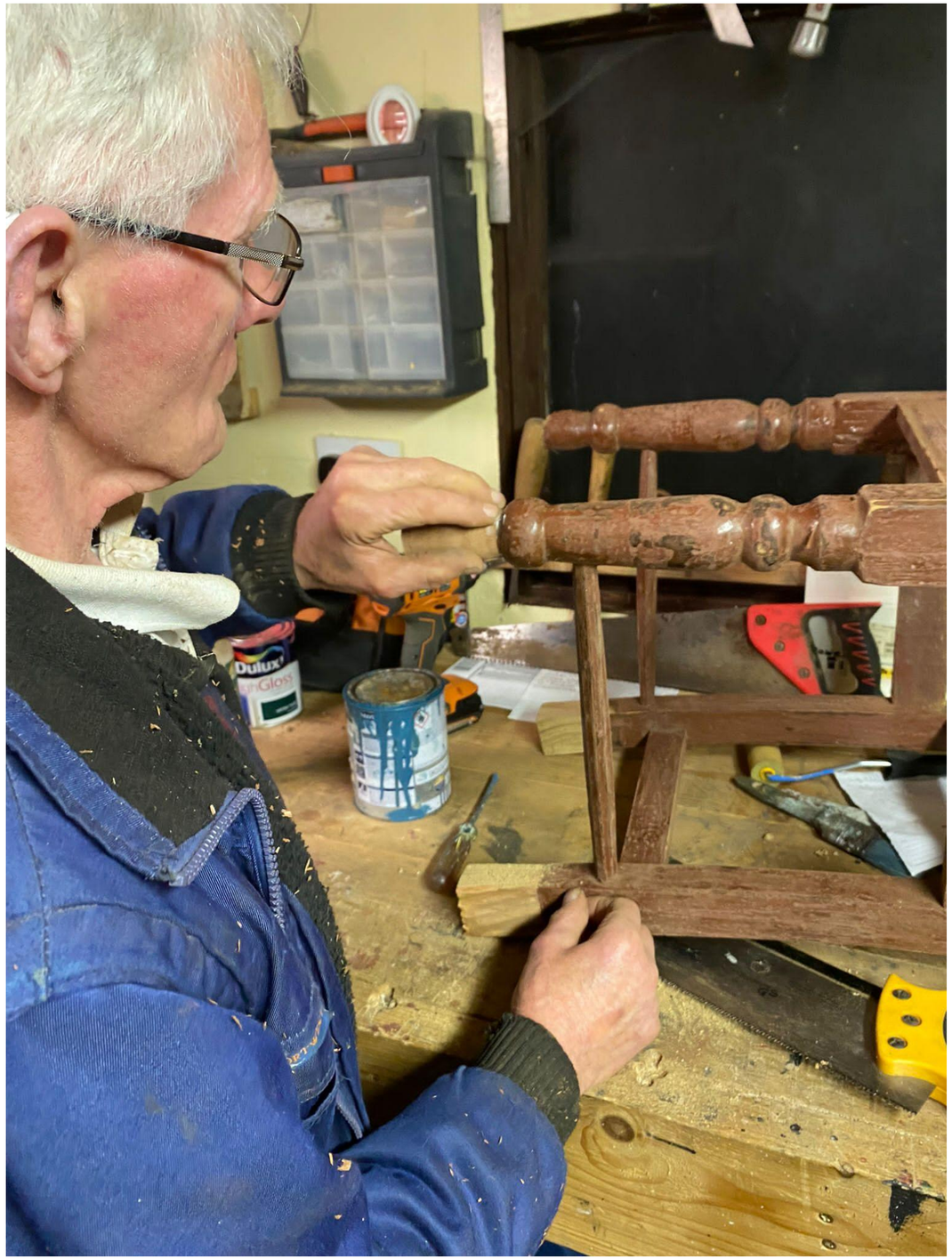




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Strokestown Men's Shed
Restoration in Progress





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Strokestown Men’s Shed members with the restored tables & chairs



Presentation to Strokestown Brothers of Charity

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Positive Local Feedback

- **Print Media**
- **Radio Interviews**
- **Social Media**

rRH1 -V 1

ROSCOMMON HERALD TUESDAY, MARCH 26, 2024

Timeless furniture uncovered by N5 road project now finding new home



Strokestown Men's Shed members happy with the finished products.

By Richard Canny



Pictured at the presentation of the furniture pieces and a cheque to the Brothers of Charity, Strokestown by Archaeological Management Solutions (AMS), were Peter Bennett and David Flanagan, representing Strokestown Brothers of Charity. Also in photo, Deirdre McCarthy, (Roscommon County Council), Colum Hardy (AMS), Men's Shed members Matthew Garland, PJ Martin, John Miller and Danny Feehily.

Archaeological work on the N5 Ballaghaderreen-Scramogue road project has led to a fascinating first of its kind project involving the restoration of old furniture discovered in derelict houses along the route.

The extensive investigation work by archaeologists has uncovered vernacular furniture in old farmhouses located on lands compulsorily purchased for the €450m road project.

Everything from old tables, chairs, dressers and fireplaces have been found, with many of the items dating back to the foundation of the state.

"It's like taking a step back into time and this vernacular furniture was made to last," explained Roscommon County Council archaeologist Deirdre McCarthy.

As part of the varied archaeological work on the road project, built heritage surveys are carried out to record valuable information on these old buildings before they are demolished.



Members of Strokestown Men's Shed working on the restoration of the pieces.

"The surveys provide evidence of the rich tapestry of rural Roscommon life. Within some of these surveyed dwellings, a lot of interesting things turned up.

"There were some locally made pieces of vernacular furniture that were suitable to be restored and reused."

These precious and timeless pieces were carefully stored and then handed over to members of Strokestown Men's Shed who were delighted to volunteer their time to restore them.

"The men approached the project with real enthusiasm and were determined to give these vernacular furniture pieces a new lease of life.

"It felt like the furniture had come full circle, with the original furniture locally made by Roscommon men up to 100 years ago now being restored locally by Strokestown Men's Shed and ultimately finding a new home locally," said Deirdre.

To date, the Men's Shed have lovingly restored old tables and chairs which have just been donated to their first new home, the Brothers of Charity Midway Centre in Bridge Street, Strokestown.

The Men's Shed now intend to carry out restoration work on other vernacular pieces over the next few years.

"This is the first time it has been done on a TII project and certainly, we're hoping it will be rolled out on other projects as well," she said.

Archaeological Management Solutions (AMS), the archaeological consultants on the road project, who helped to salvage the furniture, have also donated €1,000 to the Strokestown Men's Shed.

The Shed intends to use this donation to help fund a defibrillator for its premises.

A further €500 was also donated by AMS to the Brothers of Charity who will use the donation to create a relaxation room in the centre.

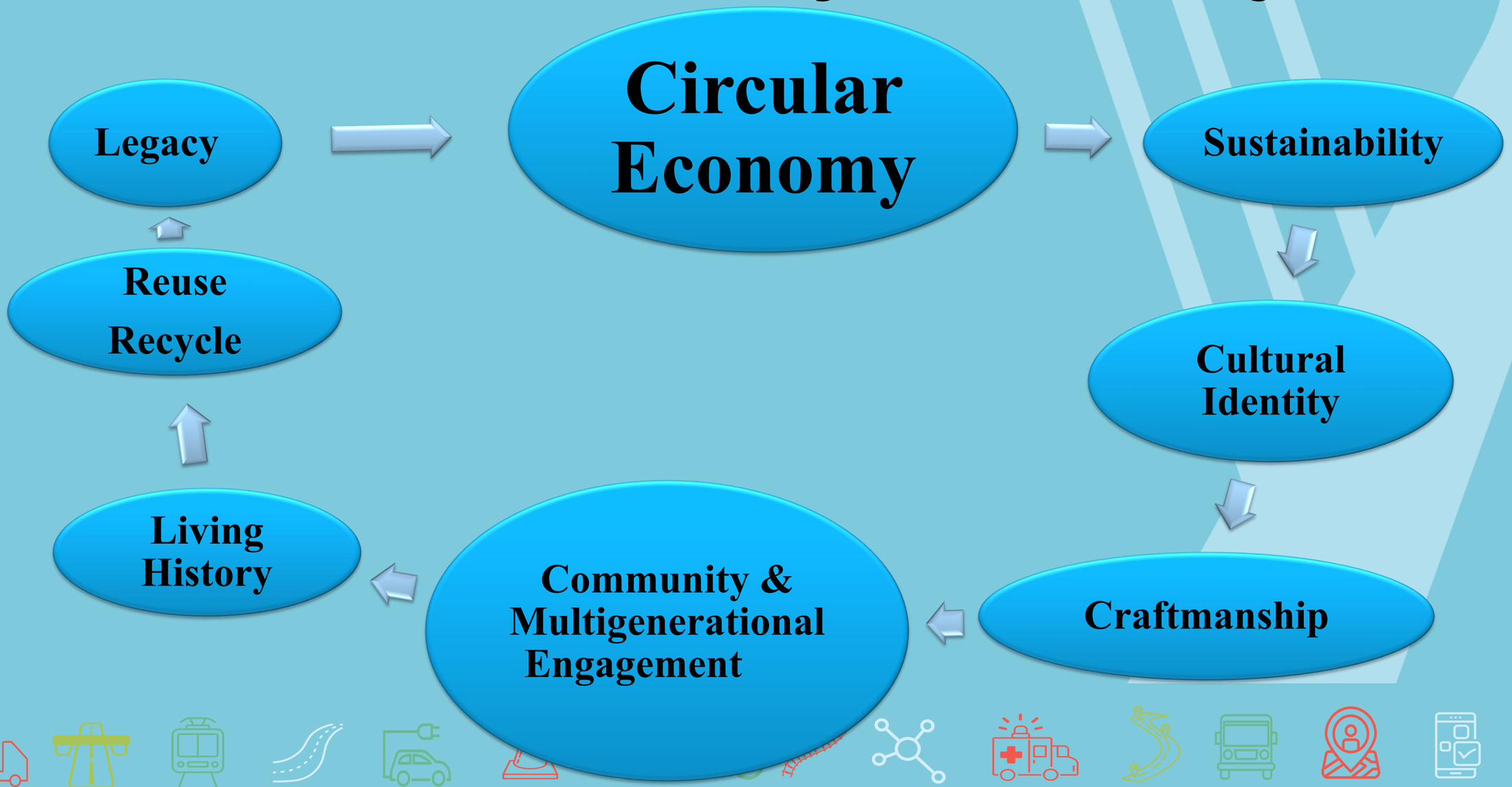
The N5 road project, the county's largest ever road contract, is funded by Transport Infrastructure Ireland (TII) through Roscommon County Council.



Some of the pieces before they were restored by Strokestown Men's Shed.

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Transport Infrastructure Ireland

Benefits of Community Based Projects



Gortnacrannagh 7 site







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Transport Infrastructure Ireland

Gortnacrannagh 7 Idol



Gortnacrannagh 7
A000077 E005221
Co. Roscommon

Two parts with suggested reconstruction opposite





13:13 79

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IN FOCUS: Race to the Áras Budget 2026 Gaza Ukraine

HOMEPAGE / NEWS

Archaeologists uncover 1,600-year-old idol in Roscommon bog



Wood Specialist, Cathy Moore inspecting the Gortnacrannagh Idol. Only a dozen such idols have been found in Ireland and at more than two and a half metres, the Gortnacrannagh Idol is the largest to date.

FRI, 13 AUG, 2021 - 16:44

GREG MURPHY

13:13 79

shingtonpost.com

The Washington Post

Retropolis

Unearthed idol may have been a pagan deity, researchers say, and could hold clues to Ireland's past

August 20, 2021 More than **4 years ago**

3 min



The wooden figure is on a tarp. (Archaeological Management Solutions)

By Caroline Anders

13:13 79

google.com/amp/s/

dailymail.co.uk

Daily Mail MORE STORIES

Archaeologists uncover Iron Age 8ft wooden statue of a pagan deity in an Irish bog near the prehistoric royal site of Rathcroghan

By CHRIS CIACCIA FOR DAILYMAIL.COM

22:30 17 Aug 2021, updated 22:33 17 Aug 2021



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48 comments

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Transport Infrastructure Ireland

Idol Replica Production





‘Idols and unclean things’:
Confessio, 41

a one-day conference and photographic exhibition on the Gortnacrannagh figure and its context

Venue: Rathcroghan Visitor Centre and Online

Save The Date: 20th August 2022

For more information, visit:
www.rathcroghan.ie

Organised by Rathcroghan Visitor Centre, in association with Roscommon County Council, Transport Infrastructure Ireland and Archaeological Management Solutions

Funding courtesy of Creative Ireland



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Acknowledgements

RNRRO- Martin Curley, David Meade, Mary Freyne

TII- Mary Deevy, Rónán Swan

Archaeological Management Solutions

Strokestown Men’s Shed

Strokestown Brothers of Charity

Rathcroghan Visitors Centre

Idol Replica Research Partners- AMS, CEMAC (UCD), Pallasboy Project (UCC), TII, Roscommon County Council

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Environmental Standards Updates:
Noise
Air Quality

Stephen Byrne, Senior Environmental Scientist, TII
Avril Chaloner, Climate & Carbon Specialist, TII



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Environmental Standards Update

Stephen Byrne, Senior Scientist (Environment)
Dr Avril Challoner, Climate and Carbon Specialist
TII Environmental Policy and Compliance Section

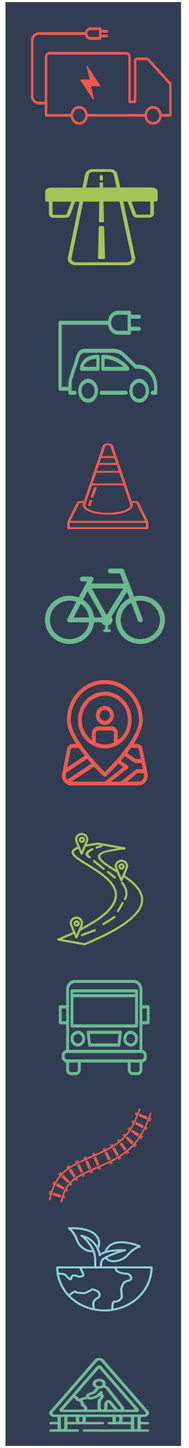


Agenda

- Environmental Standards: The Strategic ‘Why’
- Update on Standards Development
- Noise and Vibration Assessment – Standard Document
- Impacts of New EU Air Quality Directive (2024/2881)

Environmental Standards: The Strategic ‘Why’

Regulatory Certainty	Improve compliance with environmental legislation and reduce the **risk of legal challenges and project delays** by ensuring a consistent, defensible approach
Project Delivery Risk	Mitigates major risks (e.g. climate, biodiversity, noise) that can impede project delivery and have **increased exponentially** in recent years
Organisational Quality	Ensure a **consistent methodology** across all projects, creating accountability and improving the quality of EIARs
Leadership and Innovation	Positions TII as a **leader** in sustainable transport, encouraging **innovative solutions** (e.g. Carbon Tool, Biodiversity Metric) supporting continuous improvement



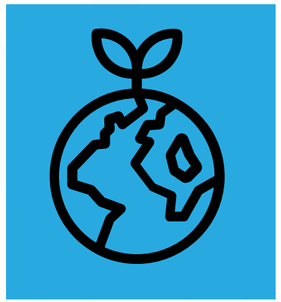
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Update on Standards Development

Biodiversity Impact Assessment Standard

Goal:

- Ensuring **compliance with relevant legislation** and determine **biodiversity outcomes** for projects such no net loss or net gain
- Provide clear, **evidence-based information** on likely significant effects to decision-makers





TII Biodiversity Metric

Goal:

- Develop a bespoke tool to provide a **consistent, scientifically robust framework** for assessing potential biodiversity impacts and benefits across all TII projects
- Metric and associated Guidelines being finalised for **imminent publication**



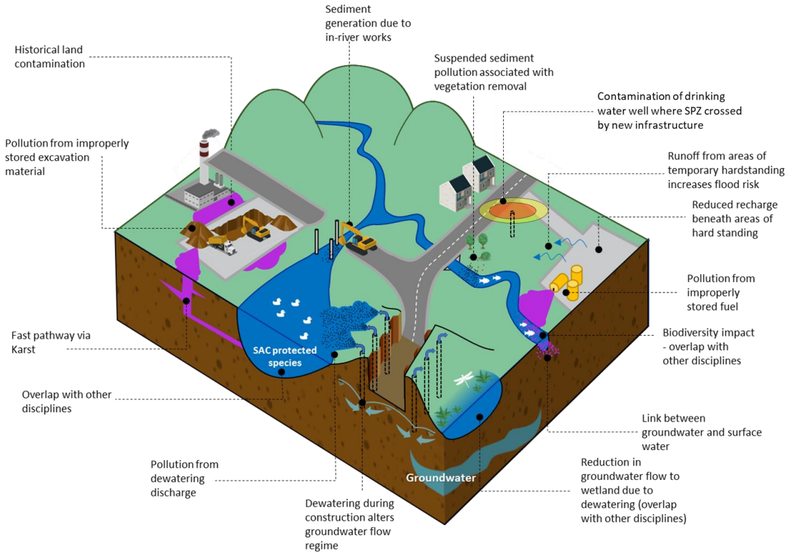
Factors of the Biodiversity Unit Calculation

Update on Standards Development

Water Standard

Goal:

- Standardise the assessment of **surface water and groundwater** impacts during design and planning
- Provide **context specific approach** to appropriate mitigation and monitoring

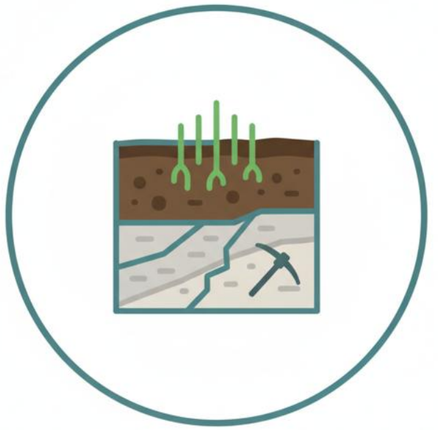


Conceptual overview of some of the potential ways roads projects may interact with (and effect) the water environment during construction

Soils & Geology Standard

Goal:

- Provide a prescriptive methodology for assessing and quantifying **soil and geology impacts**
- **Promote integration** between biodiversity, landscape objectives and the soil scientist



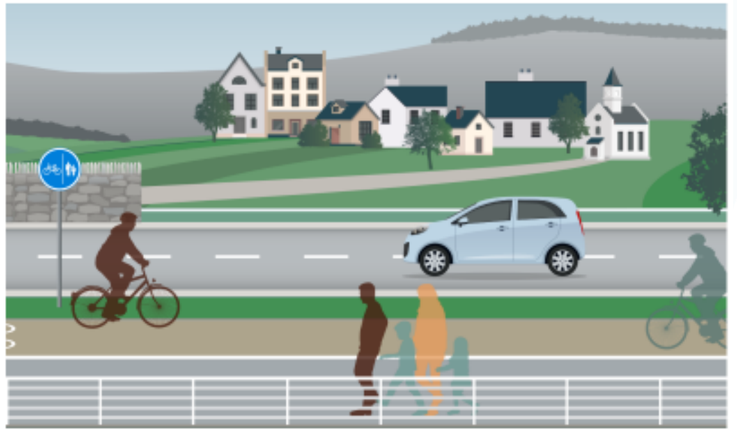
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Update on Standards Development

Population and Human Health (Update)

Goal:

- Provides **evidence-based information** on population and human health effects for Phases 1-3
- Address technical anomalies and ensure **full integration** with the Noise Standard and updated Air Quality Documents



Air Quality (Update)

Goal:

- Standard and Overarching Technical Document providing **robust methodology** for Air Quality Assessment
- Consideration of **strengthened EU Air Quality Directive (2024/2881)**



REM
Road Emissions Model
Transport Infrastructure Ireland

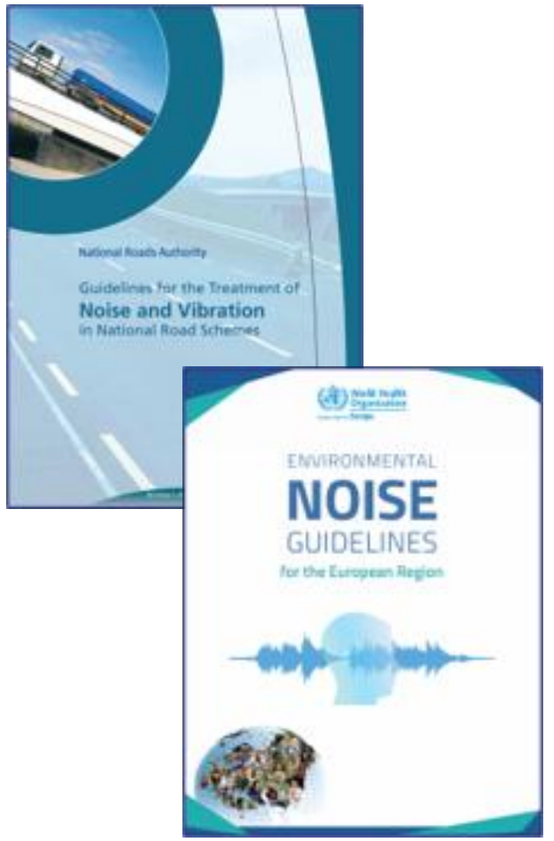
Noise and Vibration Assessment – Standard Document



Noise and Vibration Assessment – Standard Document

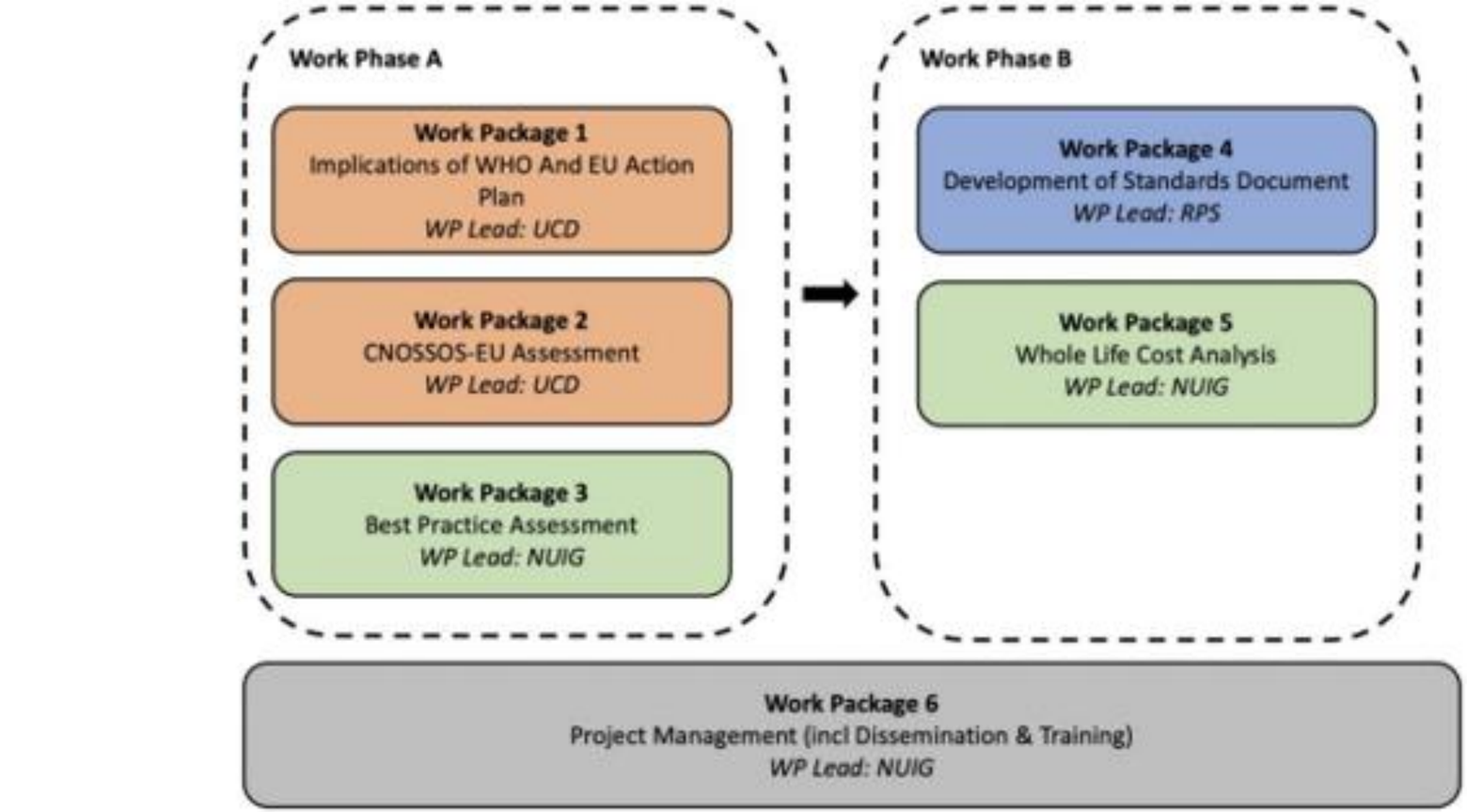
Background and Challenges to be addressed

- Guidelines for the Treatment of Noise and Vibration in National Road Schemes 2004
- Developments at European level (WHO Environmental Noise Guidelines and EU Action Plan: Towards Zero Pollution)
- CNOSSOS-EU noise prediction methodology
- Integration with other environmental impacts factors (Population and Human Health, Biodiversity, Landscape)

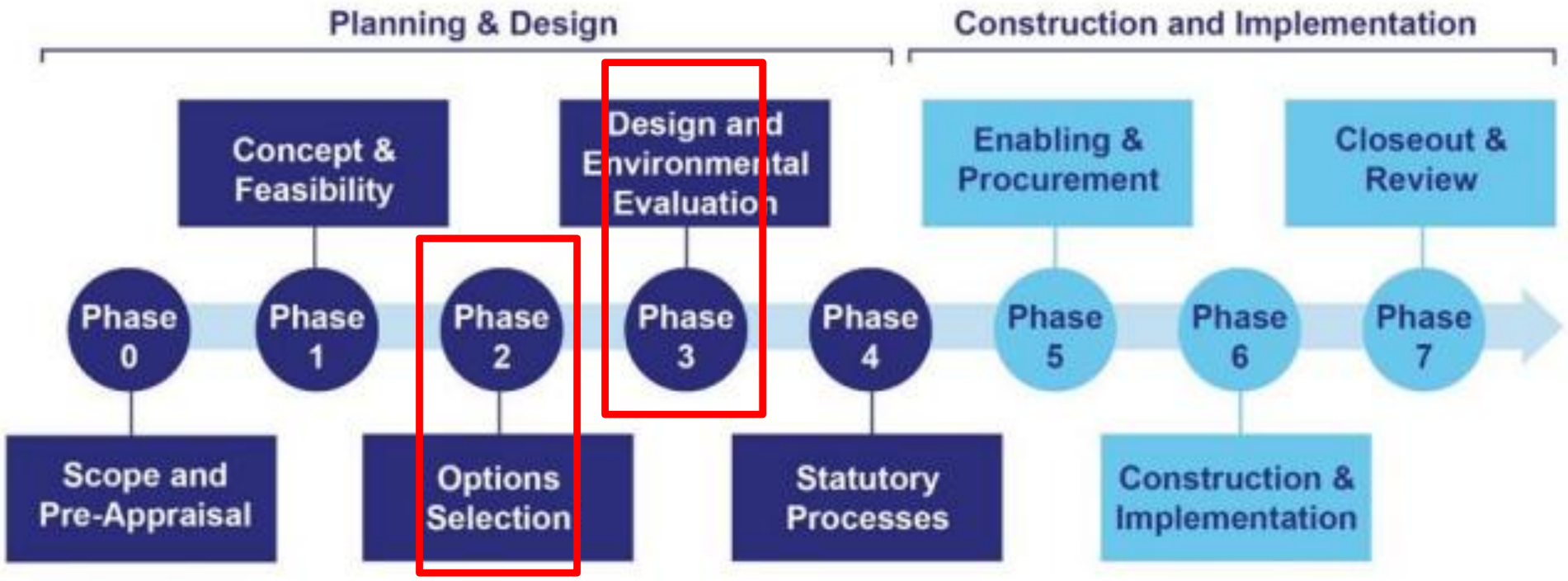


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Noise and Vibration Assessment – Standard Document



Noise and Vibration Assessment – Standard Document



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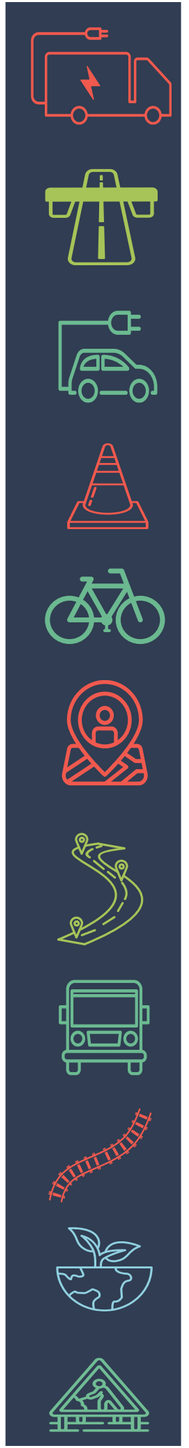
Noise and Vibration Assessment – Standard Document

Phase 2 – Options Selection

- Zone of Influence
- Potential Impact Rating (PIR)
- Noise modelling
- Update, Refine, Report

Phase 3 – Design and Environmental Evaluation

- Construction Assessment
- Prediction Methodology – CNOSSOS-EU
- Relative Assessment Criteria
- Sensitive Receptors & Contextual Modifiers
- Motorway Service Areas



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Noise and Vibration Assessment – Standard Document

Next Steps

- Consultation with key stakeholders
- Finalise and publish Standard Document
- Deliver training roadshows across Ireland Q2 2026
- Modern, noise standard that aims to protect stakeholders while enabling essential, sustainable national road infrastructure and services
- Contribute to TII achieving its objectives as set out in Statement of Strategy



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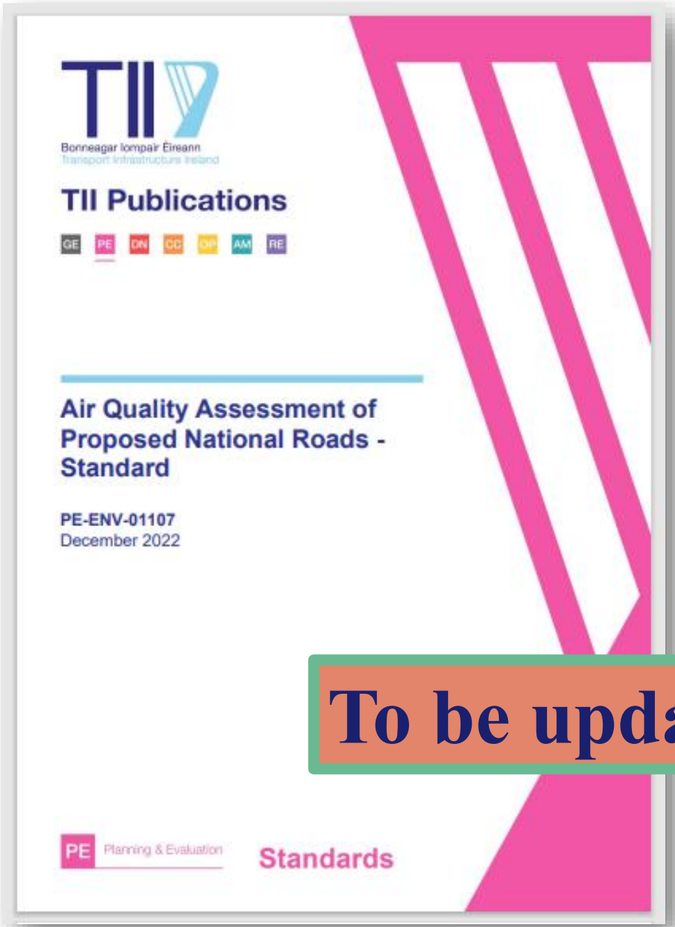
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Environmental Standards Update: Impacts of New EU Air Quality Directive (2024/2881)

Dr Avril Challoner, Climate and Carbon Specialist
Environmental Policy and Compliance



For More Information See TII Air Quality Publications





To be updated this year



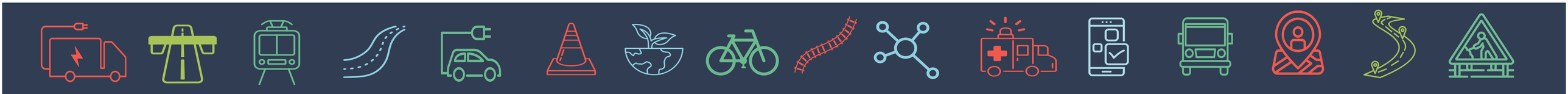
Updated May 2025

Air Quality – Key Facts and Pollutants

- Air Quality limit values (AQLVs) are set for the protection of human health.

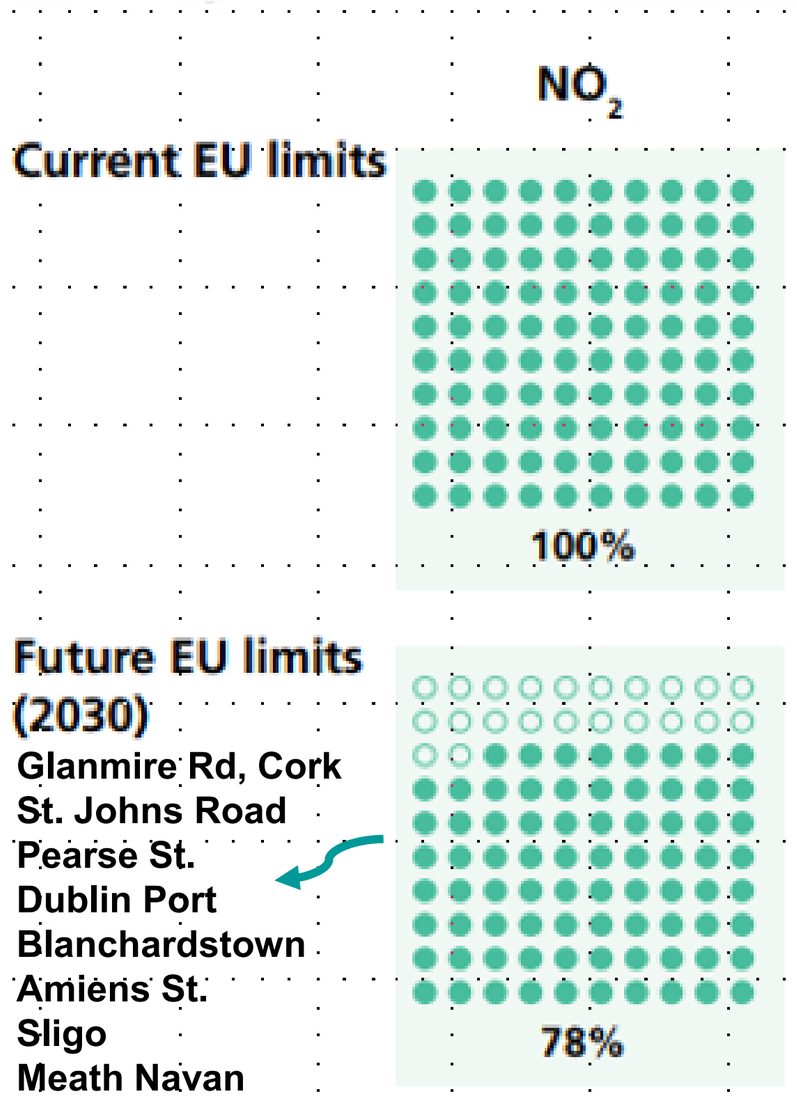
- Limit values in Ireland set by the EU and subsequently transposed into Irish Law. The new 2024 EU Air Quality Directive which must be transposed into Irish law by 2026 and will set AQLVs for 2030 onwards.

- The EU must take account of economic activities when setting limit values. This means current AQLV are very different to WHO guidelines which only take account of human health.



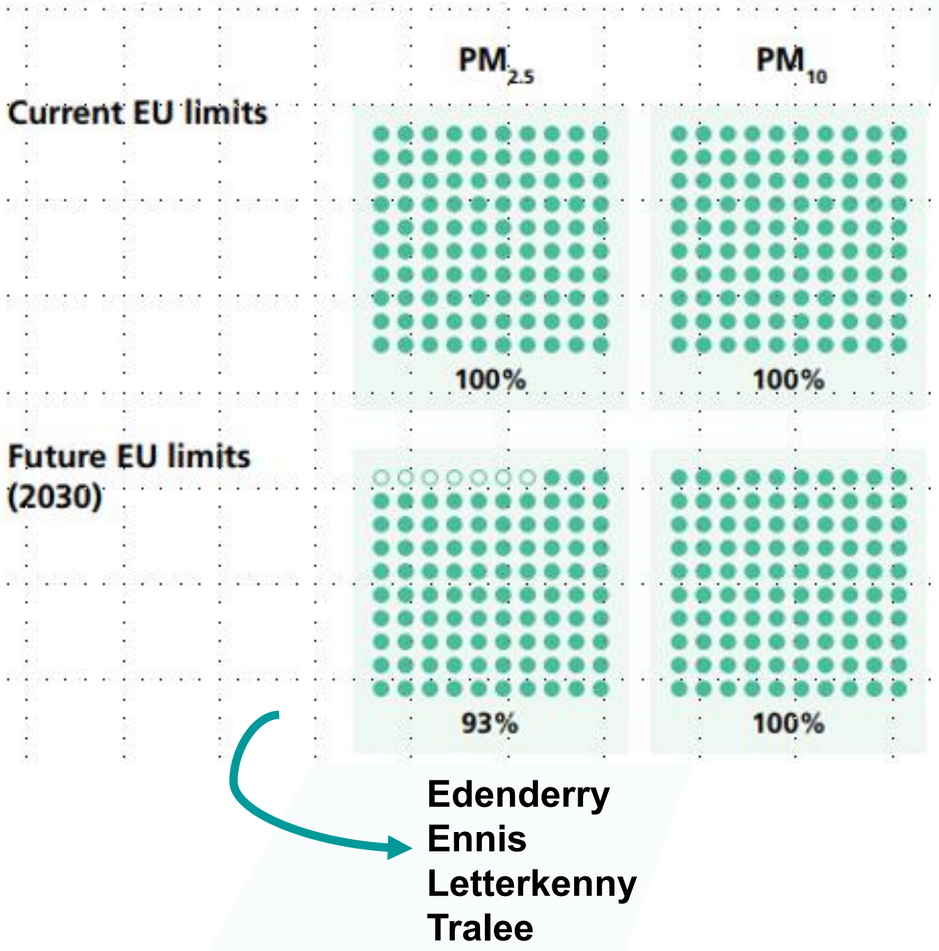
Nitrogen Dioxide (NO_2)

- NO_2 is the pollutant that is currently most likely to exceed limit values in Ireland – there have been some exceeds of annual mean limit values in Dublin.
- Key sources is combustion, including from vehicles.
- Emissions are improving with better emission standards and electrification (although not as fast as they should due to trend of larger cars).



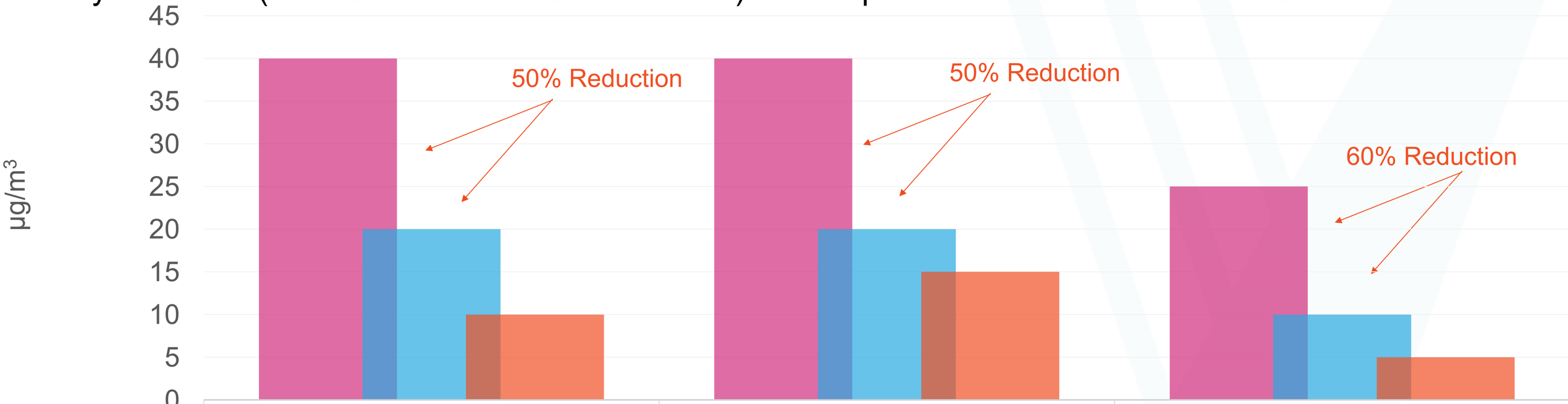
Particulate Matter (PM_{10} and $PM_{2.5}$)

- Number = the size fraction of the piece of the particle.
- Currently there have never been an exceedance of the PM_{10} or $PM_{2.5}$ annual mean limit values in Ireland.
- Sources include combustion from vehicles but also tyre and break wear and tear.
- Emissions are improving with better emission standards and electrification however tyre and break wear and tear still occur with EVs.



Annual Mean Limit Values

The revised Ambient Air Quality Directive (2024/2881) aligns the 2030 EU air quality standards more closely with the recommendations of the World Health Organization. Member states will have two years after the entry into force (23rd Oct 2024 --> 23rd Oct 2026) to transpose the Directive into national law.



	NO2	PM10	PM2.5
Current EU	40	40	25
Proposed EU	20	20	10
WHO	10	15	5

How Will These Changes Affect Us?

1. Air Quality has to be kept below these limit values, both legally and ethically. If there are exceedances monitored (or modelled) then:

   - **2026 - 2030**: A road map needs to be put in place to bring concentrations down
   - **2030 onwards**: An action plan needs to be put in place to bring concentrations below limit values

2. Ability to get planning for new schemes. Impact significance, in accordance with the TII AQ Standard, will increase, both for adverse and beneficial impacts.

	% Change in Concentration Relative to Air Quality Limit Value (AQLV)			
	1%	**2-5%**	**6-10%**	**>10%**
75% or less of AQLV	Neutral	Neutral	Slight	Moderate
76-94% of AQLV	Neutral	Slight	Moderate	Moderate
95-102% of AQLV	Slight	Moderate	Moderate	Substantial
103-109% of AQLV	Moderate	Moderate	Substantial	Substantial
110% or more of AQLV	Moderate	Substantial	Substantial	Substantial

AQLV = Air Quality Limit Value

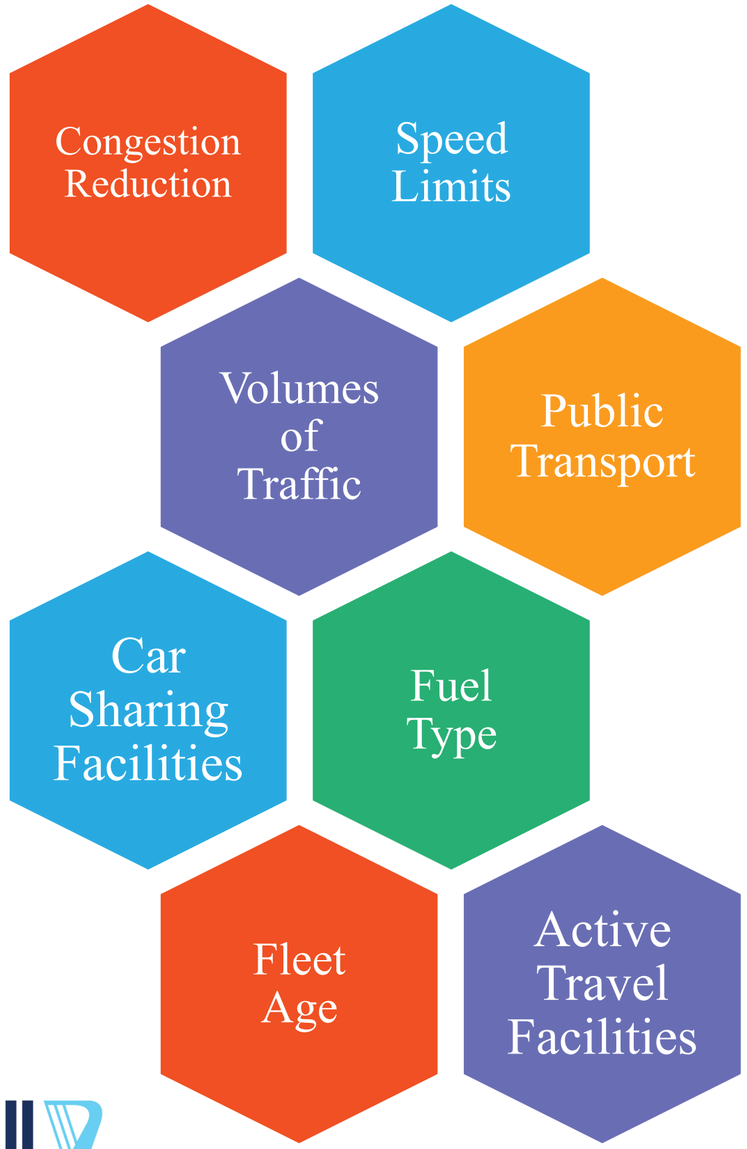
Example of New AQLV Influence on Significance: $PM_{2.5}$

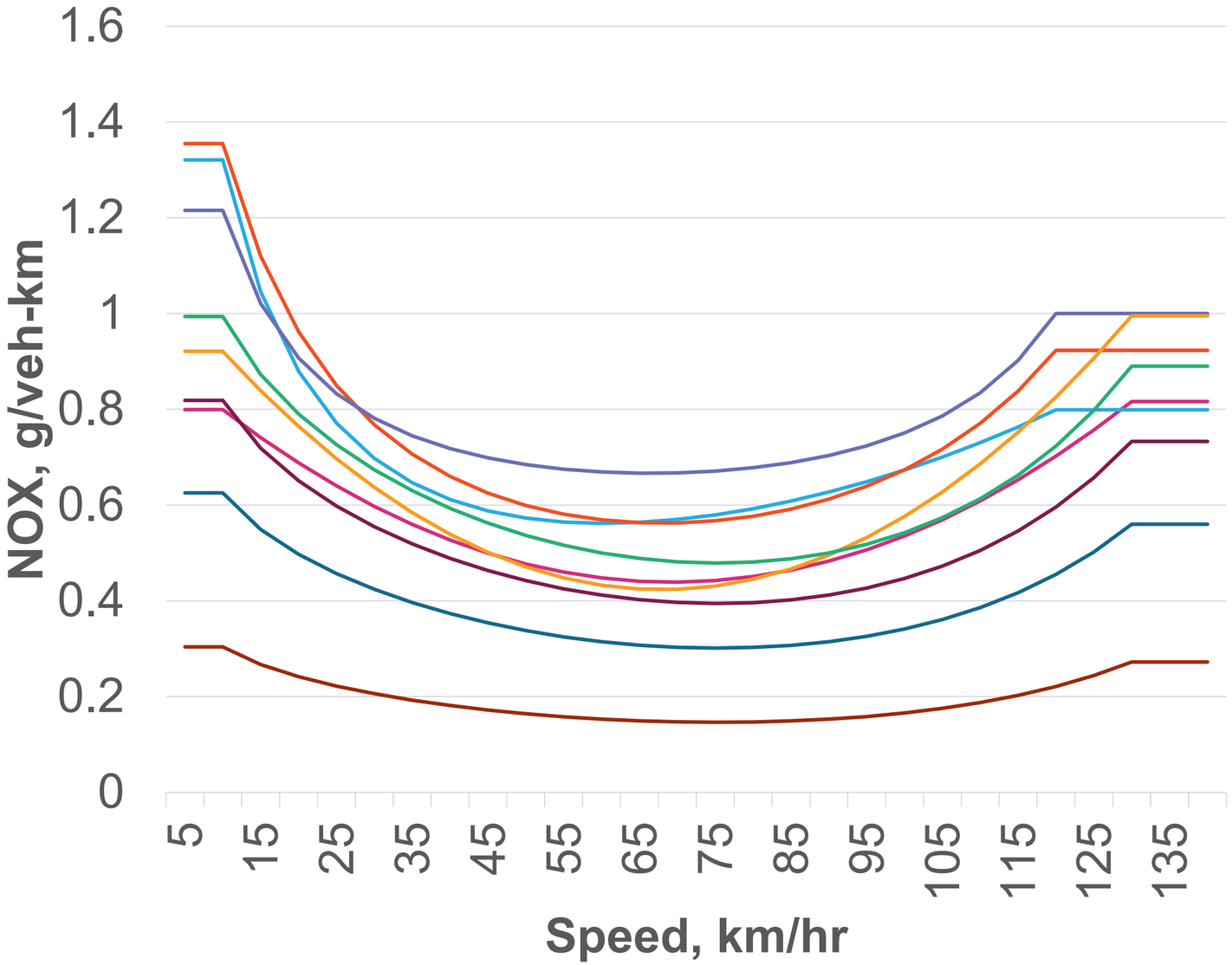
Impacts for this assessment using **pre 2030** limit values are either neutral or slightly beneficial – no problem for the EIA.

Using the **post 2030** limit values however there are moderate and substantial adverse impacts. This is a problem for the EIA.

Name		Change in Annual Mean	Long Term Average $PM_{2.5}$ Concentration (Current AQLV)		Impact descriptors (Current Limit Values)		Change in Annual Mean	Long Term Average $PM_{2.5}$ Concentration (Proposed AQLV)		Impact descriptors (Current Limit Values
		as % AQAL	ug/m³	% AQAL			as % AQAL	ug/m³	% AQAL	
R1	Current AQLV (Pre 2030)	4%	8.1	32%	Neutral	Proposed AQLV (Post 2030)	11%	8.1	81%	Moderate Adverse
R2		-2%	9.7	39%	Neutral		-4%	9.7	97%	Moderate Beneficial
R3		1%	9.3	37%	Neutral		2%	9.3	93%	Slight Adverse
R4		1%	11	44%	Neutral		3%	11	110%	Substantial Adverse
R5		-1%	8.8	35%	Neutral		-2%	8.8	88%	Slight Beneficial
R6		-2%	9.6	38%	Neutral		-6%	9.6	96%	Moderate Beneficial
R7		-9%	11	44%	Slight Beneficial		-22%	11	110%	Substantial Beneficial
R8		4%	9	36%	Neutral		9%	9	90%	Moderate Adverse

But What's in Our Control?





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Want to talk more about air quality, or other environmental topics?

The Environmental Policy and Compliance team are at the Environment Clinic next door to answer questions.



Questions: Session 3 Pannel

Session 3: Mobility of People and Goods in Urban Areas *Chair: Tara Spain, Head of Land Use Planning, TII*	
Shared Mobility of the National Road Network	*Elaine Brick,Transportation Planning Director AECOM*
Where LUAS and National Roads meet..	*Sarah O'Donnell, Assistant Chief Architect, TII*
The Place & Movement Approach to Transport Plans	*Dr. Lorraine Barry, Department for Infrastructure, Northern Ireland*
Circular Economy and Community	*Deirdre McCarthy, Project Archaeologist, Roscommon County Council*
Environmental Standards Updates: **Noise** **Air Quality**	Stephen Byrne, Senior Environmental Scientist, TII Avril Challoner, Climate and Carbon Specialist, TII

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End of Session 3

Tea & Coffee Break

Session 4 commences at 3.50pm

Programme: Session 4

Session 4: Greenways *Chair: Dr. Faye, Active Travel and Greenways, DoT.*		
3.50pm	**Accessibility for all Greenway Users**	*Michael Hennessy and Leona Tuck, The Struggle Is Wheel*
4.10pm	**Boyne Valley and Lakelands Greenways, Meath**	*David O'Reilly Senior Executive Engineer and Paul McKown Senior Executive Engineer Meath County Council*
4.30pm	**M28 Cork Ringaskiddy Active Travel and Urban Realm project and Impact Evaluation.**	*Aoife Mahony, A/Senior Executive Engineer Cork County Council*
4.45pm	**Carlingford Lough Greenway**	*Barry Baxter Louth County Council; Seamus Crossey Newry, Mourne and Down District Council*
5.05pm	**Q&A**	

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Accessibility for all Greenway Users

Michael Hennessey and Leona Tuck, The Struggle is Wheel

Accessibility for All Greenway Users

The Struggle is Wheel

- @thestruggleiswheel
- @struggleiswheel





Media Highlights







Hikes, Bikes, Likes & Dislikes

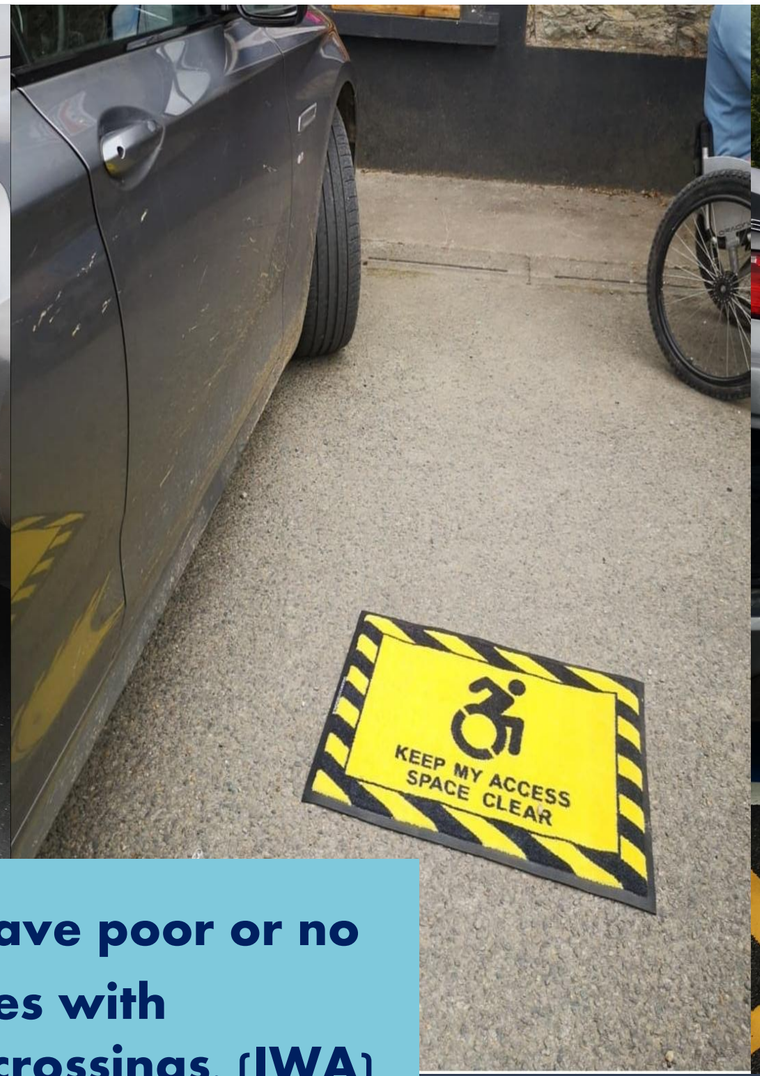






The Importance of Painted Access Aisles

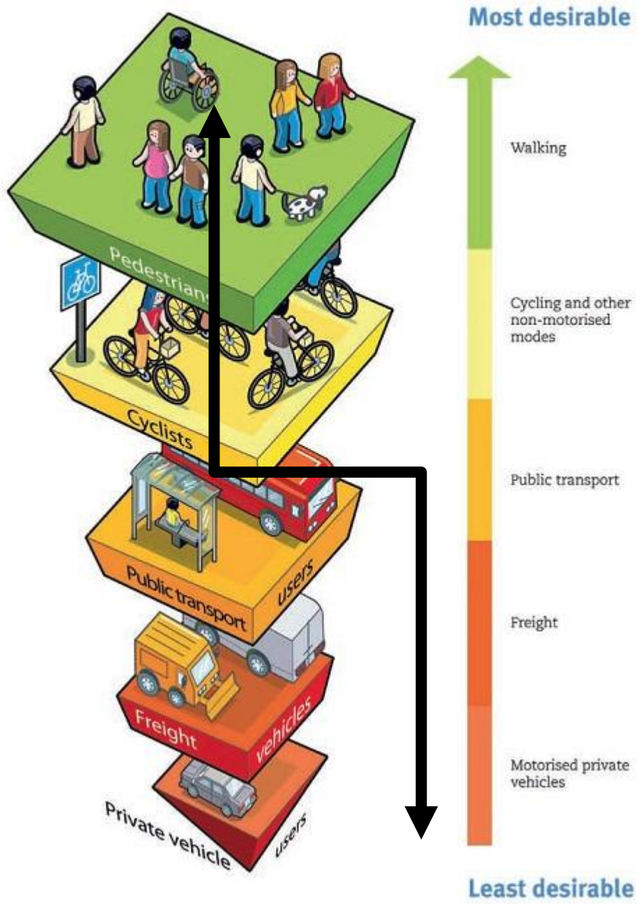






77% of people with disabilities have poor or no access to public spaces due to issues with pavements, parking & pedestrian crossings. (IWA)

The Urban Transport Hierarchy Disconnect



Issues with Active Travel re: wheelchair users.
Active Travel = use of your own kinetic energy

- AT does not consider invisible disabilities associated with wheelchair users. i.e. Chronic nerve pain & fatigue *Rotator Cuff Strain
- Using public transport in Ireland is extremely stressful (discrimination & confrontation anxiety).
- Cost of adaptive bikes for wheelchair users.
- Our cars are our safety net & give us privacy with our medical equipment. It is not just a vehicle to get us from A to B.

Reimagining our towns & cities….

Urban trends that have impacted our disability parking







Realigning disability parking into parking-protected cycle lanes…





Luas Park & Ride; Painted access aisles communicate to other drivers to stay out of our door wingspan.

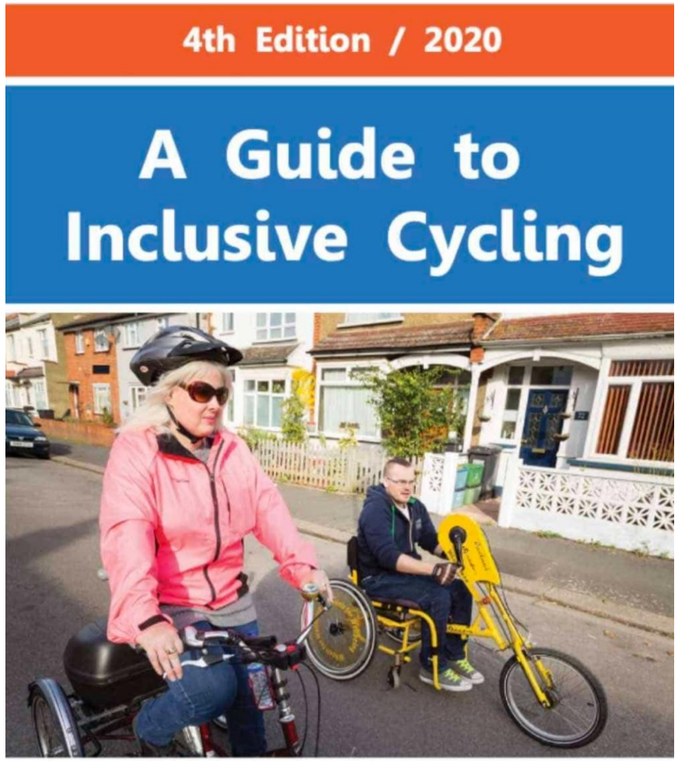




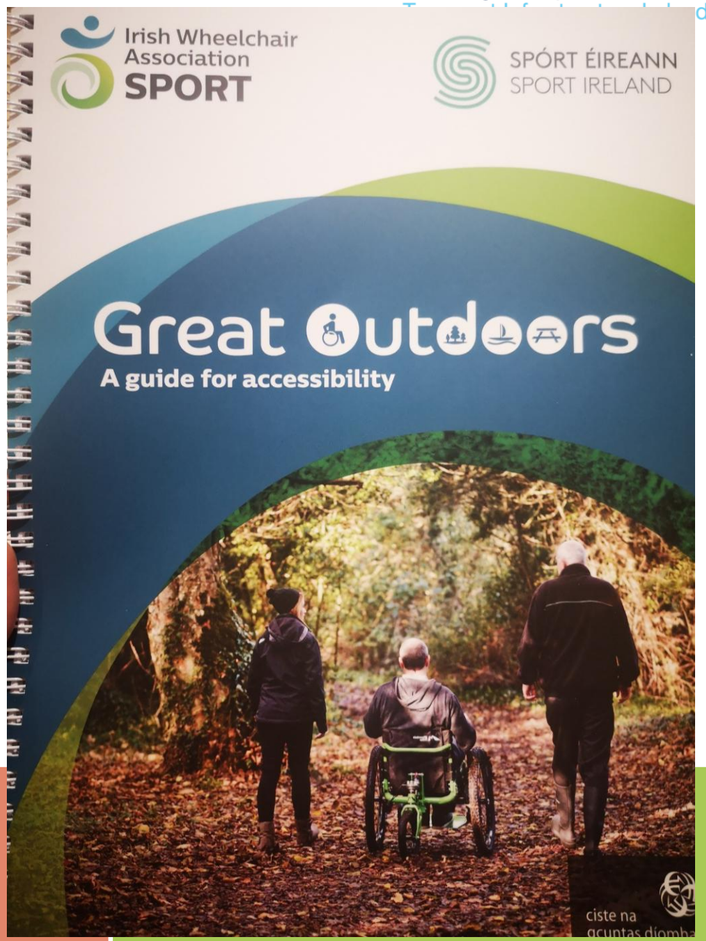


Minimalist design is not a substitute for painted access aisles

Recommendations: Free downloadable PDFs.







Where have we cycled?



- South East Greenway
- Limerick Greenway
- Midleton-Youghal Greenway
- Waterford Greenway

Cycling with a Spinal Cord Injury



Barriers

- Cost
- Availability of inclusive bike rentals
- Rotator Cuff Strain
- ‘Bike to Work’ Scheme does not include adaptive bikes



South East Greenway- Phase 1 (6km)



What do we look for at greenways?

- Accessible parking at all intermittent carparks
- Accessible toilets
- No deep gravel at signage/café access
- Accessible picnic tables/water & tyre repair stations/wide gates access.





Limerick Greenway-Rathkeale to Ardagh 10km



Another favourite design is the generic woodland picnic table with an overhanging tabletop.





Accessible signage height

Unmarked Disability Bays







OPW site using cones as temporary markers

Greenway goals for the future: Changing Places Toilet for specific care needs & accessible shuttle buses (Space for 2 carers/hoist/changing bench)





#incLOOsion



Despite this sign emphasizing "for all" the bus was not wheelchair accessible.

Midleton-Youghal Greenway-23km

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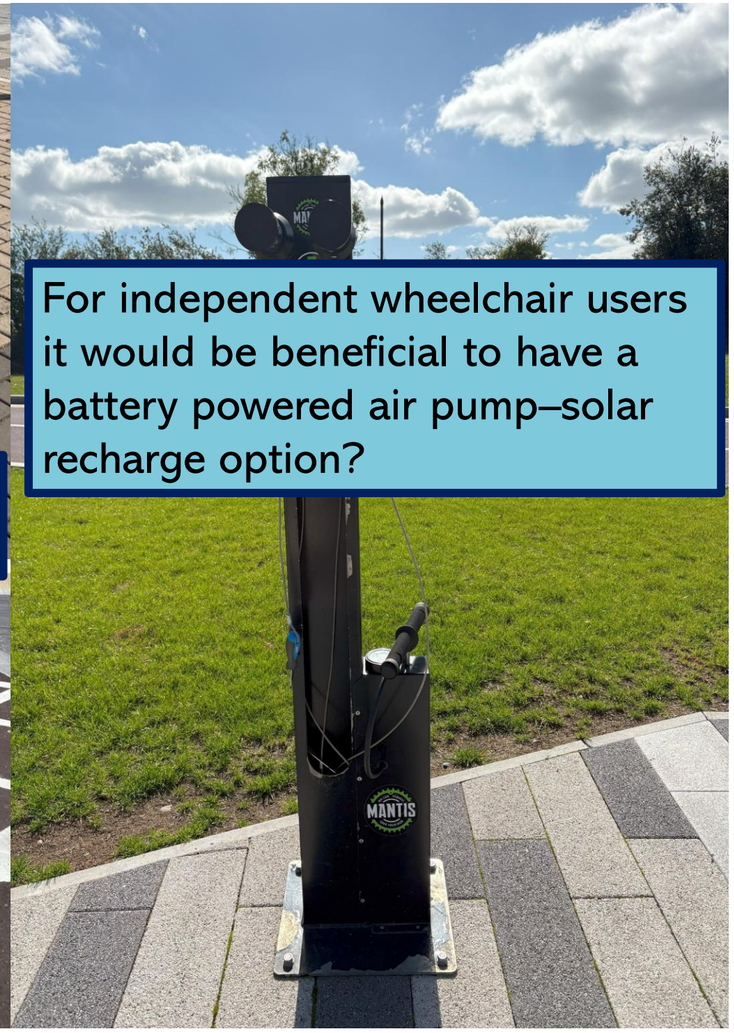




Few Pointers: Excellent greenway for testing out a handcycle due to its flat nature.



Keep parking design consistent with painted access aisles.



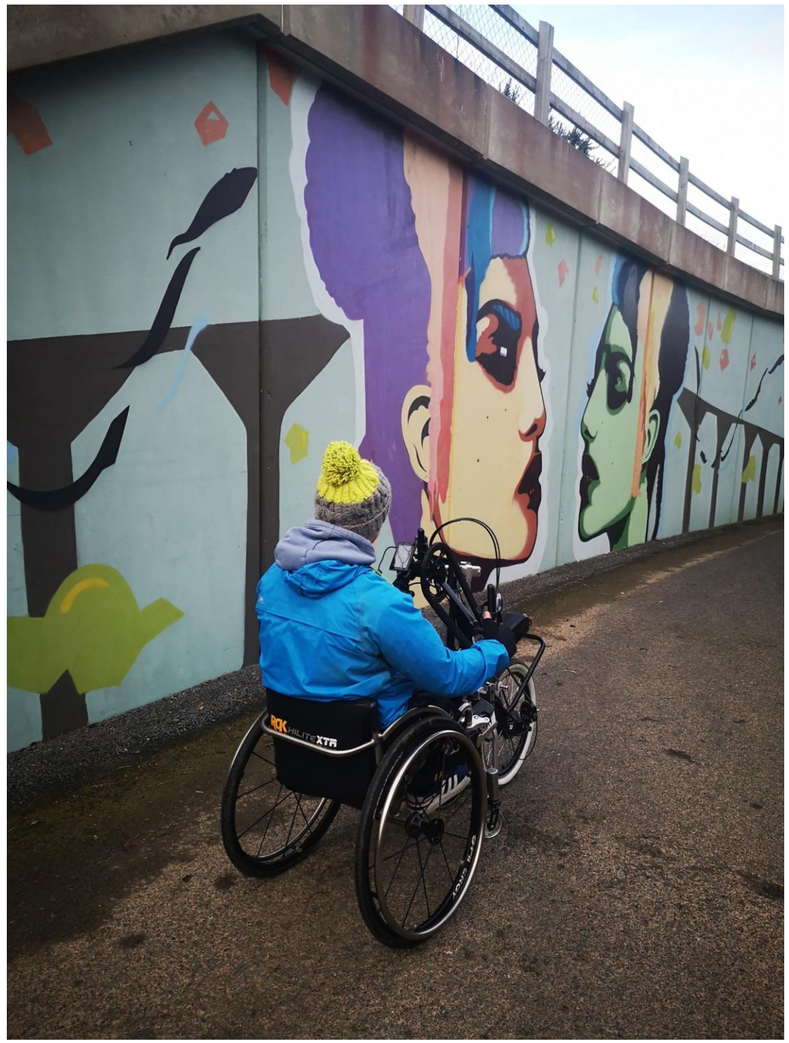
For independent wheelchair users it would be beneficial to have a battery powered air pump–solar recharge option?



Be mindful of how much loose gravel is deposited near signage

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Waterford Greenway 46km







Inclusive day out for all families…







Greenway playgrounds need to be inclusive for wheelchair users who are parents/uncles/aunties/grandparents & children themselves.

Representation Matters..







Greenways should be the flagship example for inclusive tourism for wheelchair users so include inclusive family imagery.

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Thank you for listening!


SECTION 4
Trails, Greenways &
Public Parks
Section 4: Trails,
Greenways &
Public Parks

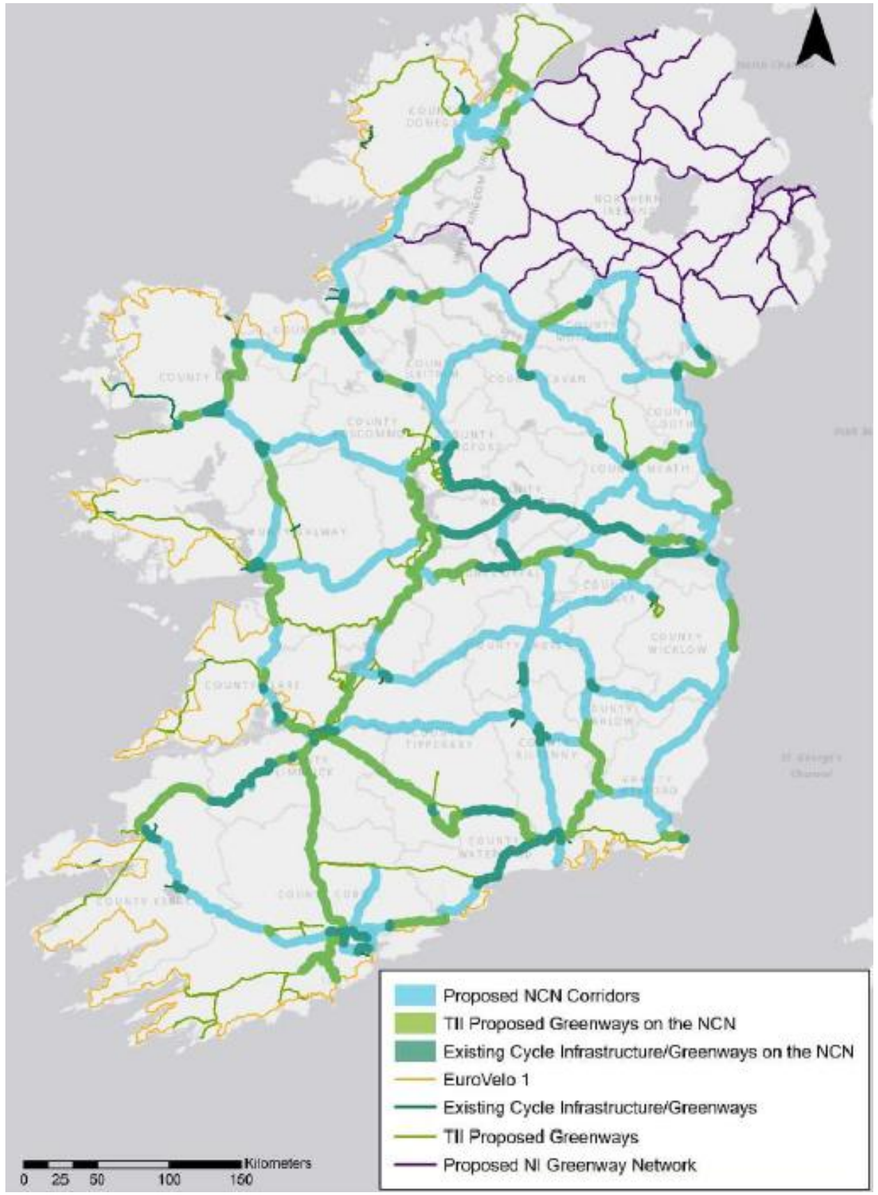
comhairle chontae na mí
meath county council

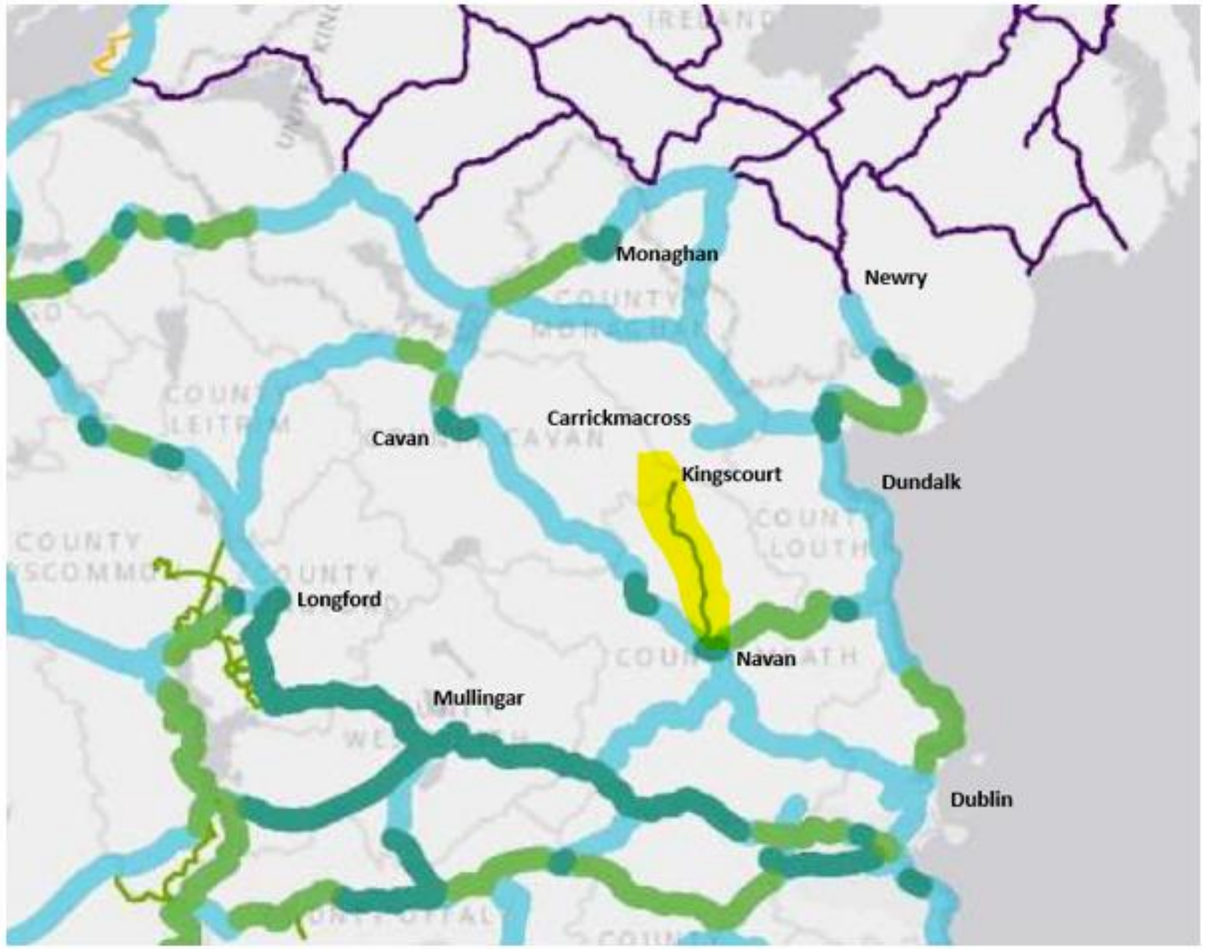
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Boyne Valley and Lakelands Greenways

David O'Reilly, A/Senior Executive Engineer and Paul McKown, Senior Executive Engineer, Meath County Council




Proposed NCN Corridors
TII Proposed Greenways on the NCN
Existing Cycle Infrastructure/Greenways on the NCN
EuroVelo 1
Existing Cycle Infrastructure/Greenways
TII Proposed Greenways
Proposed NI Greenway Network
Kilometers
0 25 50 100 150


Monaghan
Newry
Carrickmacross
Cavan
Kingscourt
Dundalk
Longford
Navan
Mullingar
Dublin

Historical Background

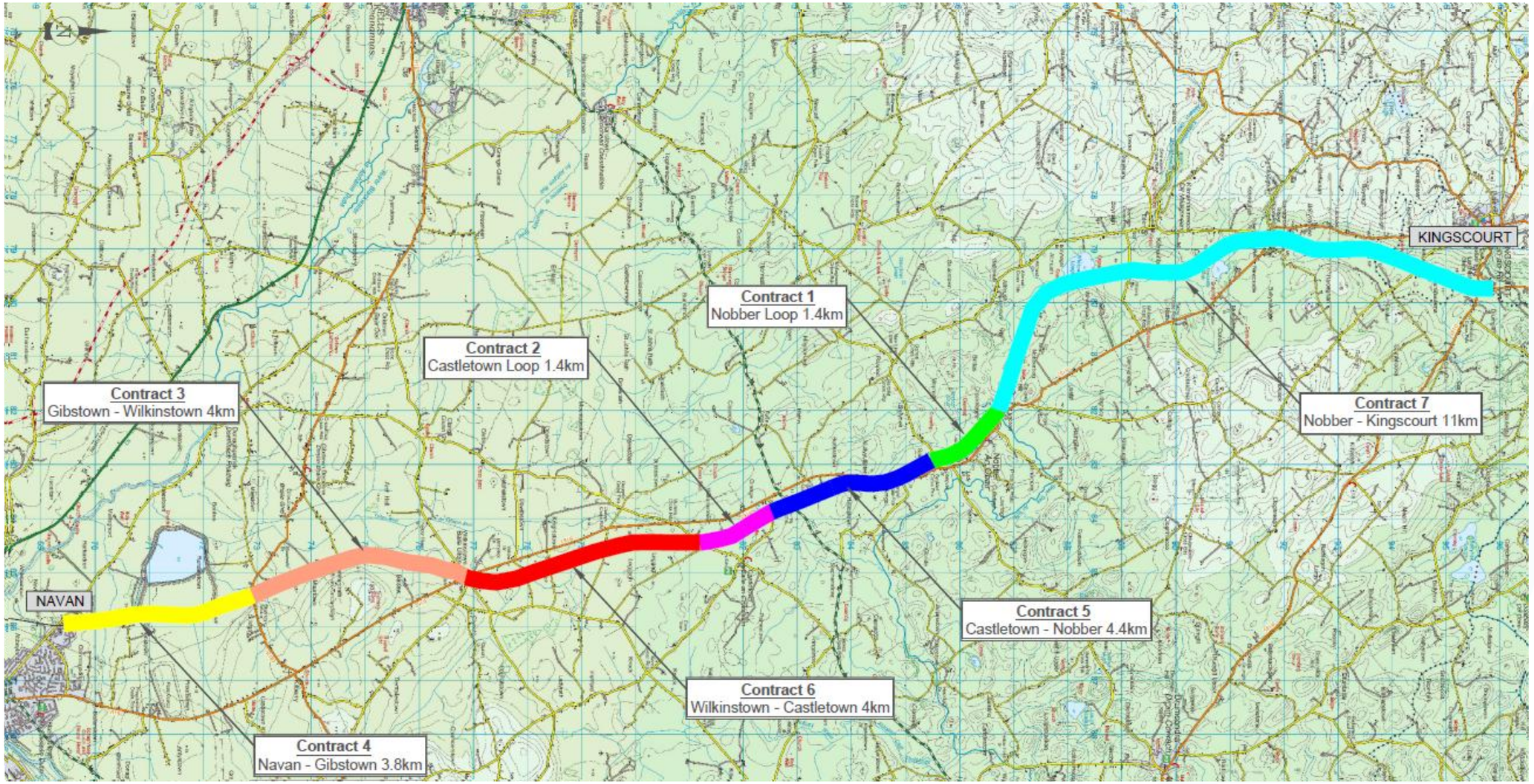
- **1862:** Dublin and Meath Railway opened Clonsilla to Navan line,
- **1875:** line extended to Kingscourt,
- Typical daily service:
  - Two passenger trains from Dublin to Kingscourt,
  - Daily goods train to North Wall,
- **1947:** Passenger services withdrawn,
- **2002:** Goods service ceased, line classified as ‘disused’.



Delivery

- **2012:** Feasibility Study undertaken for the Greenway, funded by Meath Leader,
- **2013:** Statutory Planning approval to construct the Greenway acquired,
- **2020:** 20-year lease agreement signed with Irish Rail,
- **2020:** Construction commenced on the 1.4km Nobber Loop,
- **2022:** Meath and Cavan County Councils entered into a Section 85 Agreement.
- **2024:** Officially Opened 30km Boyne to Lakelands Greenway

Delivery


KINGSCOURT
Contract 1
Nobber Loop 1.4km
Contract 2
Castletown Loop 1.4km
Contract 3
Gibstown - Wilkinstown 4km
Contract 7
Nobber - Kingscourt 11km
NAVAN
Contract 5
Castletown - Nobber 4.4km
Contract 6
Wilkinstown - Castletown 4km
Contract 4
Navan - Gibstown 3.8km

Before and After

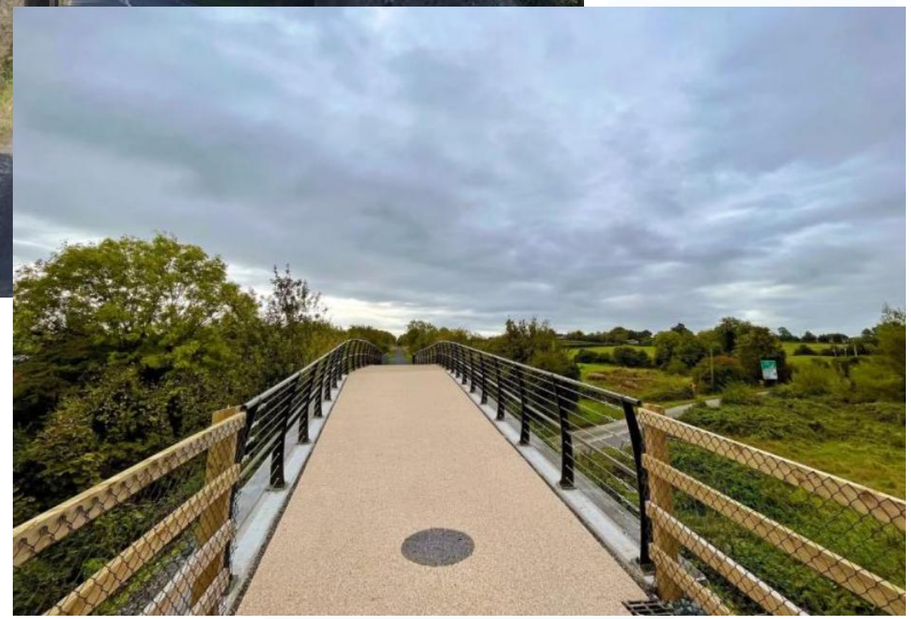




Before and After







comhairle chontae na mí
meath county council

Before and After









Before and After





- **2024** Officially opened full 30km Greenway

  - Scheme costs to opening were €6,000,000
    - Transport Infrastructure Ireland €3,000,000
    - Outdoor Recreation Infrastructure Scheme (ORIS) €2,000,000
    - Meath County Council: €1,000,000



Further investment

- Transport Infrastructure Ireland €1,500,000
  - 7km of bituminous surfacing through TII Active Travel Asset Repair and Renewal (ATARR)



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Further investment

- 3No. Trailheads, Gibbstown, Nobber and Kilmainhamwood,
- Traffic calming at Greenway crossings,
- Greenway links, improving accessibility to the Greenway.



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Lessons Learned

- **Waste Management**







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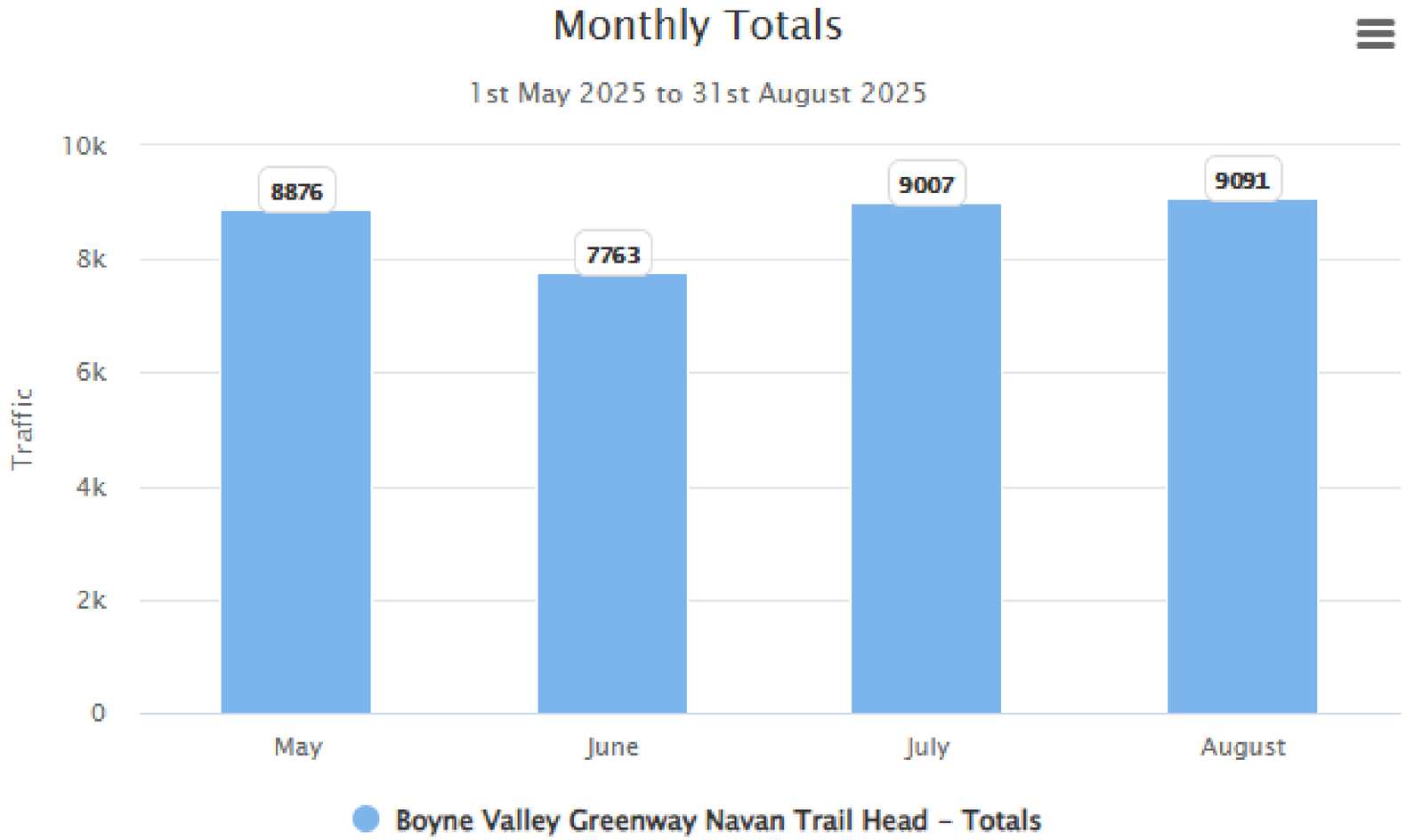
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meath county council

User Experience





Usage Data


Monthly Totals
1st May 2025 to 31st August 2025
10k
8k
6k
4k
2k
0
Traffic
8876
7763
9007
9091
May
June
July
August
Boyne Valley Greenway Navan Trail Head – Totals

Benefits

- Securing state assets,
- Rejuvenation of towns and villages along the route, regional significance,
- Catalyst for improvement,
- Social inclusion.



Meath Local Sports Partnership launch the County's first ever Inclusive Cycling Hub in the PARK BEO Greenway Hub in Wilkinstown.

The Boyne Greenway - Navan to Oldbridge

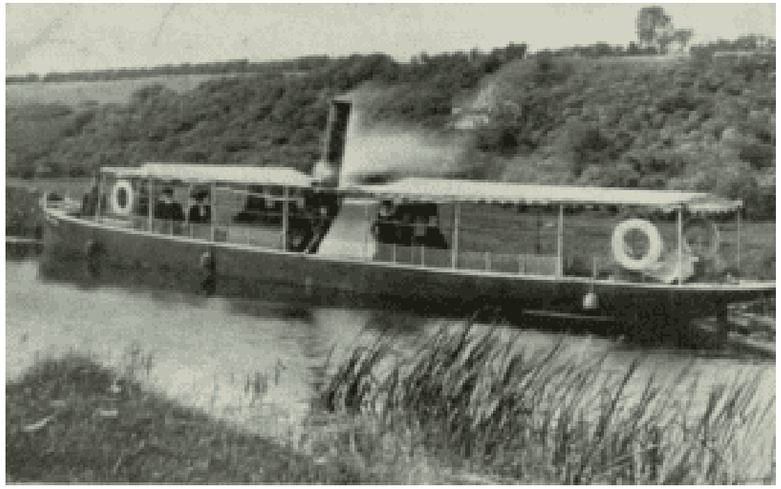
Paul McKown, C. Eng.
Meath County Council

Vision Statement : To create a safe, attractive and environmentally sympathetic canal and river walking and cycling route between Andy Brennan Park in Navan and the main gates of Oldbridge Estate in tandem with the sensitive restoration of a navigable route.

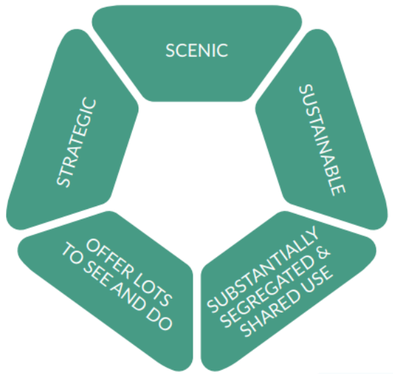


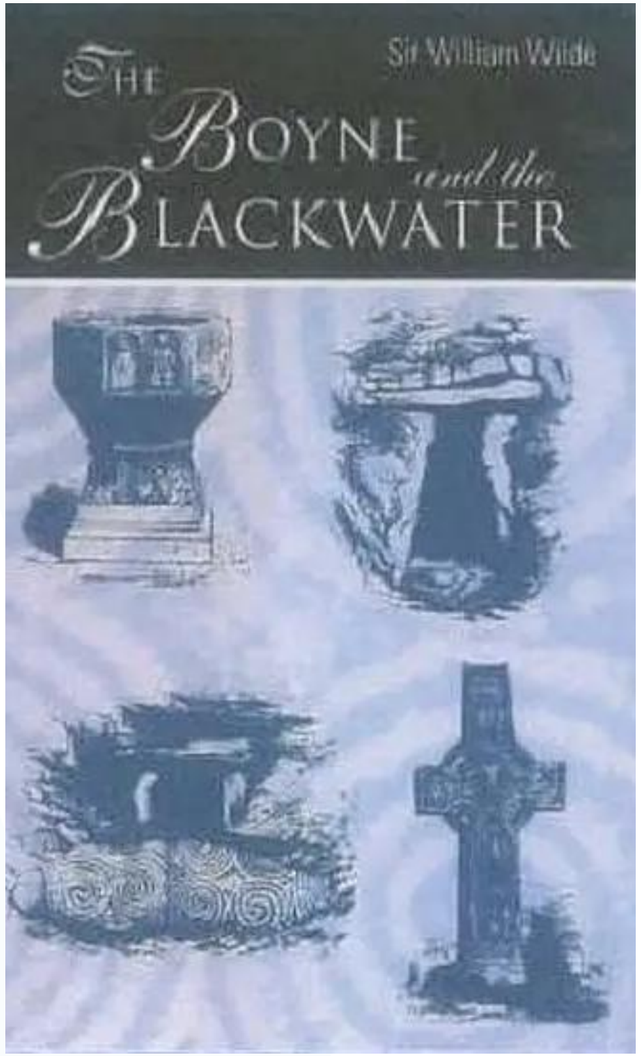






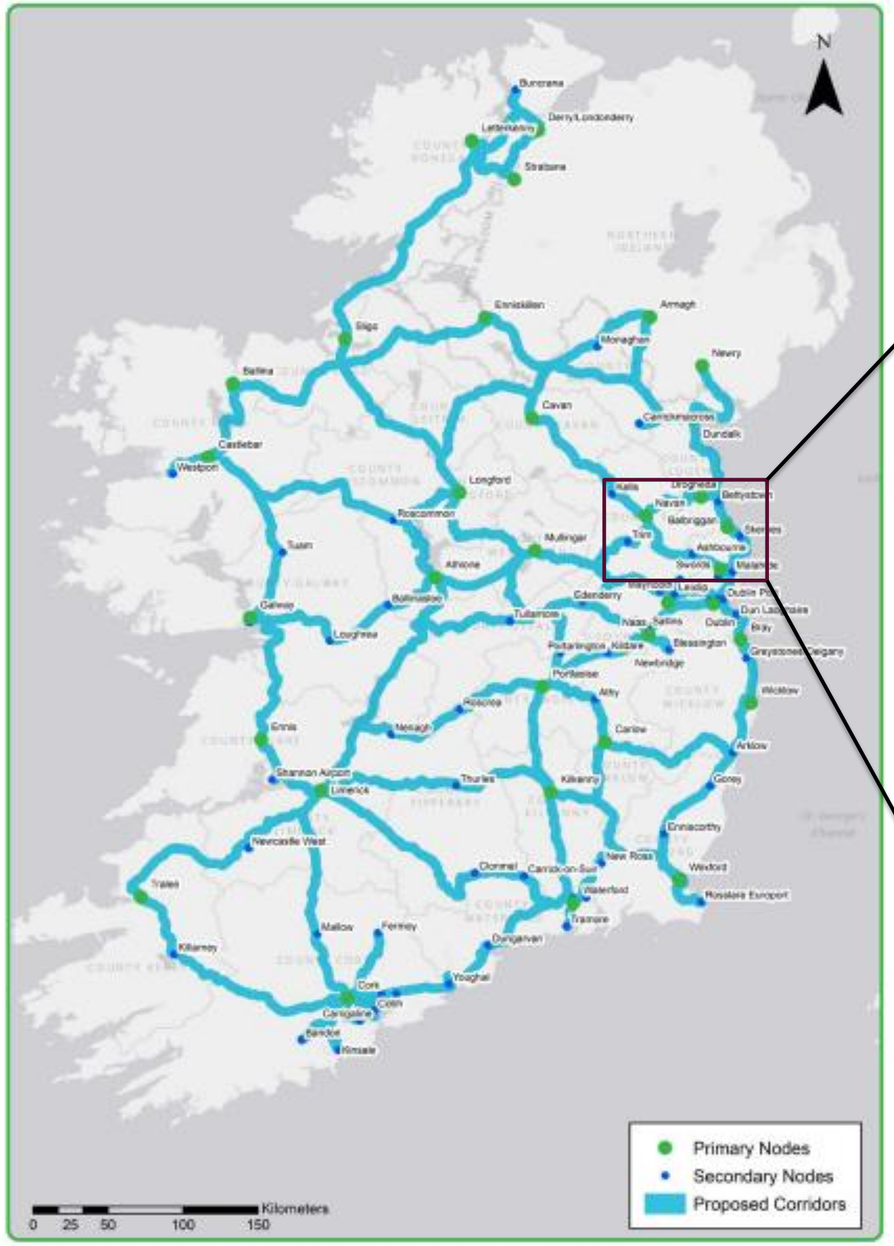


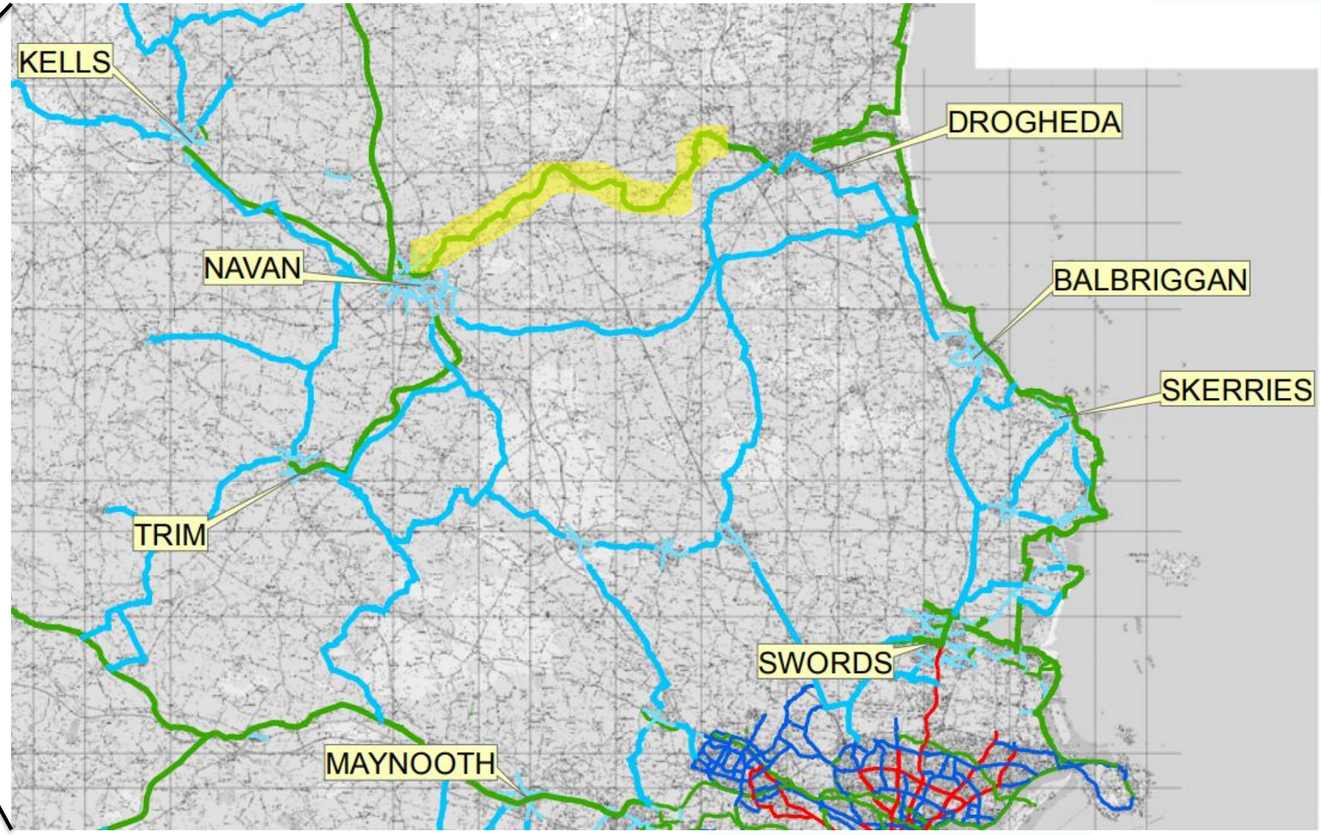




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N
Primary Nodes
Secondary Nodes
Proposed Corridors
Kilometers
0 25 50 100 150


KELLS
DROGHEDA
NAVAN
BALBRIGGAN
SKERRIES
TRIM
SWORDS
MAYNOOTH

Boyne Navigation Navan to Drogheda

Canal 17km and 13km navigable river with a towpath

Built 1800-1850, operational with limited success.

Not in use for approx. 100yrs

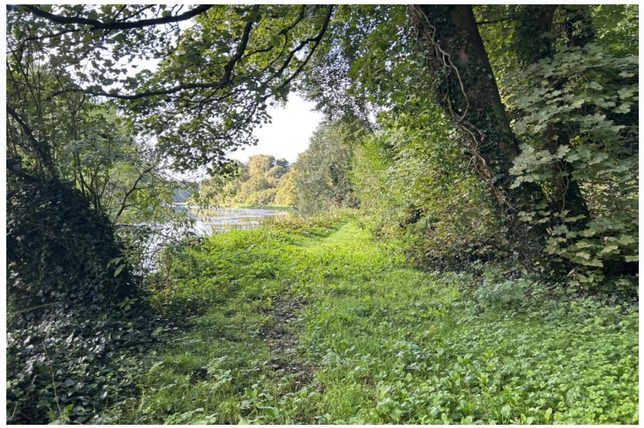
Towpath is in various conditions

Is the Towpath a feasible Greenway route?











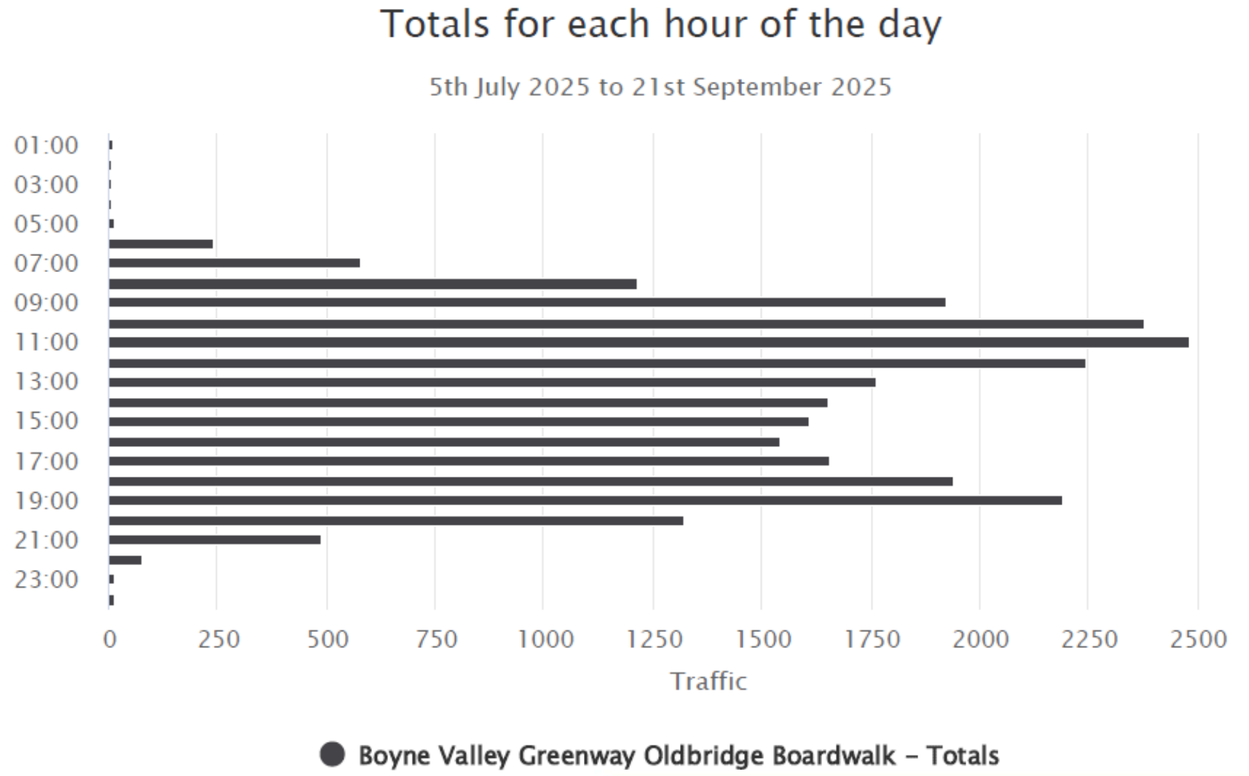
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Drogheda to Oldbridge Boardwalk

- Built approx. ten years ago
- 4km long
- Links St. Dominics park, Drogheda town to OPW's Oldbridge estate.
- Very popular, Summer 2025 weekly average 2,246 count.



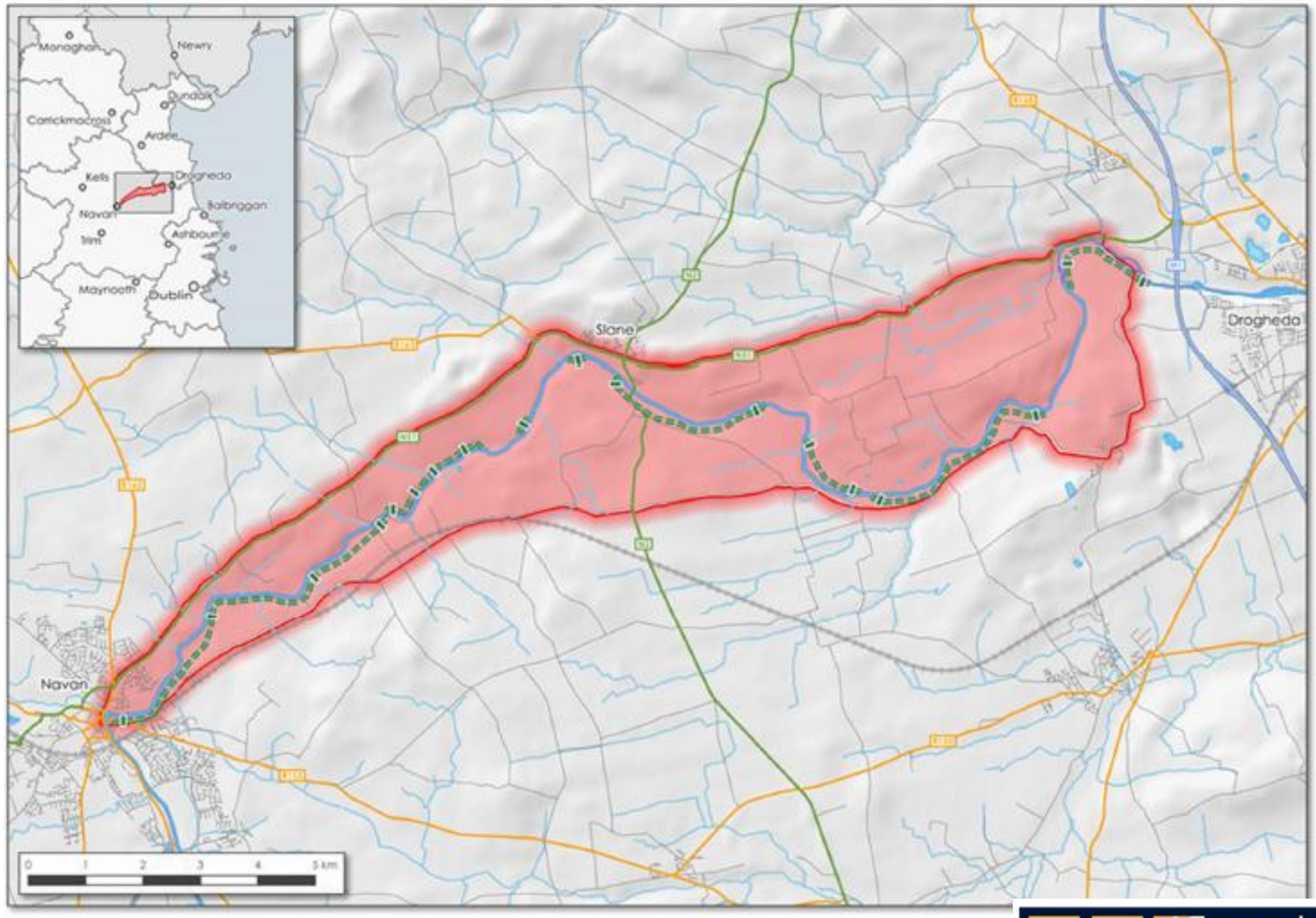


Phase 1 Concept and Feasibility

Consultant Atkins appointed

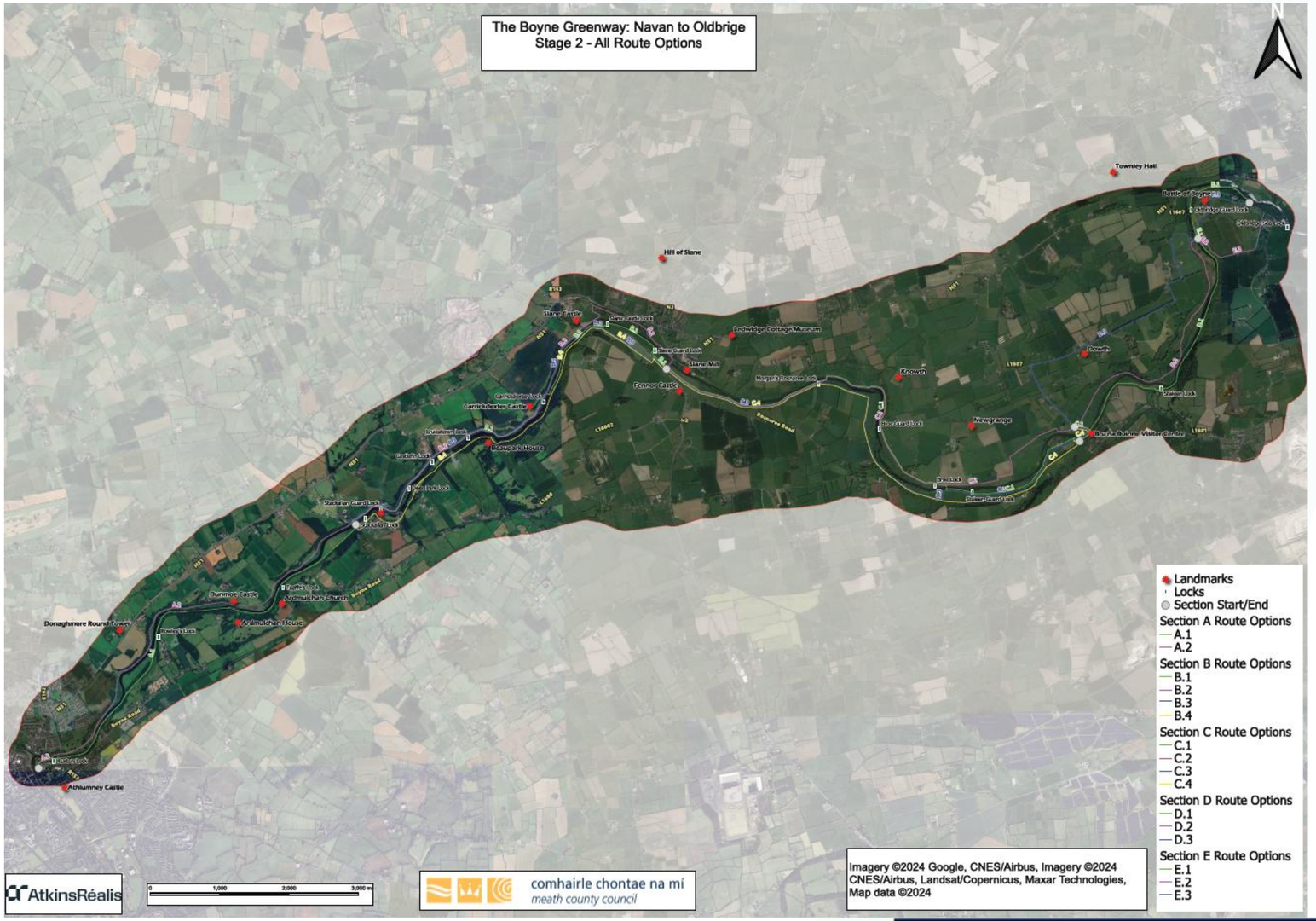
Study area

- 300+ landowners
- Navigation inspection & report
- Stakeholders identified and engaged with



Phase 2 Options Development Assessment and Selection

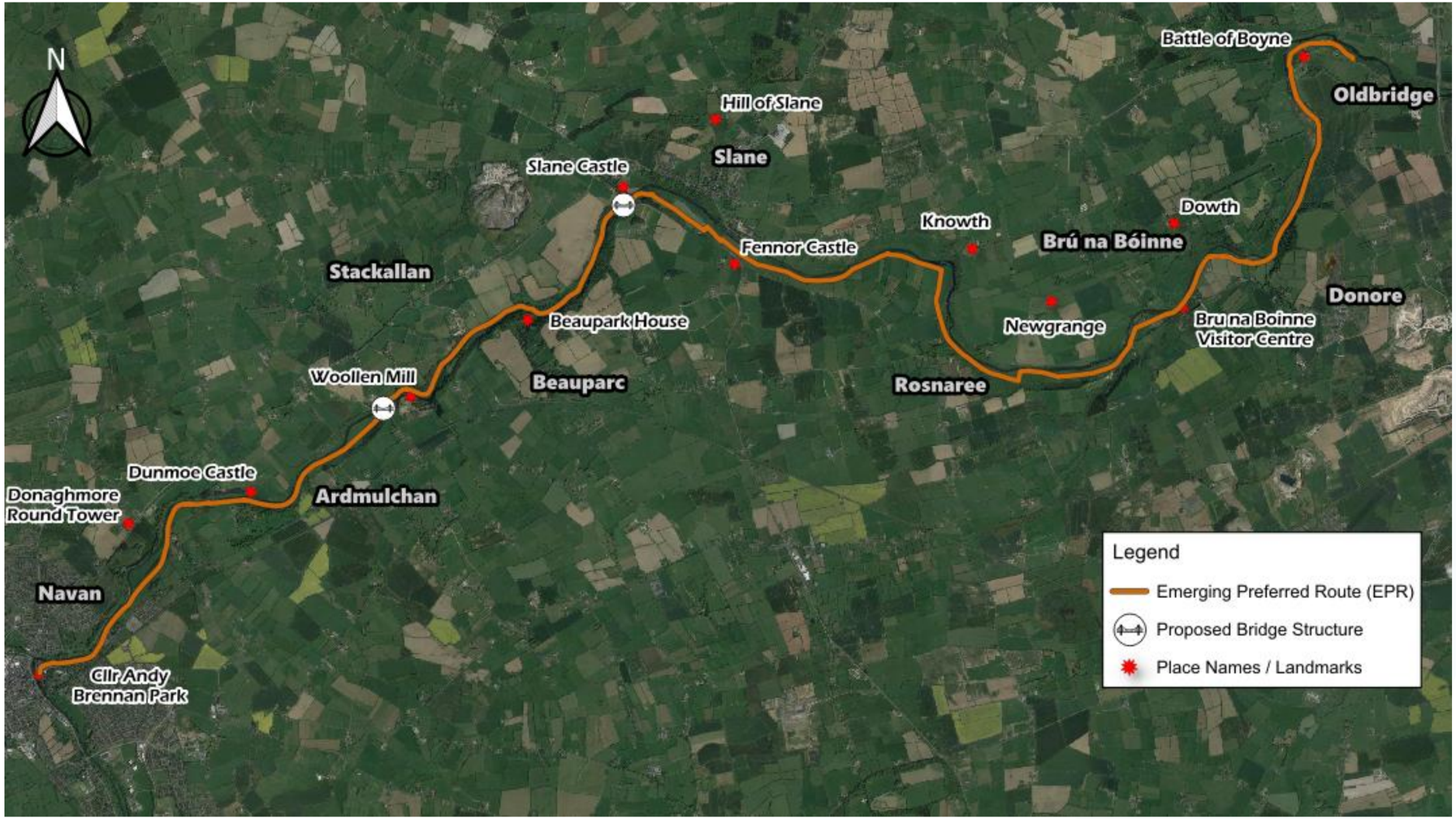
- Initially **Corridors** following existing roads, existing field boundaries, river/towpath, and ‘do-nothing’ were considered.
- Selection of the of the **river-towpath corridor**.
- Route Options Development and ‘Sifting’ to develop **Options**
- Key Stakeholder consultations and a Multi-Criteria Analysis by a multi-disciplinary team
- **Emerging Preferred Route** with further stakeholder consultations
- Peer Review by TII and further assessment
- Selection of the **Preferred Route**



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Phase 2 Conclusion Preferred Route

- 26.5km
- Two river crossings
- Multiple new and existing canal crossings
- 89% existing towpath
- 95% offline



The Navigation Restoration

The Navigation Restoration study concluded restoration is feasible but presents significant challenges.

Decision made to de-couple the Navigation Restoration from the Greenway project

- Organisational, Governance and Management
- Environment/Ecological and Statutory Consent
- Funding

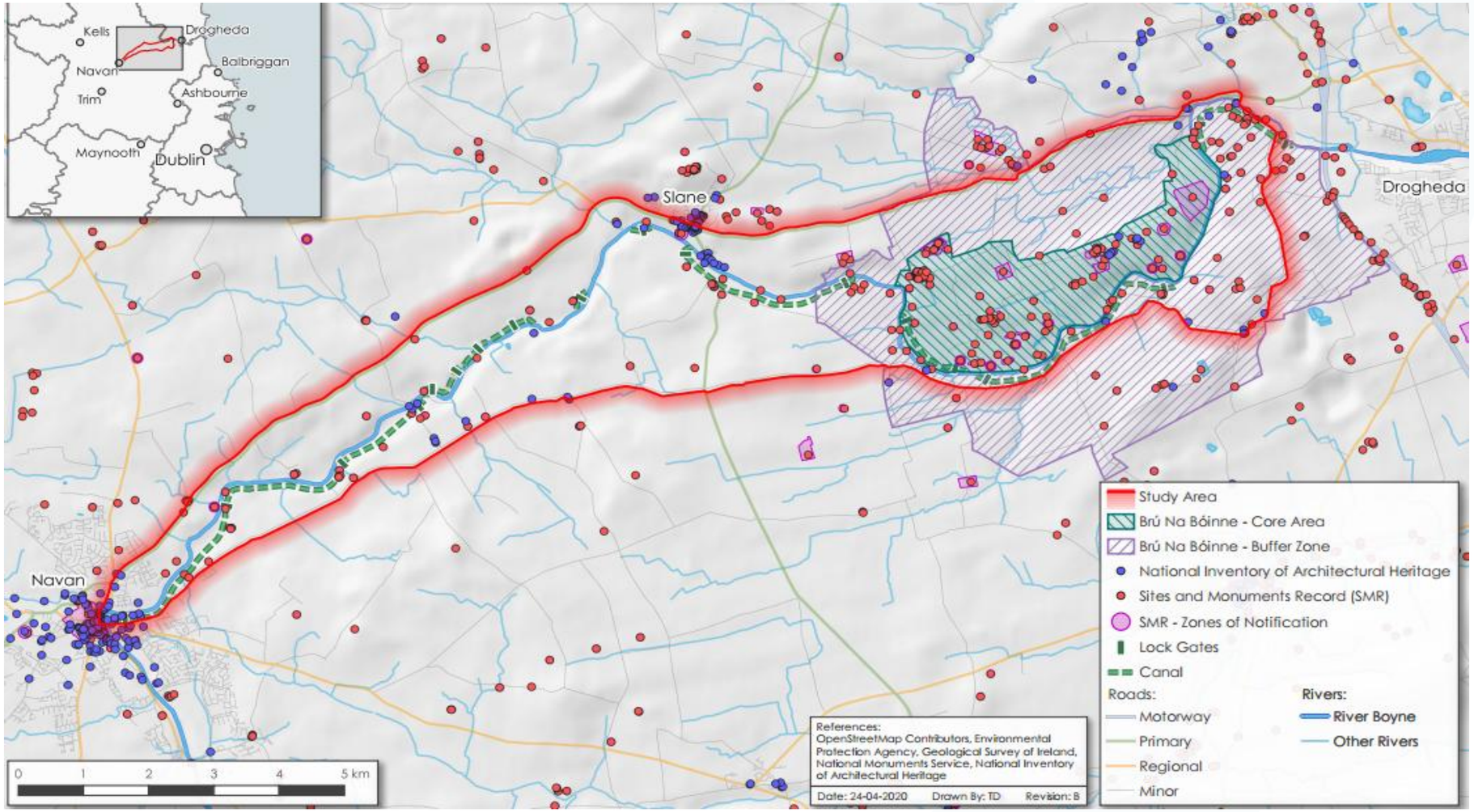
Phase 3 Design and Environmental Evaluation
Cultural Heritage Archaeological & Built Heritage

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Brú Na Bóinne
UNESCO World Heritage site

Outstanding Universal Value:

"Cultural and/or natural significance which is so exceptional as to transcend national boundaries and to be of common importance for present and future generations of all humanity"



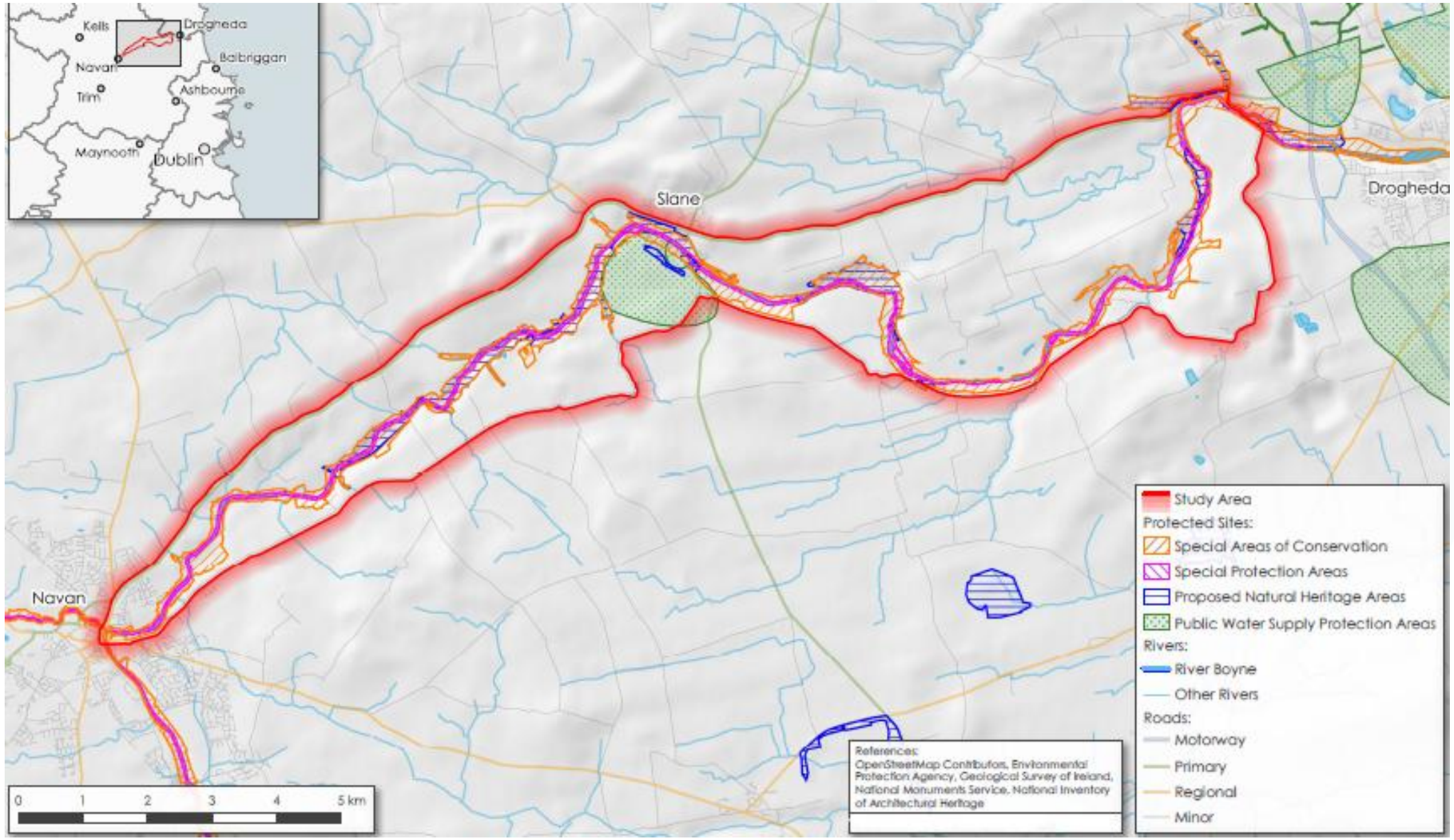
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Phase 3 Design and Environmental Evaluation
Cultural Heritage Ecology & Environment

- Boyne River valley
- SAC
- SPA
- pNHA

Qualifying Interests

- Otter
- Salmon
- Lamprey
- Alluvial Forests
- Alkaline Fen
- Kingfisher



Phase 3 Design and Environmental Evaluation
Other considerations

Flooding – SUSTRANS advocates Greenway to remain open 95% of the time.

Landowners – Code of Best Practive

Visual Impacts

Connectivity
- to visitor attractions such as Brú Na Bóinne and Oldbridge estate visitor centres
- to settlements

Changes to Standards, Guidance, Statute

Recent planning decisions

All of the above and more, influence the Design and Environmental Evaluation process now underway, requiring significantly more effort and time to prepare a design and ultimatelv an application to *An Coimisiún Pleanála.*

Phase 3 Design and Environmental Evaluation
In progress - Challenges and Approach

Project Team – core, specialist/expert

Stakeholder Engagement & Management

Surveys

Design development and Environmental Assessment

Phase 4 Statutory Processes



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Thank you

Paul McKown C. Eng., Meath County Council

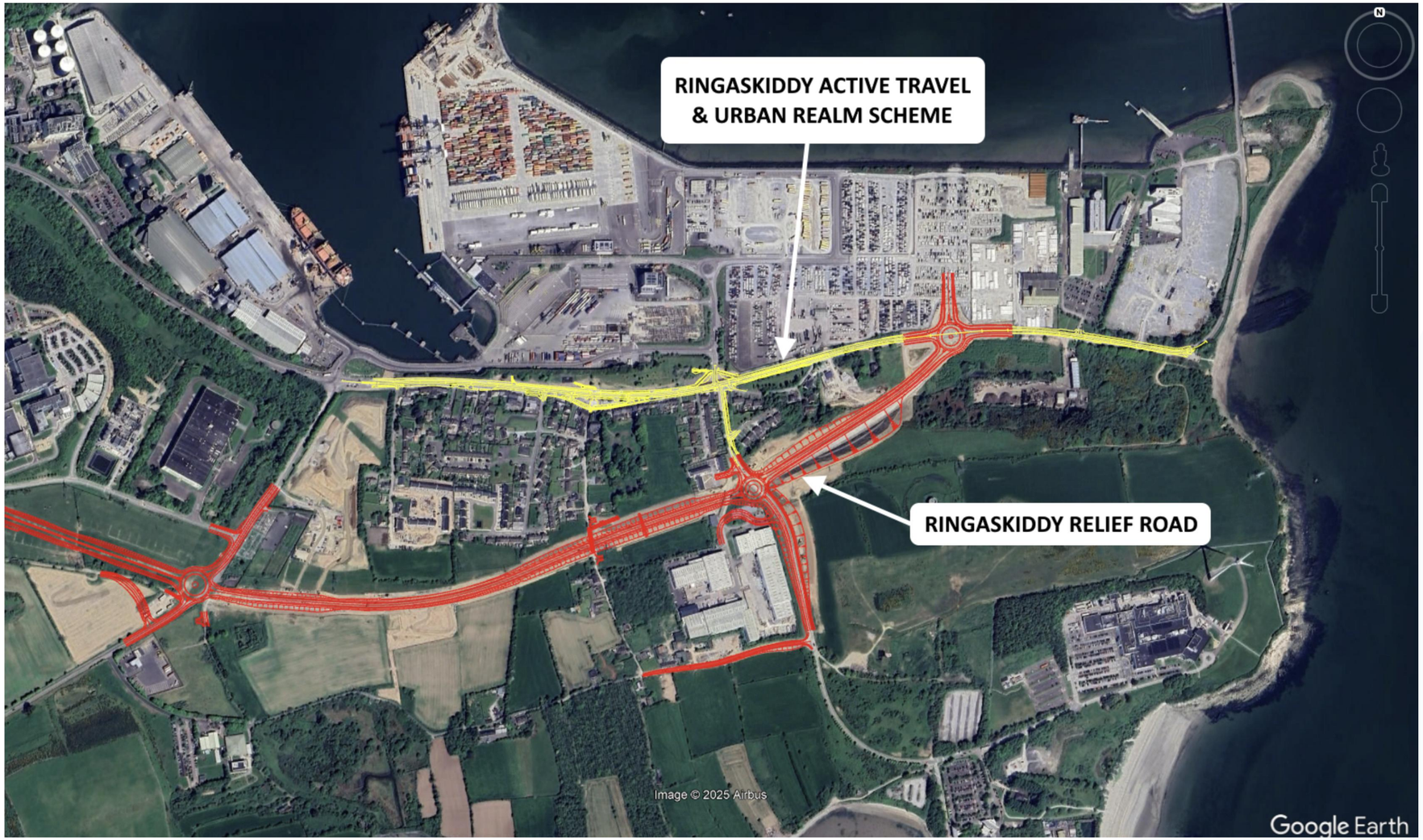
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Transport Infrastructure Ireland

M28 Cork Ringaskiddy Active Travel & Urban Realm Project and Impact Evaluation

Aoife Mahony, A/Senior Executive Engineer, Cork County Council



M28 Cork Ringaskiddy AT & Urban Realm



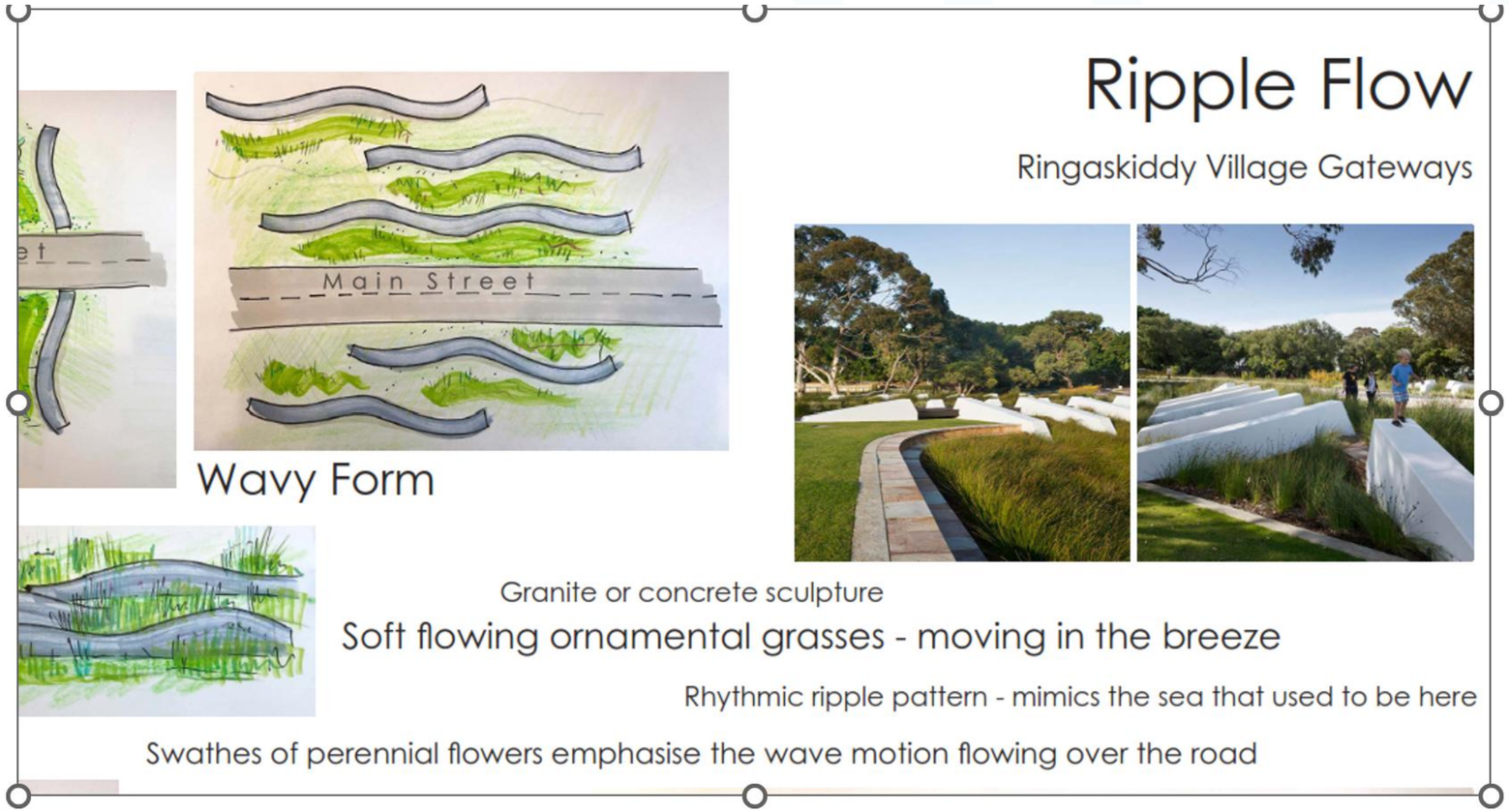
Design Philosopy

Compliance with

- DMURS
- TII Guidance & Design Documents

Focused on

- Safe, segregated sustainable transport
- Connect people and places
- Vibrant village centre
- Flood resilience
- Gateways
- Pedestrian Crossings
- SuDS
- Hard and soft landscaping
- Narrow Carriageway, build-outs



Gateways









Pedestrian Crossings









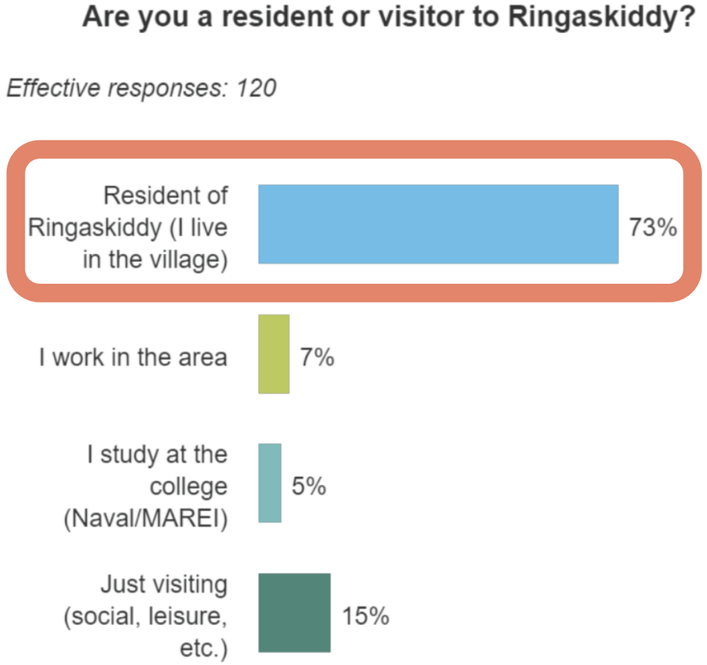
Baseline Evaluation Survey

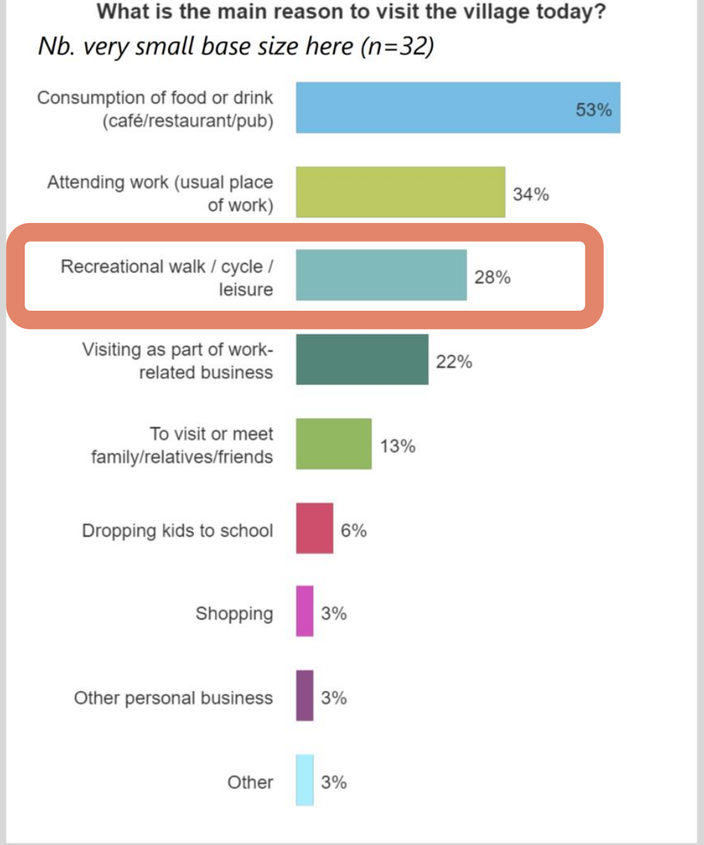


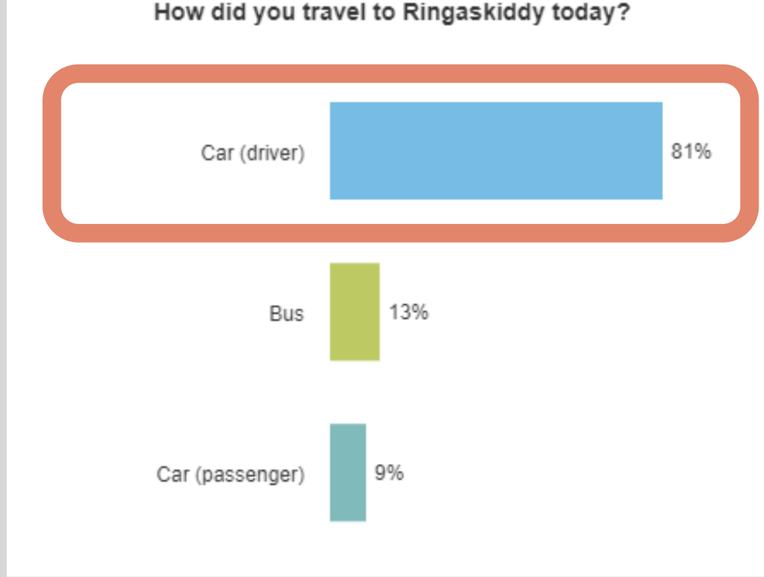
Baseline Survey - November 2024

Research was required to gauge:

- Baseline data for walking/cycling to the local services (beach, Haulbowline/café,pub, school etc)
- Baseline perceptions around accessibility, safety, attractiveness etc.

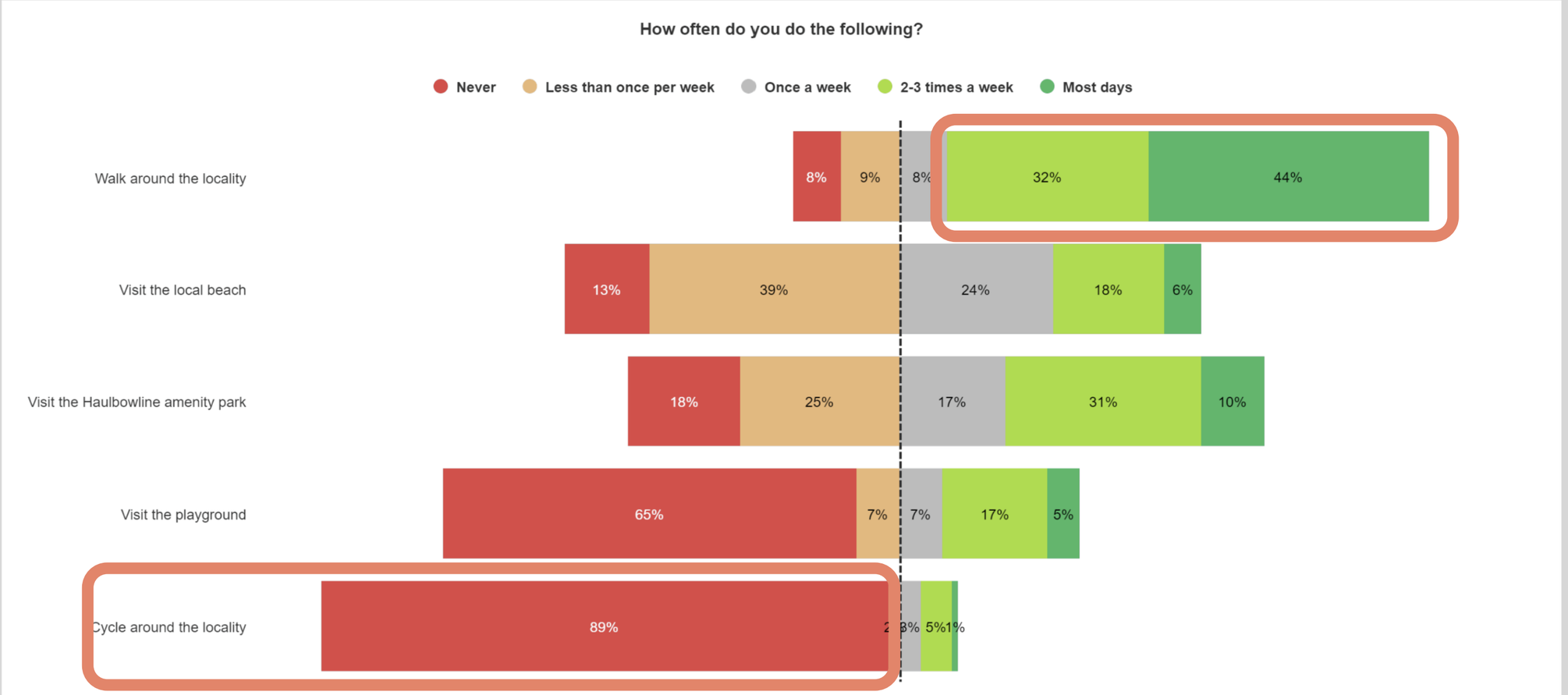






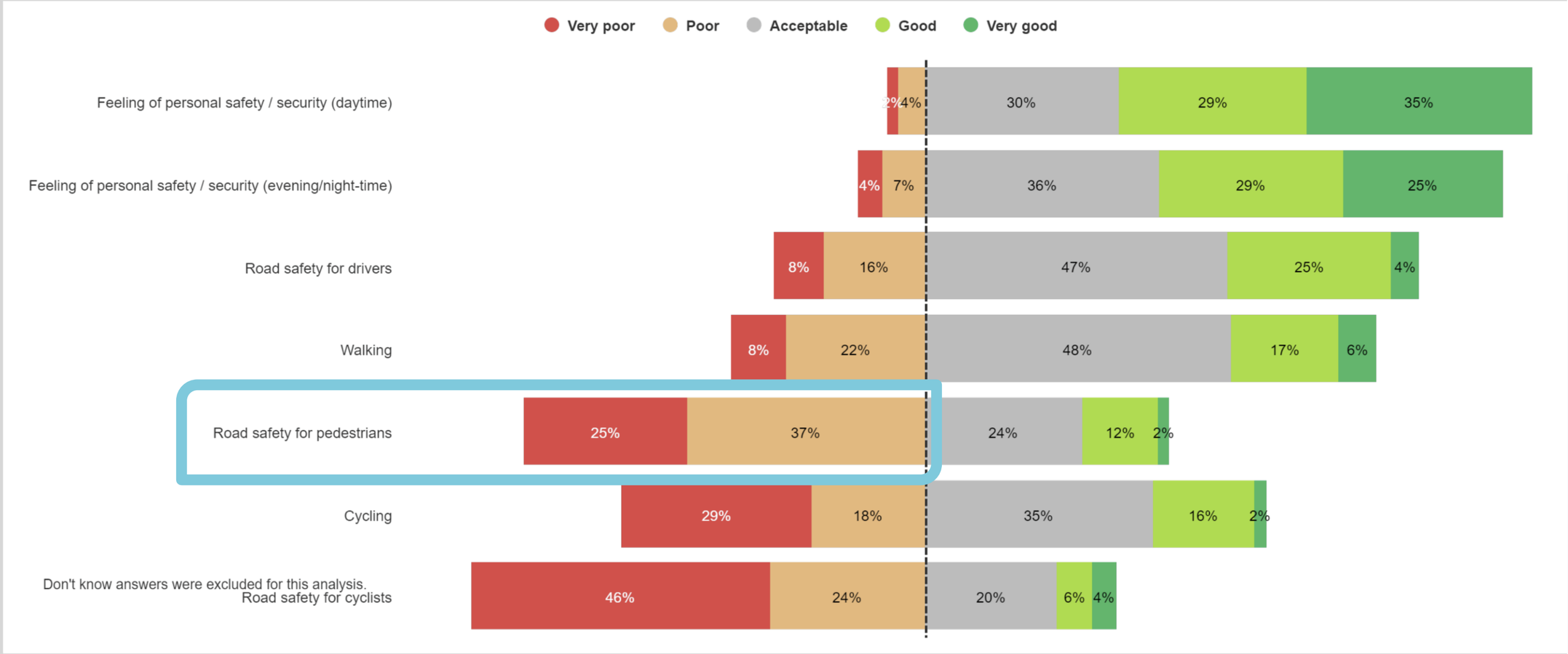
4 in 5 had travelled by car and almost all were spending more than 30 minutes in the village. No one had walked or cycled to Ringaskiddy.

Frequency of travelling



Over 3 in 4 (76%) walk around the locality at least 2/3 times per week. 2 in 5 (41%) visit the Haulbowline park 2/3 times per week. Almost 9 in 10 (89%) said they never cycle in the area.

Safety ratings (total sample)

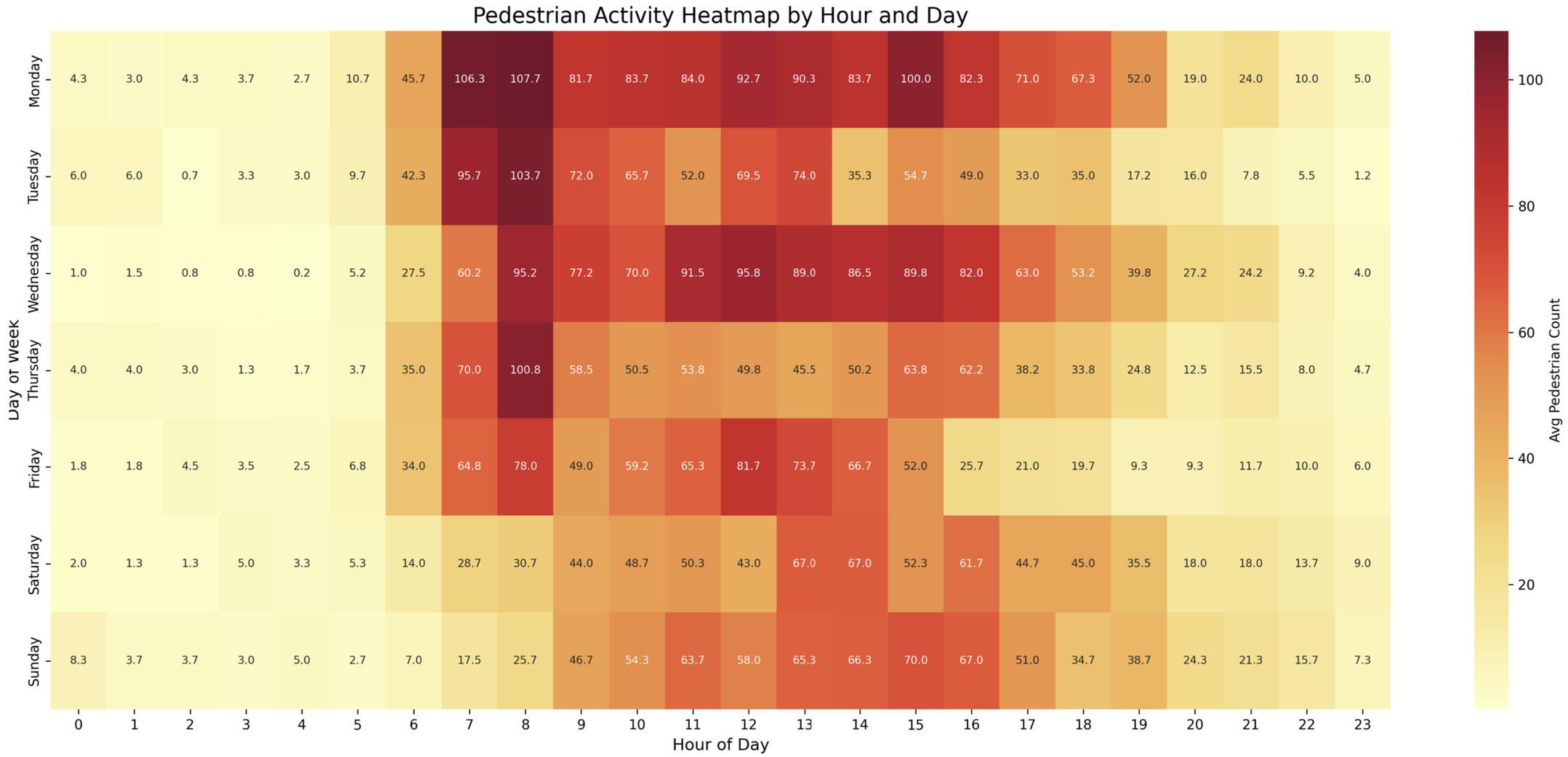


Highest safety ratings for personal safety in Ringaskiddy (both daytime and nighttime). Cycling and pedestrian safety attracted more negative ratings.

Post Construction Surveys



Pedestrian Counters

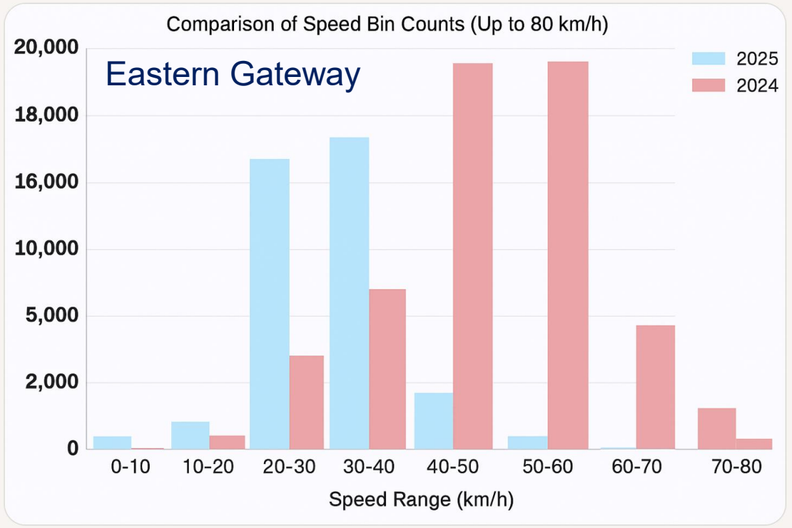


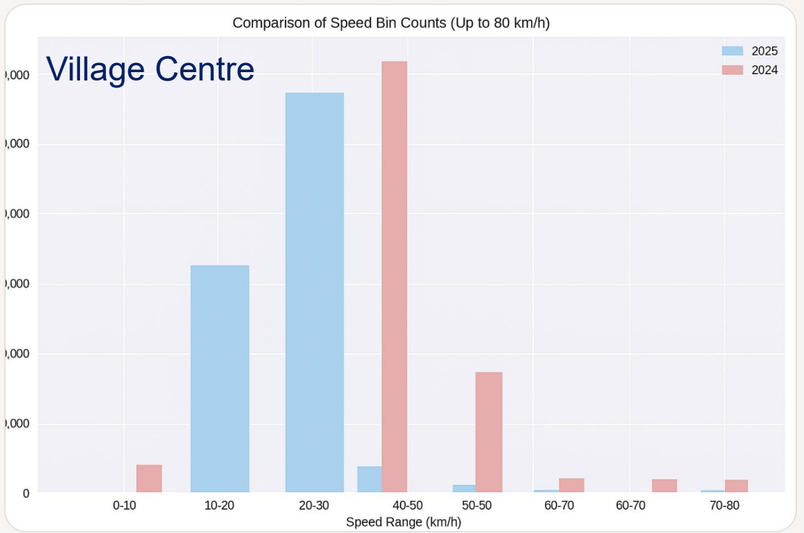
Vehicle Class 2024 v 2025

📊 Ringaskiddy Vehicle Class Comparison (% Only)

Group	Description	Eastern Gateway 2024	Eastern Gateway 2025	Village Centre 2024	Village Centre 2025
A	Small vehicles (with/without trailer)	87.6%	89.7%	89.8%	89.7%
B	Trucks/Buses (2–4 axles)	10.7%	8.8%	8.6%	8.8%
C	Articulated & heavy-duty vehicles	0.8%	0.7%	0.9%	0.7%
D	Motorcycles & Bicycles	0.9%	0.8%	0.7%	0.8%

Speed profile 2024 v 2025





Combined Speed & Safety Summary (2024 vs 2025)

Metric	Eastern Gateway 2024	Eastern Gateway 2025	Change	Village Centre 2024	Village Centre 2025	Change
Total Vehicles	58,372	36,360	–	129,891	78,884	–
Average Speed (km/h)	50.8	30.5	↓ 20.3	47.0	29.4	↓ 17.6
% Vehicles Exceeding Limit	52.3%	0.4%	↓ 51.9 pp	33.5%	0.4%	↓ 33.1 pp
85th Percentile Speed (km/h)	59.9	36.5	↓ 23.4	55.1	35.1	↓ 20.0
% Vehicles in 20–40 km/h	10.9%	90.3%	↑ 79.4 pp	18.1%	92.2%	↑ 74.1 pp

pp = percentage points

Anecdotal Feedback

Jamie O' Toole - Chairman, Ringaskiddy Tidy Towns

*'The new space in the centre of the village is fantastic – people **now gather to sit, relax, and socialise***
*The introduction of **wildflowers** throughout the village has added a **beautiful splash of colour**.*
*The narrowing of roads has **slowed down traffic**, and the zebra crossing and speed bumps are a godsend.'*



John Herlihy - Principal, Ringaskiddy National School

*'The **wider footpaths** are especially helpful for our **special class** with mobility issues and trips to the **playground are much safer**.*

*We recently organised a beach clean-up day and were able to **walk safely** all the way to Gobby Beach.*

*Next week, we're planning our **first ever school cycle bus** and look forward to making even more use of the enhancements as the year progresses.'*



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Transport Infrastructure Ireland

Anecdotal Feedback

Henry Kingston, Chief Land Development Officer, Port of Cork

*'The new streetscape is a much more welcoming public area for passengers who **arrive into Cork** from Brittany Ferries and the cruise vessels which visit Ringaskiddy.*

*The **enhanced safety and improved access to amenities** allow port passengers to interact with the village and this should **boost ferry footfall** and **support local businesses**."*

Head of National Maritime College, MTU

*'The project overall has been extremely positive to the area with staff and students feeling safer using the road and footpaths, **particularly cyclists.***

*Would be great to see the **cycle lanes further extended** towards Shanbally and Shannon Park and Carrigaline.'*





Fruits of success!





Bonneagar Iompair Éireann
Transport Infrastructure Ireland

Aoife Mahony
Cork County Council
amahony@corkrdo.ie



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Transport Infrastructure Ireland

Carlingford Lough Greenway

Barry Baxter, Louth County Council
Seamus Crossey, Newry, Mourne and Down District Council





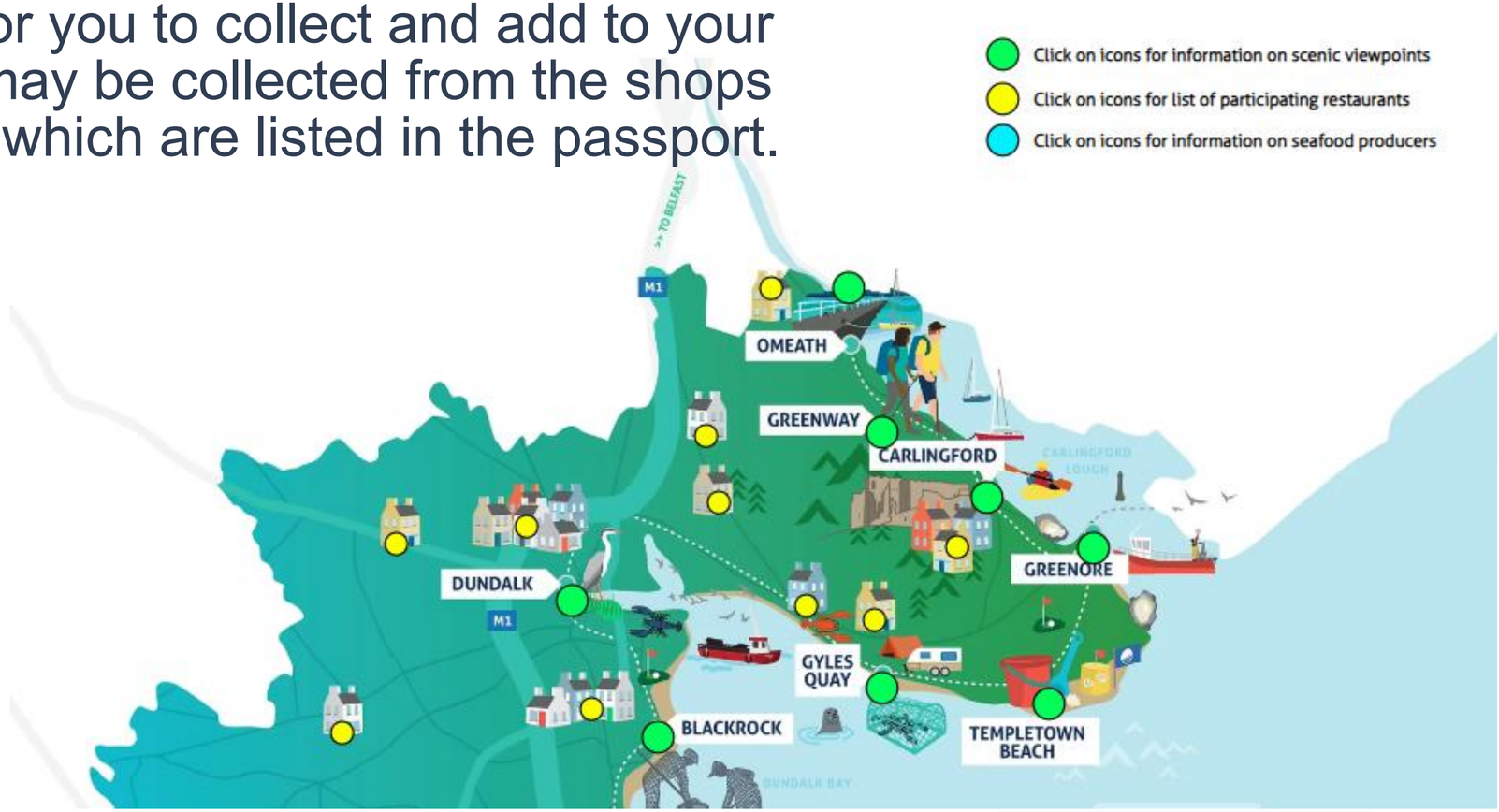
- Located in Ireland's Ancient East less than 1 hours travel from Dublin or Belfast
- Louth offers a wonderful array of historical attractions, outdoor pursuits, festivals, top class accommodation, award winning local produce and delicious fresh seafood.
- Here thousands of years of history, myth and legend combine with dramatic scenery and coastline, to produce a memorable holiday experience.

Explore Louth: Heritage Trail

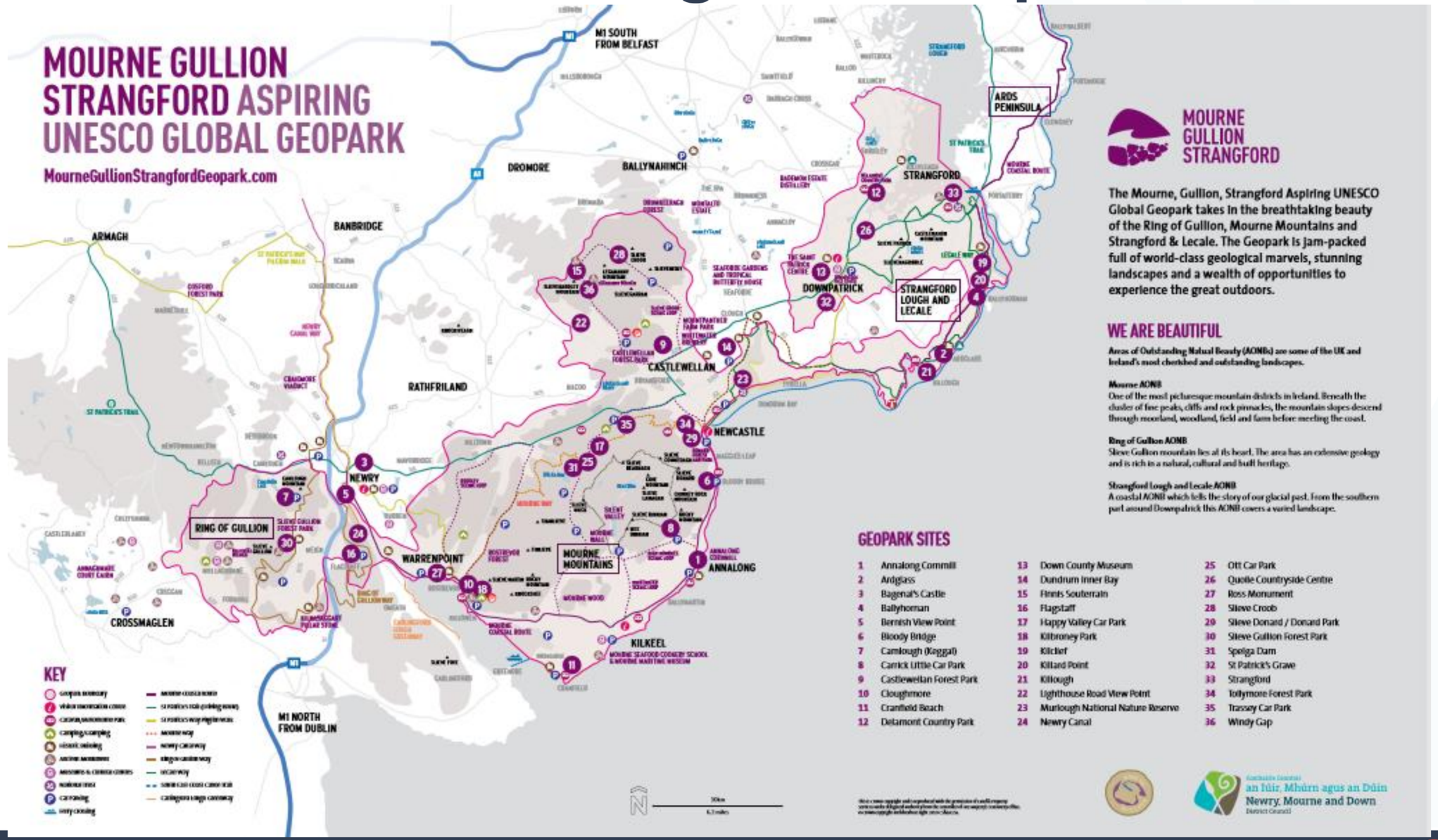


Sea Louth

- The sea louth passport will guide you to 14 Coastal Scenic Viewpoints along the trail. Each scenic viewpoint has a unique illustrated stamp for you to collect and add to your passport. These stamps may be collected from the shops and outlets along the trail which are listed in the passport.



Mourne Gullion Strangford Geopark



Carlingford Lough Greenway
INSPIRING ACTIVE TRAVEL

Bonneagar Iompair Éireann
Transport Infrastructure Ireland

- Louth County Council, in partnership with Newry, Mourne and Down District Council and East Border Region, have recently delivered the **Carlingford Lough Greenway,** a transformative cross-border active travel route connecting Newry in County Down to Carlingford in County Louth.





Developing Infrastructure





Main Objective

- Construct 11.4km of Cross Border Greenway between Newry and Carlingford to connect existing sections of greenway already in place along the corridor from Carlingford to Newry to create a 19.2km route





Overview

- The overall objective, was to enable more sustainable mobility on a cross-border basis resulting in reduced energy consumption and carbon emissions.
- The need identified is that the only 2.7% of cross-border commuters journey to/from work or education by cycling or walking.
- The Carlingford Lough Greenway project seeks to 'convert' cross-border car commuters to cycle or walk to work or education on a more regular basis.



Project Partners

Comhairle Contae Lú
Louth County Council

Comhairle Ceantair
an Iúir, Mhúrn
agus an Dúin
Newry, Mourne
and Down
District Council

EAST
BORDER
REGION

- EU Interreg VA funding application submitted by three partners in 2016 Louth County Council as Lead Partner
- Newry, Mourne and Down District Council worked with Louth County Council since 1976 & signed a Memorandum of Understanding in 2011.
- East Border Region played a pivotal role in supporting the two Councils in cross-border projects in securing funding and delivering projects.

Funding

- Special EU Projects Board – Administers of the INTERREG V programme

Special EU Programmes Body
Foras Um Chláir Speisialta An AE
Boord O Owre Ocht UE Projecks

Interreg
EUROPEAN UNION
Northern Ireland - Ireland - Scotland
European Regional Development Fund

- Departmental Funding – Department of Infrastructure NI & Department of Transport along with Shared Island Initiative

An Roinn Iompair
Department of Transport

Department for
Infrastructure
An Roinn Bonneagair

Rialtas na hÉireann
Government of Ireland

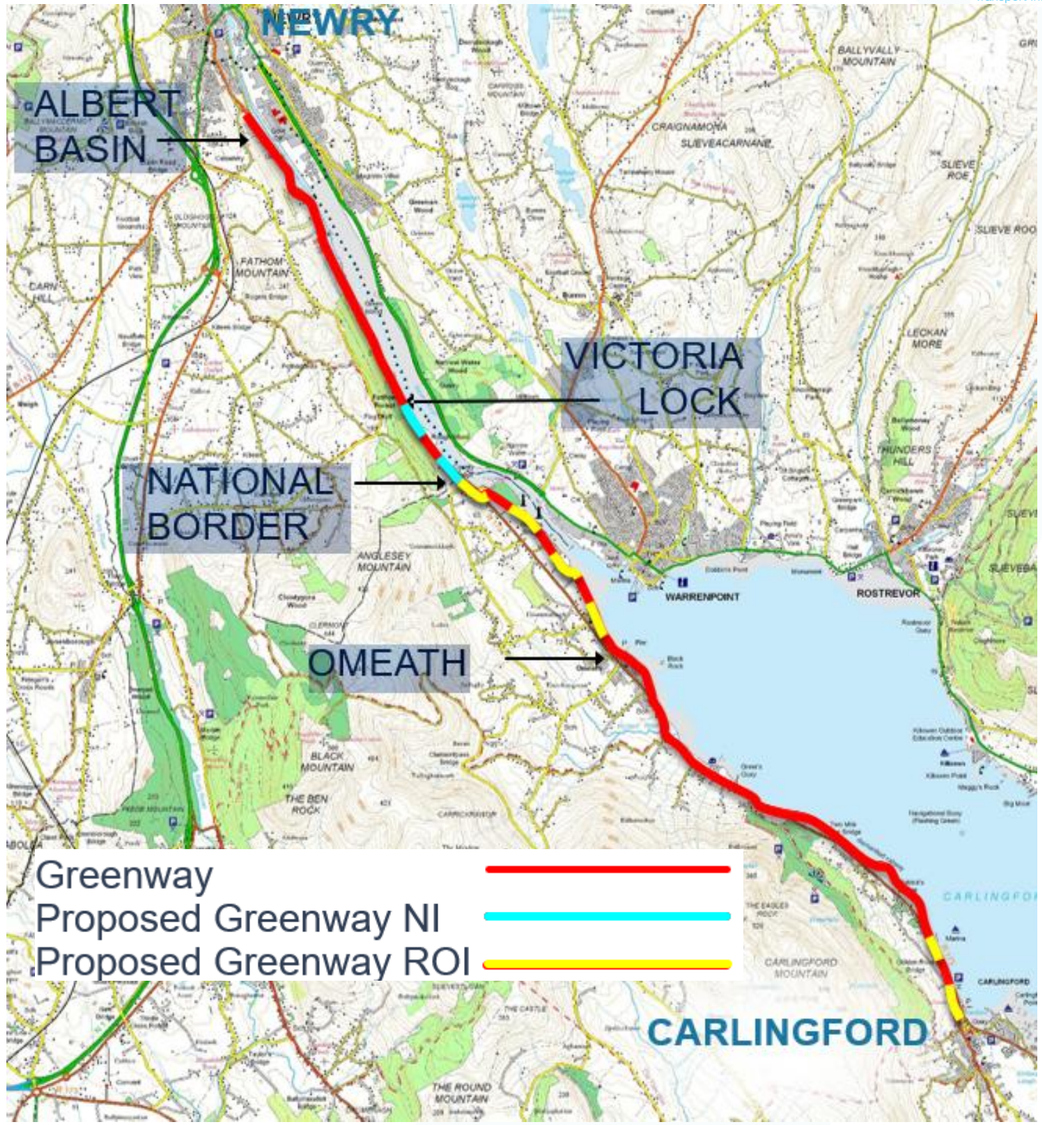
Shared Island
Initiative

Filling in the gaps

Open 2014 – alongside IW watermain works
- CARLINGFORD MARINA TO OMEATH 6.8 KM

Open 2018 – CLG Project
- VICTORIA LOCK TO WEIR 3.5 KM

Open 2024/2025 – CLG Project
- CARLINGFORD TO CARLINGFORD MARINA 1.3 KM
- OMEATH TO VICTORIA LOCK 6.1 KM





Carlingford Lough Greenway
INSPIRING ACTIVE TRAVEL

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Transport Infrastructure Ireland

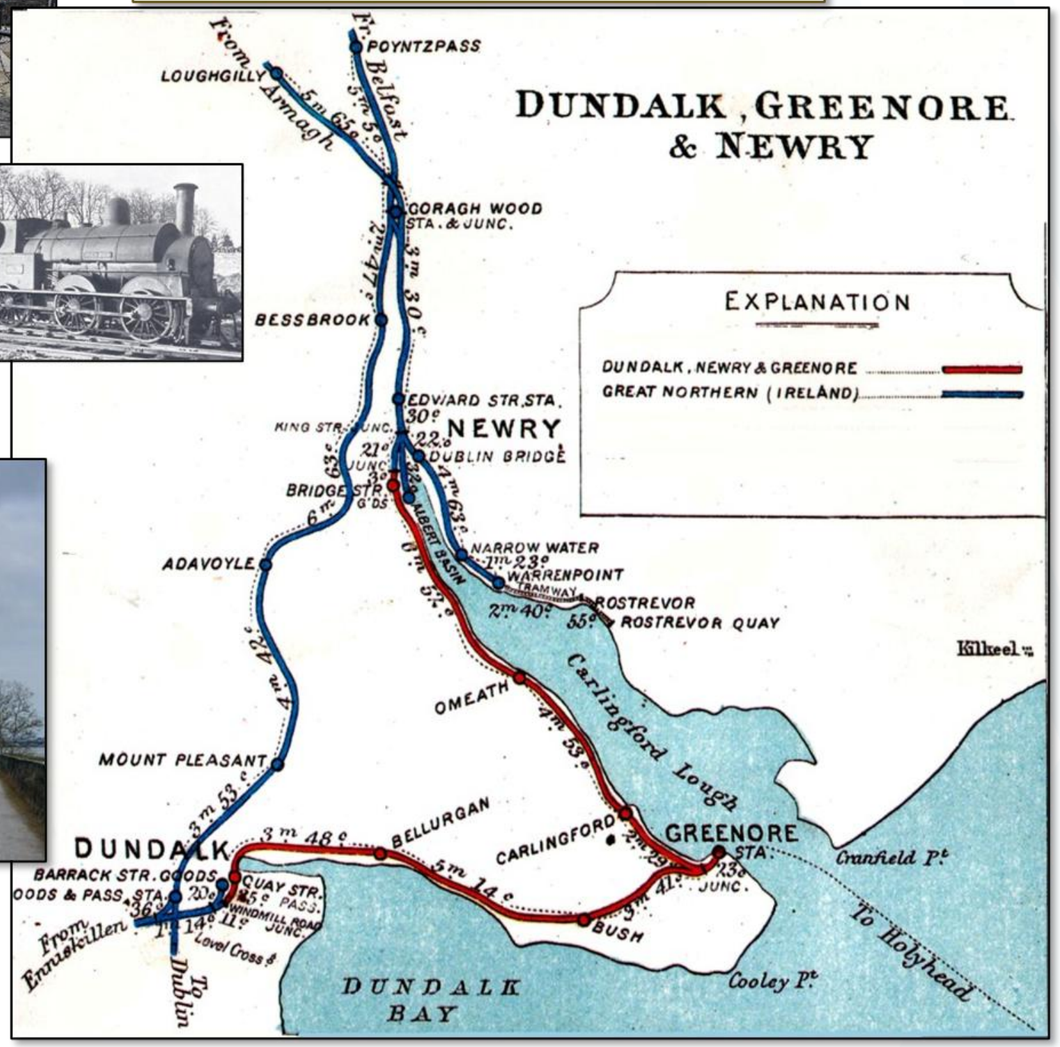
Cycleway along former Railway

and also alongside the Newry Ship Canal









Existing Greenway Marina to Omeath – 6.8km

2014 –Smarter Travel Initiative –

- LCC design & built – Carthy Contractors Sligo (Cooley Regional Water joint scheme) and O'Hagan Civil
- Permissive access agreements
- In 2024 essential renewal works comprising of bound surfacing, drainage and fencing completed with support from TII as part of Greenway asset repair and renewal works



Advance Works - Victoria Lock to Weir 3.5km

First stage of Interreg funded scheme

- Newry to Victoria Lock (from Albert Basin in the centre of Newry City to Victoria Lock along the middle bank between Newry Ship Canal and Newry River (tidal) –
- Constructed 2018 – R Robinsons & Sons Ltd. Consultant Quinn Ltd Contractors



Carlingford Lough Greenway – 11.4km

2017 – Project Launch

2018 – Victoria Lock to Weir Completed

2018 – Design Consultant appointed, Landowner engagement with view to carry out ROI sections with permissive access

2019 – Part 8 Planning Achieved in Section 1 and 2

2023 – Section 2 Lands – CPO Confirmed Jan 2023

2023 – Section 1&2 Construction August 2023, Interreg Funded up to 2023 with a grace period to complete in under alternative funding streams to prevent clawback

2024 – Omeath to Border and Carlingford to Marina complete

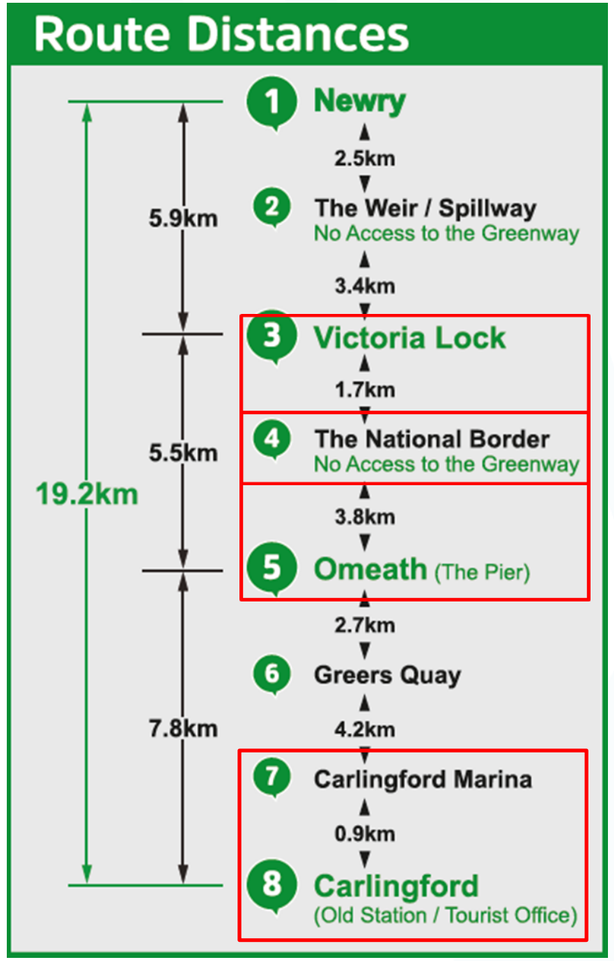
2025 – Border to Victoria Lock main works complete within project grace period



Main Project

- Doran Consulting Appointed to provide Engineering and Environmental Consultancy Services for the Carlingford Lough Greenway
- The following defined sections of the Carlingford Lough Greenway are:
- **Section 1 (ROI)** - Carlingford Marina into Carlingford.
- **Section 2 (ROI) -** Omeath village to the Border
- **Section 3 (NI)** from Victoria Lock to Border

- **Existing** Albert Basin to Newry to Victoria Lock using an existing earth bank, known as the Middlebank, that retains the Newry Canal, separating it from the Clanrye River. Victoria Lock, the entry point for vessels to the Newry Canal from Carlingford Lough is owned and operated by Newry, Mourne & Down District Council and it will be an access point to the Greenway, with on-site parking;
- **Existing** Carlingford to Omeath Greenway constructed in 2013 which consists of 6.8 km of trail from the centre of Omeath to Carlingford Marina. This popular section of existing trail had over 53,000 users in 2016.



Design Guidelines

The greenway was designed and constructed in line with best practice at the time using the following guidelines:

- TII DN-GEO-03047 Rural Cycleway Design (Offline)
- National Cycle Manual
- TII Design of Outfall and Culvert Details
- TII DN-DNG-03063 Vegetated Drainage Systems for Road Runoff
- TII DN-DNG-03071 Design of Outfall and Culvert Details
- TII DN-DNG-03073 Grassed Surface Water Channels for Road Runoff
- TII DN-PAV-03026 Footway Design
- Department of Transport, Tourism & Sport Greenway Design and Brand Guidelines
- GPP 5 Works and maintenance in or near water.
- Guidelines for the Crossing of Watercourses during the Construction of National Road Schemes.

Section 1 & 2 – Construction Contract

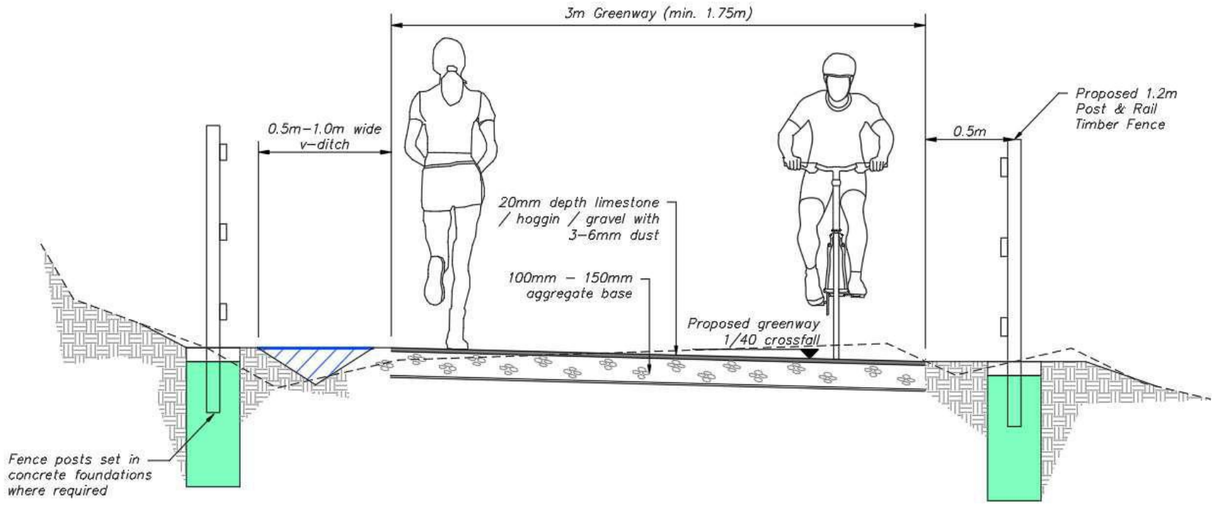
- Section 1 & Section 2 were procured via the Public Works Contract for Minor Building and Civil Engineering Works designed by The Employer.
- The Tender was completed in June 2023.
- Glas Civil Engineering were appointed to complete the works and Construction commenced August 2023.
- Mainline Construction was completed in 2023 with minor works completed in May 2024.





Typical Section

The greenway comprises a corridor of 5-6m width along the route comprising; 3m greenway; 0.5-1m wide buffer area for drainage along the route where required; and 0.5-1m buffer to provide appropriate boundary fencing offset 500mm from the edge of the greenway where required.





Surfacing

- The greenway was predominantly finished in an unbound surface.
- An unbound material 0-6mm dust construction was used to allow the greenway to blend with the environment, avoid unnecessary impacts in the rural environment and along the lough shoreline
- An area of bound / asphalt surfacing providing vehicular access will be provided for a 75m section of the greenway off the L70541 to provide shared surfacing for an agricultural access





Access Control

- Access control points upgraded from original planning design to comply with TII DN-GEO-03047 - Rural Cycleway Design (Offline & Greenway)





Section 1 - Carlingford

- Improved pedestrian infrastructure along R173 with new footpath construction, road narrowing and street lighting





Section 2 - Omeath

- Omeath Public Realm Scheme ran concurrently with construction and improved the connection between existing greenway from Carlingford to the new greenway to border



Section 2 – Omeath to Border

- Culvert improvement works to provide access across local stream.







Section 2 – Omeath to Border

- Boundary treatments vary to match existing fencing and TII mammal resistant fencing installed as minimum







Section 3 – Construction Contract

- Section 3 was procured via the NEC4 Engineering and Construction Contract
- Option A Single Stage Develop & Construct Contract.
- The Tender was completed in February 2024.
- A.G. Wilson were appointed to complete the works, Construction commenced April 2024.

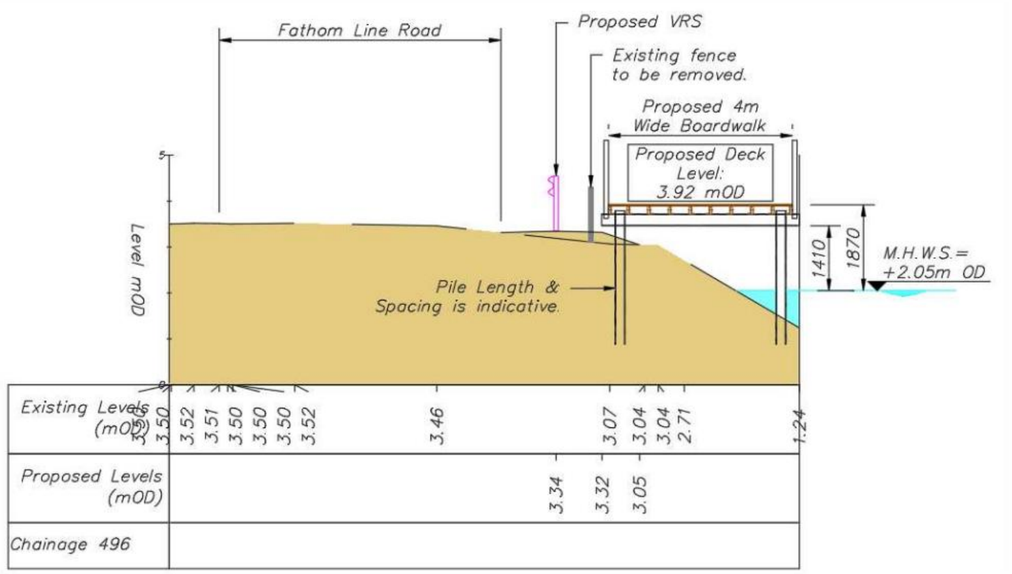


Figure 1 – Typical boardwalk section



Section 3 – Victoria Lock to Border

- Giving delays with planning the Section 3 works package was separated from Section 1&2 to enable completion before funding programme came to an end.
- Section 3 was procured via the NEC4 Engineering and Construction Contract
- Option A Single Stage Develop & Construct Contract.
- The Tender was completed in February 2024.
- A.G. Wilson were appointed to complete the works, Construction commenced April 2024.





Section 3 – Victoria Lock to Border

- Steel piled structure and superstructure, GRP decking and hardwood timber guardrail





Section 3 – Victoria Lock to Border



Challenges

Planning / Design –

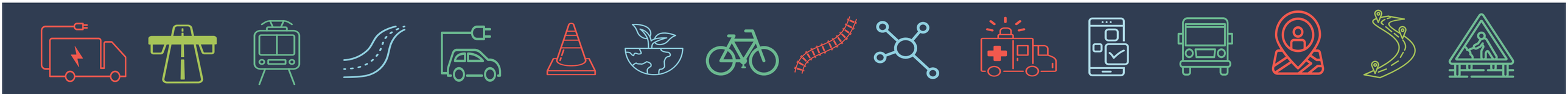
- Differences in planning in NI / ROI
- Designated sites – ROI – Carlingford Shore SAC, Carlingford Lough SPA, Carlingford Mountain SAC
- Designated sites – NI – Carlingford Lough SPA, Carlingford Lough ASSI
- Lack of consistent design standards and management guidelines for NI / ROI at the time
- Procedural differences in land acquisition
- Route selection
- COVID

Finance

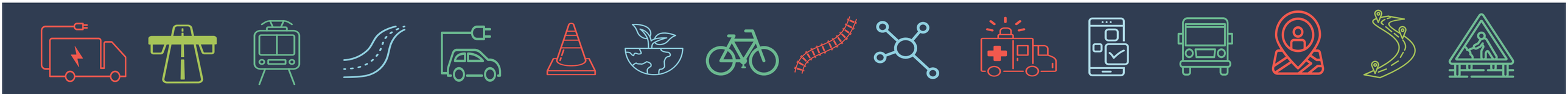
- Differing vat regimes
- Procurement routes
- Construction inflation

Construction

- Access to lands
- Unforeseen ground conditions
- Availability of resources



Lessons Learned	Recommendation
Project Steering Committee	Essential to have constant communication, key decision makers involved and everyone working towards the collective final goal
Staffing	Continuity of key personnel throughout the scheme to ensure successful outcomes
Differing timelines for statutory bodies on either side of border	One overseeing body managing and separate processes in each jurisdiction
Develop project as far as possible before committing to funding due to restrictions in funders programme length	Have achievable targets set out within funding programme
Ability to adapt to change	Robust project risk register established at beginning of project and developed throughout and discussed at regular project board meetings



Celebration Event





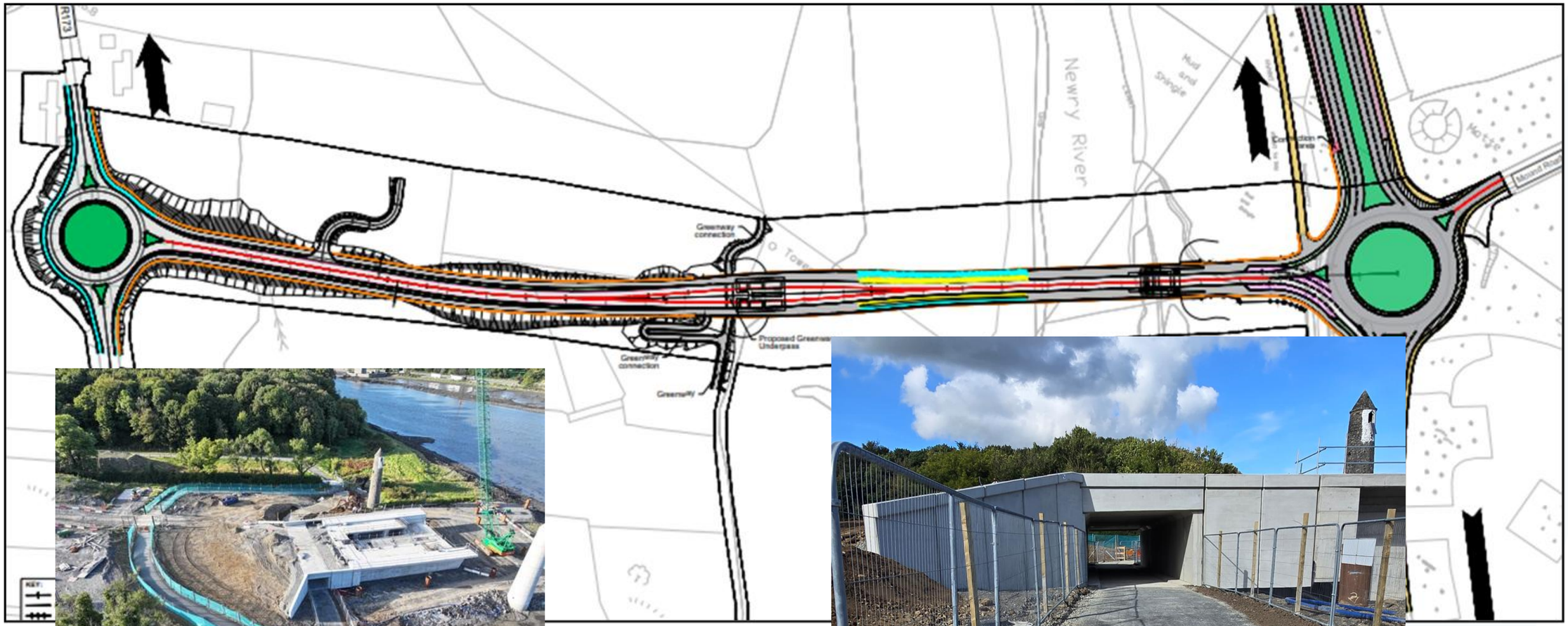
Future Plans

- Narrow Water Bridge Construction creating additional cross border linkage and links to CLG
- Links from Narrow Water Bridge to Warrenpoint town
- Newry Inner City Greenway to link CLG to Newry Towpath, part of National Cycle Route 9
- Dundalk Bay to Carlingford Greenway – linking Dundalk Active travel schemes to CLG trailhead in Carlingford



Narrow Water Bridge Connectivity

- Narrow Water Bridge Construction creating additional cross border linkage and links to CLG







Narrow Water Bridge Connectivity

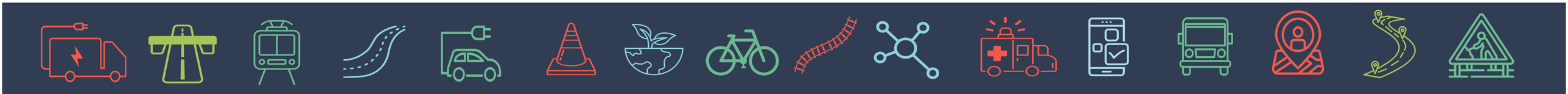
- Narrow Water Bridge Construction temporary diversion of greenway



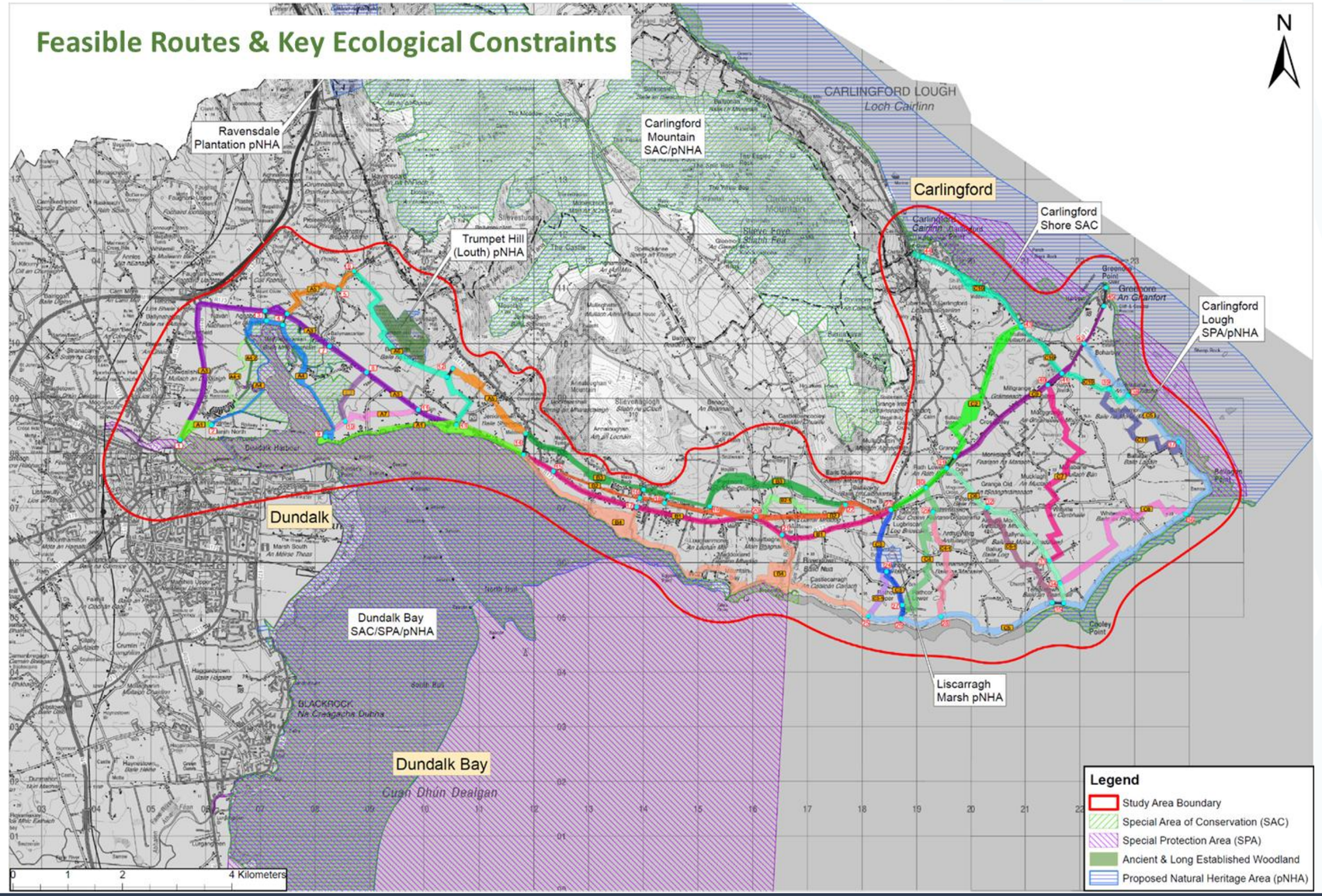


Dundalk Bay to Carlingford Greenway – Phase 2 Option Selection

- The proposed greenway will seek to connect with the existing Carlingford Lough Greenway, facilitating a continuous cross-border greenway from Dundalk in Co. Louth to Newry in County Down. The proposed greenway provides the local population and tourists to the area an attractive recreational facility as well as a potential active travel alternative for routine trips.
- Louth County Council (LCC) with support from Westmeath National Roads Office (WMNRO) and Transport Infrastructure Ireland (TII) is working to progress the Dundalk Bay to Carlingford Greenway.
- Roughan and O'Donovan – AECOM (RODA) are the consultants appointed to progress the project through to statutory approval.
- The study area for the proposed greenway project encompasses the Regional Centre of Dundalk and the coastal town of Carlingford, along with the interconnecting road network.
- The R173 Regional Road is the main route connecting Dundalk with Carlingford. The R173, along with other regional and local roads in the study area have limited provision for pedestrians and cyclists.
- High vehicle speeds, narrow road widths and lack of segregated facilities make the road network unattractive for pedestrians and cyclists.
- Phase 2 Option Selection is currently underway to select the Emerging Preferred Route Corridor. It is anticipated that this will be complete shortly, at which time those affected by the route will be consulted with.



Dundalk Bay to Carlingford Greenway – Phase 2





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Summary

- Completion of a transformative cross-border active travel route connecting Newry in County Down to Carlingford in County Louth.

- This newly completed 11.4km section, which was officially celebrated on Friday, 12th September, forms part of a wider 20km greenway stretching from Newry City to Carlingford, offering a world-class facility for commuters, recreational users, and tourists alike.

- The route links with the existing Newry–Portadown Cycleway and Towpath, creating a continuous 52km off-road corridor along the east coast of Ireland. This enables walkers and cyclists to travel off-road between Belfast and Dublin via Sustrans Route 9, also known as the Great Eastern Greenway.

- The Carlingford Lough Greenway provides a scenic, safe, and sustainable travel option, enhancing connectivity between communities on both sides of the border. Once the Narrow Water Bridge is completed, it will further strengthen cross-border links, offering direct access from County Louth into the wider County Down area.

Thank you for your time



Questions: Session 4 Pannel

Session 4: Greenways *Chair: Dr. Faye, Active Travel and Greenways, DoT.*	
Accessibility for all Greenway Users	*Michael Hennessy and Leona Tuck, The Struggle Is Wheel*
Boyne Valley and Lakelands Greenways, Meath	*David O'Reilly Senior Executive Engineer and Paul McKown Senior Executive Engineer Meath County Council*
M28 Cork Ringaskiddy Active Travel and Urban Realm project and Impact Evaluation.	*Aoife Mahony, A/Senior Executive Engineer Cork County Council*
Carlingford Lough Greenway	*Barry Baxter Louth County Council; Seamus Crossey Newry, Mourne and Down District Council*

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End of Session 4

Conference Dinner at 8.00pm

Conference resumes at 9.00am, Friday 10th October

